

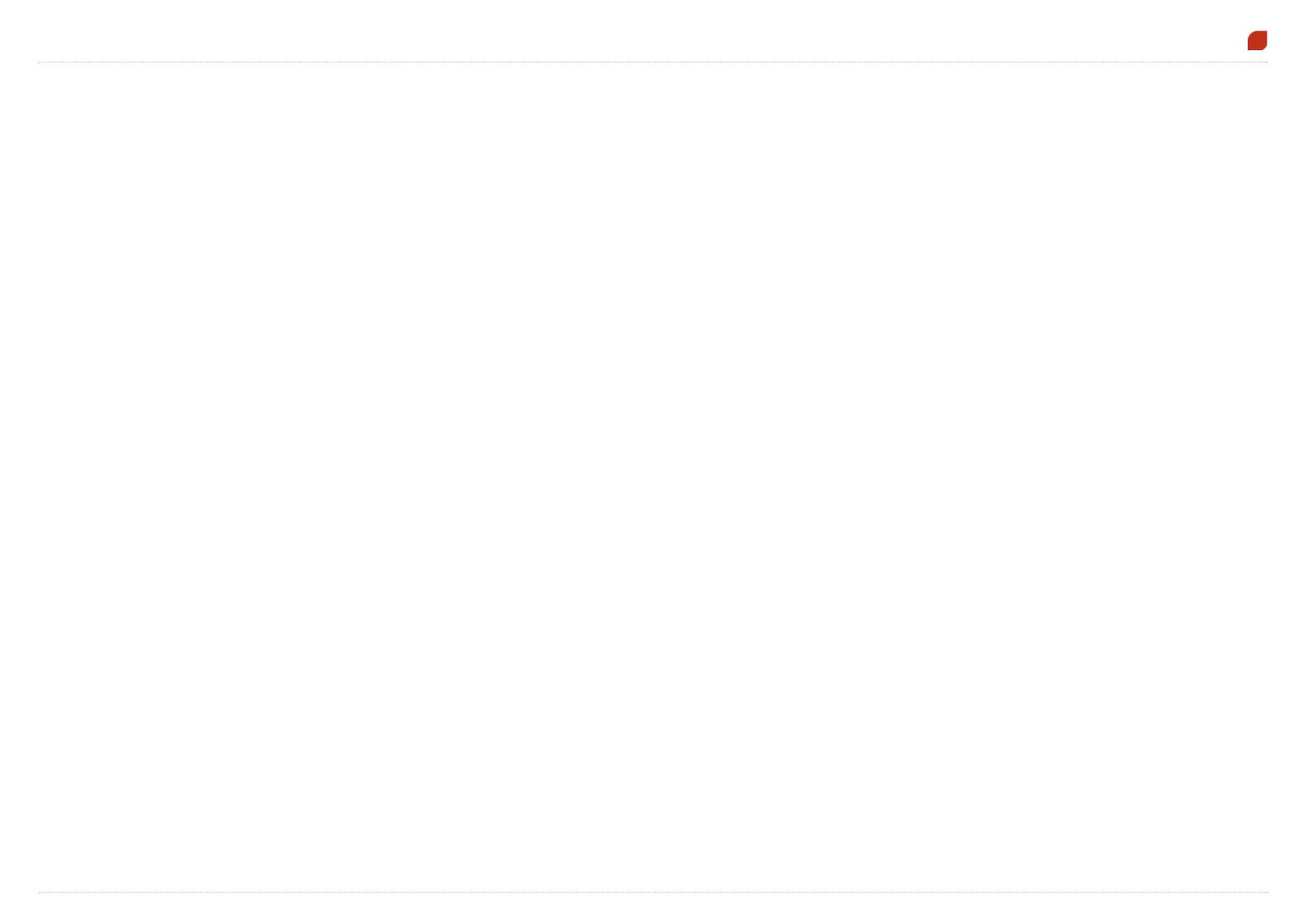
Proposed Residential Development at Cressington House, 249 St. Mary's Road, Garston, Liverpool, L19 0NF for

Trillium (PRIME) Property GP Limited

Design and Access Statement

Job Number 14.050 **Date** 02.2015

Revision



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1.0 Introduction

1.1 General

- 1.1.1 This Design and Access Statement has been prepared by Brock Carmichael Architects LLP on behalf of Trillium (PRIME) Property GP Limited. The Design and Access Statement has been prepared in support of the demolition of the existing buildings on the site and outline planning permission for the redevelopment of the Site for up to 32 dwellings (Use Class C3) with associated areas of open space/ green infrastructure and main vehicular access from St. Mary's Road ('the Proposed Development') on Land at Cressington House, 249 St. Mary's Road, Garston, Liverpool, L19 0NF ('The Site').
- 1.1.2 Brock Carmichael Architects LLP is appointed by Trillium (PRIME) Property GP Limited to provide architectural and urban design input in support of the application.
- 1.1.3 The planning application is made to Liverpool Council as statutory planning authority under the Town and Country Planning Act 1990.
- 1.1.4 This Design and Access Statement is to be read in conjunction with the following documents and drawings, which have been submitted to support the planning application:
- Application Form
- Ownership Certificate
- Agricultural Holdings Certificate
- Planning Supporting Statement
- Transport Statement (including Merseyside Accessibility Standard Assessment (MASA)
- Tree Survey
- Noise Assessment
- Lifetime Homes Checklist
- Draft S106 Heads of Terms
- 1.1.5 This Design and Access Statement is produced pursuant to the requirements of Section 327 A (1) (b) of the Town and Country Planning Act 1990 and Article 4(c) the Town and Country Planning (General Development Procedure) Order 1995 (as amended).
- 1.1.6 The requirement for a Design and Access Statement has arisen out of the need to promote better quality and more sustainable design in development in accordance with the overarching policies contained in Planning Policy Statement 1: 'Delivering Sustainable Development' (2005) (now revoked). This Design and Access Statement also meets the requirements of the Town and Country Planning (Development Management Procedure) Order 2010. Article 8 of the DMPO requires that, 'an application for planning permission to which this article applies shall be accompanied by a statement (a design and access statement) about a) the design principles and concept that have been applied to the development; and b) how issues relating to access to the development have been dealt with.'
- 1.1.7 Planning Practice Guidance¹ sets out the types of application that must be accompanied by a Design and Access Statement.
- 1.1.8 These include applications for major development, as defined in article 2 of the Town and Country Planning (Development Management Procedure (England) Order 2010), which amongst other criteria include proposals that involve the provision of 10 or more dwellinghouses or development carried out on a site having an area of 1 hectare or more.

- 1.1.9 A Design and Access Statement is a concise report that provides a framework for applications to explain how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users.
- 1.1.10 Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal.
- 1.1.11 Planning Practice Guidance states that 'The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long'.
- 1.1.12 Planning Practice Guidance requires that a Design and Access Statement must:
- Explain the design principles and concepts that have been applied to the proposed development; and
- Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.
- 1.1.13 A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly.
- 1.1.14 Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been taken into account. They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.
- 1.1.15 The National Planning Policy Framework 2012 (The Framework) sets out the Government's planning policies for England and how these are expected to be applied at a local level in development plans and how developers should adhere to them. Planning law requires applications for planning permission to be in accordance with the development plan but also national guidance and any other material considerations. The Framework must be taken into account in planning decisions. The Framework places great emphasis on plans and developments contributing to sustainable development.
- 1.1.16 The following policy in The Framework is applicable to the design of the proposed development - Section 7: Requiring Good Design.
- 1.1.17 The Government emphasises the importance of the design of the built environment. The Framework outlines that good design is an important aspect of sustainable development and should contribute to making places better for people. The Framework lists qualities that developments should achieve including that it will:
- Function well and add to the overall quality of the area
- Establish a strong sense of place
- Optimise the potential of the site to accommodate development



