

Design and Access Statement

Former Gateacre Community Comprehensive School

Gateacre, Liverpool

February 2015



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Date of issue:

February 2015

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“Countryside’s proposal presents a fantastic opportunity to provide sustainable new homes for Gateacre, bringing the derelict site back to life.”



1.0 Introduction

1.1 This Design and Access Statement has been prepared by Turley on behalf of Countryside Properties (UK) Ltd (the 'Applicants'). It supports an application seeking detailed planning consent for the redevelopment of the former Gateacre School on land to the south of Grange Lane, Gateacre for the purposes of a new residential community.

1.2 The full planning application is for the erection of 200 no. dwellings with associated landscaping, access arrangements and car parking.

1.3 This application has been informed by and has followed a full contextual appraisal of the site, identification of constraints and opportunities and thorough pre-application consultation with representatives from the local planning authority.

Purpose of the document

1.4 The need to provide a Design and Access Statement to accompany planning applications is set out in the DCLG's publication 'Guidance on Information Requirements and Validation' (March 2010) and its amendment published in June 2013. It is in response to the recognised need to deliver high quality, locally responsive and sustainable developments through the UK planning system. The guidance sets out the role of Design and Access Statements to illustrate the processes which have led to the proposed development, and to justify the proposals in relation to their context in a transparent, legible and structured way. This approach is embedded and endorsed by the National Planning Policy Framework (NPPF).

1.5 The purpose of this Design and Access Statement is therefore to demonstrate that the proposed development is responsive to its surrounding context and in accordance with local development plan policies. It should therefore be read in conjunction with the following documentation submitted as part of the application:

- Application Plans prepared by Countryside Properties;
- Heritage Statement prepared by Turley;
- Economic Benefits Statement prepared by Turley;
- Statement of Community Involvement prepared by Turley;
- Transport Assessment including Framework Travel Plan and Minimum Accessibility Standard Assessment (MASA) prepared by CBO Transport;
- Air Quality Assessment prepared by REC Ltd;
- Extended Phase 1 Habitat Survey prepared by Appletons;
- Flood Risk Assessment including drainage statement prepared by Betts Associates;
- Phase I and II Geo-environmental Assessment prepared by REC Ltd;
- Land Remediation Strategy prepared by REC Ltd;
- Landscape Scheme prepared by David Fountain Designs;
- Lighting assessment prepared by Aptus Utilities;
- Completed Lifetime Homes Checklist;

- Tree Survey prepared by Appletons; and
- Arboricultural Impact Assessment prepared by Appletons;

1.6 The statement is set out as follows;

Chapter 2

Policy Context

Chapter 3

Appreciating the context

Chapter 4

Towards a masterplan

Chapter 5

The masterplan

Chapter 6

The masterplan in detail

Chapter 7

Summary and conclusions

The site

1.7 The application site extends to approximately 7.89 hectares (ha) and is vacant having been previously the former school building and associated structures with hard standing. Part of the site is was previously developed, remaining as part reclaimed land, which was previously used for landfill prior to the development of the school.

1.8 The site is located to the south of Grange Lane, approximately 0.5km north west of Gateacre's village centre.

1.9 The site is defined by Grange Lane to the north and east, Gateacre Park Drive and Cuckoo Lane to the west and the rear of the Meadow Oak Drive properties to the south. Beyond these boundaries, the surrounding area is residential in nature, and typical of suburban development to the east of Liverpool.



2.0 Policy context

Local Planning Policy

Liverpool Unitary Development Plan

2.1 The Liverpool Unitary Development Plan (UDP) was adopted in 2002. As a strategy for growth, its policies were written in the context of the City planning for a significantly lower level of development than is now required.

The saved policies of the Liverpool UDP relevant to this application are:

- Policy HD18 requires applications to comply with a set of identified criteria to ensure a high quality of design. These criteria include the need for the scale, density, massing, external boundary treatments and building lines of a proposed development to relate well to its locality and to include characteristics of local distinctiveness within the development through design, layout and materials. There should be no severe loss of amenity or privacy to adjacent residents and adequate arrangements made for storage and collection of refuse within the curtilage of the site.
- Consideration should be given to achieving a fully accessible environment through ease of access, siting and design of parking areas, paths, dropped kerbs, pedestrian crossings, street furniture and open space (Policy HD19).
- Encouragement is given to developers to incorporate measures which reflect the need to make proper provision for personal safety and crime prevention, paying particular attention to hard and soft landscaping arrangements, the design and relationship of car parking and the distinction between public and private space (Policy HD20)
- The City Council will require the submission of a full independent tree survey to enable the effect of the proposal on the trees to be fully assessed and will refuse planning permission for proposals which cause unacceptable tree loss, or which do not allow for the successful integration of existing trees identified for retention following consideration of the tree survey (Policy HD22).

- All new development proposals should make provision for the planting and successful growth of new trees, high quality landscaping and boundary treatments (Policy H23).
- The City Council will require developers to ensure that the lighting scheme proposed is the minimum required for security and working purposes and that light spillage and potential glare is minimised (Policy HD28).

Liverpool Supplementary Planning Guidance and Documents

2.2 The Council has prepared a number of Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPGs) to provide additional guidance for the existing UDP policies; the following are relevant to the consideration of the application:

Car and Cycle Parking Standards Supplementary Planning Guidance

2.3 This SPG was adopted by the City Council in April 1996, to supplement UDP Policies T12 (Car Parking Provision in New Developments) and T6 (Cycling) in the Liverpool. The guidance note sets out the Council's standards for car parking, including layout and design, in relation to proposals for new development.

Design for Access for All Supplementary Planning Document

2.4 This SPD provides advice in relation to the integration of inclusive design principles into planning proposals, promotion of high quality design and inclusive environment for all. The SPD specifically sets out the requirements with regards to disabled access.

Ensuring a Choice of Travel Supplementary Planning Document

2.5 This SPD was developed in partnership with the Merseyside Local Authorities and Merseytravel and adopted in December 2008. The key objectives of the document are to ensure a reasonable choice of access by all modes of transport to new development; reduce the environmental impact of travel choices' improving road safety; promote healthier lifestyles; reduce the level of traffic growth and encourage opportunities to improve the quality of development proposals.

Trees and development Supplementary Planning Guidance

2.6 This SPG supplements UDP Policies HD22 and HD23. It provides information and advice to developers regarding the protection of existing trees; integration of existing trees into new development and the requirements for new tree planting as part of development proposals.

New residential development Supplementary Planning Guidance

2.7 This SPG was adopted in April 1996 and is therefore considered to be significantly out of date. The document is intended to supplement UDP Policy H5. The main objective of this SPG is to ensure that new developments are well integrated with their surroundings and offer a good standard of amenity to future occupants whilst protecting the amenity of existing occupiers.

