

**DESIGN AND ACCESS STATEMENT IN RESPECT OF:
SITE OF FORMER POOL INN, POULTON BRIDGE ROAD, WALLASEY, CH44
5SN.**

In line with the recommendations of the Council response dated 9th October 2020 we have addressed the proposal to develop the site as follows:

Clients Brief:

The site shall constitute a residential development of fifteen apartments, a mixture of one- and two-bedroom units. There must be car parking and cycle storage provision in line with Council policy and appropriate outdoor leisure space.

Design:

Central to the design approach is the necessity to acknowledge the height of the immediately adjacent houses and separating distances, the slope of the site and boundary roads, the vehicular access and the significance of the major road junction at the bottom end of the site.

Along both road frontages the distances between the new proposal and the immediately adjacent houses have matched the general street pattern as well as the established building heights. Along the Poulton Road elevation, the proposed structure is perceived as predominantly two storeys. However, the significance of the road junction has been emphasised by a loftier feature at that point, addressing the diagonally opposite church building – this in terms of scale and material.

It is felt that the principal vehicular and service access should be from the less heavily trafficked Poulton Bridge Road. The existing vehicle access point adjacent to number 471 Poulton road is retained for four cars and cycle storage.

Regarding distances between opposing elevations the only habitable room windows directly opposite comparable neighbouring windows are those looking across Poulton Road and those facing the backs of the houses on Morley Road. In both instances the distances are within permitted limits.

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To cater for external leisure space, each dwelling includes an open private terrace and areas of communal external space are likewise provided. These total in excess of the one third of site area stipulated as a minimum requirement.

The internal space requirements all fall within the published National Space Standards.

Security and Crime Prevention;

Access to the building either by way of external doors or into the lower ground level car park will be electronically controlled and monitored. The proposals for this will be prepared by security specialists and to the approval of the Local Crime Prevention Authority.

Access:

In terms of highway safety, it was deemed preferable to give primary vehicular and service access from the less heavily trafficked Poulton Bridge Road, while retaining the established Poulton Road access for four car spaces and cycle storage.

Access for wheelchair users must necessarily be to the passenger lift which can be from the lower ground floor parking area where two disabled driver spaces are provided or via the main entrance by utilising a short ramp from the public footpath. All doorways, internal and external will conform to disabled access standards.

The sloping nature of the site has predetermined a split-level concept for the building plan. This has in turn necessitated a short flight of steps between the passenger lift doors and the upper-level corridors. It is intended that a short wheelchair stairlift be integral with this.