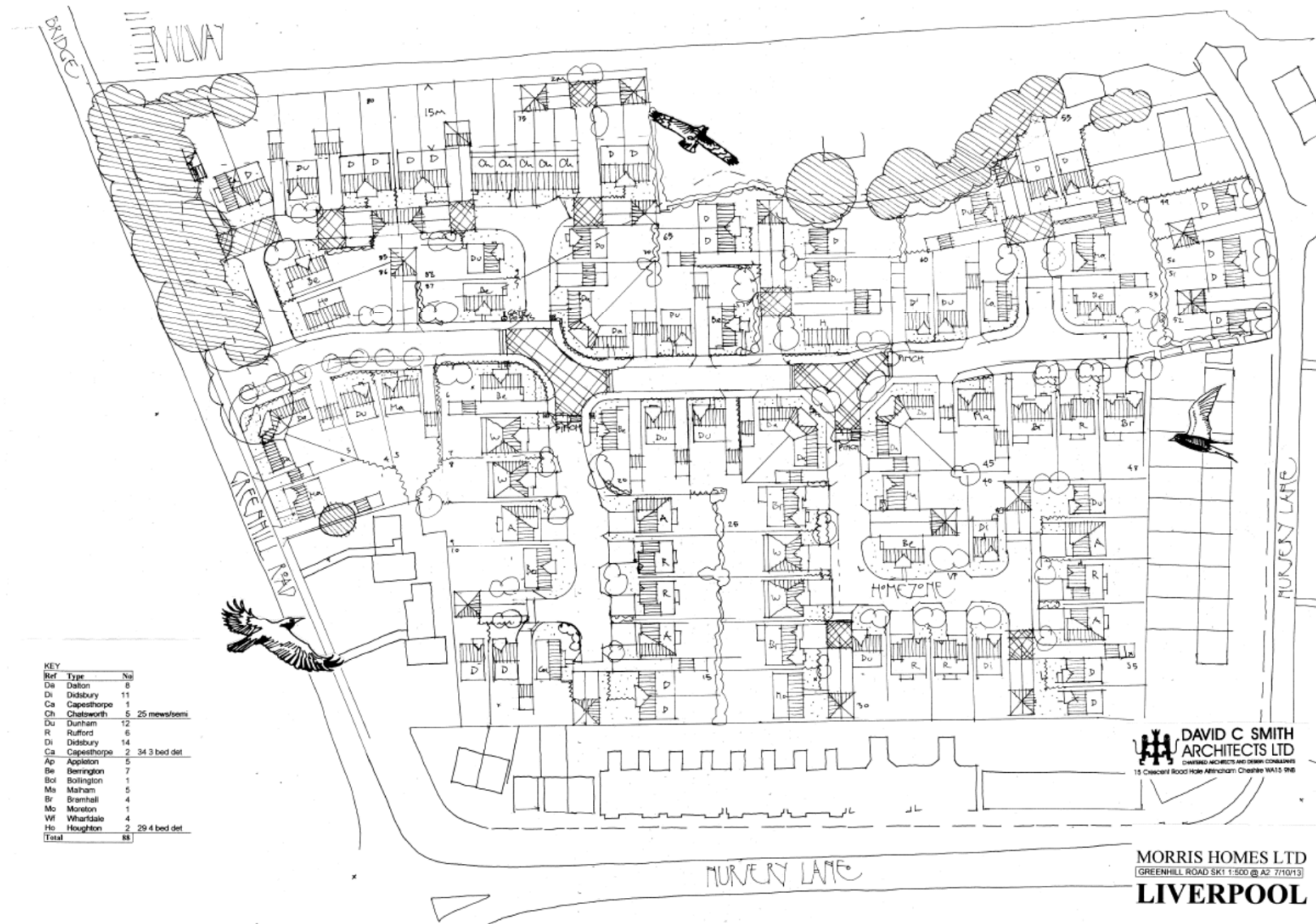


4. EVALUATION



Initial Sketch Layout

5. DESIGN

Proposed Development

From the previous diagrams and notes in the assessment and evaluation it can be seen that we have developed the proposals with a phased approach.