Planning advice note on refuse storage and recycling facilities in new developments

2.8 Adopted in March 2005, this guidance note provides advice on the Council's recommended standards for refuse storage and recycling in all new developments.

Emerging Local Plan

2.9 A review of the adopted Liverpool UDP commenced in 2002. The Core Strategy reached draft submissions stage in 2012 and was published in spring 2012 for a period of public consultation. Further progress on the Core Strategy was halted in February 2013, when the City Council resolved to prepare a new Local Plan for Liverpool, with the Core Strategy (Submission Draft 2012) at its heart alongside land allocations and development management policies. While the draft Core Strategy is no longer being pursued, that document will set out the framework for the Local Plan moving forward. As such, those parts of the draft Core Strategy plan relevant to the current proposals are identified below.

2.10 Draft Strategic Objective Four (Attractive and Safe City With A Strong Local Identity) seeks to protect and enhance the City's unique historic and architectural environment, including Listed Buildings, ensuring all new development achieves high quality and inclusive design.

2.11 Draft Strategic Objective Seven (Maximising Sustainable Accessibility) seeks to ensure all new development is highly accessible by sustainable modes of transport.

2.12 Other relevant draft policies in the Core Strategy include:

- SP1 (Sustainable Development Principles) which sets out a series of policy criteria to ensure that new development makes best use of resources, protects the environment, addresses climate change and the needs of the local community. The policy recognises that it is important to weigh the benefits of new development proposals, against any potential policy conflicts;
- Strategic Policy 13 (Housing Mix - Citywide Principles) which seeks to prioritise the delivery of housing development proposals which broaden the City's housing offer. All new housing provision should enable the needs of a household to be met over its lifetime, for example through the application of "Building for Life" and / or "Lifetime Homes" criteria;
- Strategic Policy 16 (Housing Mix - Suburban Areas) seeks to place the overall emphasis on delivering mixed-value, private sector family

housing, especially semi-detached and detached houses within suburban areas. New development will be expected to be delivered at densities of 30-50 dwellings per hectare, but densities outside this range will be allowed where they can be demonstrated to reflect the character of an area or broaden local housing choice;

- SP23 (Place Making and Design Principles) sets out criteria to ensure innovative, high quality design to create well-integrated and usable places;
- SP24 (Historic Environment) sets out the policy requirements for consideration of development proposals effecting historic assets;
- SP31 (Sustainable Growth) aims to ensure that development makes the best use of resources;
- SP33 (Environmental Impacts) aims to ensure that the environmental impacts of development are minimised;
- SP34 (Accessibility and Managing Travel Demand) aims to ensure that development makes the best use of existing and proposed transport infrastructure.

2.13 Public consultation on an informal draft of the Local Plan is due to take place in early autumn 2015 with submission currently scheduled for November 2016.

3.0 Appreciating the context

3.1 This chapter sets out the urban design analysis of the site and surrounding context to inform a series of locally responsive and sustainable design principles. The three scales of context are set out as follows:

- **Strategic context** – The location of the site within the city and regional setting including key transport connections
- **Local context** - The wider setting of the site, the area's historic growth, and the current relationship between the site and the surrounding built form, urban grain, and its key connections to the surrounding urban area
- **Site context & technical summary** – A more detailed appraisal of the site and its technical constraints, including topography, landscape, ecology and hydrology.

3.2 This approach will demonstrate how the proposed scheme has identified, acknowledged and responded to the design considerations unique to this site.



Right: Images taken from around Gateacre and Belle Vale showing the area's character and regional connections

Strategic context

3.3 Gateacre is located approximately 5 miles to the south east of Liverpool City Centre. It sits within a dense cluster of residential settlements at the edge of Liverpool's urban area.

3.4 Gateacre is well served by the regional strategic road network. Connections to Belle Vale in the north and Woolton in the south is provided by the B5171. The M62 which provides regional connections to Liverpool, Manchester and Leeds is a short drive to the north of the site, around 2 miles to the north of Gateacre Village. The M57 junction with the M62 is also a short distance away providing connections to the M6 northbound.

3.5 Although not served by a local train station, Gateacre is located within a short distance from the surrounding network. The closest train station to the north is Broad Green, which is circa 2 miles from Gateacre, providing connections with Liverpool Lime St within 30 minutes and St Helens to the north east in around 50 minutes. An alternative local station is Hunt's Cross, less than a mile to the south of Gateacre, which provides services to Liverpool Lime Street, Manchester Oxford Road and Warrington Central.

3.6 The area is also served by numerous bus routes from Liverpool city centre including service 78 from Liverpool centre to Halewood and services 173/174 which provide connections between Sefton Park to Belle Vale.

Initial design thoughts...

- The development structure, scale and density should reflect the site's strategic location
- The development should provide expedient access to the surrounding road network



Local context

3.7 The former school site is located within an area predominantly residential in character, which falls within a short distance from Gateacre's historic centre, which lies to the south of the site and is within a 10 minute walk, offering a wide range of services and amenities, including the Gateacre Brow medical practice and convenience retail.

3.8 The newly completed Gateacre Neighbourhood Centre is located to the north of the site along Gateacre Park Drive. Alongside a new Aldi store the local neighbourhood centre provides a local Pharmacy, a petrol station, veterinary surgery and a number of small retail units.

3.9 A number of local primary and secondary schools are within a 10 minute walk of the site. Our Lady of the Assumption to the east and St Francis Xavier's College and Woolton High School to the south west.

3.10 Belle Vale is located to the east of the site, approximately a 10 minute walk, which provides access to some larger scale amenities and services including a Morrisons supermarket, Belle Vale shopping centre, Belle Vale Neighbourhood Health Centre and the newly completed Gateacre school.

3.11 The site sits within close proximity to a variety of recreational spaces and public parks, including Childwall Woods to the north west, Black Wood to the west and Woolton Park to the south, all of which are within a 10 minute walk from the former school site. A number of parks and sports pitches can be found to the east of the site including Belle Vale Park and sports pitches associated with the new Gateacre School.



Initial design thoughts...

