Design and Access Statement

Proposed Mixed Use Development,
Speke Boulevard,
Speke, Liverpool
March 2011 Rev D
MH405/E

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Introduction

Overview

This Design Statement has been prepared on behalf of Peel Investments (North) Ltd to accompany the full planning application for their site at Speke Boulevard, Speke. This document has been produced by Bate & Taylor Architects in support of the above application site. The application seeks full approval for a mix of uses including, 2 restaurant diners, 2 drive-thru's and a public house, together with associated car and bike parking facilities.

The application site comprises of an undeveloped site within the built envelope of the settlement of Speke. The site currently remains disused and open scrub land.

The requirement for the Design & Access Statement is set out in DCLG - Guidance on Information Requirements & Validation, as of April 2010 - a response to the recognised need to promote better quality design in development - an objective embedded in PPS 1 (2005): Creating Sustainable Communities. This documentation sets out the role of the Design and Access Statement to illustrate the process that has led to the proposal, and to explain and justify the proposals in a structured way.

Further guidance is provided by CABE's publication 'Design and Access Statements: how to write, read and use them' (2006), the key message being that applicants follow an assessment- involvement - evaluation - design process, informed by the site's context.

Purpose

The purpose of this statement is to describe the site's neighbourhood and immediate site context, and to set out a number of design principles and proposed development parameters.

The proposed design parameters identified in this report have led to the preparation of a layout which demonstrates how the site is to be developed. In accordance with the requirements of DCLG - Guidance on Information Requirements & Validation, the application provides an appropriate level of detail in terms of use and amount, layout and access, scale and massing in respect of maximum footprint and general appearance.

Additional material illustrated provides a flavour of how various elements of the site could be resolved. However, these are for indicative purposes and are not to be considered as part of the application.

The report should be read in conjunction with the submitted plans, drawings and Planning Statement document, which accompany the application. The Planning statement describes the background of this application in further detail, together with the following documents which support this application:

- Planning Statement (Indigo Planning Consultants)
- Transport Statement (TTHC Ltd)
- Flood Risk Assessment (Scott Wilson)
- Landscape Assessment (Sarah Byrne Ltd)
- Submitted Plans and Illustrations (Bate & Taylor Architects)

Structure

This statement is set out as follows:

Chapter 2: *Neighbourhood Setting* - assessment of the site's wider context and setting in relation to neighbouring character areas.

Chapter 3: *Site Setting* - a more detailed focus on the site and immediate surroundings in terms of built form and visual structure; movement and connections; landscape and topography and uses and activities. This section will conclude with locally responsive key characteristics and opportunities to be taken forward to inform a sustainable design proposal.

Chapter 4: *Design Principles* - brings forward the conclusions and findings from the previous chapters to provide a series of high level guiding principles which will inform the layout and the design parameters of the site.

Chapter 5: *Proposed Development Parameters* - stating minimum and maximum development parameters for the site, supported by 2d and 3d illustrations demonstrating how elements of the site may be developed in accordance with the parameters and illustrating design quality.

Chapter 6: *Summary and Conclusions*

Appendix 1 - Design Policy and Guidance

Chapter 2 | Appreciating the Wider Context

Overview

This chapter considers the site at two spatial scales of context - district and neighbourhood. This chapter will firstly describe the location and opportunities of the site at the district scale and proceed to consider its neighbourhood setting with regard to historical growth and the resulting neighbouring character areas.

The prompts offered at each of these spatial scales will be taken forward to influence the key design principles on site.

District Setting

In brief, the site is located directly North of John Lennon Airport and South East of Liverpool City Centre. The site sits within the defined urban area of Speke, dabbled with a mix of uses ranging from commercial and industrial uses through to residential estates.

In terms of its wider setting the site's key opportunities are as follows:

- the site is well connected to its district setting via road links to surrounding service centres including Liverpool City Centre, Widnes and Runcorn town centres.
- Junction 6 of the M62 and Junction 1 of the M57 meet directly 8.5km North of the site for access to East and West of Speke along the M62 and directly North along the M57.
- the site's proximity to John Lennon Airport and as well the River Mersey provides connections on an international level.

Neighbourhood Setting

Many of the characteristics and opportunities of the site's neighbourhood setting have been attributed to key stages of historical growth. As such, the starting point in considering the site's neighbourhood setting is a brief consideration of the key stages of historical growth.

Key Stages of Growth

1. Pre 1930's, Speke remained small village with Population not exceeding 400.
2. In a period of 25 years, there was a rapid population growth reaching 25,000 by the 1950's Due to Speke Airport and its role as the second busiest airport during World War II.
3. Industrial growth relished until the mid 1970's . The area is still home to large business such as the Novartis Pharmaceutical Plant and the headquarters of the Shop Direct Group.
4. Further businesses have taken interest in the area such as HBOS Building on the corner of Estuary Business Park and Holiday Inn Express to the south of the site.

Elements of these stages overlap to form today's neighbourhood setting of built form and visual structure, movement and connections landscape and uses and activities.

Neighbourhood Character Areas

Overview

The key stages of growth contribute to creating a diversity of neighbourhood 'character areas'. The character areas of direct relevance for the application site are described and illustrated in terms of characteristics and opportunities over the following pages. They are:

1. Estuary Business Park
2. Dymchurch Estate
3. New Mersey Shopping Park

The statement describes the site and its surroundings, outlines the details of the proposal, considers the policy context and subsequently considers the proposal within this context.

It is considered that the development of this site for a commercial development will result in significant physical, environmental and regeneration benefits for the local community. Redevelopment for commercial and uses would provide a source of local employment. As a consequence it is considered that the

proposal accords with the objectives of national planning policy, the adopted development plan and the regeneration framework for Speke.

Estuary Business Park

Partly visible from the West of the application site is Estuary Business Park.