- i. The first is to take into account the development constraints such as the site access and the existing dwellings adjoining the site.
- ii. The second is to utilise the principles established within the evaluation section.

We have also incorporated the known requirements and standards of Liverpool City Council in terms of highways and parking and have addressed the identified short comings of the Architect's first scheme.

The findings result in a proposed development consisting of 83No. 2 storey 3 and 4 bedroom mews, semi-detached and detached dwellings with associated access and landscaping to create active street scenes and a sense of place by identifying surrounding residential streets.

Use

The proposed density is informed by the expectation defined in Policy H2 of the Halton UDP, the authority's ambition to promote large family homes and consistent with the densities achieved in the developments previously delivered in the immediate neighbourhood under the aegis of the Upton Rock Masterplan.

The development aims to meet the housing needs of the local community and provide a high quality sustainable environment for people to live in.

The proposals themselves equate to a density of 32 dwellings per hectare when using the gross development area of 2.63 hectares which represents an efficient use of land and a density which is in keeping with its surroundings. The schemes provides 3 and 4 bed dwellings for private sale to help maintain a sustainable community which will respond to the current market demand and local need for large family homes and smaller homes for first time buyers.

5. DESIGN (cont'd)

Layout

The proposed layout provides solutions for all of the weaknesses of the previous schemes established within the Evaluation and then provides solutions to all the parameters established in the rest of the more detailed evaluation and can be summarised as follows:

- Dwellings have been cited so as to create a continuous varying and active frontage throughout the development.
- Dwellings cited at the entrance into the site are dual aspect, creating visual interest on arrival and avoiding blank gables.
- Where the site informs a change in the building lines the dwelling types have been carefully selected so that their form aids the transition as opposed to providing a conflict and a strange juxtaposition.
- The views into the site have been improved with focal buildings acting as vista stops.
- Attention has been paid to the distance between the existing and proposed dwellings ensuring the Council's minimum criteria for separation is met and in almost all cases exceeded.
- Drive and footpath arrangement serving existing dwellings on Falkirk Avenue retained in its current form to protect the amenity of the existing dwellings.
- The use of varying parking solutions provided within mews courts, garage and in curtilage being utilised.
- The use of garages and parking within the buildings has also been utilised where the buildings have a frontage capable of accommodating that and an active frontage of doors and windows. This encourages neighbours to communicate and interact thus helping to create and maintain a sustainable community.
- Detached garages have been set back from the dwellings to minimise the impact on the street scenes.
- All dwellings adjacent to existing properties are 2 storey in height. There are no dwellings above 2 storey across the scheme.
- The amenity of the proposed dwellings meets with the Council's minimum criteria thereby ensuring the amenity of the future residents is not compromised.
- Attention has been paid to the design of public and private areas to reduce the opportunity for crime. This creates easily surveillable spaces which further reduce people's fear of crime. The proposed layout provides overlooking and natural surveillance of the public and private open spaces, private shared surface accesses and front gardens and drives of properties. In particular the layout incorporates defensible barriers in the form of hedge planting along front gardens.

5. DESIGN

Appearance

As discussed in the evaluation of this statement the appearance of the development will pick up on & make reference to the more historic & crafted detail within the mix of the surrounding local architecture. The post war economies such as barge boards & fascias will be avoided. Instead crafted detail such as brick eaves, stone cills & brick or stone heads to windows will be utilised.



Above-Examples of the elevation treatments i.e. red brick, simplified window style, stone heads, but retaining common features such as stone cills and brick eaves and corbel details.