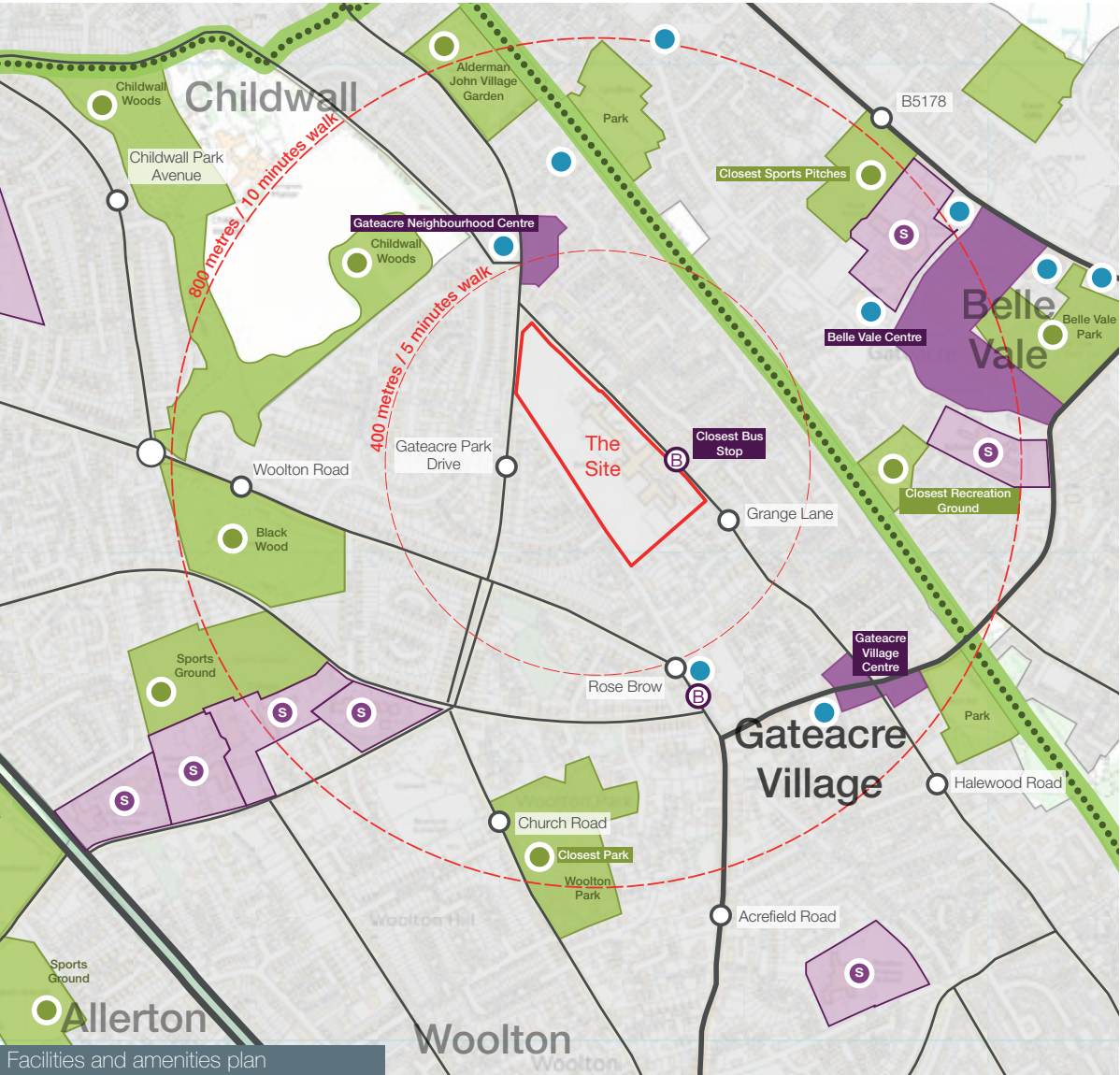
- The site falls within the catchment of Gateacre Village centre and the Gateacre Neighbourhood Centre, as well as the local amenities and facilities found at Belle Vale. This development will provide added vitality to the local area, whilst promoting sustainable means of transport to a variety of key uses.



Left: A selection of images taken from the surrounding area which highlight the variety of local amenities within walking distance of the site.



- Key:
- Site boundary
 - Local centres / shopping areas
 - Bus stop
 - Schools
 - Community facilities
Including facilities such as Doctors Surgeries /
Dental Practices / Health & Leisure facilities etc
 - Formal green space
 - Primary routes
 - Secondary routes
 - Trans Pennine Trail (Route 62)



Urban context and townscape

3.12 Following our review of Gateacre's historic development, we have studied the local architecture, street types and public realm in order to extract design cues which could shape the new home and highway designs within our proposal.

Built form

The built form assessment includes:

- Historic Character
- Post war suburban growth
- Modern Expansion

Initial design thoughts...

- Create buildings with character and distinction.
- Elevations and building materials should reflect the unique character of Gateacre Village.

Historic character



Gateacre Village is rich in character, the buildings are well proportioned and include simple detailing, creating depth and distinction.



Post war suburban growth



During the post war expansion the houses built were stripped of architectural decoration. Simple elevations and strong building lines characterise this period.



Modern expansion



Recent house designs are an eclectic mix of materials and detail. Window surrounds and roof designs reference Gateacres historic character.



Streets and spaces

3.13 Our review of the streets and spaces is guided by the existing road hierarchy:

- Primary Streets
- Secondary streets and lanes
- Feature spaces

Primary streets



The main streets through Gateacre are green in nature, grass verges and strong street trees define the footways.



Secondary streets and lanes



Secondary roads and lanes are verdant with dense tree planting. Boundaries are defined with hedgerows and stone walls with narrow footpaths.



Feature spaces



Key corners and junctions are defined with bespoke structures. Contrasting surface treatment and planting further enhance the character.



Initial design thoughts...

- Create a distinct and legible hierarchy of streets which relate to specific character areas
- Define key corners with feature units and landscape treatment to aid orientation

Heritage Context

Summary of History and Development

3.14 Grange Lane was originally a continuation of Childwall Lane, connecting the parish church and Childwall with the village of Gateacre at the crossroads. The Ordnance Survey map of 1849-1851 illustrates that the application site was originally open agricultural land. By 1894 field boundaries had been removed and large detached villas had been constructed to the north of the application site along Grange Lane including Gorsey Cop, Elmsfield, Grange Hollies, and Rough Grange. The application site was redeveloped to accommodate Gateacre Comprehensive School in 1962 and a terraced arrangement was established with the school occupying a lower level in the eastern part of the site and the playing fields occupying higher land in the west. By 1974 the application site was surrounded by modern residential development including infill development around the remaining traditional properties. More recently Gateacre Comprehensive School was demolished.

3.15 For a further detailed assessment please refer to the Heritage Statement submitted as part of this application.

Heritage Assets

3.16 The application site is proximate to The Crying Tree (formerly known as Gorsey Cop), Grange Hollies and Oakfield Terrace, all of which are grade II listed.

