

**Design and Access****Statement**

27 Church Road, Upton:

Proposed new dwelling

Date 24/08/2021

**INTRODUCTION**

This document has been prepared to support the application for permission to erect a new detached dwelling adjacent to the existing building with associated landscaping and parking.

**PLANNING STATEMENT**

This application is for full planning permission for a detached dwelling adjacent to the existing flats. The existing parking and bin storage areas for the flats will be reconfigured and improved and the new dwelling will share the existing access from Church Road with its own parking and amenity space. The development will add a decent family home to a popular residential area in close proximity to a number of shops and schools.

**SITE EVALUATION****1.0 Physical Surroundings**

Nos 25-27 Church Road were originally a pair of semi detached Victorian dwellings which were converted into 6 apartments in 1970. The pair were originally part of a set of 4 three storey semi detached housing blocks built along Church Road. Two of these were demolished to make way for the Aughton Court and Fernwood residential developments in the 1980s. A third, whilst still in -situ, has long been used as part of the Telephone Exchange site.

The properties were well set back and screened from the carriageway by vegetation. They were also all situated in long, spacious plots. Today, the Aughton Court and Fernwood developments have been arranged with much less amenity space and are much closer to the road. Nos 25 and 27 Church Road sold a portion of their land to BT back in 1970 when they were planning to expand. Technology got smaller and consequently they never needed to carry out the expansion work but the land remains in their ownership. This land is now full of dense woodland and wildlife providing a nice backdrop to the street scene and excellent visual amenity to the site residents.

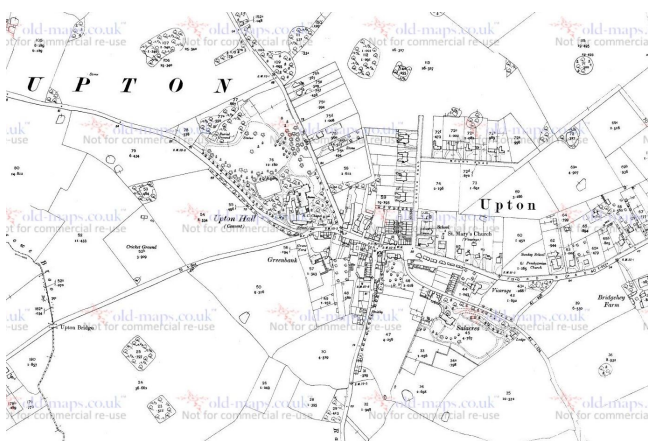


Fig.01—1912 Upton Map

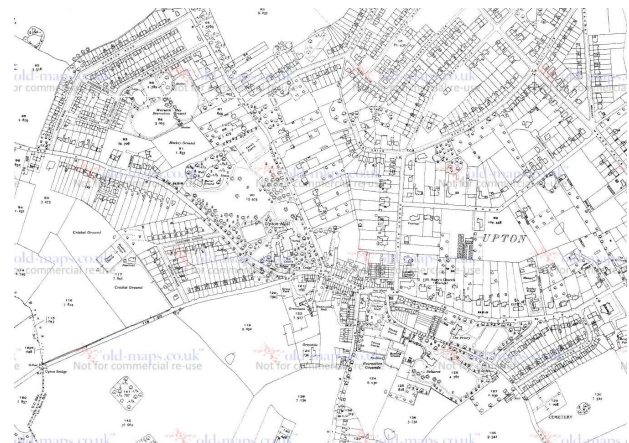


Fig.02—1936 Upton Map

Pre World War I, the original four dwellings were the sole occupants of the road aside from a few small terraced houses closest to the village centre. However, pre World War II there was a massive boom in development in the area and church road was extended to access the expanse of new housing to the North of the village centre. Consequently, the once characteristic spacious sites and grand properties disappeared and instead much smaller semi detached dwellings were erected in much closer proximity to one another.

