

LAND VACANT AT THE JUNCTION OF SEFTON STREET & HILL STREET,  
TOXTETH, LIVERPOOL, L8 5SN

ALEXANDER WARE



MD:010 LAND VACANT AT THE JUNCTION  
OF SEFTON STREET & HILL STREET, L8 5SN  
DESIGN & ACCESS STATEMENT

PROJECT DIRECTORY

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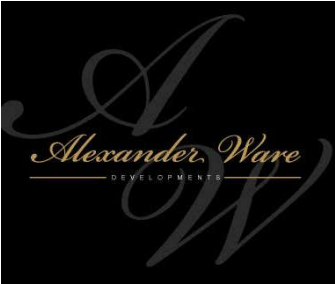


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1.0 BACKGROUND TO THE PROPOSAL

1.1 INTRODUCTION

This scheme will provide 2 retail spaces on the ground floor and housing for a small community of students wishing to live in a convenient location close to the centre of Liverpool and close to university campus's.

By providing and locating accommodation near to the established city centre it allows the occupants to fully experience inner city living and have easy access to university, local amenities and public transport links to the surrounding areas.

1.2 Summary

This supporting design and access statement has been prepared by Ware Construction for Alexander Ware.



1.0 BACKGROUND TO THE PROPOSAL



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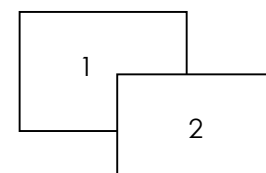
1	2
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**1 & 2** - The development will provide accommodation within the city centre and walking distance to university campus.



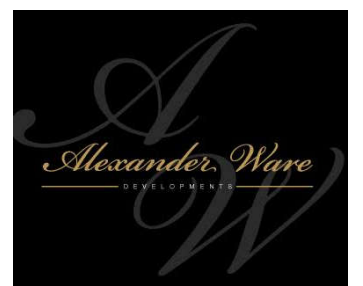


**1 & 2** - The site (outlined in red) in its overall context.  
(images taken from Google Maps)



## 2. THE SITE AND SURROUNDING AREA

LAND VACANT AT THE JUNCTION OF SEFTON  
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## 2. The Site and Surrounding Area

### The Location

2.1 This plot of land is situated within the Toxteth area of Liverpool.

The site is the disused plot of land that is situated on the corner where Hill Street meets Sefton Street, the latter being a main commuter route in and out of the city centre.

As the plot of land is on a corner to boundaries of the site are governed by the roads. The plot of land to the East of the site is also disused whilst the land to the South is being used as a petrol stations car park.

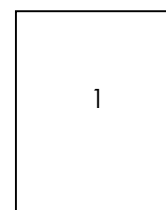
The approximate size of the land is 0.0265 hectares or 265m<sup>2</sup>.



## 2. THE SITE AND SURROUNDING AREA



LAND VACANT AT THE JUNCTION OF SEFTON STREET & HILL STREET, L8 5SN  
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1 - OS Map with the site outlined in red.



2.2 The site is well located for public transport, located on Sefton Street which is served with regular bus routes and also Brunswick Train Station is approximately half a mile away.

There are a couple local bus routes that offer a direct link into the city centre and to surrounding areas:

82A: Mon - Fri every 60 mins  
Sat every 30 mins  
Sun every 30 mins

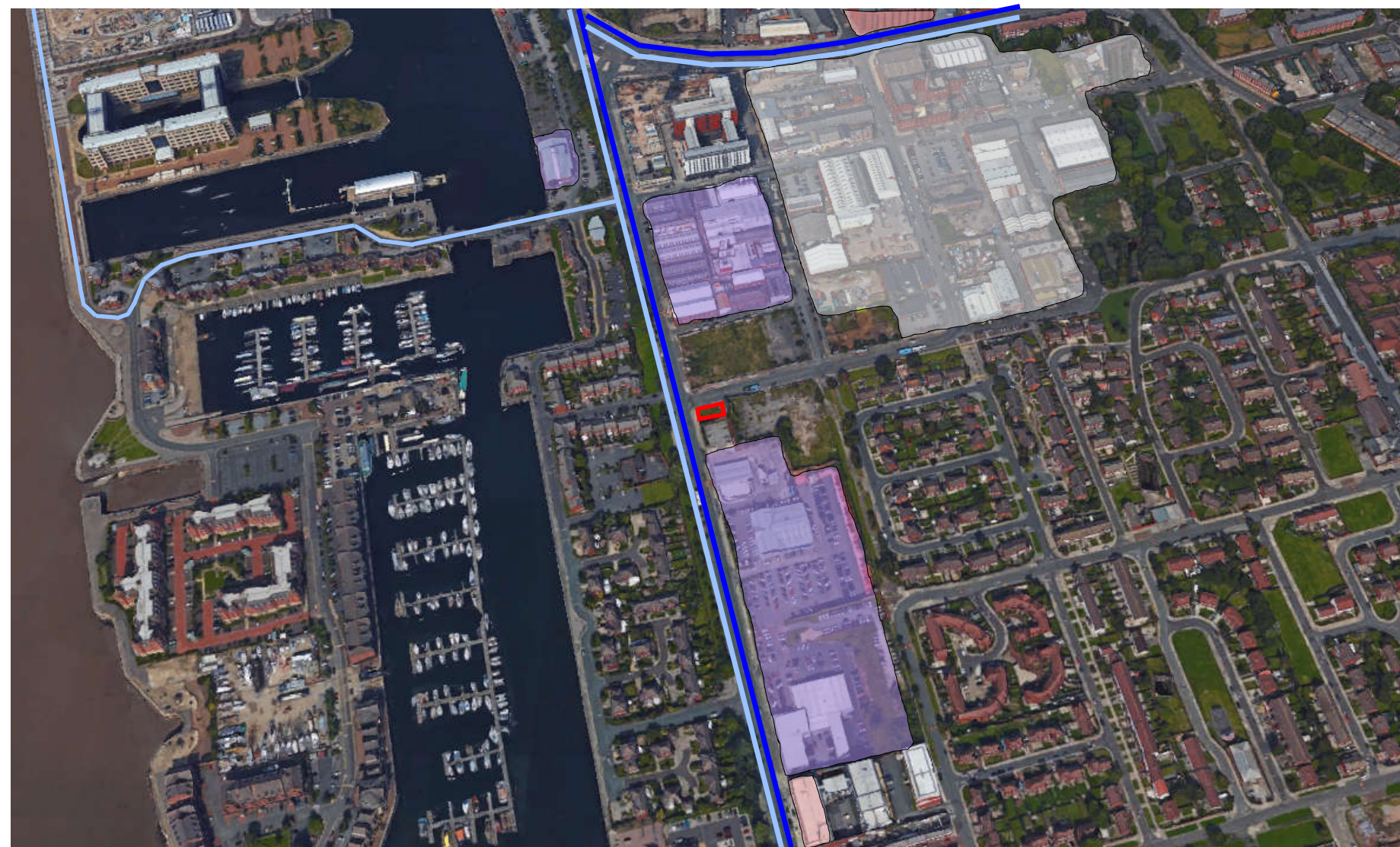
500: Mon - Fri every 30 mins  
Sat every 30 mins  
Sun every 30 mins

There are other bus routes that can be used on Park Road but require a 5 minute walk but these can offer a much broader area to reach :

82: Mon - Fri every 10 mins  
Sat every 30 mins  
Sun every 30 mins

(information accessed from [www.arrivabus.co.uk](http://www.arrivabus.co.uk) 22/05/2016)

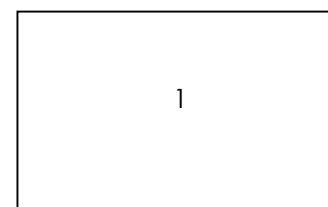
2.3 The nearby shops consist of local businesses and a Spar supermarket located within the neighbouring petrol station.



- Main Road
- Bus Route
- Site Boundary
- Retail
- Commercial
- Industrial

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

(image from Google Maps)



## 2. THE SITE AND SURROUNDING AREA

LAND VACANT AT THE JUNCTION OF SEFTON STREET & HILL STREET, L8 5SN  
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Using the Liverpool Unitary Development Plan the site is located in a primarily industrial area (E1).










Located near to mixed use areas (E6) and sites for housing development (H1).