5. DESIGN (cont'd)

Appearance

The Dwellings will be built from red and buff coloured bricks with a smooth grey tiled roof with artstone heads and cills, which enhance window and feature bays. Front door styles and surrounding details are varied and reflect the hierarchy of properties throughout the development, helping to define character areas. Brick detailing will be in the form of header and soldier courses and brick eaves with small black gutter boards. Hedges will be used to define the curtilages to dwellings and the boundaries of open space. The surface treatments have also been chosen to ensure that the movement network is pedestrian friendly and provides clear definition of public & private spaces.

Below are some of the features we will be incorporating into the house type designs.



5. DESIGN

True corner turning buildings are proposed within the development so as to create a continuous streetscene, visual interest and natural surveillance. These will occur at focal points and arrival points throughout the scheme where railings and wall details will be utilised to emphasise the space, function and built form.



Example of multi-aspect dwellings with landscaping to emphasise the space.

5. DESIGN (cont'd)

Landscaping

The hard and soft landscaping is an important element of the proposals – particularly in helping to create a sense of place and emphasise the character areas. This application is supported by a scheme by a fully qualified Landscape Architect.

Particular emphasis is placed on the use of native plants and trees so as to help create ecological enhancements and eventually a development that sits comfortably into its surroundings.

An extensive tree survey has been produced and the findings have been incorporated into the Development Layout, with good quality trees being accommodated within the scheme and retained where possible. Trees that will have to be removed to accommodate the development will be replaced and a detailed Landscape Plan indicates the proposed replacement tree types and positions.

Key features of the landscape proposals include:-

- The use of strategic walls, railings and hedge planting to help define the private and public realm and emphasise character areas.
- The retention of the existing trees and hedges where possible.
- To create an attractive & interesting entrance to the development.



Above - Examples of development with landscaped plot frontages to help define private and public spaces.

Below – The existing trees to be retained where possible on the development frontage on Greenhill Road.



5. DESIGN (cont'd)

The following pages are extracts of Morris Homes Landscape Design Guide, prepared by an independent Landscape Architect.

Section 1: Design Guidance 1.1 Designing the landscape structure | Representative Zones

Designing the landscape structure:

Representative Zones

The strategic factors identified in Figures 2 and 3 provide a basis for defining the representative zones.

ZONE 1 : Principal access routes and connecting spurs. A mixture of housing types. Garden lengths and drive locations are variable and layout is generally linear.

ZONE 2 : Cul-de-sacs. Quieter roads leading away from principal routes. Access more localised and properties mostly detached. Properties at T junctions at the end of cul-de-sacs are clearly visible from main routes. Housing types here are variable but layout is usually linear.

ZONE 3 : Shared drives. Local access via a shared private drive only. Housing usually detached and layout informal.

ZONE 4 : Courtyards. Mews or terraced properties around a central, geometric court. Localised access to these houses and associated parking courts only.

PC : Parking courts. Associated directly with the mews or terraced properties without drives. Access for these properties only

Junctions

J1) Key J2) Secondary J3) Local (internal)

Special locations : High profile housing overlooking green open space. Often featuring special arrangements eg terraced townhouses and curved crescents with boundary railings etc.

Entrance Zones

(Beyond study area)