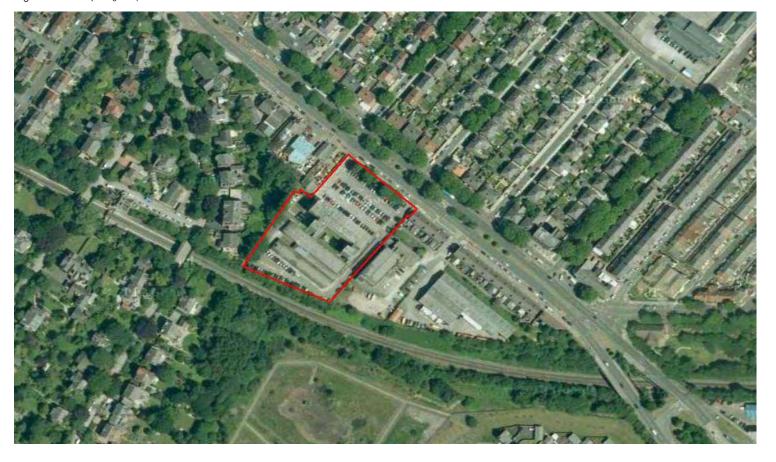


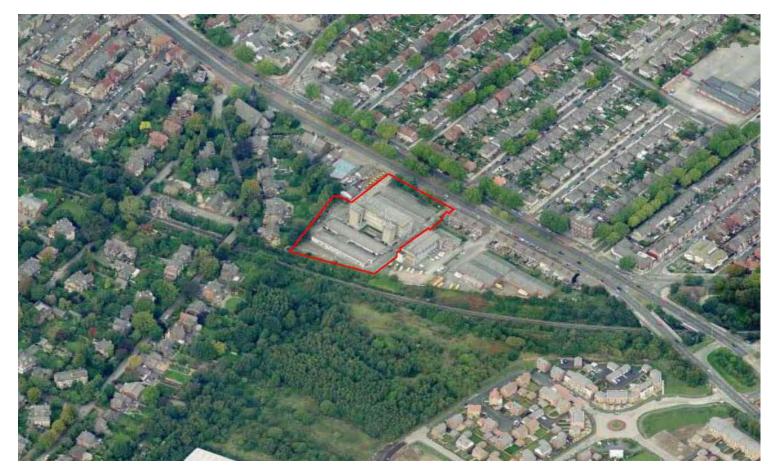
Figure 2 - Courtesy Google Maps

1.0 Introduction

- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation
- Create safe and accessible environments
- Be visually attractive as a result of good architecture and appropriate landscaping
- 1.1.18 The approach adopted to produce this Design and Access Statement has followed a process of 'assessment involvement evaluation design' in accordance with 'The Development Management Policy Annex: Information requirements and validation for planning applications' published by the Department for Communities and Local Government in March 2010 and CABE advice on 'Design and Access Statement: how to write, read and use them', which was published in 2006.
- 1.1.19 This document explains how the design proposal have evolved, having regard to detailed consideration of the site opportunities and constraints, and to feedback received as part of the preapplication consultation process.
- 1.1.20 The Design and Access Statement begins by describing the site, its historic development, its current context and the nature of the planning application. It continues by assessing the physical, social, economic and planning policy context of the site and its surroundings. The subsequent sections describe the pre-application consultation and the opportunities and constraints that were identified in the evaluation process. Finally the design proposals are described in terms of use, amount, layout, scale, landscaping, appearance and access arrangements.

1.2 Site Location and Description

- 1.2.1 The Site is located in the Cressington area of Liverpool. The Site is approximately 8.5 km southeast of Liverpool city centre. The Site is located approximately 5.5km to the northwest of Liverpool John Lennon Airport, 7km to the south of Junction 4 of the M62 and 9.5 km to the west of Knowsley Expressway. Aerial photographs [Figures 01-06] illustrate the Site.
- 1.2.2 The Site is located on the south side of St. Mary's Road Road (A561), which is a dual carriageway with a tree-lined central reservation. It is bordered by the operational Northern Line railway (Liverpool Central to Liverpool South Parkway and Hunts Cross) with connecting services to Manchester on its south western side with existing residential development beyond.
- 1.2.3 Grassendale and Cressington Parks Conservation Area is located beyond the railway line to the west of the Site. [Figure 07].
- 1.2.4 Cressington railway station is to the west of the Site and accessed via St. Mary's Road and Knowsley Road. [Figure 08].
- 1.2.5 Neighbouring uses to the west include a plant hire company and car garage; and to the east, an operational telephone exchange and beyond that, terraced residential properties known as 'The Railway Cottages'. [Figures 09-11]
- 1.2.6 To the north and east of the Site are residential properties. [Figure 12].



igure 3 - Courtesy Bing Maps



Figure 4 - Courtesy Bing Maps



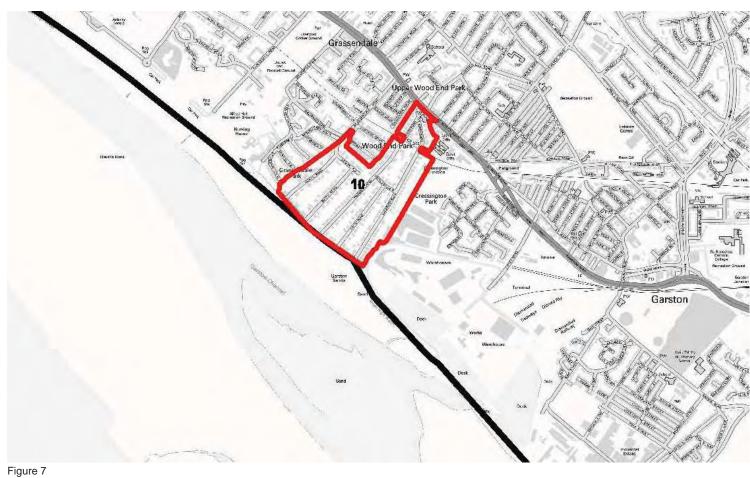






Figure 6 - Courtesy Bing Maps

Figure 8 - Courtesy Google Streetview

Introduction



Figure 9 - Courtesy Google Streetview





Figure 11 - Courtesy Google Stree



Figure 12 - Courtesy Google Streetview

Figure 10

- 7
- 1.2.7 To the south east of the Site is Garston Village centre. [Figure 13].
- 1.2.8 To the south east of the Site beyond the railway line is the recently built Cressington Heath residential development by Redrow Homes. [Figure 14].
- 1.2.9 The Site address is 249 St. Mary's Road, Garston, Liverpool, L19 0NW and its location is shown on drawing number L(02)001_P01.
- 1.2.10 The Ordnance Survey National Grid Reference for the site is E339555, N385019.
- 1.2.11 A topographic survey shows that the site varies from a high point of approximately 24.0m AOD at access and egress points on the boundary of the site with St Mary's Road to the north east of the site to a low point of approximately 21.9m AOD at the south western boundary of the site with the railway line.
- 1.2.12 Therefore across the depth of the site there is a longitudinal fall from the north east to south west of approximately 2m.
- 1.2.13 The ground is generally even in level across the width of the site in the north west to the south east direction and there is no appreciable crossfall.
- 1.2.14 The existing site layout is shown on drawing number L(02)001_P01. The site is generally rectangular in shape and the overall site is approximately 0.77 hectares (1.90 acres) in area.
- 1.2.15 The Site is previously developed land.
- 1.2.16 The Site has an access point from St Mary's Road close to the western boundary of the site and an egress point close to the eastern boundary. The access and egress points are barrier controlled and connected by a one-way internal access road which provides for vehicular circulation within the site.
- 1.2.17 The northern (front) part of the Site comprises an area of car parking. [Figure 15].
- 1.2.18 The central part of the Site comprises the main four storey office building behind which is single storey ancillary accommodation. [Figure 16-17].
- 1.2.19 The southern (rear) part of the site comprises another area of car parking. [Figure 18].
- 1.2.20 The Site is bordered by the operational Northern Line railway (Liverpool Central to Liverpool South Parkway and Hunts Cross) on its south western side, which is sited in a deep cutting beyond which is an area of landscape with existing residential development a further distance away. [Figure 19].
- 1.2.21 The Site contains areas of hardstanding with only limited areas of planting. At the front of the site adjacent to the site boundary is a landscaped area within which are located a line of four existing established trees as well as a number of smaller ones. The front boundary of the site is a 1m high brick wall. [Figure 20].
- 1.2.22 The nearest bus stops are located on St. Mary's Road and both the north-west bound and



Figure 13 - Courtesy Google Streetview



Figure 14 - Courtesy Google Streetview

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Figure 17



Figure 18 Figure 16



Figure 19



Figure 20

1.0 Introduction

south-east bound stops are located within 200m of the Site.