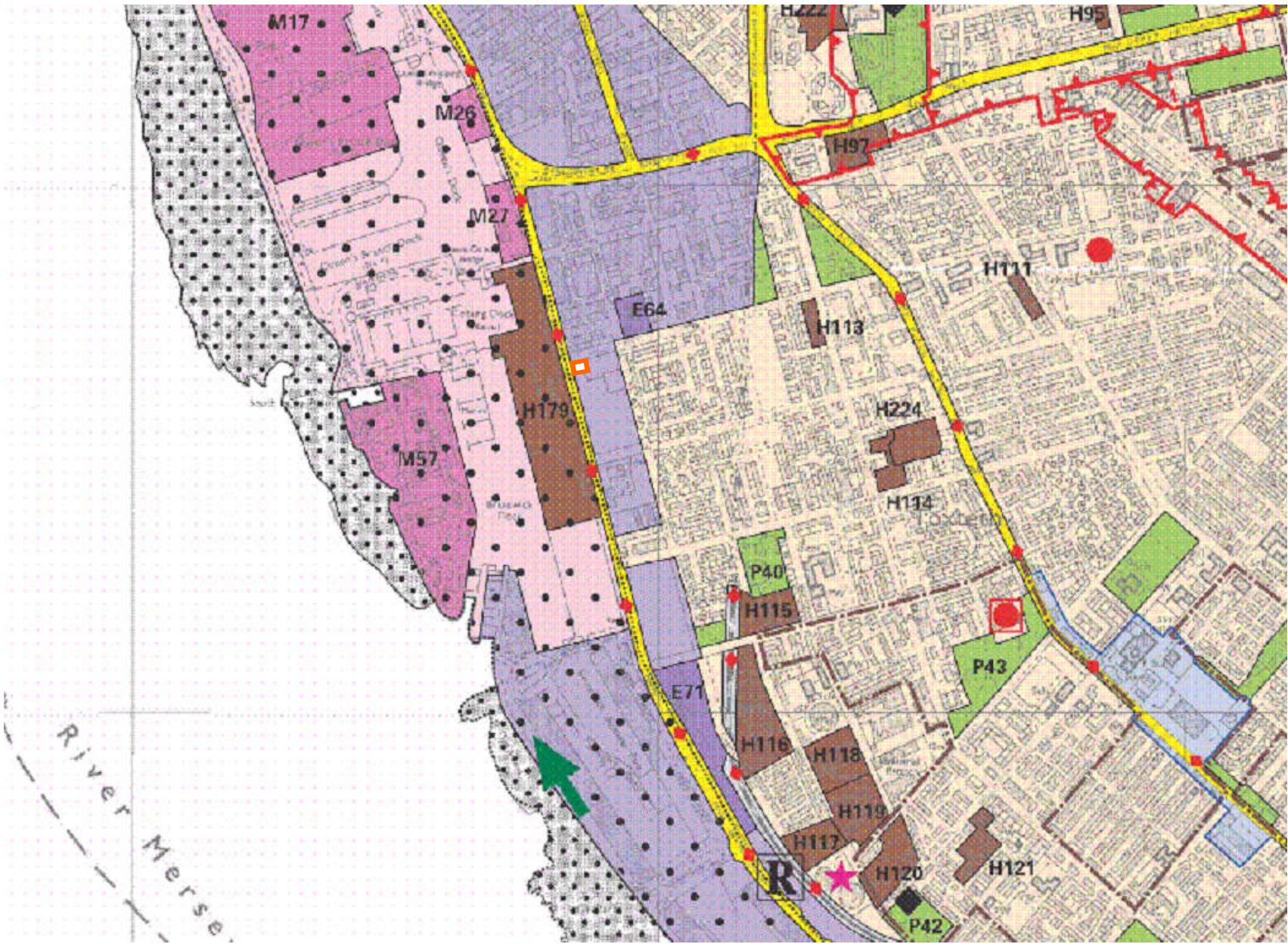
Located near to Toxteth local centre and Liverpool city centre. (S6)

The site is located on a Environmental Improvement Corridor. (OE15)

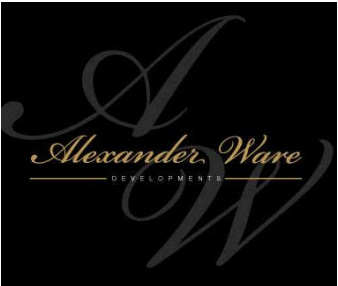
By looking at this development plan the proposal to use this site for a new residential area for a small community of new residents with some retail space on the ground floor is suitable.

Liverpool Unitary Development Plan\*

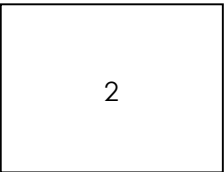
	PRIMARILY RESIDENTIAL AREA (H4)		AIRPORT (E4)
	SITE FOR HOUSING DEVELOPMENT (H1)		MIXED USE AREA (E6)
	ESTATE ACTION AREA (H2)		SITE FOR VARIOUS TYPES OF DEVELOPMENT (E6)
	HOUSING RENEWAL AREA (H2)		GREEN SPACE (OE11, OE12)
	HOUSING ACTION TRUST (HAT) (H2)		PROPOSED PARK (OE12)
	VACANT DWELLINGS INITIATIVE (H2)		HISTORIC PARK (HD15)
	PRIMARILY INDUSTRIAL AREAS (E1)		CONSERVATION AREA (HD7 to HD14)
	SITE FOR INDUSTRIAL/BUSINESS DEVELOPMENT (E1)		PROPOSED EXTENSION OR PROPOSED NEW CONSERVATION AREA (HD7)
	MAIN OFFICE AREA (E2)		PROPOSED DELETION FROM CONSERVATION AREA (HD7 to HD13)
	SITE FOR OFFICE DEVELOPMENT (E2)		ANCIENT MONUMENT (HD16)
	CITY CENTRE (S1, S3), LONDON ROAD (S4) AND DISTRICT CENTRES (S5, S6, S7)		REGIONALLY IMPORTANT GEOLOGICAL/GEOMORPHOLOGICAL SITE (RIGS) (OE5)
	CORE OF MAIN RETAIL AREA		SITE OF NATURE CONSERVATION VALUE (OES, OE6)
	LOCAL CENTRE (S6)		ENVIRONMENTAL IMPROVEMENT CORRIDOR (OE15)



2. THE SITE AND SURROUNDING AREA



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- 1 - UDP legend
- 2 - UDP with the site shown in orange (Published 21/01/2002)



2.4 The immediate area around the site is a mix with industrial and residential properties with some retail dotted about. The properties around the site are a mix of 2, 3 and 4 storeys however a 7 storey residential development can be found approximately 300 metres to the North from the site.

The Site

2.6 The site is a vacant piece of land at the junction of Sefton Street and Hill Street. Land levels across the site fall away in a westerly direction and the site is bounded to the South and East by substantial brick boundary walls.

