

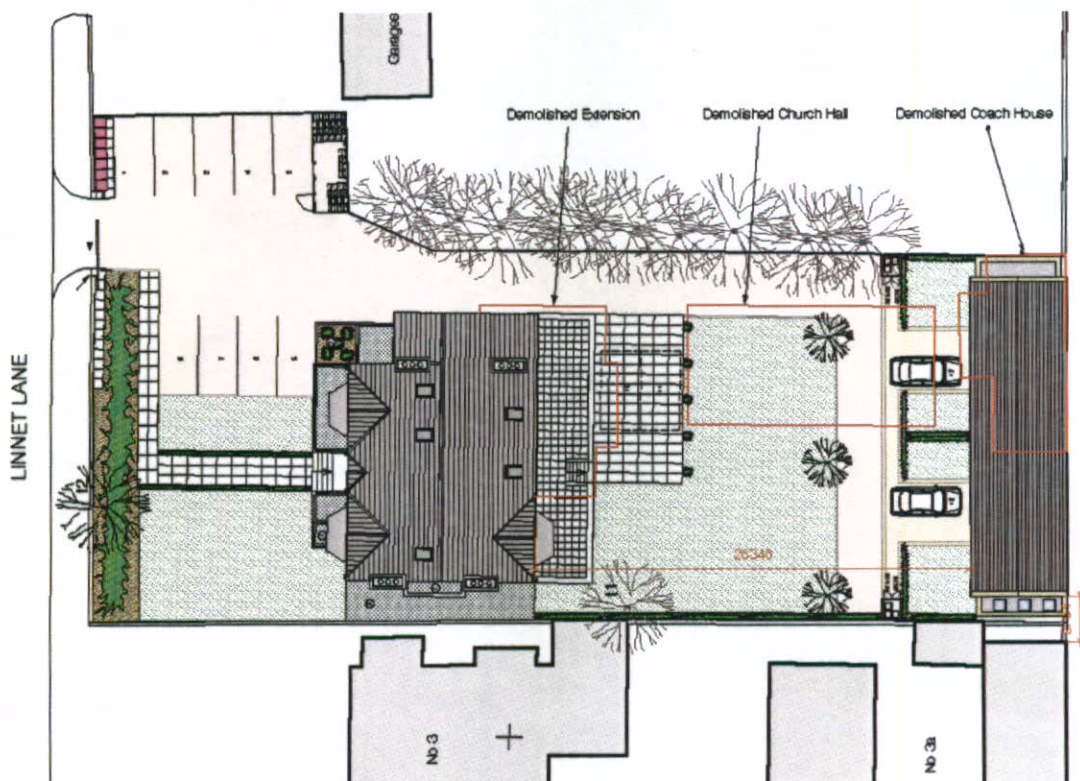
07.04 1 Linnet Lane

Design and Access Statement

The Site and Planning History

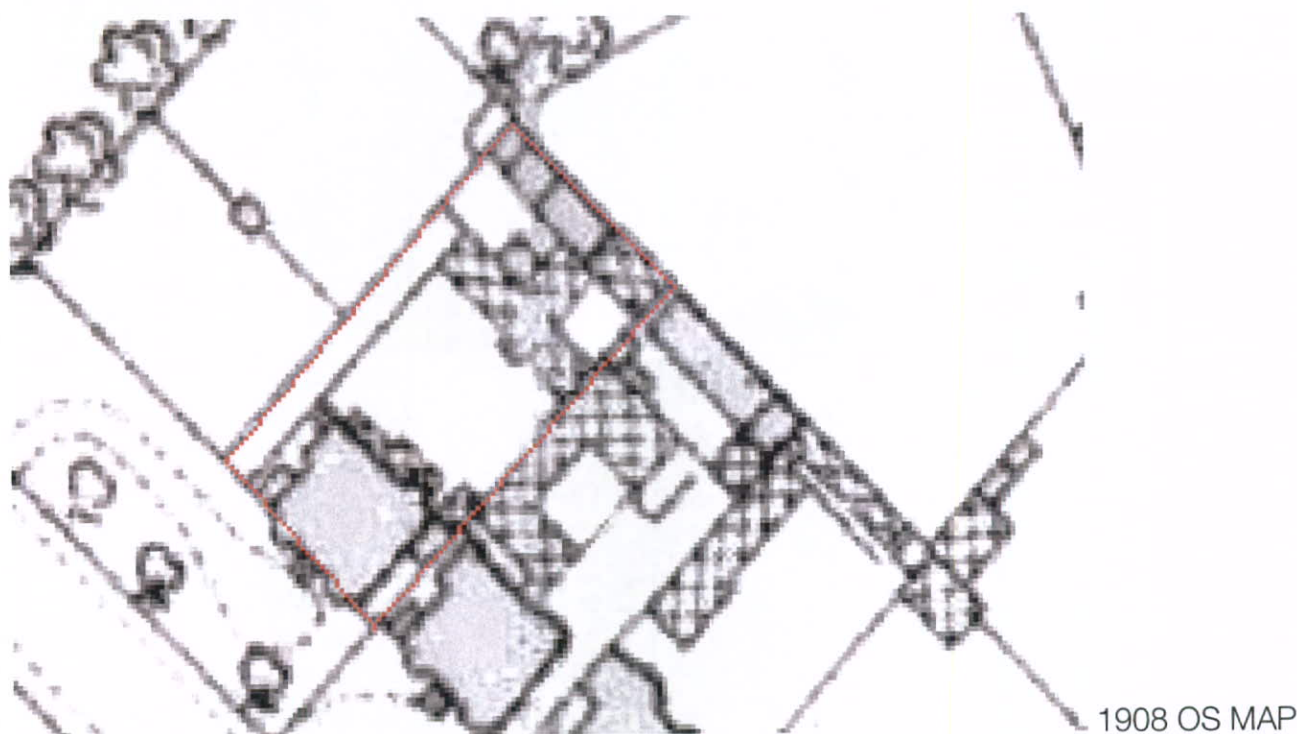
No 1 Linnet Lane is part of Lark Lane Conservation Area near the junction with Ullet Road and follows a series of large plots containing large double fronted Victorian residential houses typical of the area. The site is also opposite the Victorian church of Christ Church. In most circumstances, these large houses are divided into smaller apartments. Many of the outbuildings and coach houses at the rear of the properties are converted into detached dwellings, as confirmed by the letter received from planning officer Caroline Maher on the 25th July 2006. Prior to demolition by the previous owner a coach house was situated at the rear of the site (02C/2519).

The main property of No 1 received planning permission for conversion into 8 apartments (02F/2521) in 2002 and these works have recently been completed. Following a meeting with Caroline Kelly and Bob Collins on 10th December 2008 it was agreed a new application was to be made to encompass amendments the applicant had made to the original application. It was also agreed that following the Planning inspector's comments in a decision for an unsuccessful appeal to a Planning application on the adjacent Linnet House (APP/Z4310/E/07/2047148) there existed a precedent to the erection of coach houses in historical properties confirmed by Catherine Kelly in her email of 10th January 2008.



Proposed Site Plan

Included as part of the planning application a plan circa 1908 (07.04/EP001) indicating the site with buildings located and running along the north boundary edge. This is prior to the Church hall located centrally in the garden to the rear of No1.



The site lies adjacent to the HMRI Pathfinder area and as such Policy H3 of the Council's New Housing Development Supplementary Planning Document does not apply to the proposal.

The existing Victorian villa has been converted into 7 flats by the applicant, 6 two bed and 1 one bed. The proposal for two new three- bedroom dwellings for sale will enable a wider variety of occupants including families where there is a shortage of available property. The scale of development will not detract from the larger scale improvement works being undertaken in the adjoining HMRI Pathfinder area. The overall density of the site including both the flat conversion and the proposed new build would be approximately 60 per hectare which is in keeping with the density of development in the area and reflects the aims advocated by PPG3 and policy H7 to increase density where possible and make the most economic use of brownfield sites.