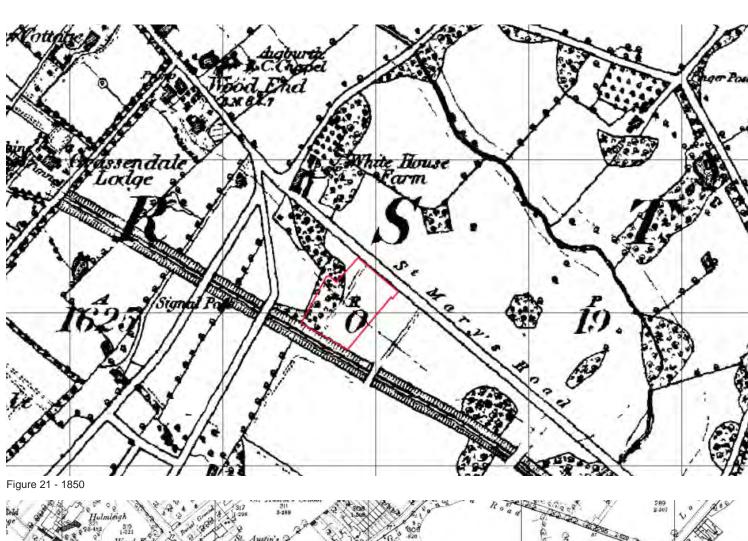
- 1.2.23 The Site is located within walking distance of a range of facilities in Garston Village.
- 1.2.24 Garston Old Road (parallel and to the north of St. Mary's Road) together with Darby Road and Aigburth Hall Avenue to the west form an east-west cycle route that links the railway stations of Liverpool South Parkway and West Allerton. Riversdale Road to the west provides a direct link to the main off-road cycleway from Otterspool to the Pier Head.

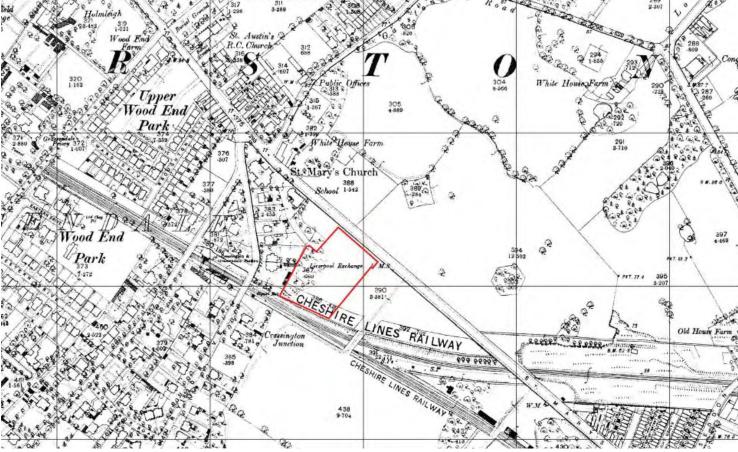
1.3 Site History and Historic Surrounding Context

- 1.3.1 The Site is located in the Cressington ward of the City of Liverpool, which contains the Cressington Park, Grassendale Park and the Grassendale areas of Liverpool.
- 1.3.2 The adjacent Cressington Park, a private residential estate, began to be developed in 1851. It consists of a tree-lined grid of roads with detached and semi-detached villas set in large plots of land. A riverside promenade connects it to Grassendale Park to the north west, which is of a slightly earlier date.
- 1.3.3 Cressington station, originally called Cressington & Grassendale, opened in 1864 as part of the Garston and Liverpool Railway line between Brunswick and Garston Dock. In 1865 the station and line were incorporated into the Cheshire Lines Committee.
- 1.3.4 To the south east of Cressington and on the banks of the Mersey is Garston. Garston's growth accelerated rapidly in the 1840s, following the construction and opening of the area's first dock, which was followed by a second dock in 1866 and a third dock in 1907.
- 1.3.5 Originally farmland the Cressington area became developed primarily as a residential area from the mid-nineteenth century onwards. This was in response to the growth in prosperity of Liverpool and the corresponding increase in its population as well as the arrival of the railway and the growth in economic and industrial activity connected with Garston Dock. However in some areas a mix of uses developed including pockets of land that continued in agricultural use or for grazing as well as small localised areas of employment or industrial use.
- 1.3.6 Ordnance Survey maps illustrate the development of the Site and the surrounding area.
- 1.3.7 A review of these historical maps has revealed that the Site remained undeveloped up until c.1927, when a small commercial property was developed on the Site. Allotment gardens were later identified on Site by c.1938, remaining as such up until c.1953 when government offices were developed in the north of the Site. The north of the Site was cleared by c.1978, and the south of the Site was developed for office use.
- 1.3.8 The layout of the Site and its use as offices has continued largely unchanged up to the present time.

1.3.9 Ordnance Survey Map 1850

1.3.10 The earliest map of 1850 shows that whilst the majority of the area was farmland the area had already fallen under the influence of the Industrial Revolution with St Mary's Road already clearly established as a principal route to Liverpool together with a well-developed network of other roads and





the impact of the railway constructed in a deep cutting. [Figure 21 Ordnance Survey Lancashire and Furness map 1850 (1:10,560 scale)].

1.3.11 Ordnance Survey Map 1893

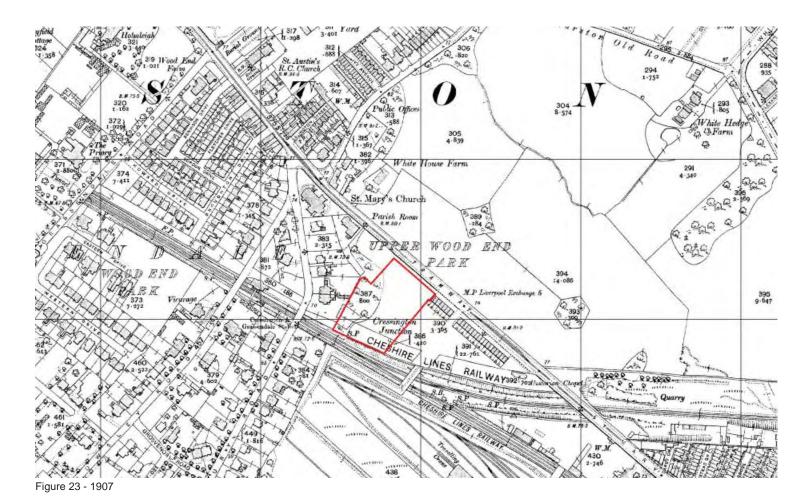
- 1.3.12 The map of 1893 shows the development of the first residential areas, which are located generally to the west including Cressington Park, Wood End Park and Upper Wood End Park as well as on land to the north of Old Road. These were all generally developments of large, predominantly detached or semi-detached properties on individual plots of land. [Figure 22 Ordnance Survey Lancashire and Furness map 1893 (1:2,500 scale)].
- 1.3.13 The map shows an additional branch had been constructed off the main railway line from a point immediately behind the Site.
- 1.3.14 Garston Dock Station and Garston Dock Goods Station had been developed to the south east as well as an area of terraced housing on a triangular-shaped plot of land nearby at the junction of St. Mary's Road and Seddon Road.
- 1.3.15 The remaining areas, including the Site, remain undeveloped and still appear to be farmland.
- 1.3.16 An area of trees is shown within the western part of the Site adjacent to the boundary with Cressington Park.