2.7 The Local Planning Authority holds no relevant planning history on this address.

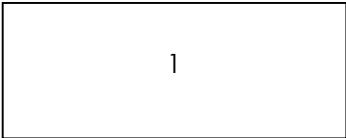
2.8 The site previously formed part of a larger site which was subject to a planning application in 2005 to erect three blocks, 2no. Seven storeys high and 1no. Part 10/ part 7 storeys high containing 150no. 1 and 2 bedroom apartments: 3no. Ground floor units (682sq.m) to be used within classes A1, A2 or A3 and layout new access road and basement and surface car parking. This application was granted planning permission subject to the signing of a legal agreement in February 2008. (05F/0596)

2.9 The site is currently made up of approximately:  
100% Brownfield Site

The proposal will consist of approximately:  
80% Residential property  
20% Retail space



1 - Street scene of the site



2. THE SITE AND SURROUNDING AREA

LAND VACANT AT THE JUNCTION OF SEFTON STREET & HILL STREET, L8 5SN  
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3. Planning Policy and Justification for Scheme

Pre - Application Report

3.1 This site has been subject to pre-application report.

3.2 From this report it was discovered that this site had previously formed part of a much larger development which was granted planning permission back in February 2008.

3.3 This application (05F/0596) proposed to erect three blocks , 2no. Seven storeys high and 1no. Part 10/part 7 storeys high, containing a total of 150no. One and two bedroom apartments.

**Certificate issued to:-**  
Falconer Chester Ltd  
12 Temple Street  
Liverpool  
L2 5RH

Application No: **05F/0596**  
Case No: **n/a**  
Date Issued: **13th February 2008**

**TOWN AND COUNTRY PLANNING ACT 1990**  
**TOWN AND COUNTRY PLANNING (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

Location: **Highland Hotel & BP Petrol Station, Hill Street/Sefton Street, Liverpool, L8**

Proposal: **To erect three blocks, 2 no. seven storeys high and 1no. part 10/part 7 storeys high containing 150 no. one and two bedroom apartments; 3 no. ground floor units (682sq.m) to be used within use classes A1, A2 or A3 and and layout new access road and basement and surface car parking.**

Applicant: **Blue Sky Developments & A E Reynolds Ltd**  
**4th Floor**  
**1 Water Street**  
**Liverpool**  
**L2 0RD**

Date Valid: **22nd February 2005**

In pursuance of its powers under the above-mentioned legislation, the Local Planning Authority on **12th February 2008** GRANTED planning permission for the above-mentioned development in accordance with your application, subject to the compliance with the conditions specified on the attached schedule, for the reasons stated.

(see attached)

3. PLANNING POLICY & JUSTIFICATION OF SCHEME



LAND VACANT AT THE JUNCTION OF SEFTON STREET & HILL STREET, L8 5SN  
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1 – Design notice for planning application 05F/0596





## 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 In order to protect the residential amenity of existing and future residents we have been very considerate of the needs for the new occupiers and existing residents.

4.3 The proposal has two retail units on the ground floor as well as the communal entrance for the apartments on the upper floors. Within the communal area there is bin storage and bike storage and access to the buildings plant room.

4.4 Residents can access the upper floors via either the communal staircase or lift. On each of the first, second and third floors there are 3 apartments: 2no. Two bedroom apartments and 1no. Five bedroom apartment. On the fourth floor there is two apartments: 1no. 3 bed apartment and 1no. 2 bed apartment.

3 x 5 bed apartments  
7 x 2 bed apartments  
1 x 3 bed apartments

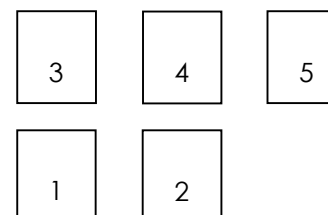
Total - 11 apartments



## 4. DESIGN SOLUTION



LAND VACANT AT THE JUNCTION OF SEFTON  
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1 - Ground Floor Plan

2 - First Floor Plan

3 - Second Floor Plan

4 - Third Floor Plan

5 - Fourth Floor Plan

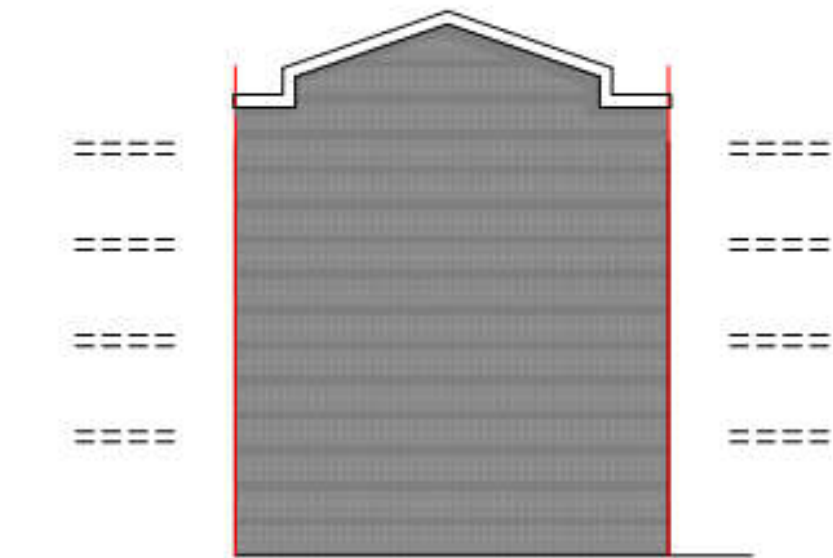
\*All drawings superseded by final plans