The site is within a previously developed site, thereby constituting a brownfield site. In addition, as shown on the Ordnance Survey plan from 1908, this part of the plot was previously developed by a series of out-buildings running along the rear boundary wall. There were also a number of greenhouses in the rear garden with a similar pattern of development on the adjoining site, no.3 Linnet Lane. It would appear that the previous occupiers of the premises erected a series of timber temporary structures in the rear garden but these are not considered to be as relevant as the original form of development shown on the 1908 map.

It is considered, therefore, that there is established historical precedent for built development along the rear boundary wall. This proposal represents a reversion to the original layout for this part of the area and is in keeping with its general character and appearance as there are a number of other properties with similar detached coach houses or out-buildings.

Particular reference is made to two recent appeal decisions at 29 and 17 Aigburth Drive, especially the former which related to the erection of two linked two storey dwellings in the rear garden. The inspector considered the possible effect on the Council's HMRI policies (unlike this site. both of those

sites were outside the HMRI boundary) but concluded that given their scale, the fact that there was no demolition of low density housing involved to accommodate the units and the high quality of the schemes, there would be no conflict with the aims of the HMRI policies. In effect, the schemes would offer choice and a high quality of accommodation ensuring an adequate mix of housing in the city.

As indicated in the design statement, this proposal incorporates modern design elements with traditional Victorian coach house proportions. It is similar in concept to the units by the applicant at Parkside Cottage (02F/0593) and Riversdale Road (04F/0409) that are now complete.

Their effect on the general street scene in visual terms will be limited given that they will be set back in the rear of the plot, but it is considered that they will enhance the overall quality of the conservation area. The properties along Linnet Lane consist of a number of styles including some very recent apartment blocks whilst the flats on Ullet Road, Linnet House, are in the 1930's style. Mansard roofs with tile hanging are used in the single storey extension opposite the premises (Portland House, no. 6 Linnet Lane) while no. 10 East Albert Road is a modern four storey block with a mansard roof situated within a frontage of much older and established properties.

The proposed units are set some 26 metres from the main building sufficient to prevent any loss of amenity or overlooking between the two whilst maintaining an adequate separation distance to ensure that the setting of the main building is not adversely affected.

Demolition of Church Hall

The Church hall below was a relatively recent temporary building structure built since the 1960's for community use and abandoned before the sale of the land to the applicant. It was out of keeping with similar buildings in the adjacent property no3 garden which appear on the 1908 OS map.

The elevations had a timber up stand detail of approximately 1000mm high at the cill height for a series of windows which continued along each elevation, having opening side and head panes with a timber framed up stand up to eaves line. The south facing elevation differed in that a set of double doors were located centrally the fenestration continues either side and follows along the elevations as described above. The north facing elevation was constructed as a timber framed wall to a height of approximately 2100mm high with a set of continuous clearstory lights above this the rest of the elevation up to ridge level was of timber. All external timber walls were finished with vertical tongue and groove boarding. The roof was supported on simple timber trusses had a shallow pitch to a centrally located ridge and is covered in bitumen roofing felt. Internally the walls were faced with panelling.

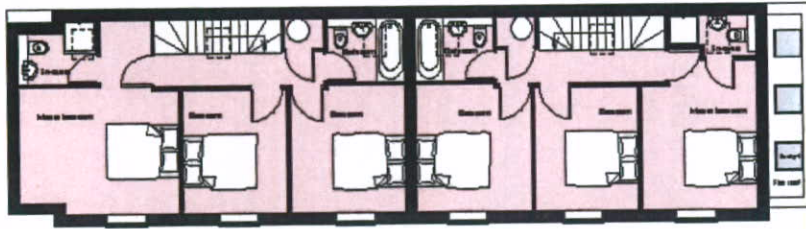
The applicant demolished the building during the conversion of the Victorian house. The building had fell into disrepair following the vacation of the site by the previous owner and the length of time it took to sell the property subsequent to the photos taken below. The structure made no contribution to the Conservation area and had lost its previous use.