3.17 The Crying Tree and Grange Hollies are large Victorian villas dating from the mid to late 19th century and Oakfield Terrace is a Regency terrace of 3 houses dating from the early 19th century. The significance of these assets has been assessed in accordance with the NPPF and this assessment is set out in full in the accompanying Heritage Statement prepared by Turley Heritage. This also considers the way in which the setting of these assets contributes to their significance.

3.18 In summary, these assets are representative of a phase in the history and development of Liverpool when wealthy merchants left the City and sought improved living conditions in the suburbs. These buildings originally benefitted from extensive views to the north east and were therefore designed to be orientated to the north east, with large bay windows overlooking private rear gardens and views beyond to Lancashire and

Cheshire. These properties had a more functional relationship with Grange Lane. The application site originally formed part of the rural backdrop of the identified listed buildings, however the orientation and design of the listed buildings does suggest that the visual relationship between them and land to the north east was more important. The application site was redeveloped during the significant phase of growth in the 20th century and the below photographs of the now demolished Gateacre Comprehensive School show a large three storey and dominant building in the south eastern part of the site.

- 1 & 2: The now demolished Gateacre Comprehensive School
- 3: Ordnance Survey map of 1849-1851
- 4: Ordnance Survey map of 1974
- 5: Grade II Listed Grange Hollies c.2014
- 6: Application site and Oakfield Terrace c.1950s





Movement

3.19 The site is well connected to a number of local A roads, namely the A5058 and A562, providing connectivity to surrounding railway stations, local neighbourhoods and the M62 as well as Liverpool City Centre further north west.

3.20 Locally, Grange Lane provides access to Gateacre Village to the south and the newly developed Gateacre Local Centre development to the north east of the site. Grange Lane also provides connectivity to Belle Vale where a number of local facilities are located.

3.21 The site also benefits from a number of sustainable transport links, including immediate access to local bus routes and the Trans Pennine Trail. Local bus services (76, 173/174) provide access to both Gateacre Village (within a 10 minutes walk of the site) as well as bus connections to Liverpool City Centre and regional parks such as Sefton Park. The closest bus stops exist along the eastern boundary of the site along Grange Lane.

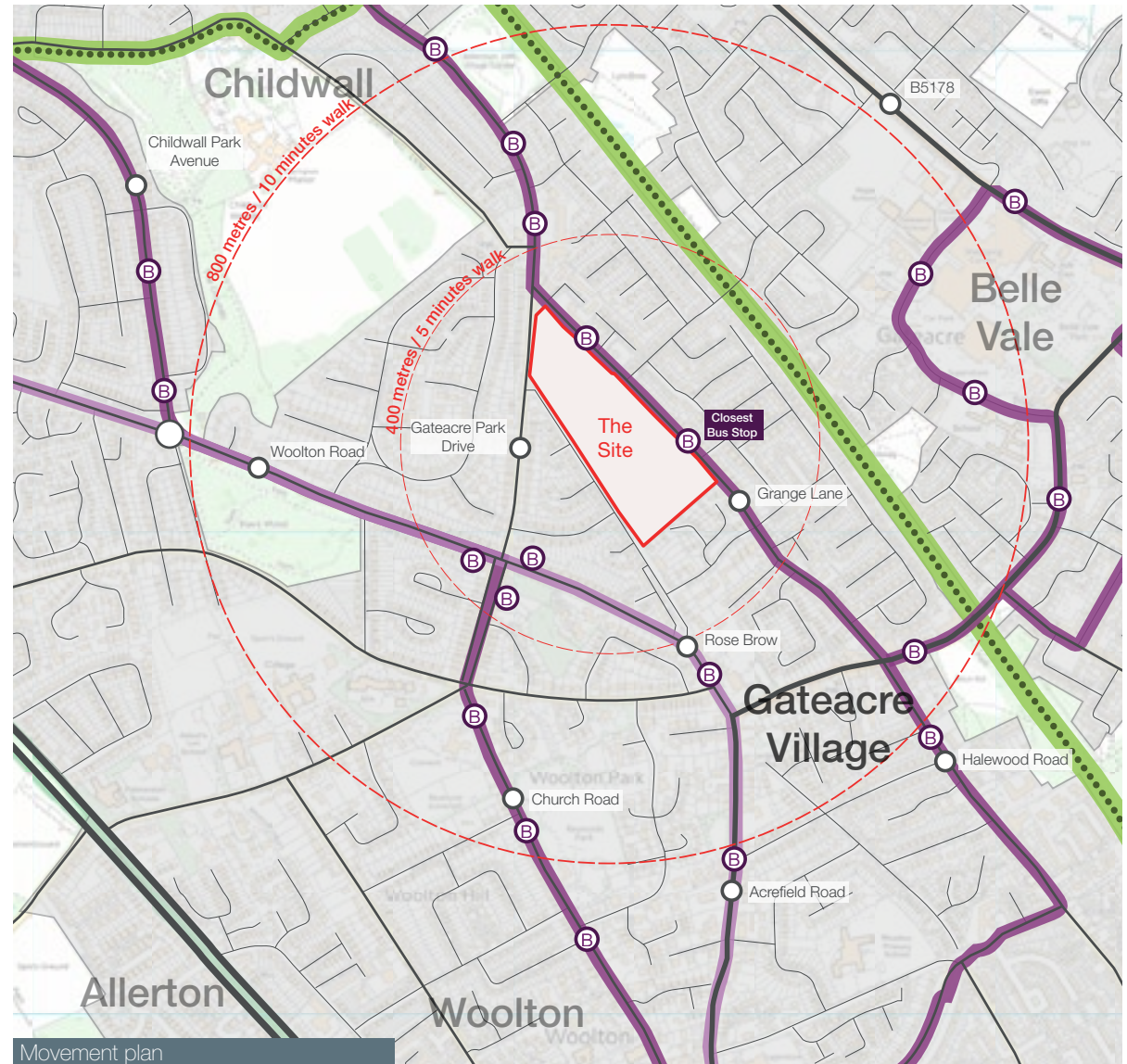
3.22 The Trans Pennine Trail (Route 62) provides recreational cycling connections across Lancashire and connecting into Yorkshire. Locally the trail provides connections between Widness and Sefton.

Initial design thoughts...

- Development should connect to local established streets
- Public transport and road connections provide a range of local and accessible sustainable transport options
- The site's proximity to local amenities allows for access to a range of destinations on foot

Key:

- Site boundary
- Urban area
- A roads
- B roads
- Tertiary roads
- Bus route - route 78
- Bus route - route 173/174
- B Bus stop locations
- Trans Pennine Trail (Route 62)



Suburban grain

3.23 Gateacre village centre organically evolved along Grange Lane and Belle Vale Road, from as early as the 1850's, with the village surrounded by farm steads and agricultural land. By 1984 the Cheshire Lines Railway defines the settlement edge to the north east, expansion is deflected to the south of the site and Gateacre village.