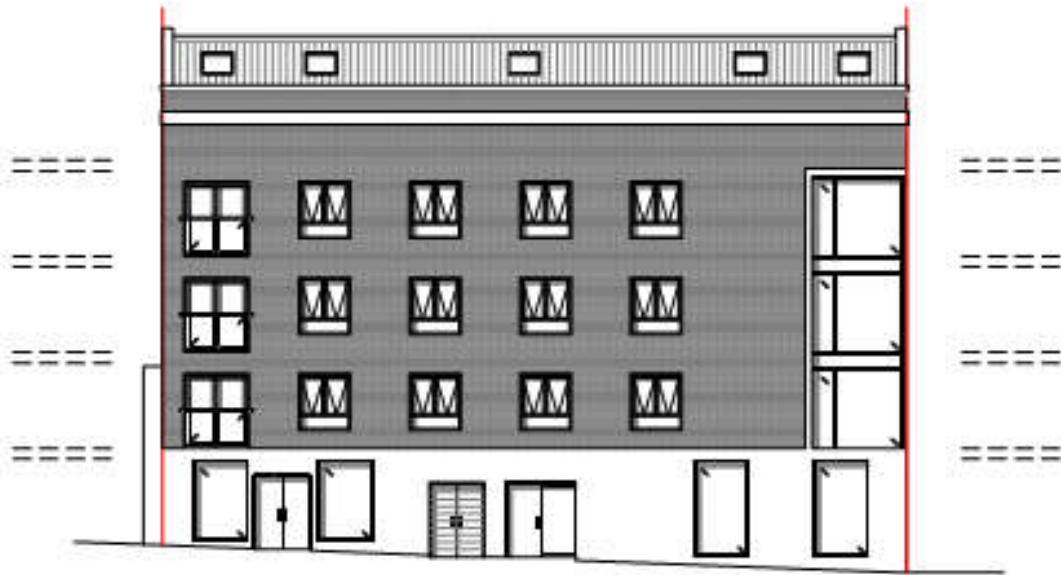
Dwelling Design

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 respecting the local authentic character.

4.6 This scheme has been created to respect 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.



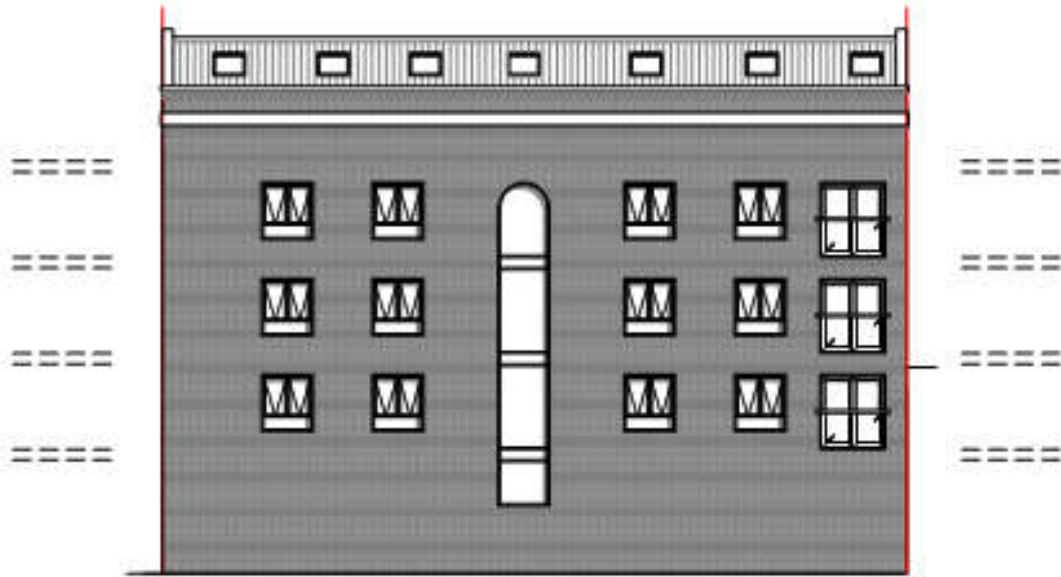
PROPOSED EAST ELEVATION  
1:100



PROPOSED NORTH ELEVATION  
1:100



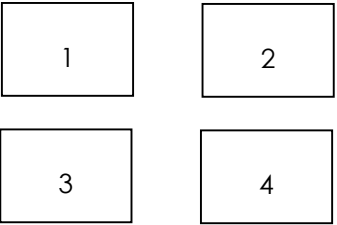
PROPOSED WEST ELEVATION  
1:100



PROPOSED SOUTH ELEVATION  
1:100

- 1 - East Elevation
- 2 - North Elevation (Hill Street)
- 3 - West Elevation (Grafton Street)
- 4 - South Elevation

