

RUTTER STREET, TOXTETH, LIVERPOOL, L8 6QN

METIS CAPITAL



**METIS**  
DESIGN & DEVELOPMENTS

MD:012 RUTTER STREET, L8 6QN  
DESIGN & ACCESS STATEMENT

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1.0 BACKGROUND TO THE PROPOSAL

1.1 INTRODUCTION

This scheme will provide housing for either first time buyers or a small family looking to live within a established friendly neighborhood..

By providing and locating accommodation within a friendly neighborhood the buyers can experience the meaning of a community.

1.2 Summary

This supporting design and access statement has been prepared by Metis Design Ltd on behalf of Alexander Ware Developments

It accompanies a full planning application for a proposed new residential development of twelve two bedroom apartments and associated facilities on Rutter Street, Toxteth, Liverpool.



1.0 BACKGROUND TO THE PROPOSAL



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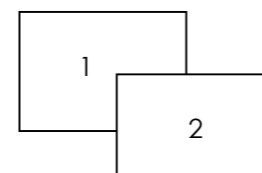
1

2

**1 & 2** - A development will provide opportunities for first time buyers and young professionals to acquire accommodation within a friendly neighbourhood.



**1 & 2** - The site (outlined in red) in its overall context showing its close proximity to the city centre.



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2. THE SITE AND SURROUNDING AREA



## 2. The Site and Surrounding Area

### The Location

2.1 The application site is situated within the Toxteth area of Liverpool. The location of the site is on the southern side of Rutter Street near the junction with Southwell Street which is off Northumberland Street.

The site is approximately 300 Metres from Park Road, a main commuter route into the city.

The adjacent land is currently being developed by a housing developer with family homes. This leaves the current site in its dilapidated state s an eye-sore for the local residents.

The approximate size of the land is 0.0966 hectares.



## 2. THE SITE AND SURROUNDING AREA



- Site Boundary
- Bus Route
- Main Road
- Local Shops
- Train Station

2.2 The site is very well located for public transport as it is approximately 300 metres away from Park Road which is served with regular bus routes. Brunswick train station is approximately 800 metres away from the site.

There are a few local bus routes that offer a direct link into the city centre:

82/82A: every 5 minutes between 05:10 and 23:30

C4: every 30 minutes between 06:50 and 19:50

C5: every 30 minutes between 06:48 and 20:18

The nearby train station has a direct line to Liverpool Lime Street which has direct links to many major cities around the country.

2.3 The nearby shops consist of local businesses, betting shops, numerous pubs and have two well known nationwide supermarkets who are Tesco and B & M.

## 2. THE SITE AND SURROUNDING AREA

**1** - The site (outlined in red) has a close relationship with the main road, nearby train station, shops and bus routes.

1

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By looking at the Liverpool Unitary Development Plan we can see that the site is located in a Primarily residential area (H4).

Located near to a green space (OE11, OE12).

Located near to a sports recreation centre which is situated to the South West of the site.