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A combination of this and the demolition of some of the original Victorian properties has meant that an architectural style or any particular character traits for the area no longer really exist. However, despite this as part of the application it has been important to respect the history of the site and not to detract from the character that it would have once had.

**2.0 Feasibility of development**

The applicants received approval for a modest 'coach house' style dwelling on the No.25 side of this site which is nearing the end of construction and fits in really well on the site in terms of scale and design (APP/20/01498). The new dwelling looks very traditional from the front but has a more contemporary feel at the back to provide a modern, light and airy open plan living space overlooking the garden and the woodlands at the back of the site.

When we originally started looking at the project with the clients several years ago, we were initially exploring the possibility of securing approval for a dwelling on either side of the block of flats. We explored several different options for this which featured some much larger properties that didn't respond as well to the character and spacing between the buildings. At the time of submitting the application for the new dwelling on No.25 side, we had taken the decision to simplify things and just apply for one property which was on a much smaller scale than the designs we had been testing at pre-application stage.

At pre-application stage, the No.25 side had received more support than No.27 as the development site is slightly wider and all of the apartments are owned by the applicant. The ground floor flat on the No.27 side was sold as a leasehold by the applicant along with a parking space which slightly complicated the layout of the designs and any overlooking potential was looked upon less favourably. There's also the added design consideration of making sure there's still suitable parking and bin storage arrangements for all the apartments.

Previous designs for this site, whilst never explored as a smaller coach house style, have always tried to replicate what's been proposed on No. 25 side (albeit on a reduced scale). We realised that this approach isn't necessarily appropriate as the two sites are very different in terms of overlooking, amenity space and parking.

Consequently, when the applicants approached us again to revisit designing something for this side of the site, we started to think outside of the box whilst still taking principles from the other property such as its scale and character/appearance within the street scene.

**3.0 DESIGN EVALUATION****3.1 Access**

The new dwelling will be accessed via the existing gateway and drive on the No.27 side. One off-road parking space with turning space will be provided.



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**3.2 Layout**

The properties along church road lie in an East-West orientation. The new dwelling lies north/north-west of the existing apartments on No.27 side so will not have an impact on the amount of natural light reaching the apartments or overshadow the rear garden of the ground floor apartment. The new dwelling is set further back into the site than the apartments which still allows north facing windows a view and some natural lighting.

By setting the property further back into the site it overcomes the obstacle created by the parking space belonging to No.27 ground floor flat and allows the new parking for the dwelling to sit alongside.

The new dwelling is of a subservient nature to the main building and is set back from the principal elevation to give primacy to the apartments. There is also ample space between the dwelling and the apartments to maintain the spacious character that they once had between each set of properties as with the approved new dwelling on No.25 side.

The internal layout of the new dwelling is tailored to suit the site. The main living space downstairs takes advantage of both the morning and evening sun with garden space both front and back. There is also a double height atrium space to bring south light into the heart of the building but this feature does not cause any overlooking as it is recessed and at first floor, the south facing window serves the landing only.

Whilst the BT building adjacent is not lived in, we have introduced oriel, angled windows on the side elevation at first floor to prevent overlooking of the site.

Similarly, with the rear of the building being closer to the rear boundary than the other house, we have avoided putting any traditional, low level, opening windows at first floor along this elevation.

**3.3 Scale**

The new dwelling is smaller than the surrounding buildings given their large scale. We were advised with the other plot to create a subservient dwelling that could resemble a coach house as this would be relevant to the age of the apartment blocks and wouldn't detract from them.

The land on the No.27 side falls away substantially so we have been able to match the ridge height of the No.25 side new dwelling whilst being able to demonstrate a full two-storey dwelling. This balances the street elevation and means space at first floor is not compromised by the reduced ceiling height. That being said, where possible along the rear we have tried to minimise the height by using a flat roof construction so that it is not overbearing in height on the residents.