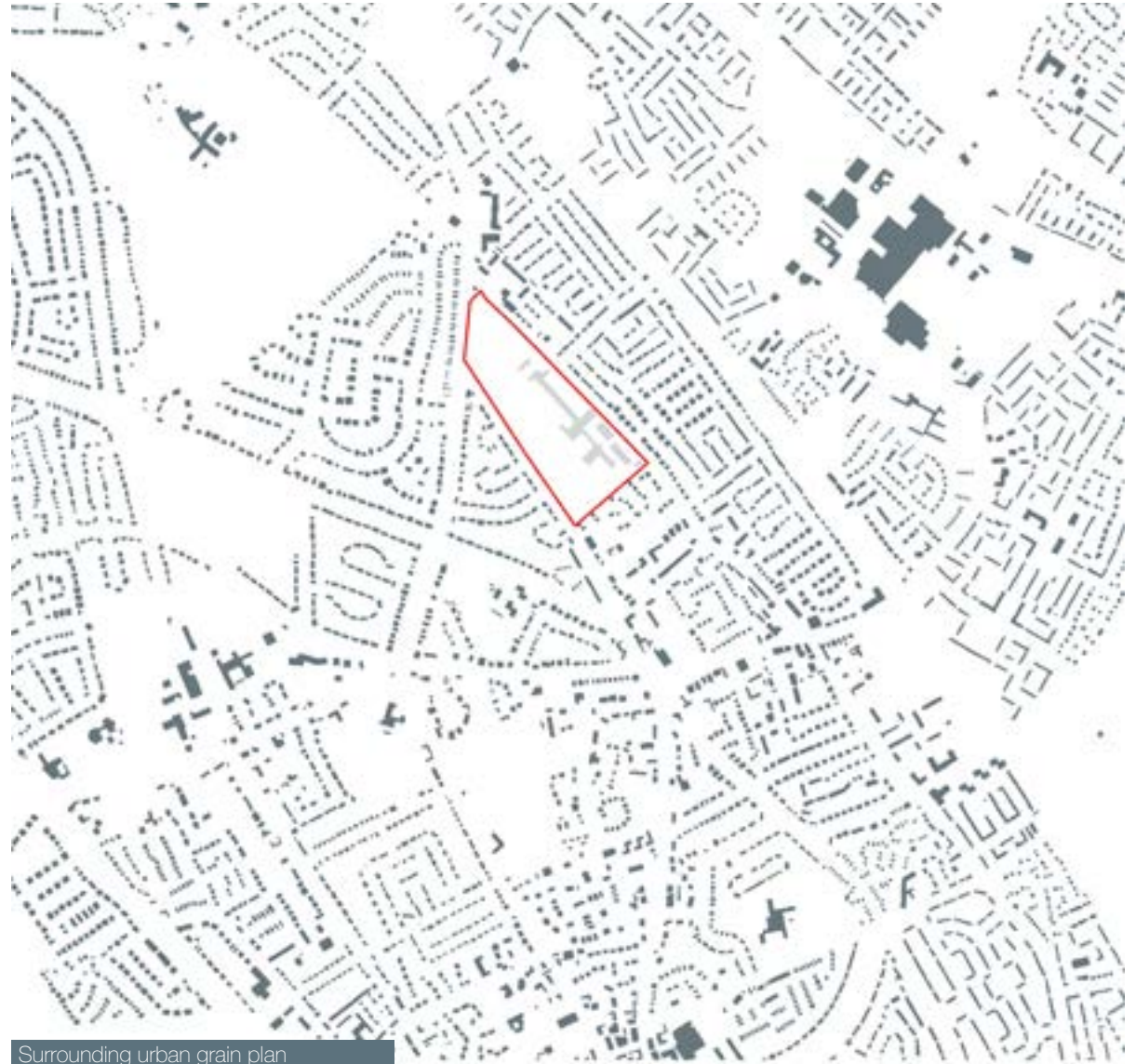
3.24 During the national housing boom in the post war era Gateacre experienced substantial urban expansion, with suburban neighbourhoods growing around Belle Vale, south Gateacre and towards the west of the site. During the 1980's suburban infill development continues, enveloping the site within a number of residential communities. However, throughout the development of this area, a number of green spaces and parks have been protected and the railway line has been dismantled to become part of the Sustrans Trans Pennine trail.

3.25 The present day suburban grain illustrates a mixture of traditional and post war development patterns. Towards the centre of Gateacre village, streets are well defined and contained. As you move further from the village centre, towards Belle Vale, larger scale development's, such as Morrisons and the Belle Vale Shopping Centre, sit within larger spaces and have a much larger land take.

3.26 The former school site in its current condition leaves a considerable gap in the suburban fabric of Gateacre, which weakens the amenity of the streets and residential areas which sit within its immediate proximity.

Initial design thoughts...

- Create a development grain and form which respects the existing form and density of surrounding residential neighbourhoods.
- Potential to provide a density gradient from east to west (high to low) to integrate with surrounding suburban grain.
- Establish a new development edge along the boundaries of the school site to reinforce streetscape along Grange Lane and Cuckoo Lane.



Surrounding urban grain plan

Site context

3.27 Having assessed the character of the wider and local context, a detailed assessment of the site itself is required to determine the immediate parameters in which development will have to be accommodated. This analysis will identify fixed parameters which need to be accommodated within any proposal, and parameters which are able to be addressed as part of the scheme's design through either mitigation or substitution.

3.28 Having made a full assessment of the site, the key factors of the site which are deemed to be most relevant to this scheme are as follows:

- Hydrology and Ecology
- Access
- Topography

3.29 A full suite of documents have been produced as listed at the start of this Design and Access Statement. A summary of the key findings of these reports are documented in the following sections. For more technical detail on any of these or other matters regarding the site, please refer to the specific report associated with that topic.

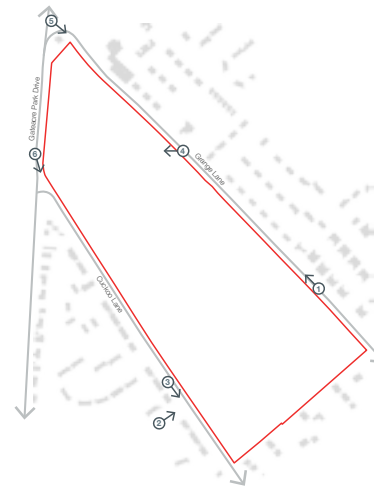


Photo location plan



1



2

1. View of previous site entrance along Grange Lane.
2. View looking towards the site from Redwing Lane.
3. View looking south east along Cuckoo Lane with the site on the left.
4. Retaining structure and boundary fence along Grange Lane.
5. View looking towards the Lodge along the northern edge of the site.
6. View looking south at the junction between Cuckoo Lane and Gateacre Park Drive.