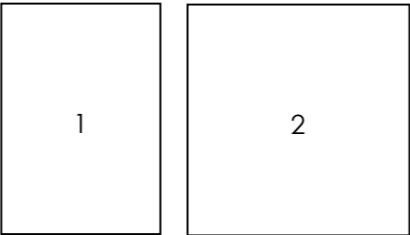
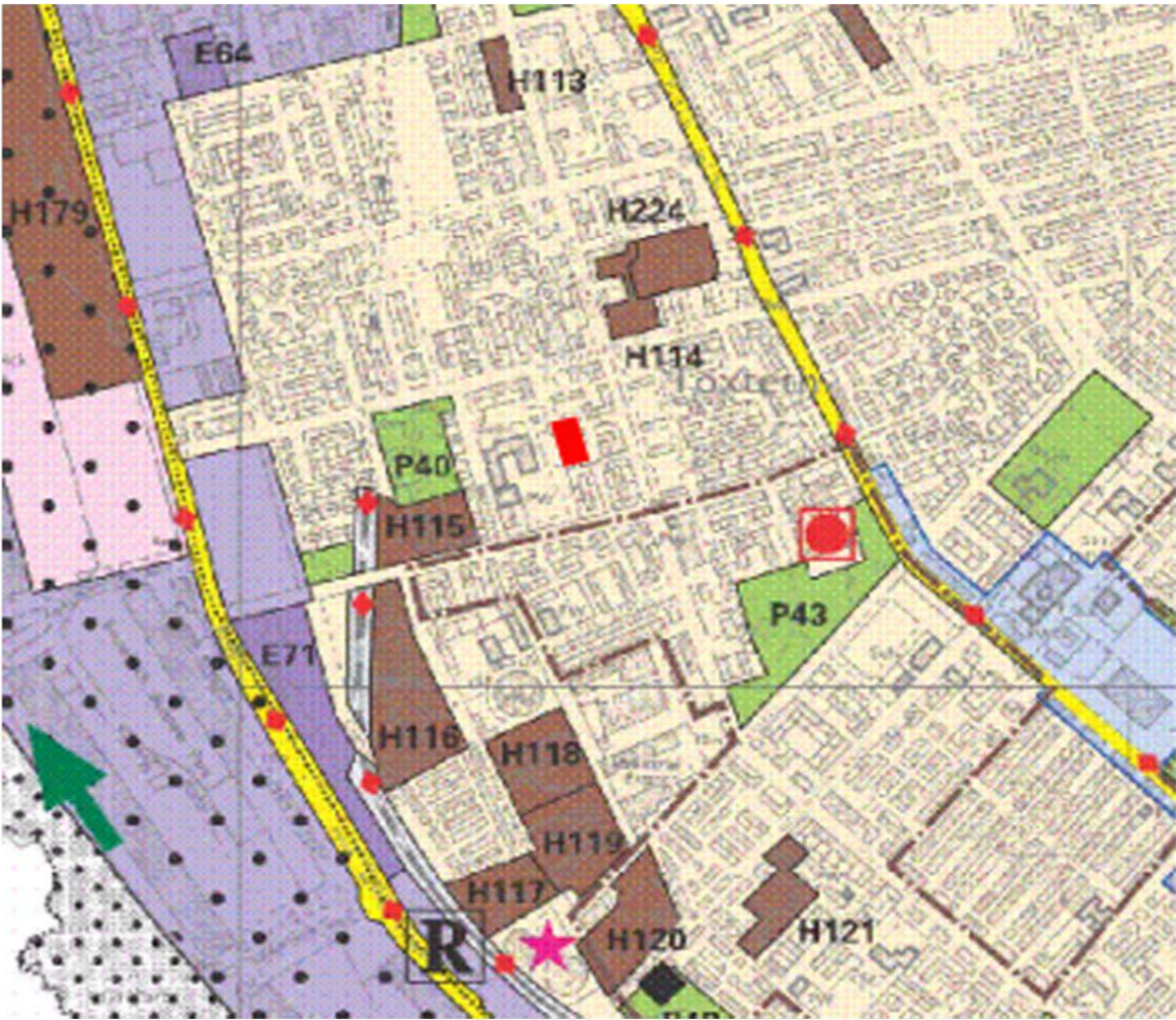
In close proximity to a local centre (S6).

The site is just located outside of the estate action area (H2).

By looking at this Development plan the proposal to use this site for a new residential area for a small community of new residents is suitable.

Liverpool Unitary Development Plan

- PRIMARYLY RESIDENTIAL AREA (H4)
- SITE FOR HOUSING DEVELOPMENT (H1)
- ESTATE ACTION AREA (H2)
- HOUSING RENEWAL AREA (H2)
- HOUSING ACTION TRUST (HAT) (H2)
- VACANT DWELLINGS INITIATIVE (H2)
- PRIMARYLY INDUSTRIAL AREAS (E1)
- SITE FOR INDUSTRIAL / BUSINESS DEVELOPMENT (E1)
- LOCAL CENTRE (S6)
- ENVIRONMENTAL IMPROVEMENT CORRIDOR (OE1.5)
- KEY RECREATIONAL ROUTE (OE17)
- NEW BUS FACILITIES (T1)
- PROPOSED RAILWAY STATION (T2)
- DEVELOPED COASTAL ZONE (OE4)
- GREEN SPACE (OE11,OE12)
- EXISTING SPORTS/RECREATION CENTRE (C8)
- PROPOSED SPORTS CENTRE (C8)
- EXISTING SWIMMING POOL (C8)



2. THE SITE AND SURROUNDING AREA

- 1 - UDP legend
- 2 - UDP with the site shown in red



2.4 The area comprises a high density of residential properties but along Park Road more commercial properties can be found. The properties around the site are mainly 2 or 3 storey but a 16 storey tower of flats can be found to the eastern side of the site.

2.5 The adjacent land to the South West of the site was previously used as a school but has now been demolished and the site has now been granted planning permission for the development of 56 dwellings, all are 2 storey brick houses and there is 13 x 2 bed houses, 35 x 3 bed houses and 9 x 4 bed houses.

### The Site

2.6 The site is currently derelict and only has disused garages that occupy the site and is bound by existing residential properties on 3 of its boundaries. The site is mainly flat but does have a slight inclination near to the existing entrance.

2.7 The location of the site lends itself to residential development due to the close vicinity of local amenities and transport links to the centre of Liverpool. Access to local shops and services are within walking distance of the site.