**3.4 Appearance**

The apartments are a combination of brick and painted render with stone quoin detailing in parts. The new dwelling on No.25 side took more of these traditional elements into its design such as stone window surrounds and a brick arch entrance as well as the pitched roof dormers.

The new proposed dwelling will be simpler in design, using similar bricks and roof tiles to unify the two houses but less of the intricate detailing as it is set much further back into the site and the plan layout doesn't beg for such a grand entrance.

The front garden will also be heavily landscaped to offer privacy and visual amenity to the occupants and this may also mean any more detail is obscured from view.

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The gable roof over the entrance and first floor bathroom echoes the elevations of the apartments and BT building whilst the perpendicular main ridge replicates the new dwelling on No.25 side.

Both side elevations and the rear are minimal in their glazing but with enough to liven up the otherwise bare elevations. This is also achieved by introducing a different cladding material probably of a similar nature to the rear dormer of the new dwelling on the other side.

### 3.5 Landscaping/Amenity

The existing trees along the front boundary will all be maintained and protected during the works and root protection matting used where the parking area is expanded.

There are currently planting beds to the front of the driveway which will be partly retained and enhanced but some will be demolished for the space to be used as visitor parking and discrete bin storage.

However, where some of these features have been lost there will be a substantial increase in landscaping on this side of the site which is predominantly a large gravel driveway at present. The new dwelling will have a lawned and landscaped area front and back as well as planting and trees around the boundary to offer screening and privacy as well as visual amenity to its occupants and the other residents on the site.

The existing flats residents don't really use the development site for amenity as it is predominantly bin storage and a turning area for the car park, which is currently inefficiently laid out. The main green space for other residents to use is in front of the flats and carparking area. This will be reduced but retained and enhanced. The residents of the ground floor flats also have their own rear gardens whilst the upper floor flats have lovely views of the woodlands at the back and the row of trees at the front along Church Road.

### 3.6 Parking Provision

The No.25 side new dwelling already sought approval for all parking for the 6 flats to be on the No.27 side so this is still going to be the case. There will be 5 bay parking spaces with an improved turning area in front of the No.27 ground floor flat. It is worth noting that the land here is much lower than the internal floor level so the parking area shouldn't obstruct their view of the front garden.

The No.27 ground floor flat will retain its allocated parking bay adjacent and the new dwelling will have a parking space on a driveway adjacent.

There is then scope to include a visitor parking bay next to the bin stores.

### 3.7 Demolition and Site Clearance

There is no major demolition or excavation work proposed on the site so disruption should be kept to a minimum. The site is pretty level so ground excavation will solely be for any drainage works and substructure.

We would advise that the new parking layout is set out for the residents before works begin and

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this then allows the rear of the site to be sectioned off for the works and all material storage.

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**3.8 Highways**

There should be no substantial increase in burden on the road capacities or any issue with visibility splays as we are maintaining existing entry and egress points and only adding one permanent parking space to the site.

**3.9 Conclusion**

The proposal will not cause any overlooking of the neighbouring properties as it has been designed specifically to take this into account. Being north of the apartments, it doesn't create overshadowing or loss of light and where possible we have tried to minimise its height. Visually, it will fit in with the Victorian properties either side in form and materiality but without forcing it to be too traditional when the layout suggests a more contemporary property.

The improved parking area and bin storage will benefit the flats residents and if put in place prior to the works, this will help to minimise any disruption caused by the construction. Being set back further from the street also helps to minimise this disruption and allows a clear area for development. It also helps to maintain the primacy of the Victorian buildings either side.

The development will be sensitively landscaped to benefit all residents and offer screening to the front garden which will be the main amenity space for the new dwelling. Providing some landscaping on this currently barren gravelled area will offer some better visual amenity for the residents and provide more separation from the sometimes chaotic BT site next door. The new dwelling is separated from this by the use of oriel/high level windows and modern construction.

The site will be better balanced with having a smaller dwelling either side and we truly believe that this proposal can overcome the concerns expressed by planning officers in previous discussions.