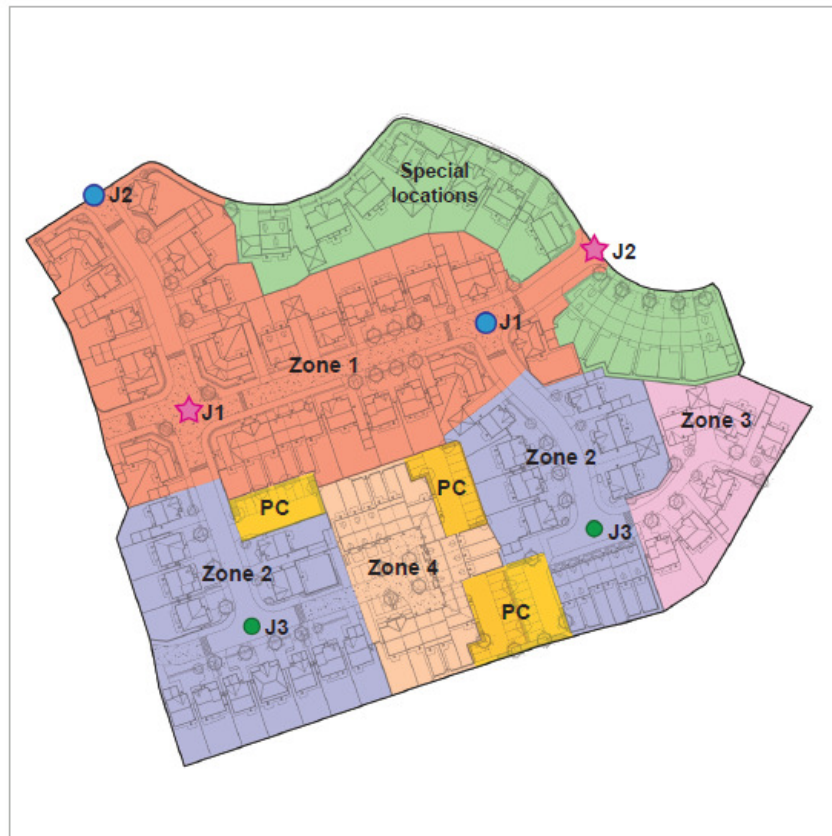


Figure 4. Representative Zones

The strategic factors identified in Figures 2 and 3 are a basis for defining the representative zones within the development.

5. DESIGN (cont'd)

Section 1: Design Guidance

1.3 Design guidance for landscape elements | Hedges

Hedges along front boundaries

Where reasonable runs (single or split) can be accommodated.
Minimum length for individual sections 2m

Ha1

Principal access routes and junctions



Ha2

Principal junctions and corners



Ha3

Properties at end of T-junctions



Ha4

Special situations and properties. Town houses, crescents, properties overlooking open space. Often associated with boundary railings and access routes.



Hedges to divide properties & parking

Include hedges to divide selected front drives to help screen views of parked cars

Hb1

Use hedges to divide drives and screen cars. Regular divides for townhouses create an attractive landscape arrangement. Elsewhere, dividing hedges should be included for at least every 4 properties in a row.



Hb2

Include sections of hedge within parking courts to help screen and soften the impact of parked cars. Take care not to conflict with the sense of space



Hedges as beds

Hc1

Clipped box hedging as alternative to shrub planting. Gives structural definition where larger hedges unsuitable.



Hedges

Hedges are probably the most important component in any good landscape scheme and achieving the optimum balance and distribution across the development is key to the overall success of that scheme. They are rarely planted by homeowners and must be planned into the scheme from the outset.

- Evergreen hedges create a smart, unified green edge to residential roads. They are visually prominent and are key elements of the street scene,
- They define front garden boundaries, divide plots and provide privacy and protection.
- They link other landscape elements and bring visual coherence and structure.

5. DESIGN (cont'd)

Trees as regular rows

Include rows of the same species along front boundaries or maximum impact and to complement structural housing layout

Ta1

Plant at regular spacings (5m-9m) to one or both either sides of road to create an avenue or partial avenue (same species)



Ta2

Plant at end of hedges dividing drives. Most effective at regular spacings (5m-9m) to the front boundary of townhouses, to complement and emphasise curved or straight frontage layouts



Ta3

Where possible plant within courtyards to complement the geometry of the space (same species)



Individual trees and informal groups

Mixed species

Tb1

Where space allows include large growing/ large stock single trees to prominent key positions



Tb2

Informal groups, themed groups or single trees to suit the more informal housing layouts (eg. cul-de-sacs)



Tb3

Where trees cannot be planted within front gardens or verges, rear gardens may provide opportunities for planting trees that are visible as part of the street scene



Tb4

Parking courts are usually open spaces bounded by rear gardens and present an opportunity to plant trees where soil/ bed width allows



Trees

Trees are key structural elements within any landscape scheme and their contribution to the visual quality and character of the street scene and of the development overall cannot be overstated.