2.8 The site is currently made up of approximately:

- 20% Built garages
- 80% Hard standing

The proposal will consist of approximately:

- 40% Residential property
- 50% Hard standing
- 10% Green space

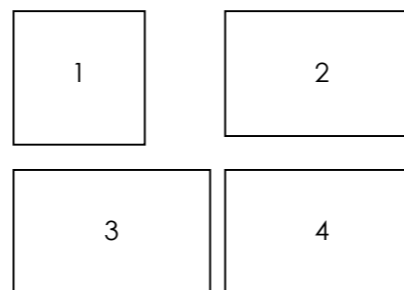


## 2. THE SITE AND SURROUNDING AREA

**1** - The 16 storey block of flats situated to the East of the site

**2** - The 3 storey properties situated adjacent to the site

**3 & 4** - The derelict garages currently on the site



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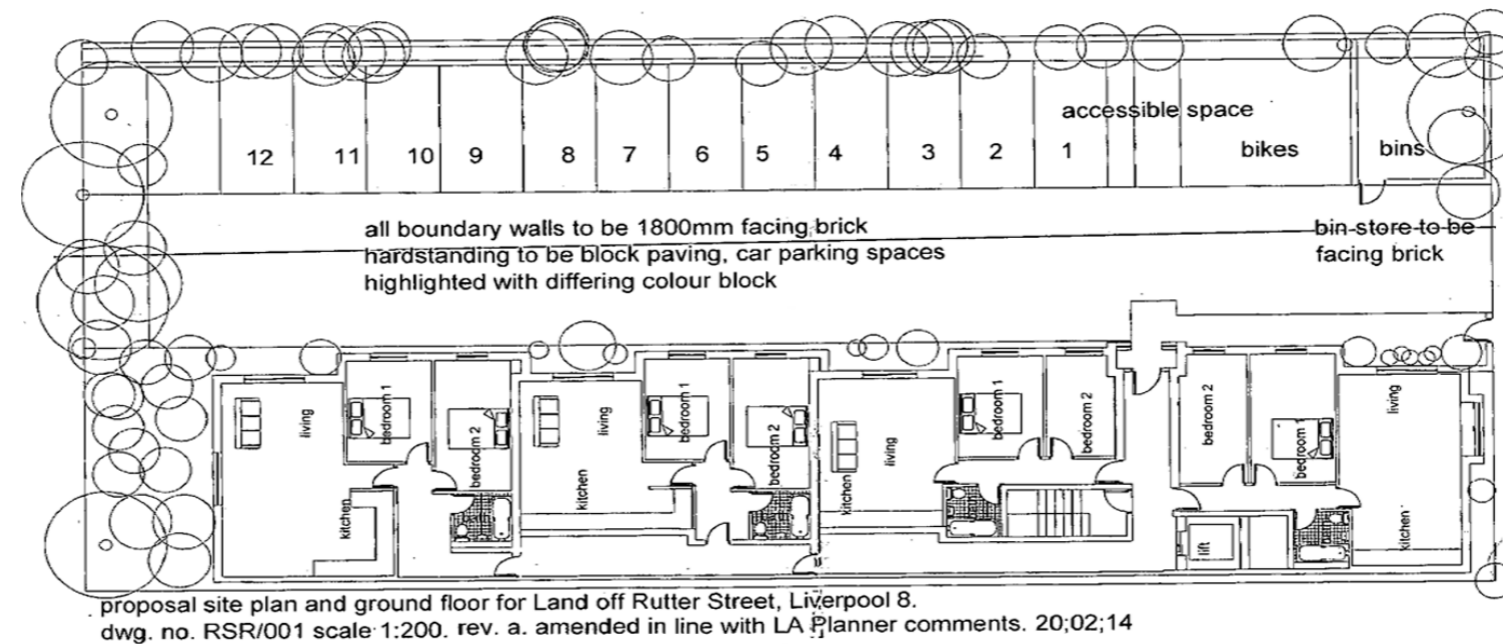
### 3. Planning Policy and Justification for Scheme

#### Pre- Planning Discussions

3.1 The proposed site has been subject of a pre- planning application(13O/2982) and meetings. The proposal however has been amended, due to the current climate and approval of new dwellings on the adjacent site (13F/2765) and also to fully utilize the site.

3.2 Pre- planning was granted for 12 x 2 bed apartments, that were accessed through one communal entrance, 13 car parking bays, a bin store and bike store. This development had a ground floor area of approximately 330 m<sup>2</sup>, of which very little was green space.

The scheme also had a labyrinth of corridors in order to access each apartment. This did not comply with fire egress standards set out in Building Regulations document B1.



Overall width - 40.5 metres

Overall height - 12 metres





**Justification for Proposed Uses**

3.3 The amended scheme still contains twelve apartments which each have two bedrooms. It will also have thirteen car parking bays, one of which is suitable for DDA, along with bin stores and bike stores.

3.4 This amended scheme has a ground floor area approximately 315 m<sup>2</sup>, which is 19m<sup>2</sup> less than the previous scheme allowing this scheme to have more green space.

3.5 The majority of the properties in this area are residential and is therefore considered that it is a suitable use at this site.