Hydrology

Surface Water

3.30 The risk associated with surface water run-off is indicated by the EA mapping data (included in the FRA submitted with this application) which illustrates that the proposed development site is predominantly at 'very low' risk from surface water flooding. The areas indicated as being at 'low' and 'medium' risk from surface water flooding are located along the north-western and eastern boundaries which correspond with the natural topographic depressions, areas of hard standing.

Existing Drainage Situation

3.31 United Utilities (UU) records identify a combined sewer system to be located within Grange Lane to the east of site (as shown on the adjacent plan) and it is understood that the surface water run-off generated by the existing development discharges to this public combined sewer network. (Surface water and foul water systems are understood to run north-west along Cuckoo Lane to the south and west of site).



Ecology and Landscape

Landscape Features

3.32 The former Gateacre Comprehensive School buildings have been demolished and the area now consists of grassed areas, bare areas of hard standing (including tarmacdam playground areas), uneven areas of demolition rubble and features such as concrete steps and brick walls and planters.

3.33 A steep grassland embankment runs centrally through the site creating a stepped profile to the site with two levelled areas. The grassland ‘above’ the embankment on the site’s south western boundary is a level open area.

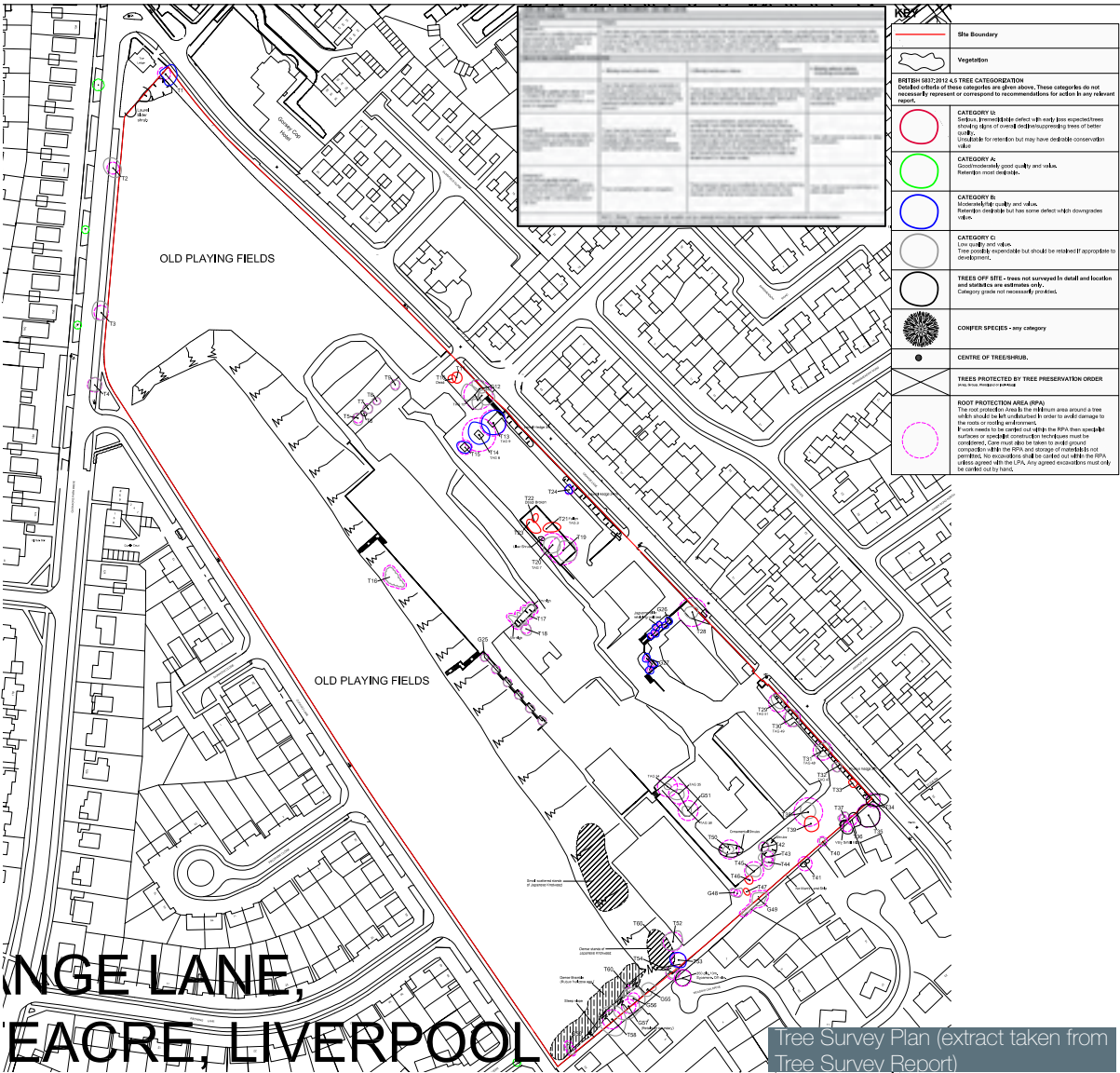
Trees

3.34 The tree survey was carried out to BS 5837:2012 to assess all the trees within the application site and any trees adjacent to the site which may be impacted by proposals. The condition of the trees and their value in relation to both the site and the surrounding area was assessed, with recommendations given as to which trees could potentially be removed and which could be retained. There is no record of Tree Preservation Orders on any trees within the site.

Ecology

3.35 A Phase 1 Habitat Survey was carried out in October 2014. The results of the survey found that the habitats on the site were of ‘site-local’ value only. No statutory and no Biological Heritage Sites are within 500m of the site.

3.36 There are two non-statutory sites within 500m of the site boundary. The ‘Childwall Woods and Fields and Black Wood LNR’. In terms of protected species, the results indicated that apart from nesting bird and badger potential the likelihood of other protected species was considered highly remote.



Topography

3.37 The existing site levels fall steeply from west to east, with a level change of approximately 15 metres. As a result open views exist from the highest point on the site, primarily along the western boundary of the site looking east. Views looking onto Cuckoo Lane from Grange Lane are not possible due to the steep gradient which exists on site. The site falls more gradually to the north east corner, where views of the properties along Grange Lane and Cuckoo Lane become more prominent.