1.3.17 Ordnance Survey Map 1907

- 1.3.18 The map of 1907 shows that the land to the south of the Site had been developed for extensive railway sidings associated with Garston Dock. [Figure 23 Ordnance Survey Lancashire and Furness map 1907 (1:2,500 scale)].
- 1.3.19 There is further development of terraced housing on land in close proximity to Garston Dock Station and Garston Dock Goods Station.
- 1.3.20 The map shows a tramway had been incorporated to St Mary's Road and the development of the terraced housing to the south east of the Site facing on to St. Mary's Road.
- 1.3.21 The remaining areas, including the Site, remain undeveloped and still appear to be farmland.
- 1.3.22 The trees within the western part of the Site adjacent to the boundary with Cressington Park remain shown.

1.3.23 Ordnance Survey Map 1927

- 1.3.24 The map of 1927 shows that the last area of farmland has now become partly developed with a large area of terraced housing to the east. [Figure 24 Ordnance Survey Lancashire and Furness map 1927 (1:2,500 scale)].
- 1.3.25 Initial peripheral development of housing has begun on the remaining large area of undeveloped land area with the first properties having been established fronting St Mary's Road to the north of the Site and on Garston Old Road. A school and an infant school are shown to be established



1.0 Introduction

towards the centre of the land.

- 1.3.26 The trees that had been shown within the western part of the Site adjacent to the boundary with Cressington Park on earlier maps are no longer shown.
- 1.3.27 The small triangular area of land immediately adjacent to the north-west of the Site has been divided into three plots and developed with buildings, the northernmost of which is labelled 'Parish Room'.

1.3.28 Ordnance Survey Map 1952-53

- 1.3.29 The map of 1952-53 shows the development of government offices to the northern part of the Site as well as the development of a building on the plot immediately adjacent to it to the north-west. [Figure 25 Ordnance Survey Epoch 5 map 1952-53 (1:1,250 scale)].
- 1.3.30 An area of land at the rear of the Site adjacent to the railway together with adjacent land is shown as Allotment Gardens. The remainder of the Site is undeveloped.
- 1.3.31 The large area of land opposite the Site to the north of St. Mary's Road has now been fully developed, largely with residential property.

1.3.32 Ordnance Survey Map 1965-68

- 1.3.33 The map of 1965-68 shows no significant changes from the map of 1952-53. [Figure 26 Ordnance Survey Epoch 5 map 1965-68 (1:10,560 scale)].
- 1.3.34 The site remains unchanged and as depicted on the map of 1952-53 with the government offices to the northern part of the Site, the Allotment Gardens to an area of land at the rear of the Site adjacent to the railway and with the remainder of the Site being undeveloped.

1.3.35 Ordnance Survey Map 1974-81

- 1.3.36 The map shows that by 1974-81 the former government offices have been replaced by the development that exists today. [Figure 27 Ordnance Survey Epoch 5 map 1974-81 (1:10,000 scale)].
- 1.3.37 Elsewhere the map of 1974-81 shows no significant changes from the map of 1965-68 apart from the extensive area of railway sidings associated with Garston Docks had been removed.

1.4 Heritage Designations

- 1.4.1 There are no listed buildings or structures within the Site.
- 1.4.2 There are several listed buildings and artefacts within the wider area, including:
- Garston Library, Grade II
- Cressington Station, Grade II
- Church of St Mary, Grade II
- Lodge to Cressington Park, Grade II

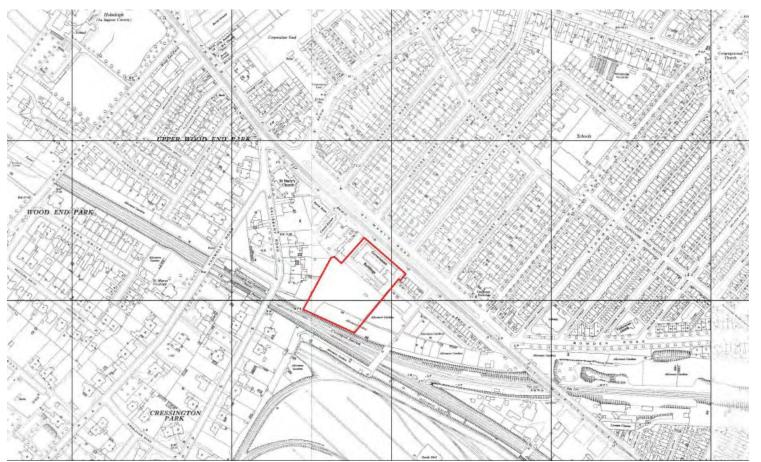


Figure 25 - 1952-53

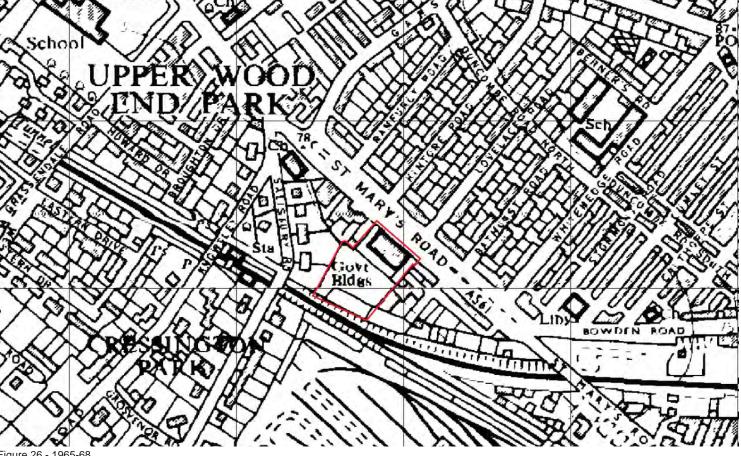


Figure 26 - 1965-6

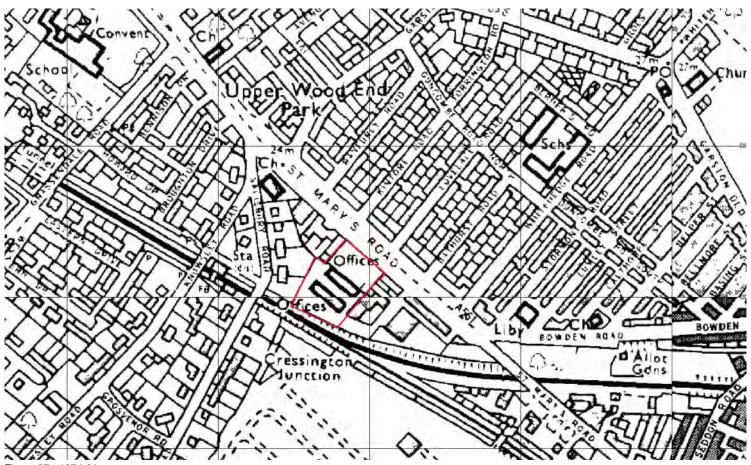


Figure 27 - 1974-81

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- Gate Piers at Entrance to Cressington Park, Grade II
- Street Lamp Near the Lodge inside Cressington Park, Grade II
- 1.4.3 The Site is located adjacent to the Grassendale and Cressington Parks Conservation Area, which was designated on 13th November 1968. These two adjacent private residential parks were laid out in the early to mid-nineteenth century in the form of a tree-lined grid of roads leading to an elegant riverside promenade. Detached and semi-detached villas were set in large plots of land and very few houses are of the same design.
- 1.4.4 A consistent discipline was applied to boundary walls, building lines, external materials and other details of the development and through generous planting which provides the Grassendale and Cressington Parks Conservation Area with its strong and distinctive character.

Current Site Context and Setting 1.5

- 1.5.1 The Site and surrounding context is illustrated on drawing L(02)001_P01.
- 1.5.2 The Site is previously developed land and has been used continuously for office purposes from the early 1950's.
- 1.5.3 The Site is no longer considered suitable for reuse, reconfiguration or redevelopment for B1 use. This is because the Site is in a secondary location poorly located to meet the needs of modern day businesses of any type and it is in close proximity to existing residential development. This is explained in more detail in the supporting Planning Statement.
- 1.5.4 Wardell Armstrong has carried out a Noise and Vibration Impact Assessment². The proposed noise assessment methodology was agreed with Liverpool City Council prior to the noise survey. The report describes the dominant sources of noise as being determined by road traffic on St. Marys Road and rail noise from the Cressington to Liverpool South Parkway rail line to the south of the site.