Spatial constraints restrict opportunities for planting trees and so these need to be designed into the scheme from the outset as part of the planned, and implemented, landscape structure for the development overall. Trees are rarely planted by home owners.

- Key structural elements of a scale that cannot be achieved by other plants
- Visually prominent and key elements of the street scene
- Provide the sense of place, character and setting for homes.

5. DESIGN (cont'd)



Ornamental shrub beds for plot planting

Include as below

Sh1

Individual beds against the road.
These plants are clearly visible from the road and contribute directly to the street scene.



Sh2

Beds to divide properties/ drives.
These screen or soften views of parked cars. They extend to the road edge and contribute directly to the street scene.



Sh3

Shrub beds against the front and side walls of the house.
Such beds have a significant value and are characteristic features of gardens



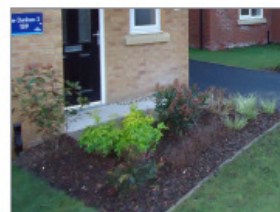
Sh4

Beds to internal corners.
Such beds partially define and protect the front gardens of properties on the corners of quieter roads as an alternative to hedges.



Sh5

Beds to the front of footpaths to doorways.



Sh6

Planting against high walls and gables without windows.
Taller plants can be used here to 'green' and soften hard vertical elements within the development



Ornamental shrub beds for POS

Include as below

Sh7

Tall Shrubs.
Included within car parks or public areas where space is less constricted: Less densely planted stands of taller shrubs planted as part of the structural landscape.



General Shrub Planting

General shrub planting is included to supplement structural hedges and trees and to bring colour, character and diversity to individual gardens and to the landscape scheme overall.