3.6 Making use of derelict site and getting rid of the garages will have the following advantages:

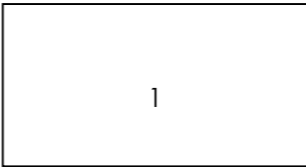
- Will create a more aesthetically pleasing street scene
- Will create a safer environment and reduce the chance for crime to occur.
- Will allow the site to be in use much longer.

3.7 The proposed units all comply with the appropriate room size standards, have good outlook and natural lighting to every habitable room.

**3. PLANNING POLICY & JUSTIFICATION OF SCHEME**

**1 – Site plan in Context**

\*All drawings superseded by final plans



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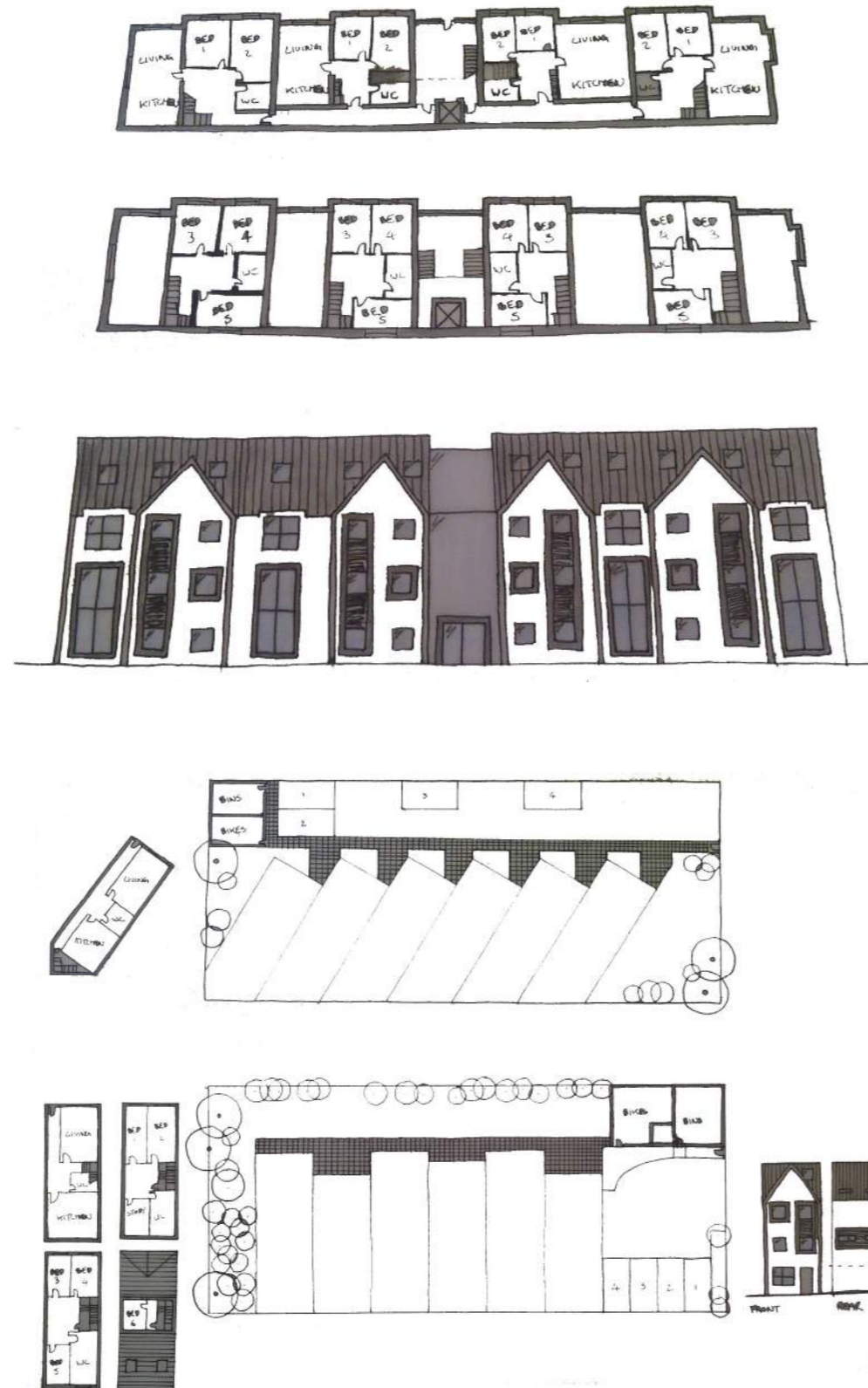
## 4. Design Solution

### Layout

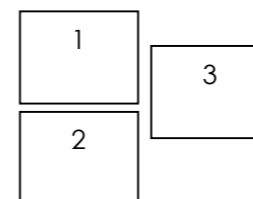
4.1 This proposal is the end product of a number of draft proposals worked through as part of making the right choice for this resolved layout.

4.2 The orientation and the placement of the units allows for adequate space for parking, bin store, bike store and generous living space within the building.