Parking as required for the development at No 1 has been located in the vacated space whilst allowing a large area of landscaped amenity space to be utilised close to and directly adjacent to the existing house.

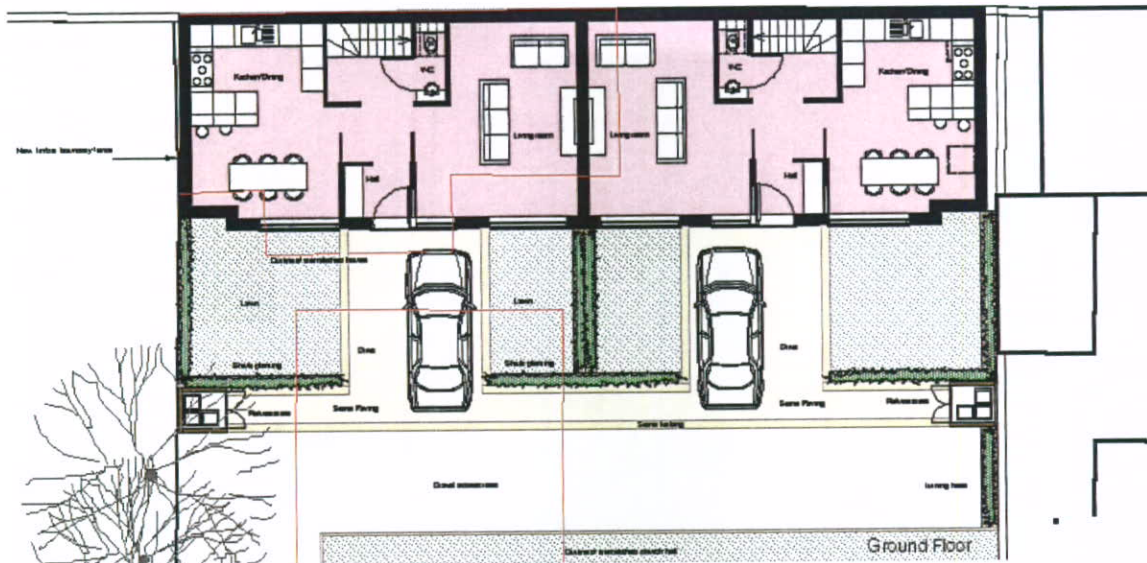
Our proposals for the 2 new mew houses as agreed therefore further necessitated the demolition of the Church Hall to maintain the amenity and parking spaces. Its location impeded direct vehicular access to the proposed dwellings as well as access of fire vehicles in the event of an emergency



Design Statement- 2 New Mews Houses



First Floor



Proposed Plans

The planning application proposes a new build block consisting of 2no semi-detached dwellings of two storeys located along the boundary wall at the north end of the site, which presently overlooks a car park/sports ground. As such our approach follows a similar design solution to our client's recent developments at Parkside Cottage (02F/0593) and Riversdale Road (04F/0409), where overlooking of private gardens was overcome successfully and planning permission duly granted.

The proposed development incorporates in each dwelling, separate living and kitchen dining areas and 3no bedrooms giving a floor area of 104msq and 98msq. All windows look out onto a lawned area with car parking placed centrally adjacent to the front doors. The composition of the elevations is a contemporary reinterpretation of a traditional mews or coach house. The two floor scale matches adjacent coach houses at no 3A and is suitably deferential to the large Victorian villa. The building sets back from the boundary with no 3A at first floor level mirroring the adjacent coach house at this level. The ground floor extends to the boundary to make use of an otherwise redundant space but is setback slightly from the front elevation look as like an extension rather than a part of it To enable a symmetrical appearance of the main body of the front elevation the opposite end is also setback with a flat roof. The main body gables are continued up to create a stone capped parapet and frame the slate roof.