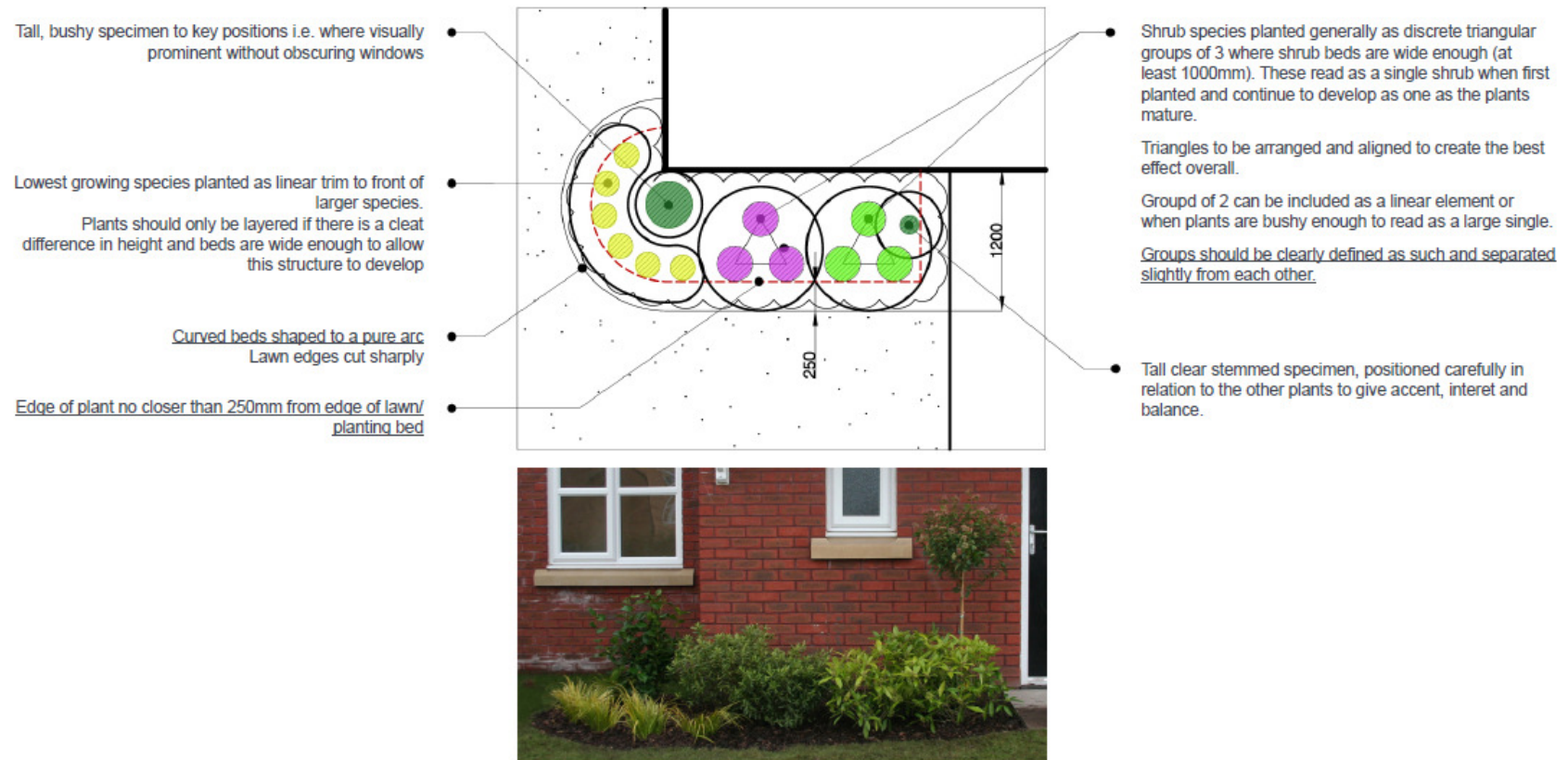
The shape, location and function of these beds is widely variable, and the ongoing assessment of existing schemes has identified the following bed types as the most effective.

Landscape schemes should include a mix of these bed types

5. DESIGN (cont'd)

Section 2: Planting Guidance 2.3 Planting guidance for landscape elements | Shrub beds

Detailed practical guidance for planting - Ornamental shrub beds: General planting principles 1:50