This park is currently home to HBOS building headquarters which takes on a modern built form which with an extensive frontage along the two main spine roads in Speke – Speke Boulevard and Speke Hall Avenue.

These movement corridors define its edges along with mature trees and hedges.

The topography of the area is fairly level with a slight slope towards the south of the site.

Key local characteristics to be taken forward to the design principles include:

Layout: well landscaped, strategically Positioned set within mature landscape, screened from the Major roads.

Scale and Massing: large, roughly 6 storey building.

Built Form (Materials): Predominantly metal Cladding panels and glazing.

Landscaping: mature boundary planting

Uses: office and commercial use.

Dymchurch Estate

Located directly south, is a residential site, highly visible and within close proximity to the site.

These pockets of residential houses form the edge of the character area to the south of the site, which currently are not screened off by any kind of vegetation.

The properties sit just off Speke Boulevard and form a substantial part of Speke's community. The residential estate is well established with a local primary school, Stockton Wood Primary School, and a large Morrison's store.

Again the topography of the area is fairly level with a slight slope towards the south of the site.

Key local characteristics to be taken forward to the design principles include:

Layout: the residential estate forms a large Frontage to Speke Boulevard.

Scale and Massing: predominantly two Storey houses.

Built Form (Materials): predominantly brick And traditional in style.

Landscaping: boundary planting along road And residential edges.

Uses: residential

New Mersey Retail Park

The New Mersey Retail Park character area has a strong influence on the setting of the application site, located on land North West of the site's boundary.

The character area is a large shopping area home to some well-known stores such as B & Q, Marks & Spencers, Halfords and Next.

The New Mersey Retail Park provides essential amenities to the local community and other areas within the North West of England.

Key local characteristics to be taken forward to the design principles include:

Layout: large retail units, modern in style, Built between 1999-2000.

Scale and Massing: large stores of generally Single storey (industrial height).

Built Form (Materials): predominantly modern, Composite cladding paneling.

Landscaping: majority hardscaping Accommodating roughly 2000 car parking Spaces.

Uses: primarily retail.

Chapter 3 | Site Setting

Overview

This chapter considers the site's immediate setting in more detail. In particular it considers key characteristics and opportunities that will inform key design principles to which future proposals must respond.

The site setting is considered in the following pages under these headings:

- Built form & visual structure
- Movement and Connections
- Landscape
- Uses and Activities

These are described in detail over the following pages.

Site Description

The site (outlined in red on image below) comprises of c. 2.13 Ha of undeveloped land to the North of Liverpool John Lennon Airport. The northern boundary is bordered by Speke Boulevard, whilst the South-Eastern border is enclosed by Dymchurch Housing Estate. The proposed Dobbies Centre site, borders the Western Boundary, who are currently seeking planning approval.

The application site itself is currently baron with a small number of informal footpaths across the site. There are a few trees on site along with some newly planted trees along the perimeter of the site, bordering Speke Boulevard. All trees mentioned currently hold no tree protection orders on them.

Photo: Boundary Trees on Speke Boulevard

Built Form and Visual Structure

The site is located along a key frontage to Speke Boulevard. Direct views into the site from Speke Boulevard are mainly screened by boundary tree planting.

Photo: Boundary tree planting to the site - Parallel with Speke Boulevard.

The views South and West from the site are more open and provide views towards the new Holiday Inn Express, Speke Hall Avenue and Estuary Business Park.

Photo: HBOS Building and Estuary Business Park - West of the site.

More distant views to the North and East of the site are toward the urban, industrial edge of Speke.

Photo: View North of the Access Point on to the site - Industrial Units.

Views to neighbouring residential areas to the South East of the site - Dymchurch Estate - are currently not screened and immediately back on to the site.

Photo: View from site to Dymchurch Residential Estate.

Development on the neighbouring Dobbies Garden Centre Site has not commenced although planning permission has been sought and granted - it aims to be an iconic building on the corner Speke Boulevard and Speke Hall Avenue. Feature elements of this along with other landmark buildings within the area such as the Holiday Inn Express and the HBOS building on Estuary Business Park have driven part of the urban design aspect of this site, along with choice of materials which aim to compliment the nearby buildings and surroundings.

Currently there is a weak sense of arrival and approach to the application site from the East side of Speke due to an undeveloped frontage.

Landscape

The site is set within an urban environment, characterised by large industrial buildings, serving as distribution centres and warehouses accommodating cargo from the airport.

The application site itself consists of largely scrubland with a slight change in level from one side to the other (as shown on submitted drawings). The site slopes downwards from Dymchurch Residential Estate to Speke Hall Avenue. The north boundary bordering Speke Boulevard is characterised by a road side tree planting scheme.

The existing landscaping along the frontage of the site provides an identity unique to Speke Boulevard, one that is continuous across its length. Development proposals will look at embracing this element

of the boulevard and provide an enriched landscape that marries the existing treatment with that proposed within the site.

Uses and Activities

The site sits within a mixed use setting of Business, Residential and Retail uses.

The key elements of use and activity to the immediate site surrounds includes;

- Established residential neighbourhoods along Dymchurch Road.
- Recently constructed hotel south of the site.
- Financial HBOS building to the West of the site on Estuary Park
- People's Ford car trading outlet to the North West of the site on the opposite side of Speke Boulevard.
- The New Mersey Retail Park situated further North West of the site along Speke Boulevard.

Chapter 4 | Design Principles

This chapter sets out a new refreshed set of Design Principles for the application site developed in response to the site's wider neighbourhood setting and local setting as identified in Chapters 3 & 4 of this document. The table opposite summarises the analysis and related key messages to the design principles for the site.

