

14-123

Design & Access Statement

Proposed development of a 17,000 ft² food retail store [use class A1] and a 1,300 ft² non-food retail store [use class A1/A2] and associated car parking.

The Bridge Inn
Childwall Valley Road
Belle Vale
Liverpool L25 2

Condy Lofthouse Architects



Application Site and Context



The application site has a land area of 0.68 hectares and is located in the Metropolitan Borough of Liverpool and the Liverpool City Council ward of Belle Vale. The site occupies a prominent position on the corner of Childwall Valley Rd and Kings Drive. Childwall Valley Road is part of a principle route into Liverpool from the South, as well as connecting with the North West's Motorway systems.

The buildings on the site at present consist of a public house, The Bridge Inn, a bookmakers and a domestic garage. Historic maps show a public house on this site as far back as the 1800's, however, the current building dates to the 1920's.

The surrounding area is an established residential community close to two golf courses; parks and agricultural fields. Liverpool city centre is 6 miles away by car [25 minutes]. The existing bus stop in front of the site has buses going to Liverpool city centre every 5 minutes and takes about 30 minutes.

Under the Liverpool Unitary Development Plan, the site lies in a PRIMARY RESIDENTIAL AREA [H4].



Image 1: View looking left from Childwall Valley Road



Image 2: View looking right from Childwall Valley Road



Image 3: Back of The Bridge Inn



Image 4: Childwall Valley Road looking towards The Bridge Inn



Image 5: Childwall Valley Road looking away from The Bridge Inn

Policies

H4

Within the Primary Residential Areas defined on the Proposals Map, planning permission will be granted for:

- i. new housing development that satisfies other Plan policies;
- ii. new industrial and business development, subject to policy E5 and where there will be no detrimental effect on the amenities and character of the residential area;
- iii. new and improved community facilities, providing there is no adverse impact on residential amenity, traffic generation and car parking; and
- iv. other forms of development, redevelopment or changes of use, provided there is no adverse impact on residential amenity or the character of the area and subject to other policies of the Plan.

E5

1. Outside the Economic Regeneration Areas, the City Council will encourage the development of a range of employment generating activities, subject to the following criteria:
 - i. safeguarding the amenity of residential and other neighbouring uses;
 - ii. the nature of any industrial processes and operations involved, particularly with regard to potential generation of environmental pollutants, noise, visual intrusion, traffic and parking/access arrangements;
 - iii. the standards of design, materials and maintenance proposed, including landscaping details, boundary treatments and security measures;
 - iv. the accessibility of the proposed use to the public transport network; and v. other policies and strategic objectives of the Plan.
2. In appropriate cases, planning permission may be restricted to the use applied for.

HD18

When assessing proposals for new development, the City Council will require applications to comply with the following criteria, where appropriate, to ensure a high quality of design:

- i. the scale, density and massing of the proposed development relate well to its locality;
- ii. the development includes characteristics of local distinctiveness in terms of design, layout and materials;
- iii. the building lines and layout of the development relate to those of the locality;
- iv. external boundary and surface treatment is included as part of the development and is of a design and materials which relate well to its surroundings;
- v. all plant machinery and equipment are provided within the building envelope or at roof level as an integral part of the design;
- vi. the development pays special attention to views into and out of any adjoining green space, or area of Green Belt;
- vii. the development has regard to and does not detract from the city's skyline, roofscape and local views within the city;
- viii. the satisfactory development or redevelopment of adjoining land is not prejudiced;
- ix. there is no severe loss of amenity or privacy to adjacent residents;
- x. in the case of temporary buildings, the development is of a suitable design and not in a prominent location;
- xi. adequate arrangements are made for the storage and collection of refuse within the curtilage of the site and the provision of litter bins where appropriate;
- xii. the exterior of the development incorporates materials to discourage graffiti; and
- xiii. adequate arrangements are made for pedestrian and vehicular access and for car parking.

Pre-Application Advice

An application for Pre-Application Advice was submitted on the 19th September 2014 and feedback was received in November 2014. The planning officer who dealt with the application was Mr Jon Woodward.

Quote from Pre-App Advice 1:

"...The main building is currently shown with a 16 metre separation from residential properties on Runtun Road. This separation would need to be minimum of 25 metres..."

We addressed this point by ensuring the food retail store is a minimum of 30 metres away from the neighbouring properties to minimise visual impact upon these houses and the trees that are currently along this boundary.

Quote from Pre-App Advice 2:

"...A prominent active frontage that addressed Childwall Valley Road would be the preferred option and this could be achieved by re-orientating the footprint of the proposals by 90 degrees..."

Quote from Pre-App Advice 3:

"...Scale would also be of importance in this location. A single storey solution or equally, that of a one and half storey solution would not be appropriate given the prominent nature of the corner. The site requires a landmark, anchor building of a suitable scale to help terminate Childwall Valley Road. Providing that terminus would be greatly aided if any new building on the site stepped up and addressed the junction..."

We addressed these points by turning the footprint of the building through 90 degrees. The long edge of the building now fronts onto Childwall Valley Road. The building was also moved to the North East corner of the site to address the main junction, thus giving it the prominence of a landmark building.

Design Statement

This Design and Access Statement is prepared in support of an outline planning application being made for a 17,000ft² food retail store [use class A1] and a 1,300ft² non-food retail store [use class A1/A2] and associated car parking.

The development aims to enhance the amenities of the locality by improving the retail offering. This development decreases the distance local residents would have to travel to reach such amenities.

A development of this size will create a significant number of employment opportunities in the local area; contributing to the diversification and strengthening the city's economic base. Environmental benefits will also be realised, by reducing the need to travel and recycling underused resources of land and buildings in the existing built up area, thereby reducing the loss of open areas on the periphery of the city.

The food retail store proposed is a minimum of 30 metres away from all of the surrounding buildings and will be a single storey structure, i.e. large open shop floor that is two storeys in height; this provides for the accommodation needed. The main façade of the building fronts Childwall Valley Road providing a strong and distinct edge to the street and facilitates the potential for a dual pedestrian entrance.

A tower on the corner facing the junction creates a focal node point, fitting of the corners prominence in the landscape. The smaller unit replaces the existing bookmakers on the site and creates a visual link between the low houses and the taller food store.

The new access point proposed, allows cars to gain access to the car park at the rear of the units and delivery vehicles to access the loading bay without disturbing highway safety.

A mix of hard and soft landscaping proposed should improve the aesthetics of the surrounding area. The rear site boundary is reinforced by established trees and planting. These provide a screen between the houses and the site. The proposal will keep as much of this as possible to ensure that the screen is maintained.

Access Statement

It is proposed that cars entering the site to use the facilities will turn left or right off of Childwall Valley Road and park in the car park to the rear. An adequate number of disabled bays will be located close to the entrances of the buildings; to provide ease of access. The car park has a good level of natural surveillance from both Childwall Valley Road and Kings Drive.

A high quality, covered bicycle shelter will be provided in an area with good natural surveillance for people traveling to site by bicycle.

It is assumed that there will be an increased levels of foot traffic along Childwall Valley Road - towards the retail units. To increase the safety of pedestrians while crossing over the new access point, it is proposed that a raised zebra crossing be installed - giving precedence to pedestrians at this junction.

It is also proposed that cycle lanes be introduced on Childwall Valley road and pedestrian phasing be installed at the main junction of Childwall Valley Road, Naylor's Road and Kings Drive; as they are locally deficient.

All proposed public highways, footpaths, cycle routes and car parking areas provided will be level, highly visible and have good levels of natural surveillance from the surrounding buildings, as well as complying with the Disability Discrimination Act.