5. DESIGN (cont'd)

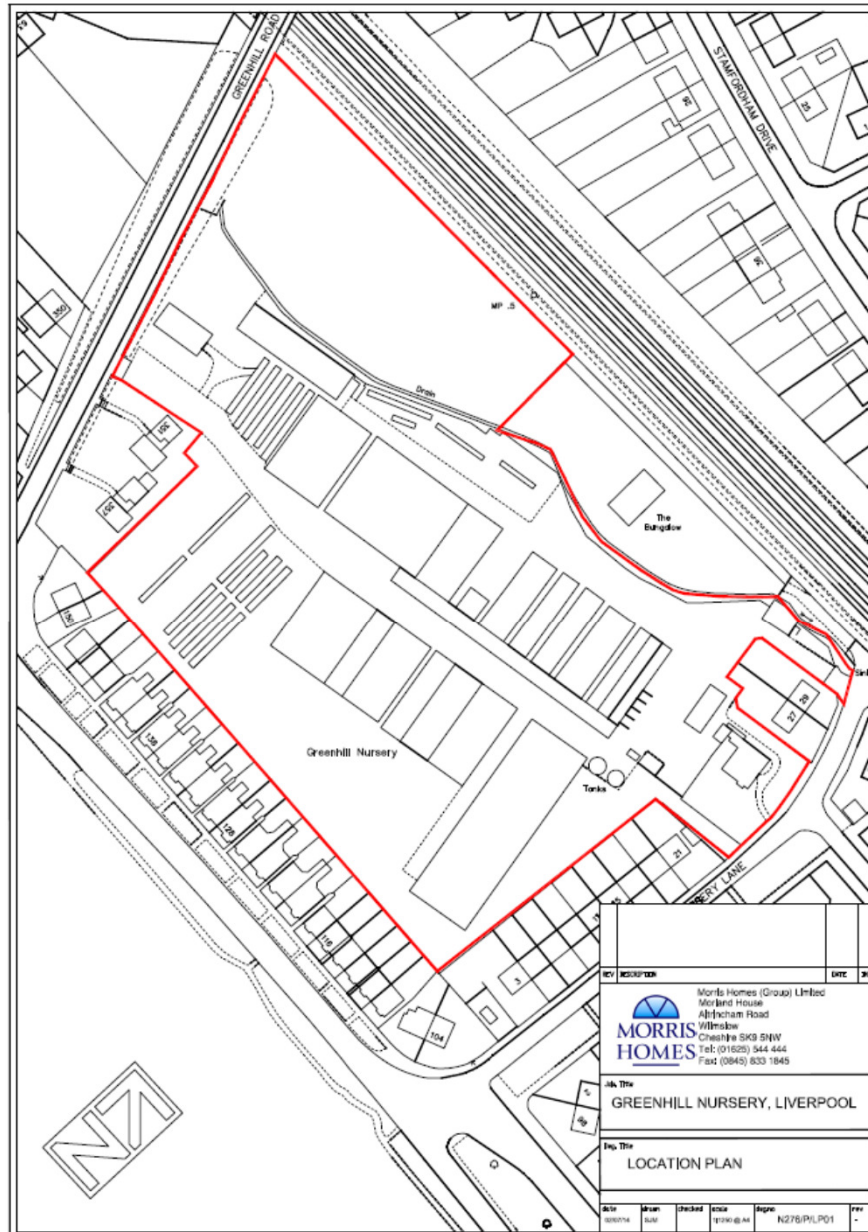
Scale

All the buildings within the development will be two storey in height. This scale successfully addresses the feed back from local estate agents and our marketing consultants picked up within the evaluation and ensures that the scale is in keeping with the surrounding neighbourhood and their built form.

Access

- The development will be accessed directly off Greenhill Road as agreed with Liverpool City Council. The new roads shall be 5.5m wide tarmac surface finished with 2.0m footpaths either side.
- To assist in providing a sense of place and emphasis to the character areas the road layout has been designed so as to link in with the existing streets utilising the characteristics of the road design itself alongside hard and soft landscaping features as well as the building typology to produce legibility around the primary and secondary routes.
- Guidance within the council's own adopted standards, as well as the national guidance such as within the Manual For Streets, has been adopted within the road design.
- A strong emphasis has been placed on the movement of pedestrians with links into the existing neighbourhoods which in turn leads to the wider network and public transport and local facilities of Liverpool.
- Ample parking is provided at a rate of at least 2 spaces per dwelling for the development, 2 spaces for 3 bed dwellings and 3 spaces for 4 bed dwellings.
- We fully endorse the aims and objectives of approved document M (2004) of the Building Regulations for disabled access and wherever possible we will aim to achieve the principal access arrangements for both wheelchairs bound and abundant disabled people. This will ensure that all dwellings within these proposals include a suitable ramped or stepped approach, a level threshold across the principal access, a WC of adequate size on the principal living storey and continued adequate access throughout the floor layouts.
- In making these provisions we have ensured that everyone regardless of age, disability, ethnicity or social grouping can move through the place created by the proposals.
- Private parking areas and shared driveways have been kept small and secure with the access overlooked from adjacent dwellings. The parking areas also incorporate landscaping and therefore cannot be viewed from the streets or around the development.

APPENDIX 1



Location Plan

APPENDIX 2



Proposed Plan