3.38 The surrounding landform to the south west of the site, towards Allerton, rises to an approximate level of 70m AOD. As a result existing properties along Cuckoo Lane continue to rise above the site, views overlooking the site.

3.39 The surrounding landform to the east of the site, towards Belle Vale is relatively flat, with the level change being less severe. Belle Vale sits at an approximate AOD of 20m. Properties along Grange Lane and development in general towards Belle Vale and the Childwall Golf course sit within an area with a much more gentle land fall from west to east.



Topography plan

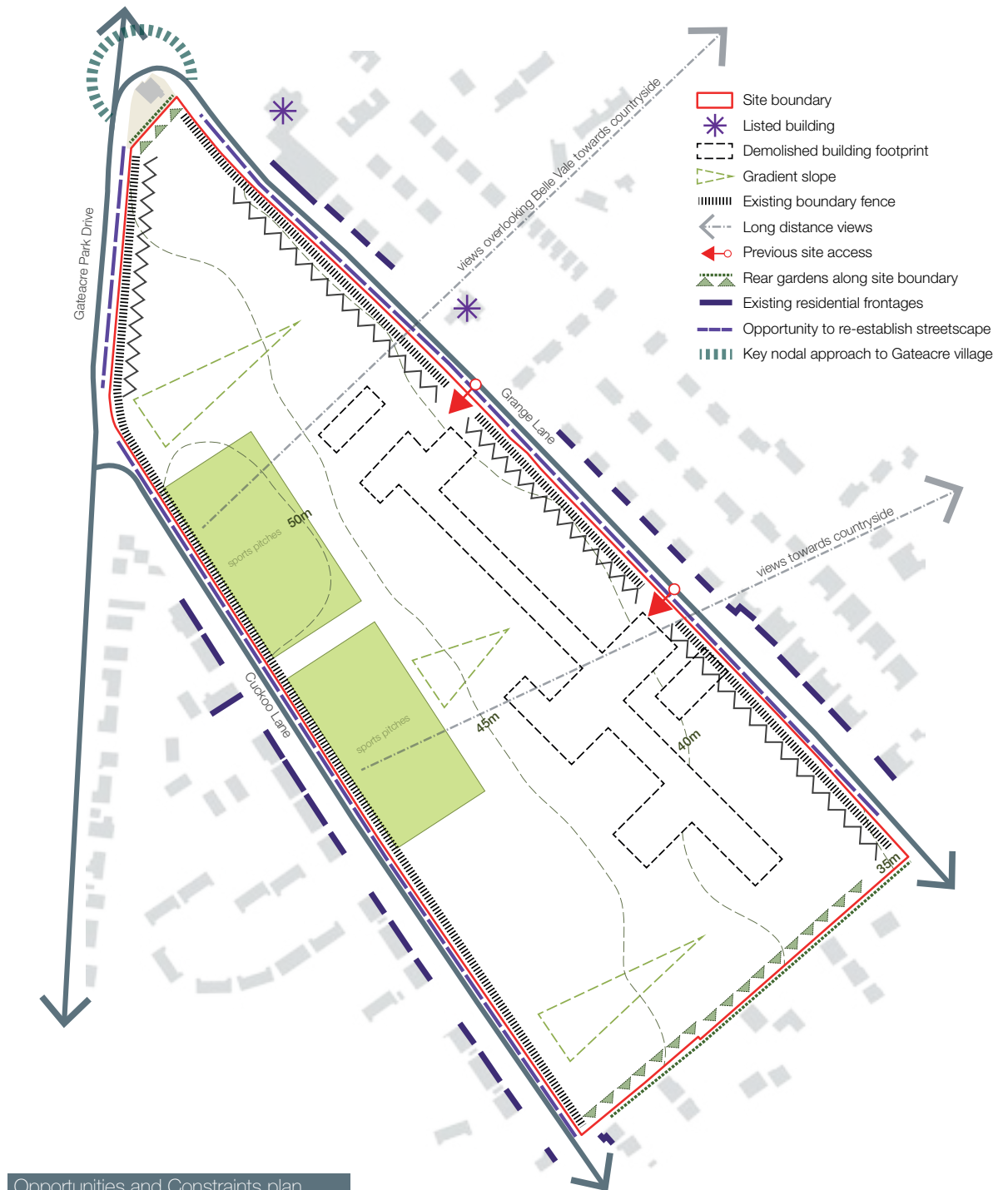
Opportunities and constraints

3.40 Having made a full assessment of all the physical characteristics of the site, there appears to be no physical constraints which would inhibit the future development of the application site. However, the findings of the reports undertaken as part of this application can be summarised below. These provide us with a list of spatial opportunities and constraints which will need to be either considered or addressed as part of the proposed development.

- **Site redevelopment** – This is a previously developed site which represents an opportunity to create a new high quality residential community helping to revitalise an otherwise derelict 'gap' within the centre of Gateacre.
- **Utility locations** - Due to the subsequent demolition of the school buildings, there are no live services on site; however drainage may still be present which could be reconnected as part of the proposed development (if required). There is an active electrical substation on the eastern boundary.
- **Topography** - The site slopes steeply from Cuckoo Lane to Grange Lane. This land form will be integrated within the proposals adding character and distinction to the place.
- **Ecology** – Phase I Habitat Survey indicates that existing habitats on site the site where of 'site-local' value only. There is no record of Tree Preservation Orders on any trees within the site.
- **Drainage** – The site is at low risk to surface water flooding. Areas indicated as being at 'low' and 'medium' risk from surface water flooding are located along the north-western and eastern boundaries, corresponding with the site topography. No groundwater was encountered during the ground investigation.
- **Landfill** - The western sector of the site has been identified as a historical landfill site prior to 1970. At this time the majority of wastes were incinerated before being in filled, thus the potential for organic material is significantly reduced.

3.41 For further detail regarding any of the above issues, please refer to the relevant report submitted as part of this planning application submission.

3.42 The adjacent plan identifies the spatial distribution of the above issues across the application site and offers an interpretation of how they are likely to influence the development proposal.