These principles will follow under the headings of:

- Built form and visual structure
- Movement and Connections
- Landscape
- Uses and Activities

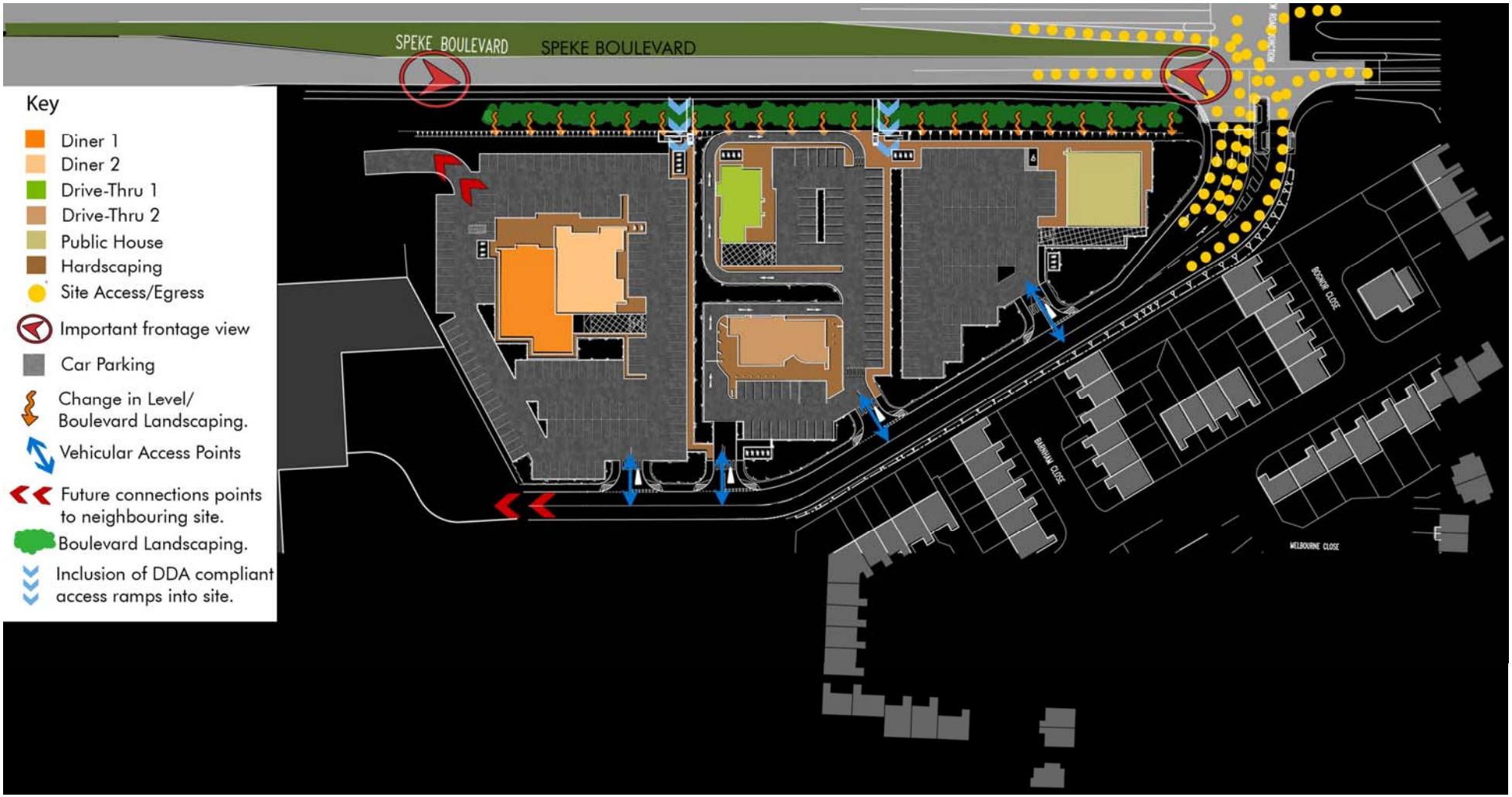
These principles will set the brief for the Design Parameters which will follow in the next chapter of this statement.

The table and illustration on the following pages demonstrates how the design principles form the framework for the site's development.

Analysis Component	Neighbourhood Scale	Site Scale	Design Principle
History	- Connections across the landscape to Speke Boulevard from Speke Hall Avenue		Reflective characteristics of the area in all design principles.
Layout	- Development strongly linked to inherent features of Speke Boulevard.	- Strong built form frontage at access point of site, with extensive quality landscaping that marries the development with the inherent characteristics of the Boulevard.	*Built Form and Visual Structure* - Create a quality, well designed landscape frontage to Speke Boulevard -Continue the flow of development along the arterial movement route to John Lennon Airport. - Protect views and exposure of the residential estate located to the South West of site. -Create Buildings of architectural quality reflecting local character and providing a modern element.
Scale and Massing	Ranging from 1 to 6 storey commercial buildings to 2 storey residential buildings.	Weak sense of arrival at corner of site from Dymchurch Estate; 1-2 storey leisure buildings.	- Complete the urban grain within the area. Providing extra height at focal points on the site.
Grain	Two predominant type of urban grain:- 1. fine grain - through residential areas of Speke 2. large grain - through industrial areas of Speke.	- Falls within a substantial area with no buildings.	- Continuation of the urban grain providing a transition from the fine grain to the large grain.
Materials	- Use of traditional brickwork with rendered and timber cladding details.	- Modern style buildings characterised with features representative of the area.	- Create buildings of architectural quality reflecting local character yet with a simple/modular design.