The Purpose of the Planning Application 1.6

- Demolition of the existing Cressington House office building and all other associated ancillary buildings and structures on the Site.
- Residential development zone (0.688 Ha) for up to 32 dwellings.
- New main vehicular access from St. Mary's Road. (see Curtins drawing TPMA5038_100).
- Indicative access road (alignment, layout and design reserved).
- Indicative footpath connections (alignment, layout and design reserved).
- All other matters reserved.
- 1.6.2 This statement includes sections covering the following matters:
- Noise
- Noise and Vibration Impact Assessment, Ref: LE12752 Report 001, Wardell Armstrong, January 2015.

- Design
- Proposed Use
- Amount of Development
- Indicative Layout
- Access
- Traffic and Vehicle Movements
- Scale and Appearance
- Landscaping
- Security
- Accessibility

2.0 Assessment

2.1 Physical

- 2.1.1 A comprehensive redevelopment of the Site will enable it to be planned and laid out efficiently.
- 2.1.2 The position of the access point to the Site and the indicative layout that has been provided show that the proposed development will integrate well with the surrounding buildings and context.
- 2.1.3 The scale and appearance of the new residential development will relate much better to the surrounding site context than the existing four storey office building that it is proposed to replace.

2.2 Social

- 2.2.1 The proposal, if approved, will help to meet current and future housing needs and widen the choice of available high quality new homes within this area of the City, whilst contributing to the support of local facilities and services and the health, social and cultural well-being of the local community.
- 2.2.2 The proposal to redevelop the Site for residential use will produce an increase in the number of households in the area helping to maintain and support the local neighbourhood community by increasing the demand for education and healthcare facilities and the provision of social services and leisure facilities.

2.3 Economic

- 2.3.1 The proposal, if approved, will create the opportunity to bring in new investment into the provision of new infrastructure and the redevelopment of a brownfield land and thus help to contribute to building a strong, responsive and competitive economy.
- 2.3.2 The proposal to redevelop the Site for residential use will produce an increase in the number of households in the area, which in turn will grow the Council tax receipts in the City, thus helping to part fund local Council services.
- 2.3.3 The proposal to redevelop the Site for residential use will create greater demand in the local economy for a wide range of goods and services.

2.4 Planning Policy

2.4.1 This section provides a summary of the relevant planning policy and guidance at the national and Development Plan level in so far as it is material in assessing the merits of the site for the proposed development. For a full review of the planning policy context together with a justification for the principle of the proposed development please refer to the supporting Planning Statement³ that accompanies the planning application.

2.4.2 National Planning Policy

2.4.3 National Planning Policy Framework (NPPF)

2.4.4 The National Planning Policy Framework (NPPF) presents the planning policies for England

Planning Application for Residential Development at Cressington House, 249 St. Mary's Road, Garston, Liverpool, L19 0NF, Planning Supporting Statement, JLL, February 2015

at a national level and is a material consideration in planning decisions. At the heart of the NPPF is a presumption in favour of sustainable development. The proposed development involves the re-use of an existing building, in an accessible location and as such is consistent with this key tenant of the document.

2.4.5 Core Planning Principles

- 2.4.6 The NPPF sets out a number of core planning principles which are intended to underpin planmaking as well as development management. The following aims are of particular relevance to the proposals:
- to proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- to encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value; and
- to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development.
- 2.4.7 The proposals will help to deliver these objectives. The proposed development will make best use of an existing resource, by reusing previously developed "brownfield" land.
- 2.4.8 The indicative layout shows the potential to secure high quality design and a good standard of amenity. Detailed proposals will be developed at a later date for the purpose of layout, siting, design, appearance and landscaping, all of which will be the subject of a future Reserved Matters application.
- 2.4.9 The Site is in a sustainable location, easily accessed by a wide choice of transport links and within easy walking distance to bus stops on St Mary's Road and the nearby Cressington Station.
- 2.4.10 The proposals will reinvigorate the area which will help to assist in the on-going regeneration of the Garston Village area.
- 2.4.11 In relation to employment land, the NPPF states that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. The site is no longer required for employment use and therefore appropriate for reuse.
- 2.4.12 In conclusion the proposed development is consistent with the policy direction set out in the NPPF.

2.4.13 Development Plan Policies

2.4.14 The principal planning policy documents against which applications for residential development in Liverpool are considered comprise the saved policies of the Liverpool Unitary Development Plan: A Plan for Liverpool (UDP), adopted in November 2002.

Assessment

- 2.4.15 Other material considerations will include Supplementary Planning Guidance/Documents (SPGs/SPDs) and emerging policies.
- 2.4.16 The Liverpool UDP will eventually be replaced by the emerging Local Development Framework for Liverpool. In response to changes in Government guidance and policy, in February 2013 the City Council determined that work on the strategic development planning document that it had previously been progressing (Local Development Framework - Core Strategy) should not be submitted to Government. Instead, the City Council will prepare a Local Plan for Liverpool.
- 2.4.17 Hence the Core Strategy DPD which has been under preparation for a number of years will not be submitted as a separate DPD, but will instead, form the framework for the Local Plan for Liverpool, which is now being produced by the Council.
- 2.4.18 However the previous work involved in preparing and consulting upon the Core Strategy will be updated to become the central strategy of the Local Plan.
- 2.4.19 The initial Regulation 18 Consultation on what the Liverpool Local Plan took place between December 2013 and 30th April 2014. The draft Liverpool Local Plan will be published for consultation in late summer 2015. The Local Plan will set out an overarching strategy and development principles for Liverpool to guide development until at least 2028.
- 2.4.20 Therefore the Liverpool UDP currently comprises the statutory development plan for the area. To ensure continuity in the plan-led system and a stable planning framework locally the majority of policies were formally saved by the Secretary of State in a letter dated 18th September 2007 until such time as they are replaced by the Local Development Framework (LDF). However, the UDP was prepared to address land use and planning requirements up to the year 2001 and must also be read in this context.

2.4.21 The Liverpool Unitary Development Plan 2002 (Saved Policies)

- 2.4.22 The Liverpool UDP was adopted by Liverpool City Council in 2002. The majority of the policies were 'saved' in 2007. The principal policies relevant to this application include Policy H4, Policy H5, Policy HD12, Policy HD18 and Policy T12.
- 2.4.23 Within the UDP the site is identified as being within a 'Primarily Residential Area', and subject to Policy H4.
- 2.4.24 Policy H4 'Primarily Residential Areas' states that planning permission will be granted for new housing development that satisfies other plan policies.
- 2.4.25 Policy H5 'New Residential Development' states that 'planning permission will be granted for new residential development which accords with the following criteria:
- The density, design and layout respects the character of the surrounding area, and maintains levels of privacy and amenity for existing and future residents; and
- the highway and parking provision ensures a safe, attractive, convenient and nuisance-free highway environment for pedestrians, cyclists and drivers.