4.3 In order to protect the residential amenity of existing and future residents in terms of over-looking, over-shadowing and dominance the maintaining of sufficient distances has been a priority.



## 4. DESIGN SOLUTION



1, 2 & 3 - Examples of other draft designs in order to get to the resolved design layout.

Dwelling Design

4.4 There are just three types of dwelling which differ in the arrangement of the rooms but are all very similar in floor area.

4.5 A overall cohesion through materiality will be in place to unify the development and give the development a sense of character whilst still reflecting the local vernacular. The local vernacular is also complimented through the 3 storey residential scale, a direct reference to the surrounding residential format.

4.6 The materials found within a close proximity of the site are brick,.

4.7 The boxes that extrude out from the elevation will give the design its own character and will allow for a interesting front façade.

4.8 This scheme has been created to a high quality that has its own identity whilst respecting the massing and density of the existing residential properties around the site. It also aims to enhance the character and appearance of the area and also to produce a safe and secure environment through a well-considered and well-designed scheme.

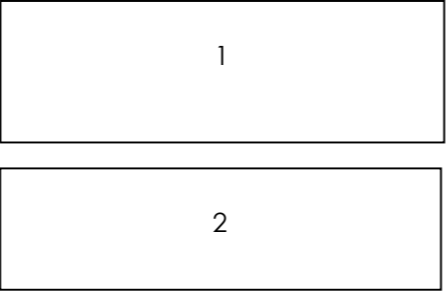


4. DESIGN SOLUTION

1 - Front Elevation

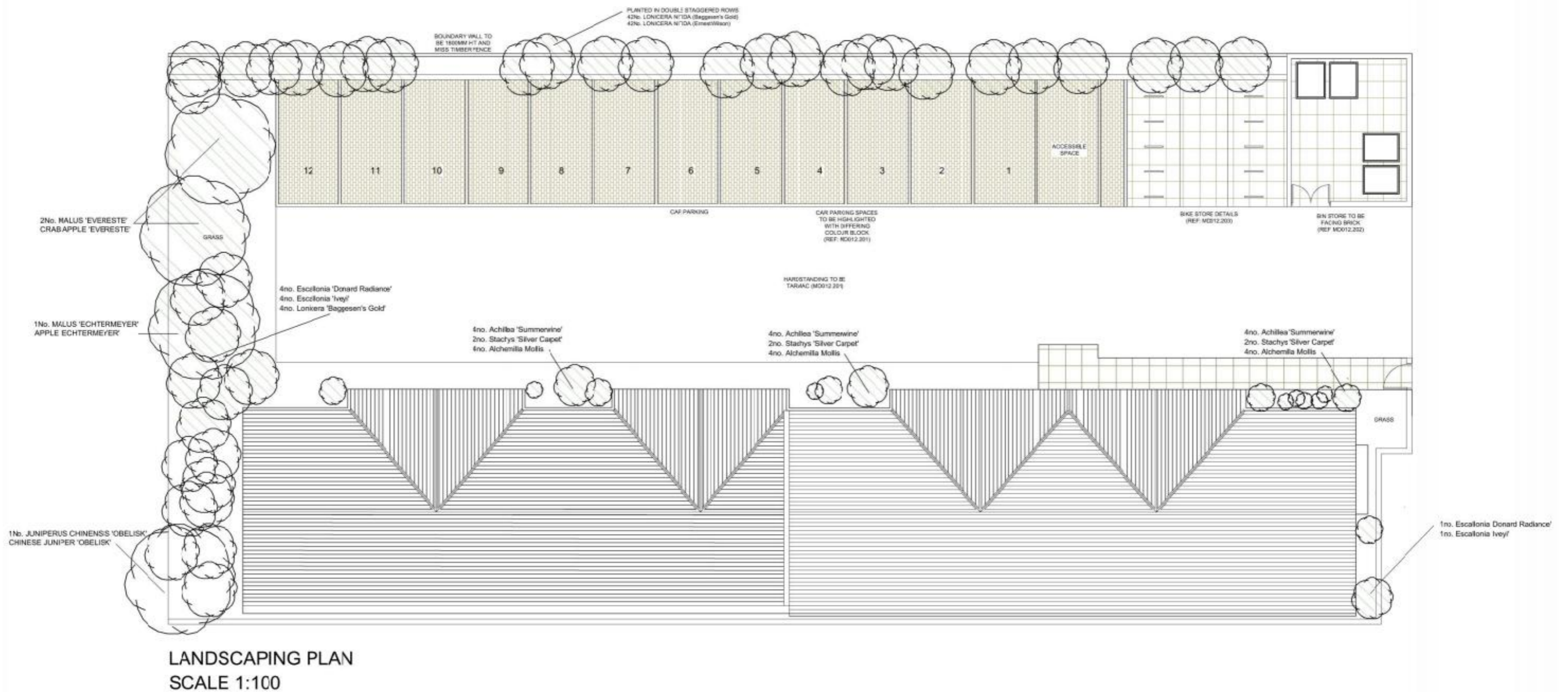
2 - Rear Elevation

\*All drawings superseded by final plans



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## 4. DESIGN SOLUTION



**5. Access**  
**Design Strategy and Connectivity**

5.1 The proposed development will have two points of access which will be the existing access onto the site and a new gated access.