Access	-Main road connection to local town centres and airport.	- Currently no formal access routes onto the site.	*Movement & Connections* - Create increased permeability into the site from Speke Boulevard for pedestrians and cyclists. - Ensure clear internal connections between the buildings on the site.
Landscape	Tree boundary planting as part of a roadside planting scheme.	Tree and hedgerow boundary planting along with hardscaping to merge into the Dobbies Garden Centre Site and provide continuation of the characteristics of the Boulevard.	*Landscape* -Ensure a high quality landscape scheme for both soft planted and hardscape area reflecting local landscape character.
Uses	Mixed Neighbourhoods- Residential, Commercial, Leisure, Industrial and Retail uses.	Mixed use and activity - office accommodation on Estuary Business Park Site, Retail- Prospective Garden Centre, Residential - Dymchurch Estate.	*Uses and Activities* -Provide a range of services and facilities to the local community and surrounding areas. - Ensure a level of activity is maintained on site during the day and night.

Design Principles & Drivers



Chapter 5 | Proposed Development Parameters

Introduction

In accordance with the guidelines outlined in CABE's 'Design and Access Statements: how to read, write and use them', this chapter sets out the use and amount, layout of development proposed, scale of the development and appearance to demonstrate that a high quality development can be delivered and to enable a robust assessment of the proposals to be carried out. The scheme is detailed as follows:

Use and Amount

- What the buildings and spaces will be used for
- The amount of floor space to be built on site

Layout and Access

- How the buildings and public spaces will be arranged on site, and the relationship between them and the buildings/spaces around them.
- Why the access points and routes have been chosen, how the site responds to road layout and public transportation provision.

Scale and Massing

- How big the buildings will be (height, width and length)

Landscape and Appearance

- What the buildings will look like.
- What the public realm will look like.

Sustainability Principles & Site Waste Management

- Methods implemented to reduce waste production and CO_2 Emissions.

Crime Prevention Measures

- Secure by Design principles towards a sustainable community which have been incorporated into the development design.

To demonstrate these elements further, a series of supporting elevations and sections have been prepared. These illustrations can be viewed overleaf within the submitted drawings for full material details. The purpose of these elevations is to demonstrate how it is intended for the site be developed. For further detail, please refer to the submitted set of plans included within this application.

Use and Amount

The relevant design principles for use and amount respond are:

Uses and Activities

-Provide a range of services and facilities to the local community and surrounding areas.
- Ensure a level of activity is maintained on site during the day and night.

The application seeks full planning permission for a mixed use development which comprises of: two diners, two drive thru's, and a public house. In total the development will provide a maximum of 18 669 sq ft (1,735 sqm) of gross external floor space. 285 car parking spaces have been provided inclusive of 14 disabled car spaces and 50 cycle spaces.

Further justification for the development proposals can be found within the Planning statement and the Transport Statement submitted in support of the application.

Building Reference	G.E.F.A.	
	SQM	SQFT
Units A&B (Diner 1&2)	825	8877
Unit C (Drive Thru 1)	208	2238
Unit D (Drive Thru 2)	297	3196
Unit E Public House	405	4358
TOTAL	1735	18669

Table showing amount of floor space per proposed building on the site.

Layout and Access

The relevant design principles to which development parameters for layout and access respond are:

Built Form and Structure
- Create a quality, well designed landscape frontage to Speke Boulevard
-Continue the flow of development along the arterial movement route to John Lennon Airport.
- Protect views and exposure of the residential estate located to the South West of site.
-Create Buildings of architectural quality reflecting local character and providing a modern element.

Landscape
-Ensure a high quality landscape scheme for both soft planted and hardscape area reflecting local landscape character.

Movement & Connections
- Create increased permeability into the site from Speke Boulevard for pedestrians and cyclists.
- Ensure clear internal connections between the buildings on site.

The built form proposals include two buildings of varied footprints to the application site's frontage behind the landscape strip on Speke Boulevard. The four buildings in total, comprising of two diners, two drive thrus and public house create an important connection between the urban grain along the

boulevard, marrying the residential development with the potential Dobbies Garden Centre and the development on Estuary Business Park.

A sense of arrival at the access junction from Speke Boulevard is strengthened by the positioning of a gateway pub building to the West corner of the application site. Furthermore, all buildings are positioned to run parallel with the Boulevard separated by a high quality landscape buffer.

The car park and pedestrian footpaths are laid out to maximise convenience, efficiency and provide strong links to each building entrance, to maximise legibility and safety for users of the site. Loading bays are provided to the building units for convenient off-loading of supplies.
The site will be accessed via a purpose built junction off Speke Boulevard. This ensures the site is easily accessed whilst additionally providing an access point to the Proposed Dobbies Garden Centre.

Provision will also be made for pedestrian access to the development through an open frontage onto Speke Boulevard. This will enable pedestrians to access the facilities from the surrounding areas without the need to walk around the site, this will help in opening up the facilities to the wider community. External ramps and stairs into the site from Speke Boulevard will be DDA compliant allowing suitable access for all.