Proposals for new residential development will be expected to comply with the provisions of policies HD18 on General Design Requirements and OE14 regarding the provision of new open space'

- 2.4.26 Policy HD12 'New Development Adjacent to Conservation Areas' advocates planning permission to be granted only where it protects the setting of the conservation area and important views into and out of it. Proposals for development adjacent to conservation areas should therefore be designed to be sympathetic in design, scale, location and use of materials.
- 2.4.27 Policy HD18 'General Design Principles' requires applications to 'comply with the following criteria, where appropriate, to ensure a high quality of design:
- The scale, density and massing of the proposed development relate well to its locality;
- The development includes characteristics of local distinctiveness in terms of design, layout and materials:
- The building lines and layout of the development relate to those of the locality;
- 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;
- All plant machinery and equipment are provided within the building envelope or at roof level as an integral part of the design;
- The development pays special attention to views into and out of any adjoining green space, or area of Green Belt:
- The development has regard to and does not detract from the city's skyline, roofscape and local views within the city:
- The satisfactory development or redevelopment of adjoining land is not prejudiced;
- There is no severe loss of amenity or privacy to adjacent residents;
- In the case of temporary buildings, the development is of a suitable design and not in a prominent location
- 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;
- The exterior of the development incorporates materials to discourage graffiti; and
- Adequate arrangements are made for pedestrian and vehicular access and for car parking.'
- 2.4.28 Policy T12 'Car Parking in New Developments' states that "all new developments including changes of use, which generate a demand for car parking will be required to make provision for car parking on site, to meet the minimum operational needs of the development. Additional space for nonoperational car parking will be permitted up to a maximum standard. This will be determined by:
- The nature and type of use;
- Whether off-site car parking would result in a danger to highway and pedestrian safety;
- Whether the locality in which the proposed development is located is served by public car parking facilities;
- Whether off-site parking would result in demonstrable harm to residential amenity; and
- The relative accessibility of the development site by public transport services.

The City Council will investigate the feasibility of levying commuted sums from developers in lieu of car parking provision for developments within the City Centre controlled parking zone."

2.4.29 The Joint Merseyside and Halton Waste Local Plan 2013

2.0 Assessment

2.4.30 The Waste Local Plan was formally adopted by the six councils of Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral with effect from 18 July 2013. The Plan is up to date and compliant with the National Planning Policy Framework. The Site is not allocated for Waste Use within the Waste Plan.

2.4.31 Supplementary Planning Documents

2.4.32 Supplementary Planning Document - Ensuring a Choice of Travel

2.4.33 The Ensuring a Choice of Travel Supplementary Planning Document ('SPD') was adopted by Liverpool City Council in 2008. The SPD provides guidance to developers on the access and transport requirements for new development across Merseyside. Due consideration has been paid to the SPD in designing the proposed development scheme.

2.4.34 Supplementary Planning Document - Design for Access for All

- 2.4.35 The Design for Access for All SPD highlights the important principles to be considered when designing inclusive buildings which meet the needs of all users including disabled people. The purpose of the SPD is:
- To advise developers of the ways in which they can integrate inclusive design principles into planning proposals, thus promoting a high quality and inclusive environment for all, irrespective of age, gender, mobility or impairment;
- To set out the Council's requirements in respect of provision for disabled people in new development;
- To enable the needs of disabled people to be taking into account at the earliest stages of planning a development;
- To indicate the likely requirements arising from Building Regulations and Highways legislation which may influence the design and layout of proposed developments in respect of their provision for disabled people;
- To draw attention to best practice in the design of the internal and external environment in terms of making buildings and external spaces accessible to, and useable by disabled people.

2.4.36 Conformity with Development Plan Policies

2.4.37 In summary the proposed development is in accordance with the Development Plan Policies and Supplementary Planning Guidance.

Involvement

Pre-Application Consultation

- 3.1.1 The planning application has been developed following pre-application discussions with Officers at Liverpool City Council on 19th November 2014. A formal written response was issued by the Council on 12 January 2015.
- 3.1.2 A subsequent meeting was held with Officers on 9th February 2015 to review changes to the indicative layout in response to comments made at the earlier meeting.
- 3.1.3 The Council confirmed that the principle of demolition of the existing buildings and redevelopment of the site for residential use was acceptable in principle and that the indicative layout was satisfactory.

3.2 **Technical Reports**

- 3.2.1 The following documents have been included with the application as agreed in the pre-application discussions and as appropriate they have helped to inform the evolution of the design:
- **Transport Statement**
- Tree Survey
- Noise and Vibration Impact Assessment

3.2.2 Transport Statement

- 3.2.2.1 A Transport Statement⁴ has been prepared by Curtins.
- 3.2.2.2 The Transport Statement has been prepared in order to provide traffic and transportation advice in relation to a proposed residential scheme for 32 dwellings on the site of Cressington House to the south side of St. Mary's Road, Liverpool.
- 3.2.2.3 The scope of the Transport Statement is based on scoping discussions that were held with Officers at Liverpool City Council as the Local Highway Authority.
- 3.2.2.4 The Transport Statement has been prepared in accordance with NPPF and Planning Practice Guidance.
- 3.2.2.5 The site has a good level of accessibility by sustainable modes of transport including walking, cycling, bus and rail access. The proposed development would benefit from existing facilities and services within desirable and acceptable walking distances, and there are cycle routes adjacent to the site which would link the development to other surrounding areas.
- 3.2.2.6 The site also benefits from very good public transport links, with a number of bus services on St Mary's Road and by rail via Cressington Station, which is accessible within 400m of the site.
- 3.2.2.7 In order to establish the anticipated change in traffic flows arising from the proposed redevelopment for residential use for up to 32 dwellings the consented peak hour traffic generations have been compared to the redevelopment peak hour traffic generations. This analysis has demonstrated that the likely levels of additional vehicle movements generated by the development proposals would be immaterial, and would be imperceptible to existing users of the highway network.

3.2.3 Tree Survey

- 3.2.3.1 A Tree Survey has been carried out by Tree Solutions Limited and a Phase 1 Tree Survey & Indicative Arboricultural Impact Assessment⁵ has been prepared.
- 3.2.3.2 The survey assessed eight individual trees and three tree groups.
- 3.2.3.3 Four trees and one tree group were assessed as being of moderate quality with an estimated remaining life expectancy of at least 20 years (Category B). One of the trees and the tree group are third party trees located outside western boundary and are the responsibility of an adjacent landowner.
- 3.2.3.4 A total of three trees and two tree groups were assessed being of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150 mm (Category C).
- 3.2.3.5 One tree was assessed as being unsuitable for retention.
- 3.2.3.6 The three trees at the front of the Site that were assessed as being of moderate quality and are within the ownership of the Site are to be retained.
- 3.2.3.7 One tree at the front of the Site is proposed to be felled. This has been assessed as being of low quality because of decay, fractured limbs and tip dieback in crown and therefore it is reaching the end of its safe and useful life expectancy. The felling of this tree will also allow the site to be served by means of a single new centrally positioned access point to be located in the area of the felled tree.

3.2.4 Topographical Survey

- 3.2.4.1 A Topographical Survey has been carried out by Survey Operations Limited⁶.
- 3.2.4.2 The topographic survey shows that the site varies from a high point of approximately 24.0m AOD at access and egress points on the boundary of the site with St Mary's Road to the north east of the site to a low point of approximately 21.9m AOD at the south western boundary of the site with the railway line.
- 3.2.4.3 Across the depth of the site there is a longitudinal fall from the north east to south west of approximately 2m.
- 3.2.4.4 The ground is generally even in level across the width of the site in the north west to the south east direction and there is no appreciable crossfall.

3.2.5 Noise and Vibration Impact Assessment

3.2.5.1 A Noise and Vibration Impact Assessment has been carried out by Wardell Armstrong⁷.

3.2.5.2 Noise Impact Assessment

- 5 Phase 1 Tree Survey & Indicative Arboricultural Impact Assessment, Tree Solutions Limited, December 2014.
- Topographical Survey, Survey Operations Limited, Drawing number: 14I198/001, October 2014.
- 7 Topographical Survey, Survey Operations Limited, Drawing number: 14I198/001, October 2014.

Involvement

- 3.2.5.3 The proposed noise assessment methodology was agreed with Liverpool City Council prior to the noise survey.
- 3.2.5.4 The assessment specifically identifies the potential impact that existing transportation infrastructure as well as any industrial activities in the vicinity might impose on the proposed development.
- 3.2.5.5 Potential noise and vibration issues that were addressed as part of this assessment included:
- Noise from road traffic on the St. Mary.s Road and surrounding local road network;
- Industrial type noise originating from 'Victoria Plant Hire' to the north west of the site; and
- Noise and vibration from rail movements along the railway line to the south west of the site between Cressington and Liverpool South Parkway stations.
- 3.2.5.6 In order to determine the prevailing environmental noise levels at the site, attended noise monitoring surveys of the existing noise environment were carried out by Wardell Armstrong between 0400 and 1148 hours, on the 20th January 2015.
- 3.2.5.7 The dominant sources of noise were determined as being road traffic on St. Mary's Road and rail noise from the Liverpool Central to Liverpool South Parkway and Hunts Cross rail line to the south of the site.
- 3.2.5.8 Industrial noise from Victoria Plant Hire was found to be occasionally dominant in the north western part of the site during the operational day-time period.