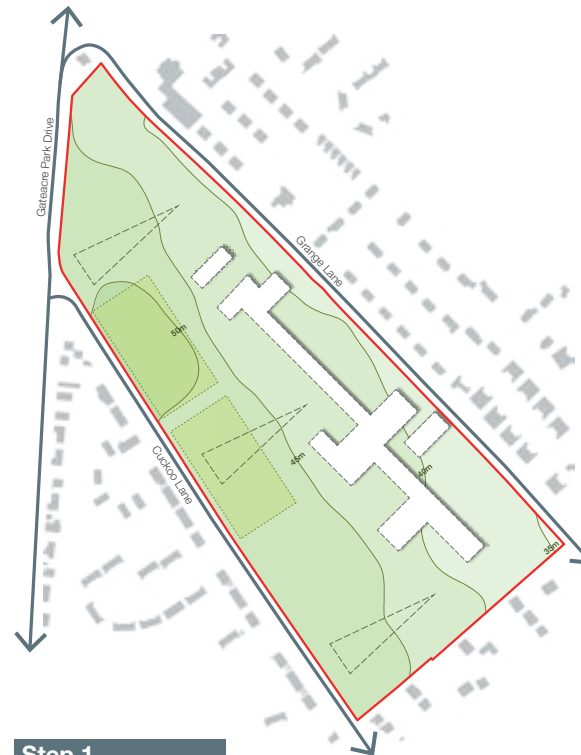


Opportunities and Constraints plan

4.0 Towards a masterplan

4.1 Following a thorough analysis of the surrounding context and technical appraisal documented in the previous chapter; this section explains how we have used this information to create a masterplan.

4.2 We have established a set of simple design principles, articulated here in the following four design steps. These mastersteps distil what we have learnt about the site to illustrate a logical and sensitive scheme with a distinct character.



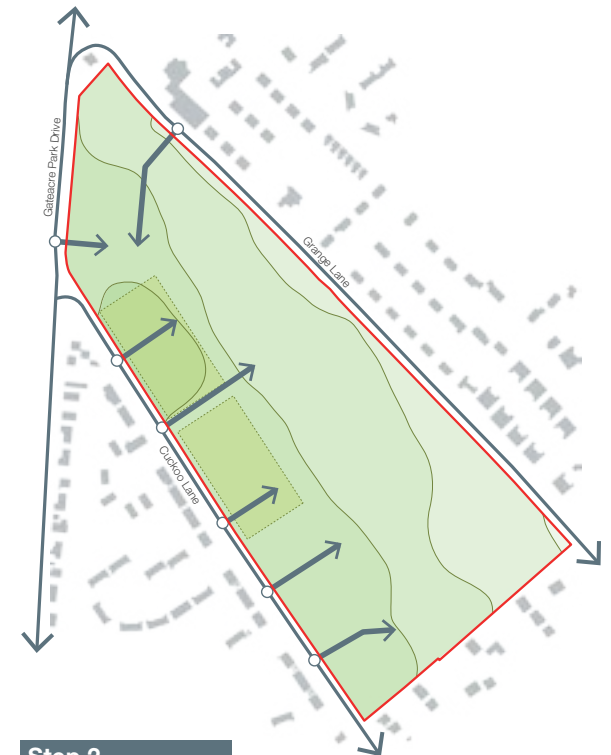
Step 1

1. Maximising the site

- Utilising the full extent of the site and understanding the topographical gradients across the site.

Benefits

- Adopting this approach ensures that the proposal is sustainable as well as ensuring that the site is efficiently utilised, maximising the opportunity for the proposal to become fully integrated with Gateacre.



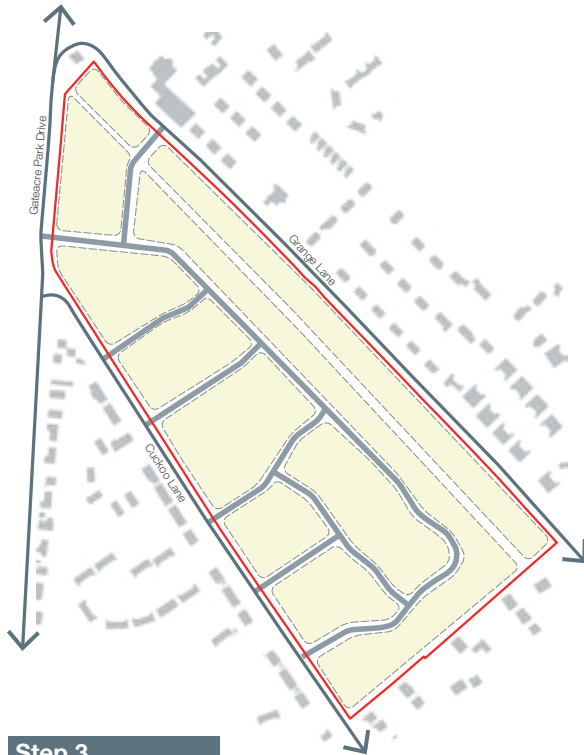
Step 2

2. Defining access into the site

- Establishing a primary route network which provides access to the site.

Benefits

- Vehicle access is taken from Cuckoo Lane, Gateacre Park Drive and Grange Lane providing safe access to the site and an internal primary movement structure which is permeable.
- Due to the topography, street access off Cuckoo Lane creates a variety of long range view corridors into and through the site, to Belle View and beyond



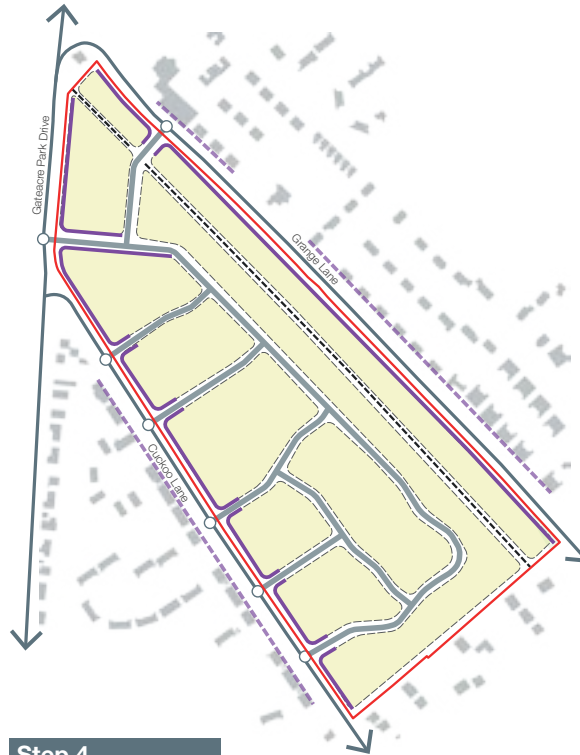
Step 3

3. Creating a robust and appropriately scaled development structure

- Create a pattern of development parcels which are focused around the primary route network and reflect the scale and grain of the surrounding area.

Benefits

- A permeable and legible development structure is created which defines a series of secondary routes.



Step 4

4. Reinforcing the character of surrounding streets

- Reinforce the streetscape character of surrounding streets by defining the edges of the site.

Benefits

- Replacing the vacant site with a contextually responsive edge will enhance the quality of the surrounding streets and connections into Gateacre