

Design and access statement for the proposed conversion of 344 St Marys Road
Liverpool L19 into a one bedroom flat unit.

Design Statement.

The property currently exists as a vacant office under A2 Use class, and has been vacant for a considerable length of time, and as my client has been unable to find a suitable tenant to take the unit, he decided to apply to convert the shop into a self-contained flat, but this application was refused and as such this application is a resubmission of that application, which retains the front element of the shop which allow for the character of the parade to be retained, which was a previous refusal point.

This application is therefore to form a residential flat incorporating a one bed self-contained unit, with a rear yard area for amenity space, bin storage and secure cycle storage.

The surrounding area around the proposal is a mix of residential, retail/commercial properties and is on the outskirts of the city and is within an established area, and as such the proposed use will not have any adverse effect nor will it form an undesirable element within this area.

It can therefore be argued that the proposed flat will add to an appropriate mix of uses within the area and at the same time as the property is within an established area of similar converted properties it will not form or cause any unnecessary nuisance to any other adjacent property.

The relative density of the proposal and intended use will not compete with the neighbourhood services within the area as the proposal is within an established area.

The layout of the proposal takes its form from allowing all habitable rooms to have recourse to acceptable levels of light and ventilation, and as a result of the proposals orientation it will not cause any unacceptable level of overlooking.

The scale of the property will not be altered by the proposed work, which allows the proposal to still sit comfortably within its surroundings.

Landscaping does not form part of the proposal as such, as no external alterations exist other than the removal of a former covered yard area to allow for external wall space to facilitate windows.

Access for refuse storage will be made available the rear yard area, and access then via the rear alleyway for refuse collection.

The appearance of the property does not change and as such will not affect the street scene.

The disabled access provisions, which also formed part of the previous application refusal, have also been amended as much as the fabric will allow, by the simplification of the internal layout and the provision of the rear patio doors, which will allow for either a secondary access point or primary access point should it be necessary to do so.

The internal dimensions for the kitchen and shower room, are limited to what the fabric will allow and in this regard it must be considered that conformity to the what would appear quite rigid newly applied restrictions cannot always be complied with and a degree of flexibility and interpolation of the requirements must be considered as being acceptable, as long as an attempt has been made to make the proposal as compliant as is possible, which I feel in this case this has been met.

You may also note that the bedroom is now possibly for a single occupancy due to the limited size and as such the space around the bedroom would seem to be compliant for access and movement, as is the case in the living room area, and the corridor width of 1050mm is as much as can be achieved without making the available bedroom space even smaller and with the direct approach to the rooms this width is considered to be adequate for movement within the circulation space.

Access statement

The application site sits on St Marys Road A561 which gives the site clear access to public transport links with numerous bus services, and easy access to Cressington train station and should the need arise very good vehicular links, with on road parking available near the site, which in real terms would be less of a burden to parking provisions than the former office would have demanded with both staff and customers cars.

Pedestrian access is readily available to local amenities and services, and the above mentioned public transport links giving access to more outlying amenities.

The reliance on privately owned motor vehicles is traditionally the subject of low dependency within the this type of flat, so therefore the lack of off road parking should not be considered as detrimental to the scheme, and resident parking is readily available should it be necessary.