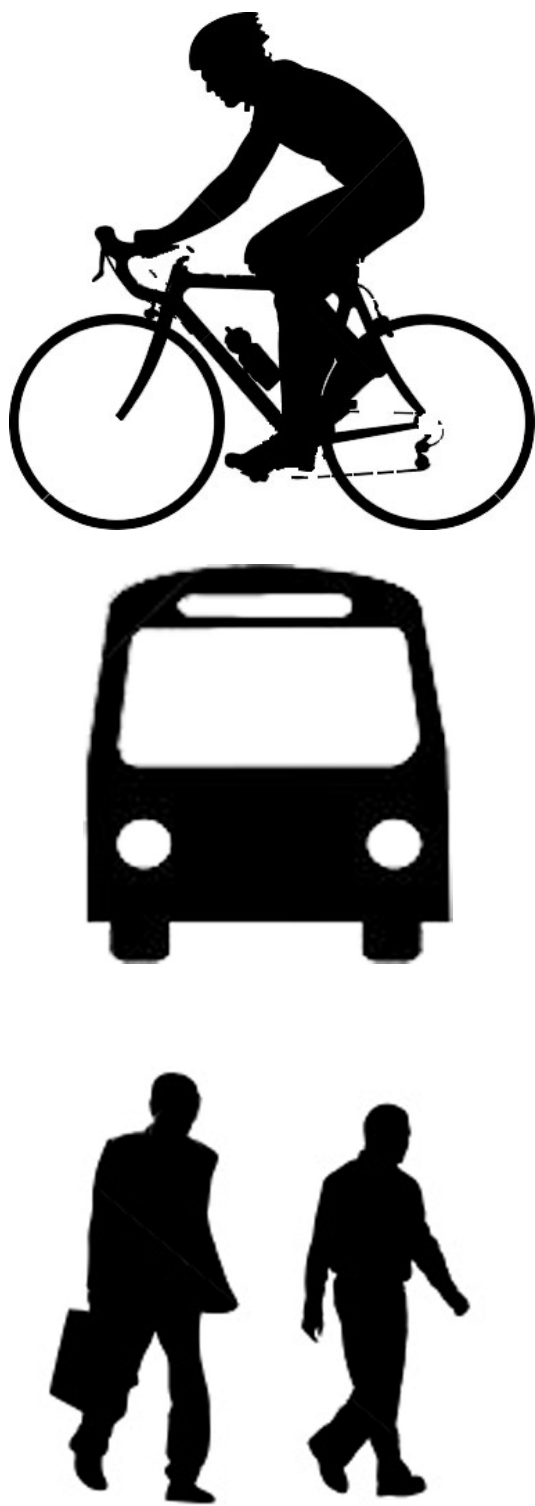
\*All drawings superseded by final plans



4. DESIGN SOLUTION

LAND VACANT AT THE JUNCTION OF SEFTON STREET & HILL STREET, L8 5SN  
DESIGN AND ACCESS STATEMENT





5. ACCESS



LAND VACANT AT THE JUNCTION OF SEFTON STREET & HILL STREET, L8 5SN  
DESIGN AND ACCESS STATEMENT

1
2
3

5. Access  
Design Strategy and Connectivity

5.1 The proposed development will have three points of access, 2 entrances for retail one being on Hill Street and one on Sefton Street. The 3rd access will be on Hill Street for the residents.

5.2 Sefton Street hosts the closest bus routes to the site, within 50 metres, that provides direct links into the city centre and surrounding areas.

5.3 The nearby public transport links reduce the depending for residents to own/ use private cars. As a result of the good public transport links and that this property is for student accommodation no parking provisions have been provided.

5.4 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.)

5.5 Provisions for the Lifetime Homes guidelines have been included:

- Approach to all entrances - The approach to all entrances should preferably be level (no gradient exceeding 1:60 and/or no crossfall exceeding