5.2 Northumberland Street hosts the closest bus routes to the site within 20 metres but as previously stated Park Road comprises of the main public transport services approximately 300 metres. Brunswick train station is within walking distance determining that the site is adequately located in terms of public transportation.

5.3 The nearby public transport links reduce the depending for residents to own/use private cars. As a result the minimum required space has been provided for loading/ unloading and visitors.

5.4 The development includes secure, covered storage for bicycles for use by the residents, located in grouped enclosures in front of the associated dwellings.

5.5 Provisions for the following have been included:

Entrances: Level thresholds to all entrance doors and minimum clear widths to comply with Building Regulations Approved Document Part M will be provided.

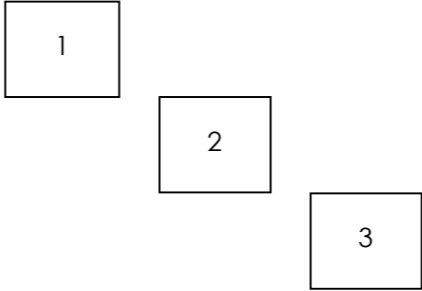
Circulation: Internal ground floor access with minimum clear widths of unobstructed will be achieved.

Means of escape: the provision of a safe means of escape from the building is to be provided via compliance with Building Regulations Approved document Part B1.

Door widths and openings: All door widths and openings to meet minimum requirements of Approved Document M and BS 8300 (for clear opening, type and height of handles, vision panels, door closers etc.)

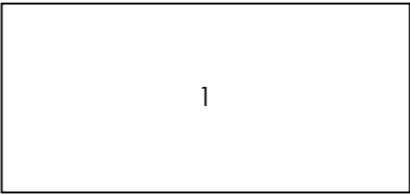
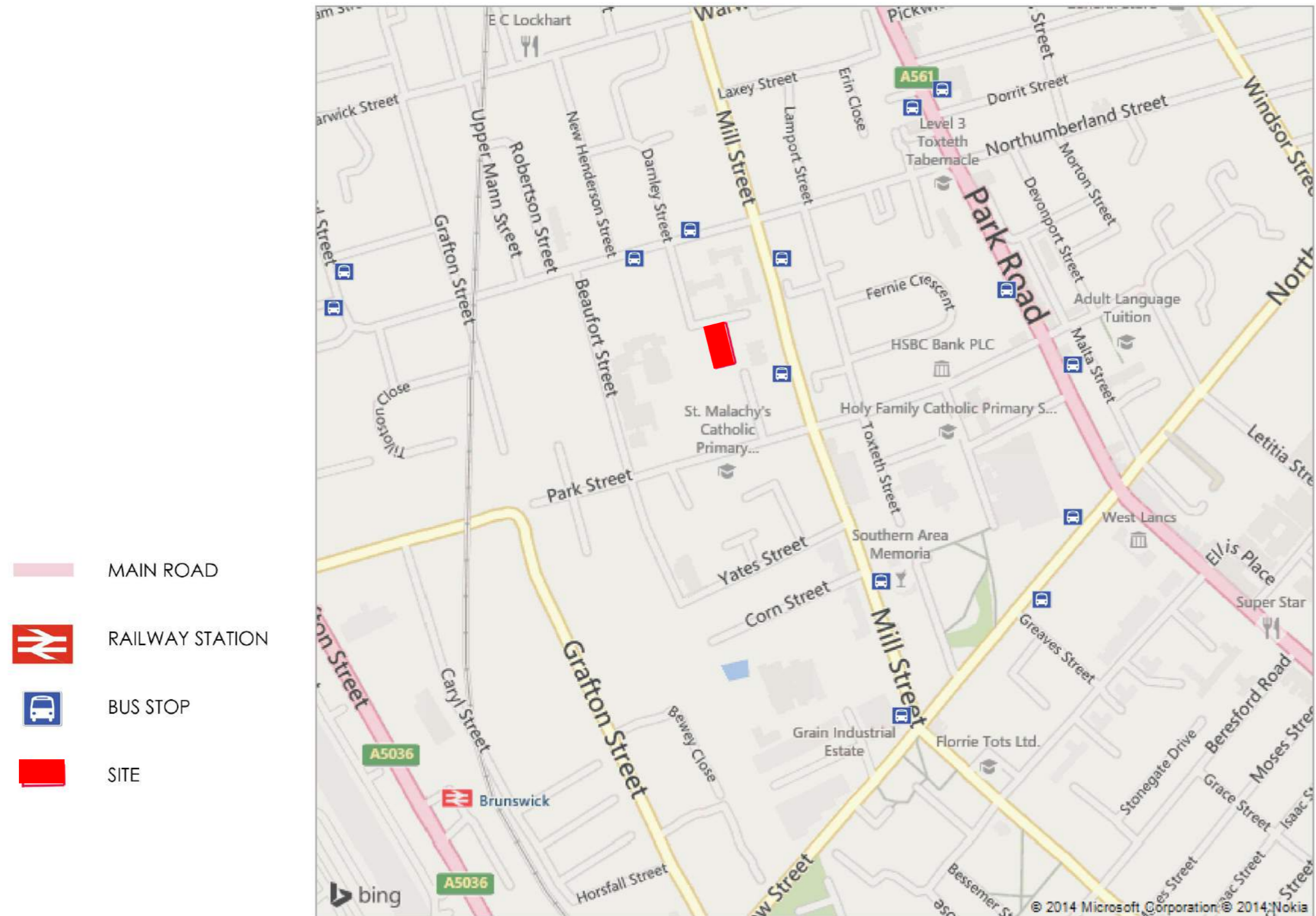
5. ACCESS