Public Transport

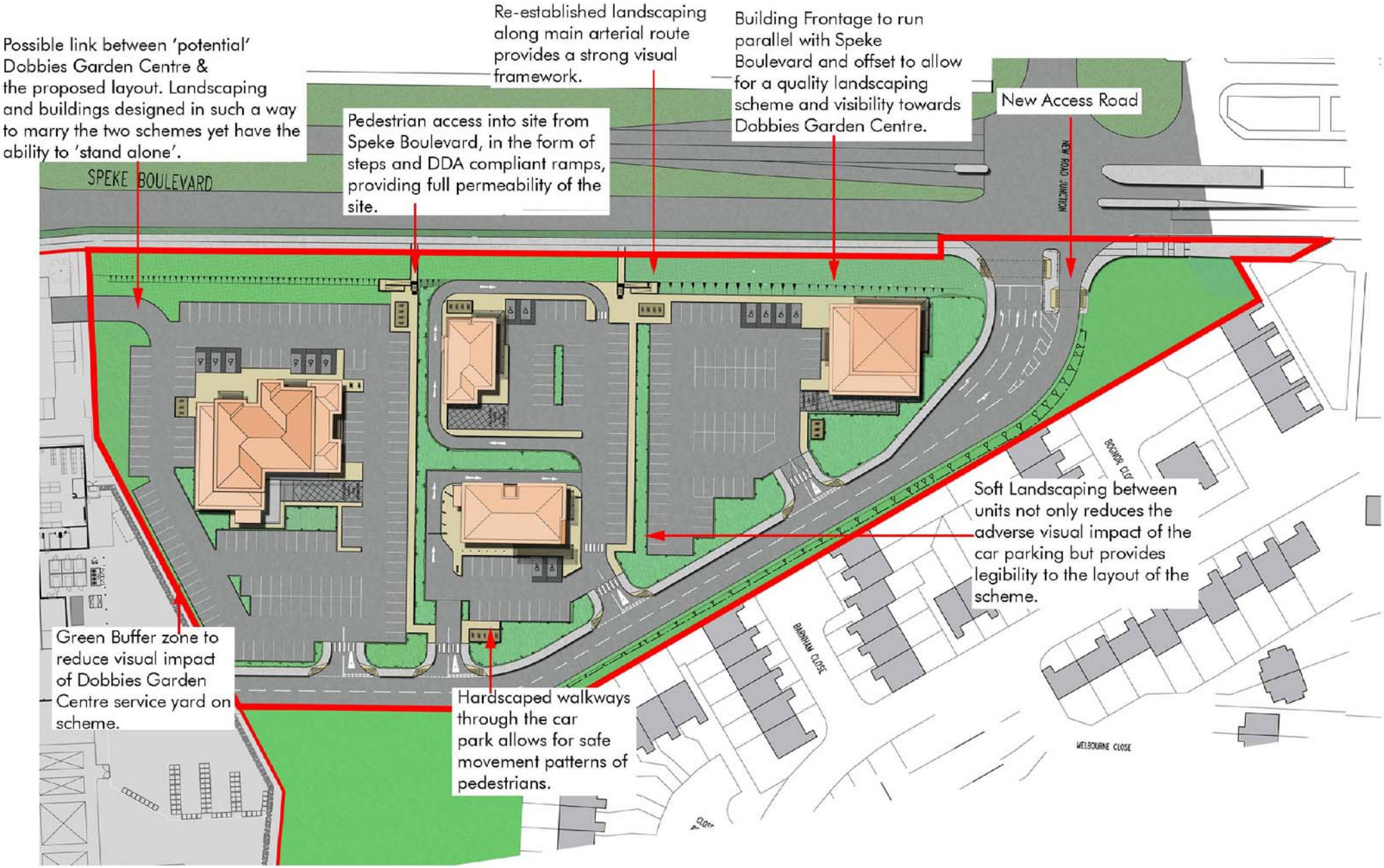
The site is well served by existing public transport facilities. Details of existing transport infrastructure within the proximity of the site are detailed in the Transport Assessment.

Cycle Provision

Safe cycle parking will be provided close to the main entrance of each unit to complement the existing cycle way on Speke Boulevard.

Internal Access & Movement

The proposed layout of the site inclusive of public areas will provide full level accessibility. The site will be adequately sign posted ensuring clear navigation to all areas of the development.



Proposed Site Plan

Scale and Massing

The relevant design principles to which the development parameters for scale and massing respond are:

Built Form and Visual Structure
- Create a quality, well designed landscape frontage to Speke Boulevard.
-Continue the flow of development along the arterial movement route to John Lennon Airport.
- Protect views and exposure of the residential estate located to the South West of site.
-Create Buildings of architectural quality reflecting local character and providing a modern element.
- Create a flowing street scene, completing the urban grain within the area.
- Continuation of the urban grain providing a transition from the fine grain to the large grain.
- Create buildings of architectural quality reflecting local character.

The heights of the buildings have been developed in relation to their use and proposed site levels. The change in height of each building allows for variation across the site. The end buildings stand taller than the rest in order to define the site and act as feature buildings to the approach of the site.

Landscape and Appearance

The relevant design principles to which the development parameters for landscape and appearance respond are:

Built Form and Visual Structure
- Create a quality, well designed landscape frontage to Speke Boulevard
-Create Buildings of architectural quality reflecting local character and providing a modern element

Landscape
-Ensure a high quality landscape scheme for both soft planted and hardscape area reflecting local landscape character.

In order to meet 21st Century requirements, the proposed development will be modern in appearance and design, reflecting traditional materials to ensure a distinctive sense of place.

A palette of high quality, contemporary materials, inclusive of timber, metal and glass will be used in the construction of each building and the surrounding hardscape. This approach provides a transition and relationship between the existing and new development in the area whilst ensuring a quality appearance.

Proposed East Elevation

Proposed North Elevation

Proposed West Elevation

Proposed South Elevation

Proposed Public House Elevations

Public House - Proposed Front Entrance Zone – View looking from New Access Road

Public House - Proposed Front Entrance Zone – View Looking from Proposed Car Park