Front Elevation

- | | | |
|--------------------------------|---|----------------------------------|
| 1. Slate roof tiles | 5. Painted timber windows | 9. Painted timber french doors |
| 2. Aluminium gutter/down pipes | 6. Painted timber windows fixed lower panel | 10. Painted timber entrance door |
| 3. Velux Rooflight | 7. Stone lintels | Fixed side panel and window |
| 4. Stone copings | 8. Stretcher bond brickwork | |

Proposed Elevation

The predominant material will be a red brown stock brick to give a simple mass into which are formed large ground floor openings with solid stone lintels reflecting traditional coach or stable doors whilst smaller openings at first floor suggest residential accommodation. Large French windows fit into the ground floor openings giving views into the garden spaces at the front from the living and dining areas. The front entrance door screen is more solid with painted timber door panelling to increase privacy from visitors and the driveway.

The upper stories have smaller domestic scale windows that are to 3no bed spaces, and in turn relate to the residential function of the original coach houses above ground floor level. The master bedroom windows accentuated with a full height opening with a fixed painted timber panelled lower section Bathrooms are place on the rear elevation and are to be toplit by rooflights.

Side elevations will be plain brick with stone copings forming smaller bookends to the main elevation. The rear elevation is to be plain brick with the drainage to the roof taken into the gable sides to reduce access requirements on the neighbouring property.

Landscape and boundary treatments are sympathetic to the proposed function of the block. The existing 2m high brick wall boundary to 3/3A has been restored and a new timber close boarded fence constructed on the boundary with Linnet house both as part of the conversion of the Victorian house. In addition, the plan indicates increased planting in the lawns and shrubbery, together with new semi mature trees, as well as the maintenance of those existing healthy species.

Each dwelling has a dedicated parking space on its curtilage on a stone paved driveway. A turning head is proposed by the extension of the access road to the boundary of 3A. Access is as for No1 Linnet Lane as indicated on the proposed site plan.

Each dwelling will have a dedicated covered refuse store for up to 3 wheelie bins.

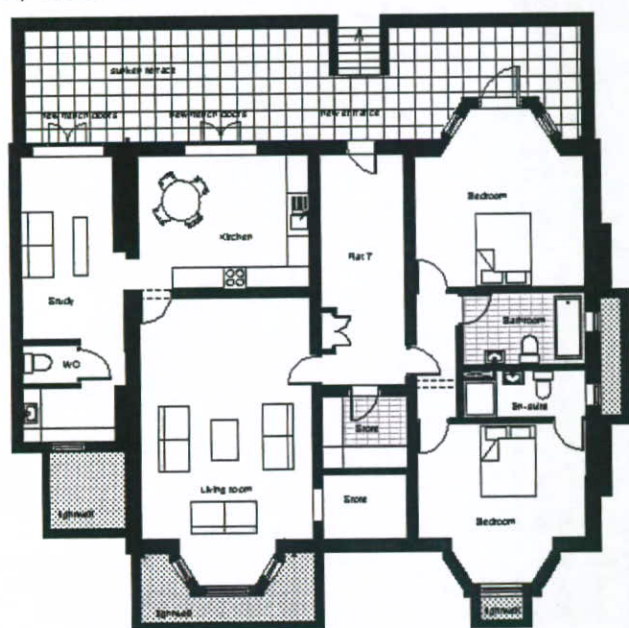
Design Statement- 7 no Apartments Existing Victorian Building

The applicant completed the conversion works to the existing building in September 2007 and all apartments are occupied. The building had deteriorated into a derelict state with no roof left. The planning officers when the applicant took possession encouraged a quick start to the conversion in order to save the structure