**1, 2 & 3** - Sustainable modes of transport are promoted, with amenities within walking and cycling distance, with good links to public transport.

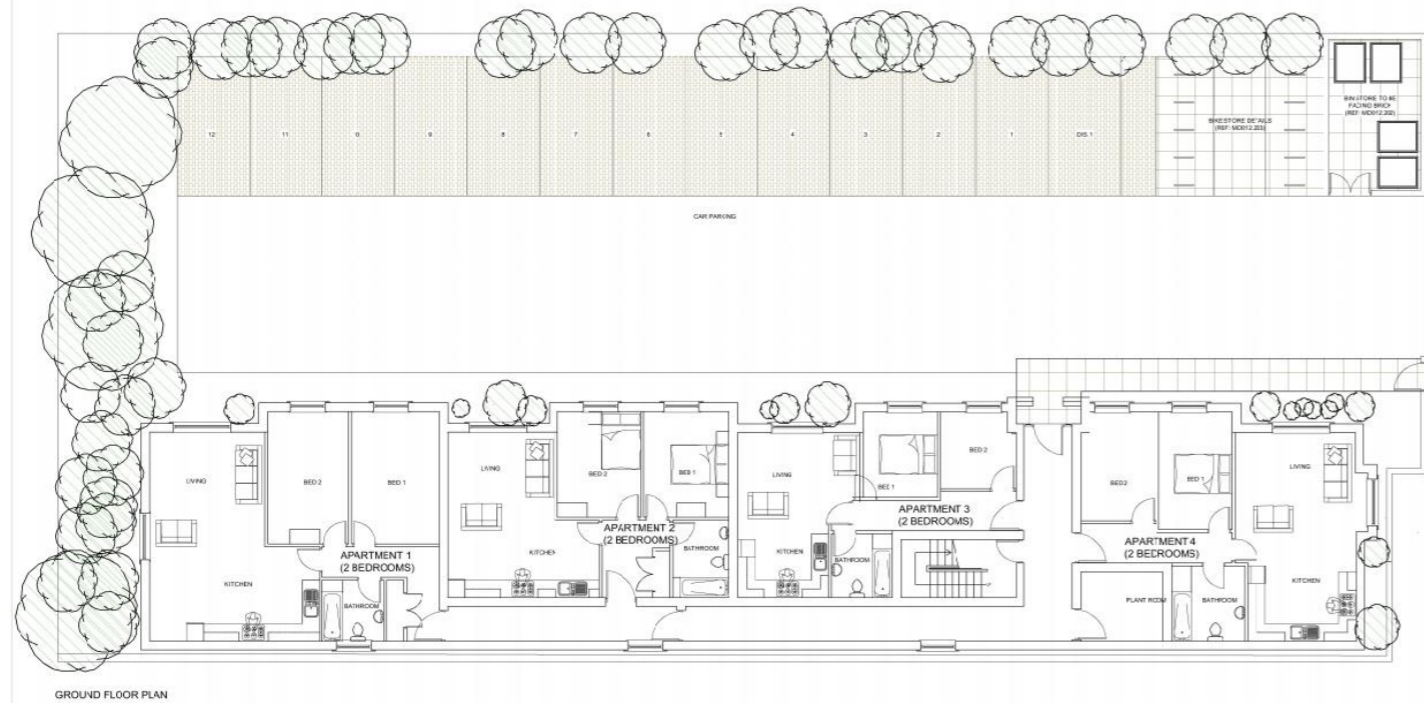


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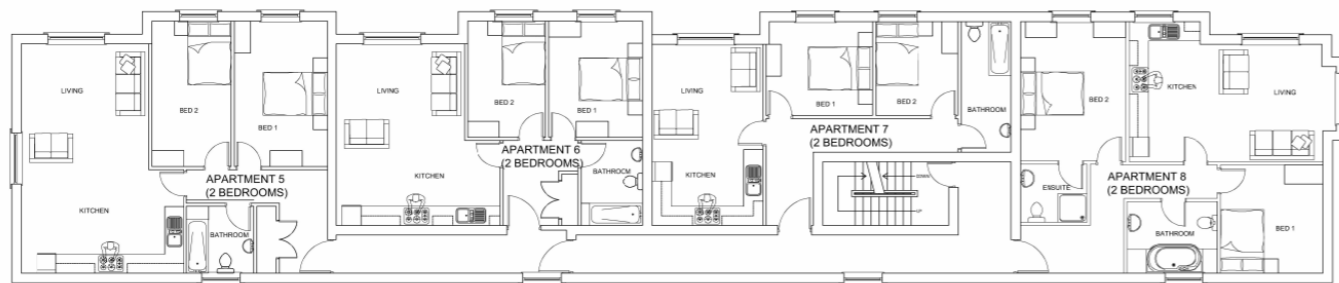




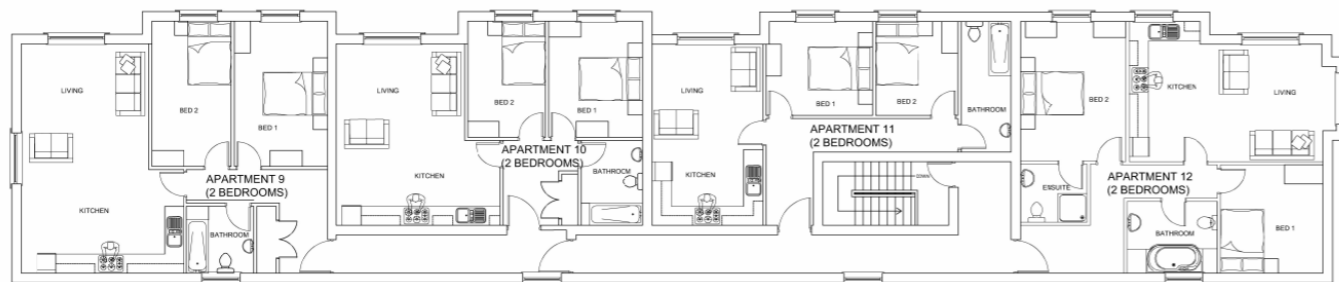
1 - Local area map showing bus stops, train station and the close proximity to surrounding main roads.



GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN

6. PLANNING POLICY REVIEW & PLANNING

1, 2 & 3 - Ground, First & Second Floor Plans

\*All drawings superseded by final plans

1

2

3

6. Planning Policy Review & Planning Statement

National Planning Policy Framework

6.1 Aimed at making the planning system less complex and more accessible to protect the environment and promote sustainable growth, the National Planning Policy Framework was released on March 27<sup>th</sup> 2012 as a key part of the coalition government's reforms. Key elements of the NPPF are set out below and this planning application and related documents is reflective of these key elements:

- Building a strong competitive economy
- Ensuring the vitality of town centres
- Supporting a prosperous rural economy
- Promote sustainable transport
- Supporting high quality communications infrastructure
- Delivering a wide choice of high quality homes Requiring good design
- Promoting healthy communities
- Protecting green belt land
- Conserving and enhancing the natural environment
- Facilitating the sustainable use of materials

Planning Statement

6.2 The site is a Brownfield site and is only occupied by derelict garages. The new development will sit comfortably into the street scene, replace the existing unattractive garages, and respect the adjacent properties in terms of the design

and protection of amenity and creates high quality living and working space for future occupiers.