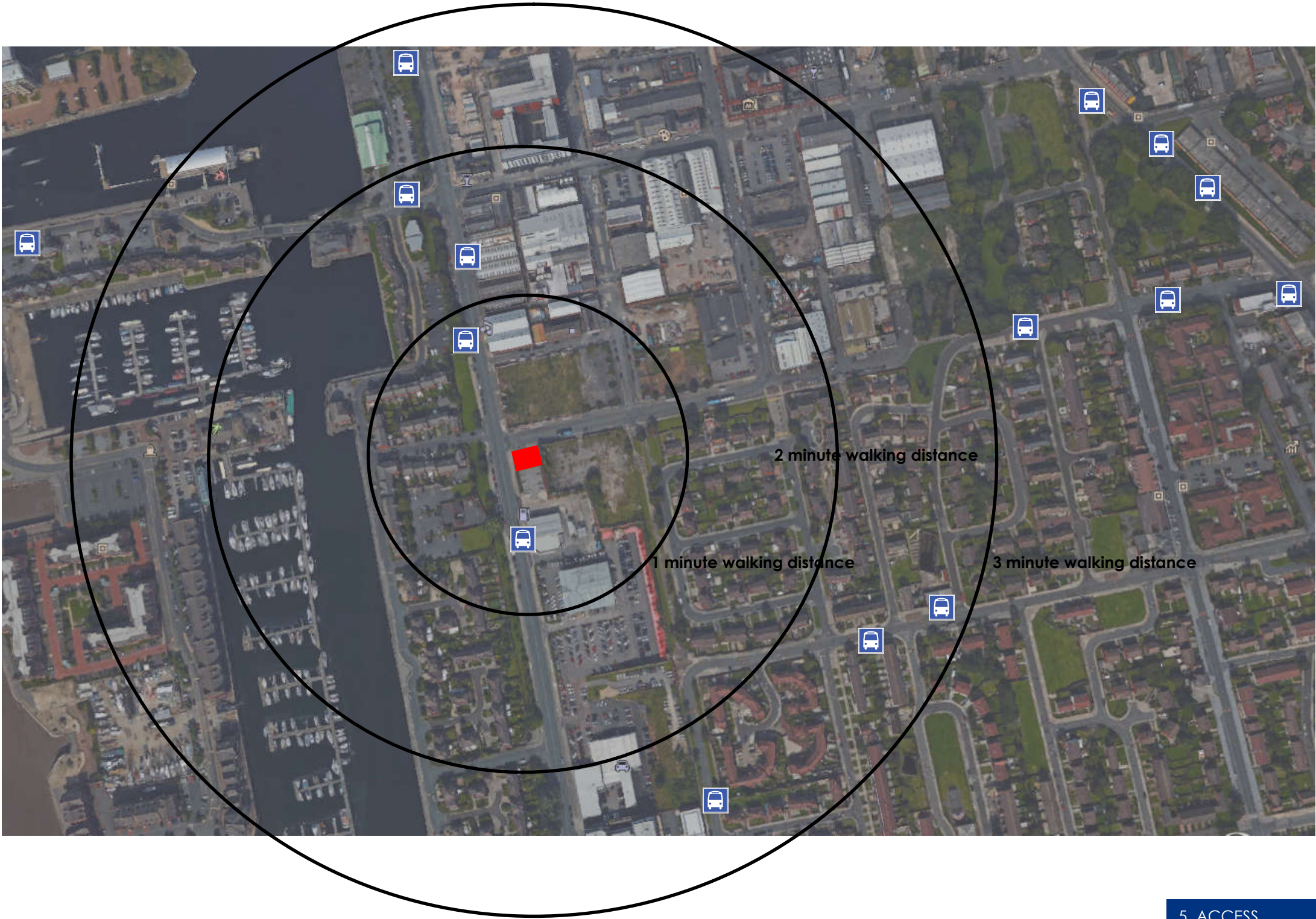
- 1:40) or gently sloping. A 'gently sloping' approach may have a gradient of 1:12 for a distance of up to 2 metres and 1:20 for a distance of 10 metres, with gradients for intermediate distances interpolated between these values. No slope should have a going greater than 10 metres long.
- Entrances All entrances should:
  - a) Be illuminated
  - b) Have level access over the threshold; and
  - c) Have effective clear opening widths and nibs. In addition, main entrances should also:
  - d) Have adequate weather protection\*
- Communal Stairs Communal - stairs providing a principal access route to a dwelling regardless of whether or not a lift is provided should be easy going, with:
  - Uniform rise not exceeding 170mm.
  - Uniform going not less than 250mm.
  - Handrails that extend 300mm beyond the top and bottom.
  - Handrails height 900mm from each nosing.
  - Step nosings distinguishable through contrasting brightness.
  - Risers which are not open.
- Internal doorways and hallways - Movement in hallways and through doorways should be as convenient to the widest range of people, including those using mobility aids or wheelchairs, and those moving furniture or other objects. As a general principle, narrower hallways and landings will need wider doorways in their side walls.
- Entrance level WC and shower drainage - Provide an accessible WC and potential showering facilities for:
  - i) any member of the household using the temporary entrance level bed space
  - ii) visitors unable to use stairs.

should be capable of firm fixing and support for adaptations such as grab rails.

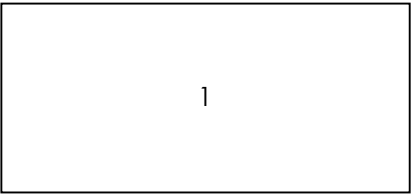
- Glazing and window handle heights: Windows in the principal living space (typically the living room), should allow people to see out when seated. In addition, at least one opening light in each habitable room should be approachable and usable by a wide range of people – including those with restricted movement and reach.

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





**1** - Local area map showing bus stops and 1, 2 and 3 minute walking distances showing the close proximity to surrounding main roads.



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5. ACCESS







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

The Unitary Development Plan which was adopted in October 2012 has the site located in a Primarily industrial Area (E1) but also close to 2 towns centres (Liverpool City Centre & Toxteth) where there are numerous commercial and retail properties. The UDP will gradually be replaced by the new local plan which will be in accordance with the NPPF. 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. This development will not only address this aim but also add to the character of this area.

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.

Planning Statement

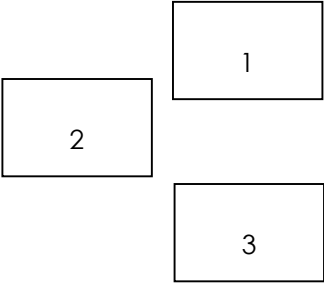
6.2 The new development will sit comfortably into the street scene. It will respect the adjacent properties in terms of the design and protection of amenity and will create a high quality working space for future occupiers.