3.2.5.9 **Noise Impact Mitigation**

- 3.2.5.10 To mitigate noise levels in outdoor living spaces closest to the Cressington to Liverpool South Parkway rail line, taking in to account the deep cut-in where the rail line is situated, an acoustic barrier comprising a 1.5m high close boarded fence with a density of at least 10kg/m2 at the south western site boundary between the rail line and proposed dwellings, will provide sufficient noise attenuation to achieve the recommended noise level within gardens.
- The construction of a noise barrier in the form of close boarded fencing at least 2.6 metres 3.2.5.11 high with a density of at least 10kg/m2, along the north western site boundary with the Victoria Plant Hire premises, will provide sufficient attenuation of industrial noise, to ensure that noise levels in the central part of outdoor living areas are of an acceptable level.
- 3.2.5.12 The implementation of standard thermal insulating glazing should ensure that internal noise levels are met in living rooms and bedroom areas during the daytime across the development with the windows closed.
- 3.2.5.13 Slightly enhanced acoustic glazing is required to ensure that recommended guideline internal night time noise values are met within bedroom areas across the northern side of the development site, closest to St. Mary's Road, with windows closed.
- 3.2.5.14 Acoustic ventilation will need to be incorporated within bedrooms located nearest to St.

Mary's Road and the Liverpool Central to Liverpool South Parkway and Hunts Cross rail line to enable the windows to remain closed whilst allowing necessary ventilation or alternatively sensitive rooms could be located away from noise sources.

3.2.5.15 The requirement for glazing, acoustic ventilation and mitigation measures can be confirmed, on a plot by plot basis, at the Reserved Matters stage.

3.2.5.16 **Vibration Impact Assessment**

- 3.2.5.17 To establish the levels of ground-borne vibration, generated by the passage of trains, Wardell Armstrong carried out attended measurements on the 20th January 2015.
- 3.2.5.18 The vibration levels were found to be well below the threshold for low probability of adverse comment in accordance with BS6472-1 (2008). It is highly likely that, the vibration impacts from train movements along the Cressington to Liverpool South Parkway rail line will be imperceptible at any location on the site.
- 3.2.5.19 The vibration assessment concluded that adverse impacts on residents of the proposed buildings due to vibration from train movements on the Liverpool Central to Liverpool South Parkway and Hunts Cross rail line are not expected and no vibration mitigation measures will be required.

3.2.6 Flood Risk Assessment

3.2.6.1 A review of the EA Indicative Flood Mapping and other relevant data indicates that the site has a very low risk of flooding.

4.0 Evaluation

4.1 Opportunities

- 4.1.1 To secure substantial new investment in the Site together with its comprehensive redevelopment.
- 4.1.2 To redevelop a previously developed site in a sustainable location with good accessibility to public transport.
- 4.1.3 To demolish the existing four storey office building, the scale and appearance of which does not contribute positively to the surrounding context.
- 4.1.4 To demolish the associated ancillary buildings and structures on the site, which are utilitarian in terms of their design and appearance.
- 4.1.5 To remove the large area of car parking at the front of the site and bring forward the building line so that the proposed new development will make a strong and positive contribution to the street scene.
- 4.1.6 To retain three of the existing trees at the front of the site.
- 4.1.7 To improve the appearance and ecological value of the site through the development of private landscaped gardens and amenity space associated with the proposed new dwellings and the proposed provision of high quality street trees.

4.2 Constraints

- 4.2.1 The Northern Line railway (Liverpool Central to Liverpool South Parkway and Hunts Cross) an operational railway line.
- 4.2.2 The neighbouring sites with non-residential uses including the car garage and the plant hire yard with open storage of machines to the north west of the site and the telephone exchange building to the south east.
- 4.2.3 The existing electrical substation at the north east corner of the site.
- 4.2.4 The line of existing trees at the front of the site, three of which are to be retained.
- 4.2.5 The restricted traffic movements into the site from St. Mary's Road which are limited to "left turn in" and "left turn out" because it is a dual carriageway road with a central landscaped reserve.
- 4.2.6 Intrusive noise attributable to road traffic on St. Marys Road and rail noise from the Cressington to Liverpool South Parkway rail line to the south of the site.

5.0 Design

5.1 Use

- 5.1.1 The proposal is for: 'Outline planning permission for the demolition of existing buildings on the site and the redevelopment of the site for up to 32 dwelling (Use Class C3) with associated areas of open space/green infrastructure and main vehicular access from St. Mary's Road (all other matters reserved).'
- 5.1.2 It is envisaged that the development will provide for family housing in a range of housing types and sizes including three, four and five bedroom dwellings.
- 5.1.3 A Parameters Plan L(02)009_P01 is submitted with the application, which shows the following parameters:
- A residential development zone for buildings of 0.688 Ha (Use Class C3).
- A vehicular site access point.
- A 2.6m high acoustic barrier to the boundary with the plant hire yard.
- A 1.5m high acoustic barrier to the southern boundary to mitigate the impact of noise from the Liverpool Central to Liverpool South Parkway and Hunts Cross rail line to the south of the site.
- A landscaped frontage to the site of 0.053 Ha, which is to be incorporated into private residential gardens and within which three of the existing trees are to be retained.
- A landscaped zone to the rear of the site of 0.027 Ha, which is to be incorporated into private residential gardens and within which the existing tree group G2 is to be retained.

5.2 Amount

- 5.2.1 The total site area is 0.77 hectares
- 5.2.2 The proposed residential development zone for buildings is 0.688 Ha.
- 5.2.3 It is proposed to provide up to 32 dwellings on the site, which corresponds to a density of 44 dwellings per hectare.
- 5.2.4 A Parameters Plan L(02)009_P01 is submitted with the application, which shows the following parameters:
- A residential development zone for buildings of 0.688 Ha.
- A 2.6m high acoustic barrier to the boundary with the plant hire yard.
- A 1.5m high acoustic barrier to the southern boundary to mitigate the impact of noise from the Liverpool Central to Liverpool South Parkway and Hunts Cross rail line to the south of the site.
- A landscaped frontage to the site of 0.053 Ha, which is to be incorporated into private residential gardens and within which three of the existing trees are to be retained.
- A landscaped zone to the rear of the site of 0.027 Ha, which is to be incorporated into private residential gardens and within which the existing tree group G2 is to be retained.
- A building line to the front of the site and the associated tree canopy and root protection zones.

5.3 Layout

5.3.1 The planning application is for demolition of the existing buildings and structures and remediation of the site together with outline planning permission for the proposed residential use and means of

access only. Layout is a "Reserved Matter" that will be the subject of a separate 'Reserved Matters' application at a later stage.

- 5.3.2 A Parameters Plan L(02)009_P01 is submitted with the application, which shows the following parameters:
- Site access point (see Curtins drawing TPMA5038 100).
- A residential development zone for buildings (0.688 Ha) for up to 32 dwellings.
- Indicative access road and footpaths (alignment, layout and design reserved).
- 5.3.3 An Indicative Layout L(02)008_P01 is provided with the application to demonstrate that the specified number of houses could be accommodated on the site, albeit with layout as a reserved matter.

5.4 Scale

- 5.4.1 The planning application is for demolition of the existing buildings and structures and remediation of the site together with outline planning permission for the proposed residential use and means of access only. Scale is a "Reserved Matter" that will be the subject of a separate 'Reserved Matters' application at a later stage.
- 5.4.2 It is envisaged that the development will be a domestic scale of predominantly two storey houses. A slight increase in scale would be appropriate at key points in the layout according to the character of the streets and spaces. This will be a matter of detail to be dealt with at a later date in the 'Reserved Matters' application.
- 5.4.3 A 3-D illustrative representation of the scale of the development is provided [Figure 28], which is based on the Indicative Layout shown on drawing L(02)008_P01. The illustrative representation shows that the scale and massing of the proposed development is in scale with the surrounding context and is sympathetic to the setting of the adjacent Conservation Area.