Proposed South Elevation

Proposed East Elevation

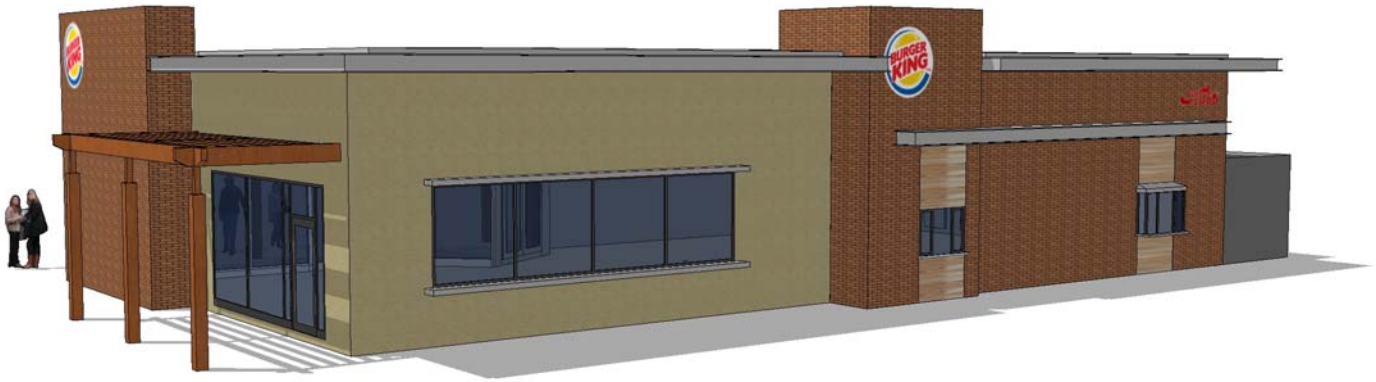
Proposed North Elevation

Proposed West Elevation

Proposed Burger King Drive Thru Elevations

Drive Thru 2 – Burger King - Proposed Front Entrance Zone

Drive Thru 2 – Burger King - Proposed Rear Drive Thru Collection Zone



Proposed East Elevation

Proposed North Elevation

Proposed West Elevation

Proposed South Elevation

Proposed Starbucks Drive Thru Elevations

Drive Thru 1 – Starbucks - Proposed Front Entrance Zone

Drive Thru 1 – Starbucks – Proposed Drive Thru Collection Zone

Proposed North Elevation

Proposed East Elevation

Proposed South Elevation

Proposed West Elevation

Proposed Unit A & B Elevations

Diners 1 & 2 – Diner Restaurants – Proposed Front Entrance Zone

Diners 1 & 2 – Diner Restaurants - Proposed Front Entrance Zone

The landscape and public realm will be of a high quality and will be delivered to a similar high standard to that of the buildings within the surrounding area. It shall be that:

- external surface areas at building entrances will be paved in a high quality paving, with suitable planting of flower beds situated within the surrounding car park layouts;

Indicative Paviers for External Walkways and areas surrounding buildings.

- tree and low shrub planting to the building perimeters and car parking areas will comprise of a range of suitable species to match those of the Dobbies Garden Centre Landscaping scheme (please refer to Landscape Architect's proposal for detailed information.)
- A proposed line of trees will run parallel with the road maintaining a large landscape buffer to the edge of the site boundary maintaining the characteristics associated with a boulevard.

The proposed type of tree to be planted is the Tilia Platyphyllos Streetwise, which nominally a width of 4m and grows to a maximum of 12m in height.

Crime Prevention Measures

The seven attributing factors defined by Secure by Design in order to achieve sustainable communities are as follows:

1- Access & Movement
2-Structure
3-Surveillance
4-Ownership
5-Physical Protection
6-Activity
7-Management & Maintenance

Bearing in mind the above, the application site has been strategically laid out to ensure there is a balanced mix between private/semi-private and public space.

The layout will be organised in such a manner to ensure there is a maximum amount of surveillance of public areas and car parks. 'Undeveloped' areas have been kept to a minimum through equally spaced building footprints, public footpaths, car parking and landscaping in order to prevent the formation of 'hot spots' in the future.

Physical protection will be included for through fences around delivery areas ensuring security levels are maintained whilst simultaneously defining private areas from public.

Open frontages with regularly maintained landscaping will provide a sense of ownership and reduce the opportunity for crime. Footpaths occur to the front of the buildings, ensuring that pedestrians and users of the leisure facilities are constantly observed, reducing their fear of crime.

Use of clearly defined 'soft' and 'hard' landscape, has been designed (see Landscape Architect's Proposal) to ensure public space is well integrated amongst the buildings rather than a mere afterthought.

Sustainability Principles & Site Waste Management

Feasibility Considerations

The development site is grassland requiring no removal of structures or hard surfacing.

Material Choices

Measures have been considered during the design process and aim to be adopted as part of the proposals to reduce CO_2 emissions and site waste. The scheme aims to address issues of site waste and pollution reduction through various stages of the development process, ranging from pre-design level right through to the processes involved on the construction site.

The designs of the buildings are very simple in form which is very economical in terms of materials and construction methods. The buildings have been based on actual buildings of the same use and therefore have resulted in all unnecessary areas being eliminated.

The materials sourced will preferably be of greater material efficiency, based on design measures such as the specification of lean and modular design using standard component sizes.

For instance the building designs use standard sizes materials i.e. bricks and cladding panels and also will be specified to have standard sized pressed metal accessories, doors and windows.

The buildings are fairly simple in terms of specification and construction, to minimise costs and to standardise details, joints and components. The use of composite materials will be kept to a minimum and where possible materials with a recycled content will be specified.

Construction Operations

Furthermore during tender & construction stage, excess materials and their packaging will be returned to their manufacturing companies, whilst any excess waste on site will be segregated to stand a greater chance of effective recovery. Prefabrication of materials will be used where applicable to ensure there is a minimal amount of waste on site.

Wherever practical, material will be recycled and reused on site as a reduction in the volume of material to be disposed of off site is of an environmental benefit.

Any surplus material will be disposed of to landfill in accordance with the current requirements in place for the classification of materials under the European Waste Directive where landfill sites are classified as able to receive inert, non-hazardous or hazardous waste. The classification of waste will itself be determined be a suitable testing regime, either prior to being moved, or at the destination landfill.

EXTERNAL LIGHTING ASSESMENT

Introduction:

This document has been prepared by the Developer to provide guidance to those considering this planning application in relationship to the proposed external lighting scheme.

These notes are designed to identify and explain the role of lighting, identify its adverse forms and effects, identify techniques and guidelines adopted to reduce those impacts.