- 1 - Neighbouring petrol station
- 2 - Nearby 7 storey development
- 3 - Tesco supermarket—situated on Park Road within the Toxteth Local Centre

6. PLANNING POLICY REVIEW & PLANNING



LAND VACANT AT THE JUNCTION OF SEFTON STREET & HILL STREET, L8 5SN  
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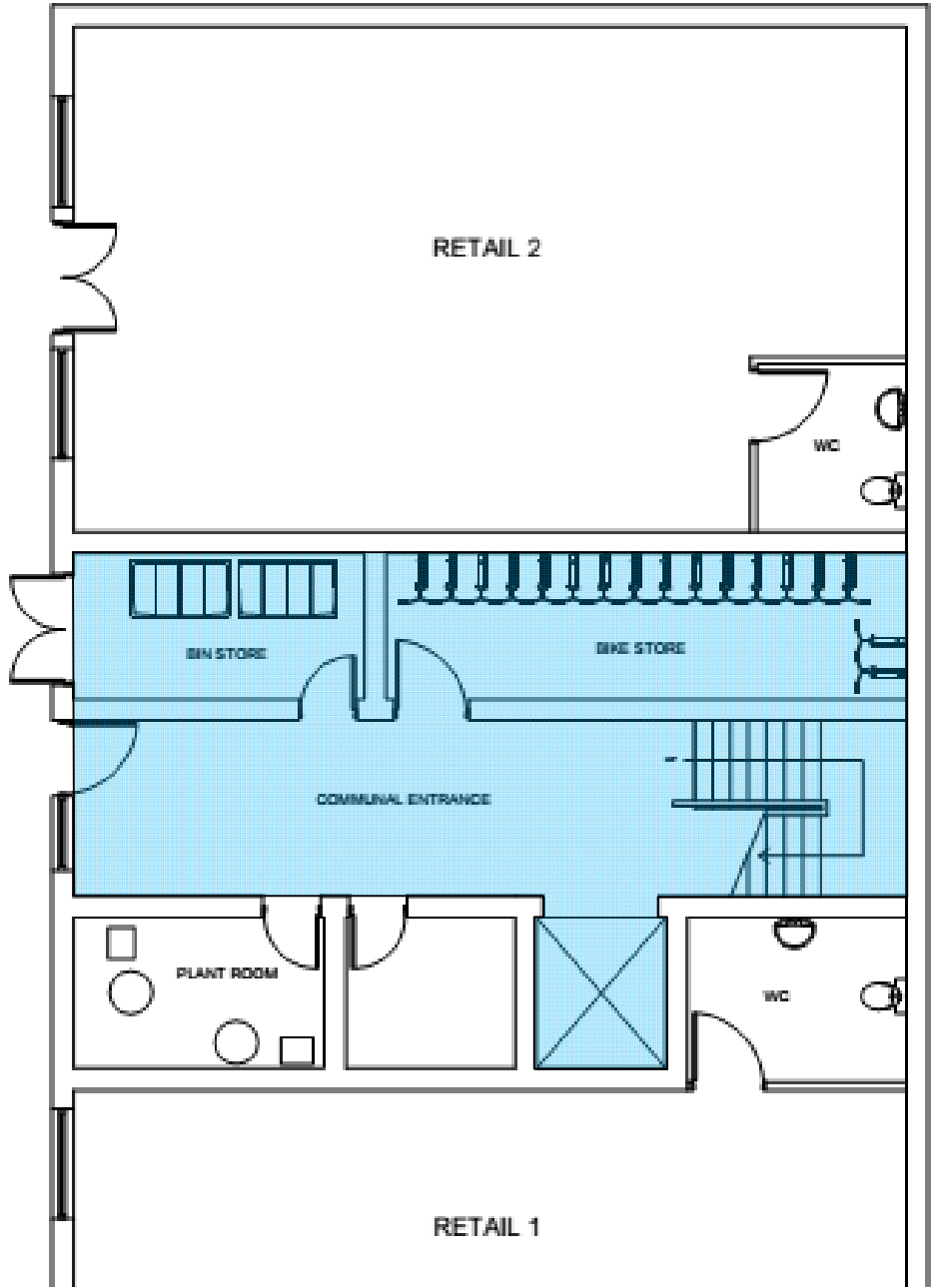


7. Safety and Security

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 new development will eradicate the possibility of crime happening on the disused site and also get rid of the eyesore currently on the site, which is now overgrown grass and weeds.

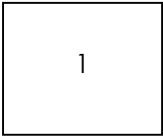
Entry into the apartment section of the building will only be gained by residents via automatic locking doors to the front of the building on Hill Street.

The Bin and Bike stores will be accessible once within the building in secure internal storage areas.



1 - Highlighted Bin and Bike stores and communal entrance to apartments

\*All drawings superseded by final plans



7. SAFETY AND SECURITY

LAND VACANT AT THE JUNCTION OF SEFTON STREET & HILL STREET, L8 5SN  
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