5.5 Landscaping

- 5.5.1 The planning application is for demolition of the existing buildings and structures and remediation of the site together with outline planning permission for the proposed residential use and means of access only. Landscaping is a "Reserved Matter" that will be the subject of a separate 'Reserved Matters' application at a later stage.
- 5.5.2 The Parameters Plan shows the provision of a landscaped frontage to the site within which three of the existing trees are to be retained.
- 5.5.3 All trees retained on site would be protected in accordance with BS 5837: 2012 during the construction phase and any necessary tree works to retained trees would be carried out in accordance with BS 3998: 2010. Any tree which is protected by a TPO would be safeguarded.

5.6 Appearance

5.6.1 The planning application is for demolition together with outline planning permission for the proposed residential use and means of access only. Appearance is a "Reserved Matter" that will be the subject of a separate 'Reserved Matters' application at a later stage.

5.0 Design

5.7 Security

- 5.7.1 The planning application is for demolition together with outline planning permission for the proposed residential use and means of access only. Security will be an issue to be addressed in relation to the detailed layout proposals that will be the subject of a separate 'Reserved Matters' application at a later stage.
- 5.7.2 An Indicative Layout has been included with the planning application. This illustrates how a layout could be developed in accordance with the Parameters Plan to ensure natural surveillance of all roads, footpaths, car parking, landscape and public realm areas that are accessible to the public.



Access

Proposed Site Access

- 6.1.1 Vehicular access to the site is to be provided via one access off St. Mary's Road. The proposed access arrangement is shown on Curtins drawing number TPMA5038 100.
- 6.1.2 The analysis of the peak hour trip generation of the proposed development for up to 32 dwellings demonstrates that the site will generate in the order of 19 and 19 two-way vehicle movements during the AM and PM peak hour periods respectively.
- 6.1.3 The proposed redevelopment scheme will have a net benefit in terms of traffic flows on the local highway network when compared against the traffic flows which could realistically be generated by Cressington House without the need for a planning application.

Proposed Development Traffic Behaviour Assessment

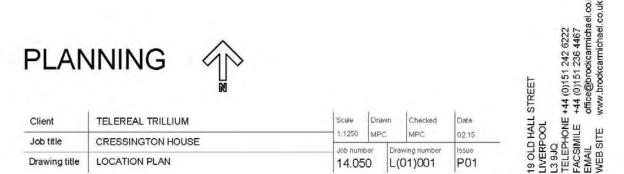
- 6.2.1 Due to the location of the development site on St. Mary's Road, a dual carriageway, an assessment has been made into the potential for changes in development traffic behaviour and, in particular, vehicles performing U-turns at gaps in the central reservation.
- 6.2.2 Since the development site is changing from an employment use to a residential use the site is considered to be changing from a 'destination' site to and 'origin' site. Consequently, the tidality of traffic in the AM and PM peaks is predicted to reverse with the implementation of the proposed development.
- 6.2.3 On further inspection, and bearing in mind the assessment above demonstrating the reduction in traffic generation in the AM and PM peaks, the implementation of the proposed development is predicted to greatly reduce the number of traffic movements on the local highway network, and in particular reduce U-turning manoeuvres at the St. Mary's Road/Garston Old Road junction.
- 6.2.4 On the above basis it is considered that the proposed redevelopment scheme will have no severe residual impact on the local highway network in accordance with NPPF.

6.3 Minimum Accessibility Standard Assessment (MASA)

- 6.3.1 Liverpool City Council Supplementary Planning Document (SPD) 'Ensuring a Choice of Travel' recommends that a Minimum Accessibility Standard Assessment (MASA) of development sites should be undertaken by developers in order to ascertain the level of transport connectivity that will be expected by the Council.
- 6.3.2 A Minimum Accessibility Standard Assessment® (MASA) has been completed for the proposal to redevelop the site for up to 32 dwellings. This shows the site exceeds the requirements for access on foot, and access by cycle. The site also meets the required standard for access by public transport.

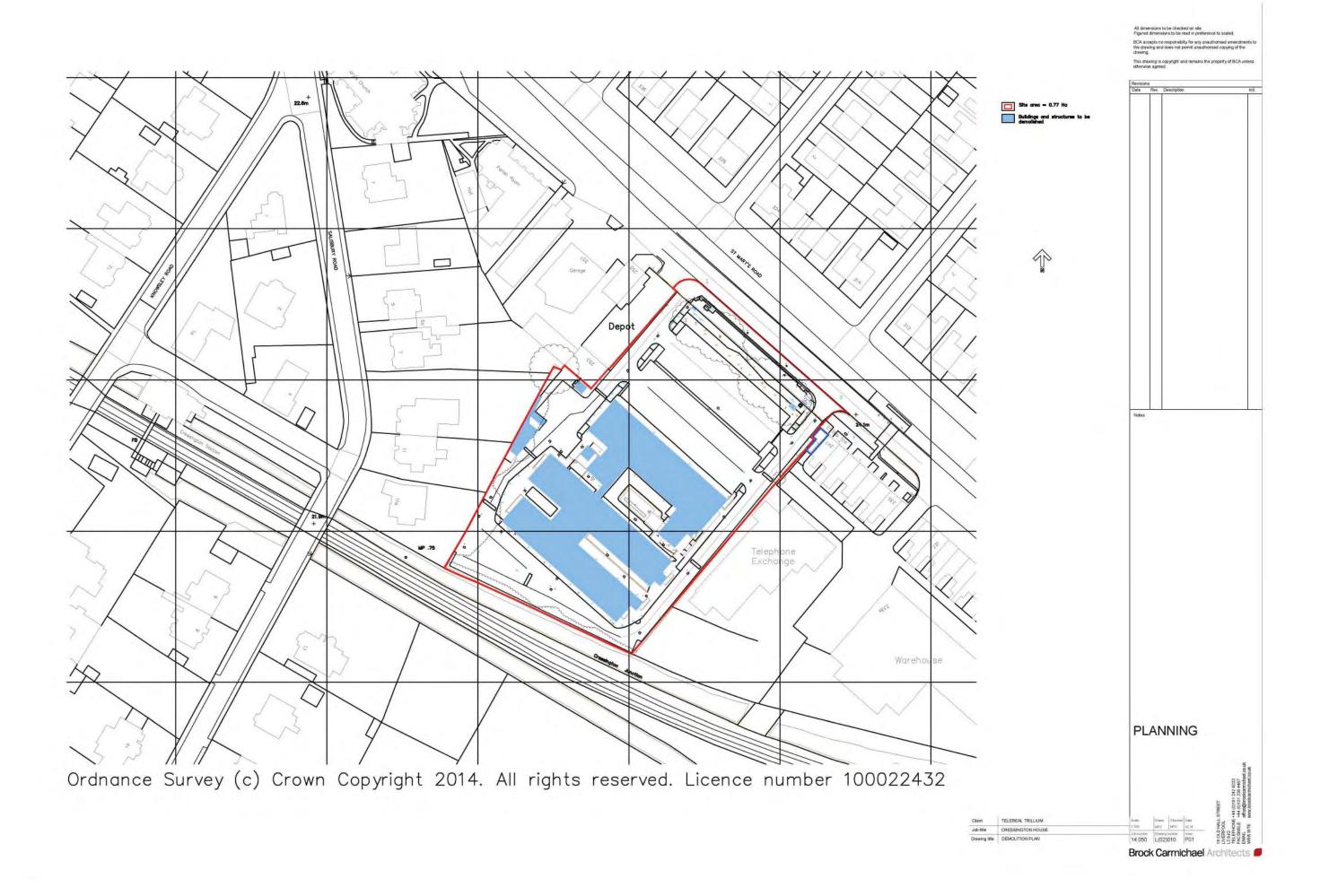
Appendix I

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