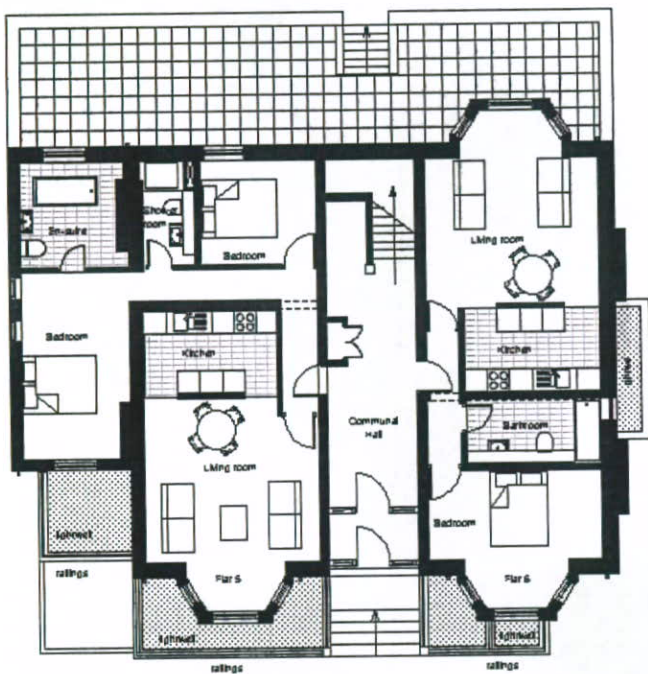
The whole of the interior had deteriorated to such an extent that all floors, joists and rafters had to be replaced. A new roof was constructed allowing the new extension to blend in seamlessly. Nothing of the interior could be retained therefore new floors were installed to stringent acoustic requirements and a new main staircase built to them. The new extension was built in matching brick following demolition of single storey extensions to the side and rear.

The original permission granted 8no apartments however following a request from a prospective purchaser, the 2 apartments in the lower ground floor were combined into 1 large apartment with separate entrance access via a sunken paved terrace.

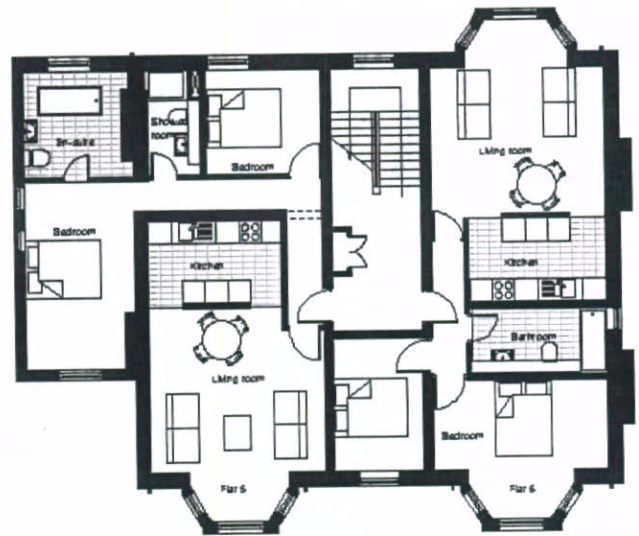


Lower Ground Floor

The refurbished lobbied front door gives access to the reconstructed hallway/stairwell and up to the 6 other apartments, 2 per floor. The ground floor has 2 apartments, 1 two bed incorporating the extension and 1 one bed. The first floor has 2 two bed apartments.