Why Lighting is needed:

Adequate lighting is essential to its operation throughout the trading day.

Through lighting people can enjoy public amenities, feel secure in their environment and feel safe on transport routes.

Adequate lighting has to be provided, be it naturally or artificially, in all areas so that pedestrian and vehicular activities can proceed in safety.

Poor lighting levels and /or the lack of lighting can lead to serious incidents.

Vehicle crime accounts for a high percentage of business crime costs and lost time.

Car parks and access routes need to be adequately illuminated to provide safe access to and from the properties they serve.

Adequate lighting is essential, both as a security measure and as a valuable aid to reducing fear of staff and customers alike by creating a safe environment.

HSE Workplace Health, Safety requires that lighting should be sufficient to enable personnel and vehicles to move about safely.

Design Criteria:

The following criteria shall comply:

1. The external lighting scheme shall be designed in line with best practice for visual performance and comfort.

2. Illuminance levels for lighting in all external areas shall be as specified in the CIBSE Lighting Guide 6, 'The outdoor environment'16.

3. The external lighting design shall be in compliance with the guidance in the Institution of Lighting Engineers (ILE) Guidance notes for the reduction of obtrusive light, 2005."

4. Any illuminated advertisements, shall be designed in compliance with ILE Technical Report 5 - The Brightness of Illuminated Advertisements.

5. The scheme shall be designed so as to ensure that external lighting is concentrated in the appropriate areas and that upward lighting is minimised, reducing unnecessary light pollution, energy consumption and nuisance to neighbouring properties.

6. All external light fittings for the building, access ways and pathways shall have a luminous efficacy of at least 50 lamp Lumens /circuit Watt when

the lamp has a colour rendering index (Ra) greater than or equal to 60. or 60 lamp Lumens /circuit Watt when the lamp has a colour rendering index (Ra) less than 60.

7. All external light fittings to car parking areas, associated roads and floodlighting shall have a luminous efficacy of at least 70 lamp Lumens /circuit Watt when the lamp has a colour rendering index (Ra) greater than or equal to 60 or 80 lamp Lumens /circuit Watt when the lamp has a colour rendering index (Ra) less than 60.

8. All external light fittings for signs and uplighting shall have a luminous efficacy of at least 60 lamp Lumens /circuit Watt when the lamp wattage is greater than or equal to 25W or 50 lamp lumens/circuit Watt when the lamp wattage is less than 25W.

9. All external lighting shall be controlled by a daylight sensor time switch and contactors. The time switch and contactors shall be configured so as to prevent operation during daylight hours and the maximum hours of usage.

Relevant definitions:

Colour rendering index (Ra): A measure, between 0 and 100, of the ability of a lamp to reproduce the colour of objects in comparison to their aspect under a natural or reference source of light. An incandescent source has a Ra of 100 and a low pressure sodium source Ra of 0 (see below for further information on colour rendering).

Construction zone: *For the purpose of this issue the construction zone is defined as the site which is being developed and its external site areas i.e. the scope of the works.*

Daylight Sensors: *A type of sensor that detects daylight and switches lighting on at dusk and off at dawn.*

Luminous efficacy in lamp Lumens per circuit Watt: *The ratio between the luminous flux produced*
by a lamp (in Lumens) and the total power consumed by both the lamp and its associated control gear (in Watts).

Time switch: *A switch with an inbuilt clock which will allow lighting to be switched on and off at programmed times.*

Colour Rendering: *At night time, the sensitivity of the eye is shifted towards the blue region of the visual spectrum.*
As a result, lamps with poor colour rendering index, such as some sodium lamps that emit light between the yellow
and red region of the visual spectrum, require more luminous output to light an object with the same level of
brightness than a source with better colour rendering index. Sources with a poor colour rendering index also
make the differentiation of coloured objects more difficult for individuals.

In BS 5489-1:200353 Code of practice for the design of road lighting –

Part 1: Lighting of roads and
public amenity areas, this is acknowledged by allowing a relaxation of the lighting levels (illuminance levels) required when the source specified has a colour rendering index Ra greater than or equal to 60.

The colour rendering index requirement means compliance with this issue using sources of light with a poor colour rendering index is harder to achieve than those with an Index greater than or equal to 60.

Other benefits of using sources with an index greater than 60 include an increased feeling of safety for individuals, making recognition of spaces and other individuals easier. In areas where CCTV is used, the colour rendering index of lighting sources is critical; an Ra value of at least 80 is recommended.

Chapter 6 | Summary and Conclusions

The planning application is seeking full approval of all matters.

The application seeks planning permission for a mixed use development comprising of: two diners, two drive-thru's and a public house. In total the development will provide a maximum of 18669 sq ft (1735 Sq m) of floor space. In terms of parking, 285 car parking spaces have been provided inclusive of 15 disabled car spaces. There is provision for 50 cycle spaces.

The design principles identified in this report have followed a detailed assessment of the site and neighbourhood setting together with a review of national and local design policy and guidance.

The proposed development has been drawn up to demonstrate these principles and describes a development which is summarised in the following table;

Built Form and Visual Structure
- Create a quality, well designed landscape frontage to Speke Boulevard.
-Continue the flow of development along the arterial movement route to John Lennon Airport.
- Protect views and exposure of the residential estate located to the South West of site.
-Create Buildings of architectural quality reflecting local character and providing a modern element.
- Continuation of the urban grain providing a transition from the fine grain to the large grain.
- Create buildings of architectural quality reflecting local character.

Uses and Activities
-Provide a range of services and facilities to the local community and surrounding areas.
- Ensure a level of activity is maintained on site during the day and night.

Landscape

-Ensure a high quality landscape scheme for both soft planted and hardscape area reflecting local landscape character.