The site is allocated within the Unitary Development Plan as a Housing Renewal Area (H2) which was adopted in November 2002. The UDP will gradually be replaced by the new local plan which will be in accordance with the NPPF. The development of the site for housing is in line with the key elements of the UDP in particular policy H1 which sets out the need for a significant housing supply in Liverpool. A key policy objective set out in the UDP is to maximise the number of housing to urban generation and to ensure that good quality housing, appropriate to peoples needs is available.

The development of this site for residential will be in keeping with these policy aims.

The development of the site for residential use will also bring significant regeneration benefits to the surrounding area and positively assist existing development to regenerate this area of Toxteth. The development therefore is in line with both national and local planning policy which states that housing developments are key to the generation of such areas.

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7. Safety and Security

7.1 It is important that through the design of residential neighbourhoods that places do not only deter the ability to commit crime but also leave the occupant with the feeling of being secure in an attractive place to live. The replacement of the derelict garages with a new development will eradicate the high possibility of crime happening on the derelict site, which has been blocked up as a result of crime/ vandalism.

Open grounds to the front of each dwelling will increase natural surveillance.

The Bin store and bike store have been located so that the benefit from this natural surveillance at all times, deterring criminal activity and anti- social behaviour. Careful consideration will be given to planting and landscaping to avoid any screening that may encourage such behaviour.