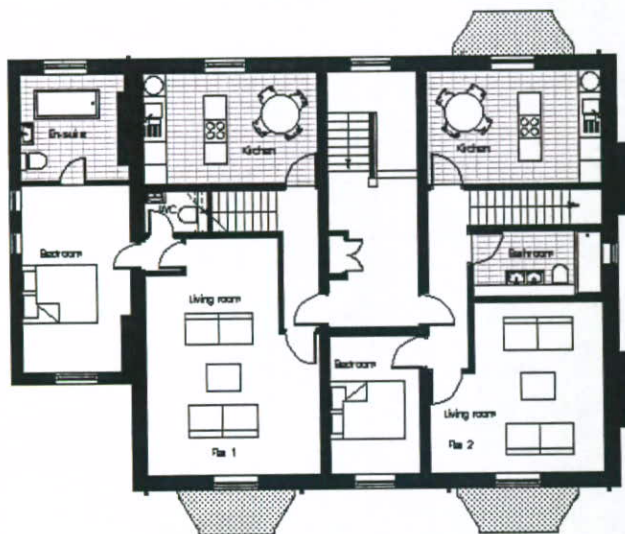


Ground Floor

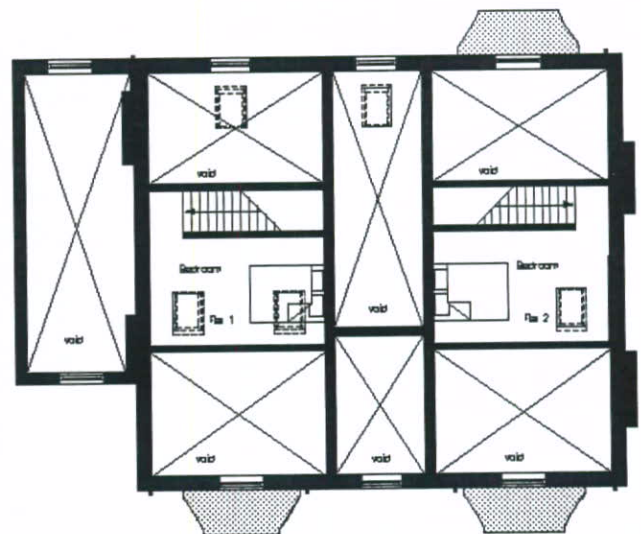


First Floor

The second floor has 2 two bed galleried apartments using additional space created in the reconstructed roof space for bedrooms.



Second Floor



Gallery Floor

The existing elevations were carefully restored with matching brickwork where required. Decorative barge boards complete the newly constructed roof. The central dormer window has been simplified from a curved window head to a flat one beneath a small peaked roof.



New lightwells were constructed with matching brickwork and finished with painted steel railings



The applicant fitted top hung timber casement windows to all elevations that were profiled to be sympathetic to traditional sash windows. Following notification from the Conservation officer that this was not suitable and further to a meeting at the planning department on 10th December 2008 it was agreed that all the front elevation windows were to be replaced with traditional sash windows. The section sizes and arrangement were to be agreed prior to installation. The side and rear elevations are to be left as installed.

Access Statement

The proposals integrate the requirements of the Disability Discrimination Act and the Council's own guidance in SPG Note 5 and will ensure that where reasonably practical, all interior doors and accesses will comply with the required width. Due to the restraining width of the site and the requirement to maintain a scale that is similar to the existing out-buildings to the other houses in Linnet Lane, the development consists of two storeys with the first floor providing bedroom and bath spaces. However, the ground floor will provide full access at a single level from the parking and principal access routes with entrance and interior doors being sufficiently wide to accommodate wheelchair and pram access by all. The ground floor plan will be at a single level with ground floor toilet facilities provided for residents and visitors. As indicated on the site layout plan, there is easy and level pedestrian and vehicular access from Linnet Lane to ensure full accessibility by all members of the community.

Access from the car park to the existing property is via a black limestone pavement. The existing front door is raised up over one metre from external levels. In granting the existing permission (02F/2521) the planning officers were satisfied that full disabled access was not a requirement therefore where achievable provisions have been made for access by ambulant disabled only.

The site is within a sustainable location being close to social, leisure, educational and retail facilities along Lark Lane and Aigburth Road District Centre. It is within easy reach of public transport routes both in to and across the city and within walking distance of a major recreational area at Sefton Park as well as being on identified cycle routes.

The proposal provides for one parking space per for each new dwelling with private amenity space to the front in compliance with SPG and UDP requirements for terraced housing. The 7 apartments in the existing house share 11 parking spaces, 9 situated at the front and 2 at the rear.

A covered cycle store is situated towards the front of the site with sufficient capacity for the existing apartments and the proposed houses.