Movement & Connections

- Create increased permeability into the site from Speke Boulevard for pedestrians and cyclists.
- Ensure clear internal connections within the site boundary.

Appendix 1 | Design Policy and Guidance

Planning Policy Context

National Planning Policy

PPS1 (Creating Sustainable Communities) sets out the 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 infrastructure.

Furthermore, PPS1 places emphasis on the need for greener transport methods such as foot, bicycle or public transport rather than a heavy reliance on motor vehicle usage. This is in order to ensure that sustainability is integrated into the designed development whilst maintaining sufficient access to jobs, health, education, shopping, and leisure and community facilities.
As a requirement stated by PPS1, regard should be given to good practice as set out by 'By Design Documents' in addition, we have taken the opportunity to adopt the influential information and Guidance Notes set out by the 'Urban Design Compendium 1 & 2' (English Partnerships).

In order to comply with National Policy, we have aimed to adhere to the following documents, set out to achieve the suitable design standard:

- **The DCLG Guidance on Information Requirements & Validation -** as of March 2010 this document substitutes Circular 01/06 'Guidance to changed in the development control system' (June 2006). The non-statutory position of Design and Access Statements means that only is specific circumstances are they mandatory. Their requirements ensure that a thorough description is provided detailing the process involved to arrive at the final development

proposal. The documentation identifies the level of information required, this ranges from:

-Amount
-Layout
- Scale
-Landscape
-Appearance

The DETR/CABE 'By Design' states that successful streets, spaces, villages, towns and cities tend to have certain characteristics in common. These factors have been analysed to produce principles of good urban design. They help to remind us what should be sought to create a successful place.

'By Design' lists these objectives as follows:

- *Character – a place with its own identity*
- *Continuity and enclosure – a place where public and private spaces are clearly distinguished*
- *Quality of the Public Realm – a place with attractive and successful outdoor area.*
- *Ease of Movement – a place that is easy to get to and move through*
- *Legibility – a place that has a clear image and is easy to understand*
- *Adaptability – a place that can change easily*
- *Diversity – a place with variety and choice*

Regional Planning Policy

The RSS was adopted in September 2008 and seeks to ensure a high quality in design and construction.

In respect of design, Policy DP1 is of most relevance. It seeks to secure development which demonstrates excellent design quality, sustainable construction, and efficiency in resource use, with respect for their physical and

natural setting. Development proposals should also take into account the local implications of climate change.

The policy sets out 8 principles as follows:

- promote sustainable communities;
- promote sustainable economic development;
- make that best use of existing resources and infrastructure;
- manage travel demand, reduce the need to travel and increase accessibility;
- marry opportunity and need;
- promote environmental quality;
- mainstream rural issues;
- reduce emissions and adapt to climate change.

The 8 policies DP2-9 amplify these principles and should be taken together as the spatial principles underlying the strategy.

Development Plan

The Development plan for Speke is the Liverpool Unitary Development Plan. The UDP was adopted in November 2002.

The site is identified in the UDP as lying within the urban area and is identified as a primarily a site for various types of development as stated under Policy E6. The site fits the criteria of providing a range of employment generating activities whilst ensuring it safeguards the amenity of residential and other neighbouring uses. This prime location makes it attractive through its ease of access from the public transport network. Furthermore, it's extensive road side frontage calls for a high standard in design, landscaping, boundary treatments and their associated materials.

The only other site specific policy of note is the Environmental Improvement Corridor designation which runs along Speke Boulevard (Policy OE15). Part 3 of the policy states that the City Council will enhance the appearance of the environmental improvement corridors by:

> *"i. requiring development proposals to retain existing landscape and wildlife features and contribute to the overall aim of improving the environment of the corridor by:*
>
> - *incorporating a high standard of landscape and boundary treatment within the site; and*
> - *paying particular attention to screening, structures and building adjacent to the road, railway or canal…."*

Policy HD18 sets out a series of criteria to facilitate high quality design, including requirements that scale, density, massing and building lines should relate well to the locality of the development.

Whilst the above policies incorporate the key matters against which the enclosed application will be determined, the following are also relevant to consideration of the application;

- Policy HD19: Access for All – seeks to ensure that all new non residential development proposals provide suitable provision for disabled people, both as employees and customers, including access to and from buildings, and between and within public areas;

- Policy HD20: Crime Prevention – encourages the design and layout of new developments to incorporate measures to make proper provision for personal safety and crime prevention, including the overlooking of public areas and the avoidance of features which could comprise hiding places;

- Policy HD22: Existing Trees and Landscaping – encourages the retention of key natural site features, including trees, requiring submission of a tree survey to enable the effect of the proposal on existing trees to be assessed;

- Policy HD23: New Trees and Landscaping – all development proposals should make proper provision for the planting and successful growth of new trees and landscaping (including replacement planting), focusing on high quality boundary treatments;

- Policy HD24: Public Art – encourages the provision of appropriate new works of art as part of new development;

- Policy OE11: Protection of Green Space – resists the loss of green space which has a recreational function or enhances the visual amenity of an area including key frontages and important landscape features;

- Policy S14: Uses of Shops and Other Premises for Class A3 (Food & Drink) Uses – supports such development subject to impacts on residential amenity being restricted to acceptable levels, and traffic generation not being unduly detrimental to highway safety;

- Policy T6: Cycling – seeks to ensure that secure cycle parking facilities are provided within new developments;

- Policy T7: Walking and Pedestrians – encourages provision of safe and convenient walking routes through all major development and redevelopment sites;

- Policy T12: Car Parking Provision and New Developments – requires all new developments which generate a demand for car parking to make provision for car parking on site to meet the minimum operational needs of the development; and

- Policy T13: Car Parking for the Disabled – seeks to ensure that at least a minimum number of car parking spaces within a development are reserved for orange badge holders, and that these bays are appropriately located and scaled, reflecting national design standards.