



HINDERTON ROAD NESTON

DESIGN & ACCESS STATEMENT

April 2007



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Site Context

- 2.1. One of the key processes in creating a successful development solution is a robust understanding of the place as it exists as present. This section describes the existing context of the site and its surrounding environment. The context has been an influence in the design of the retirement apartments.
- 2.2. **Setting-** The site is an unused police station and associated support buildings located on the North side of Hinderton Rd. The Neston police station formerly accommodated two courts and included two police houses. A large enclosed yard extends to the rear, adjoined by housing. The immediate area is residential in character, typically two storey detached homes fronting on to Hinderton Road. A small cul de sac of five houses lies immediately to the east on Hinderton Green.
- 2.3. The police station is centrally located on the site and has a neo-Georgian appearance. The building was opened in 1939 and extends two storeys in height with a tall pitched and hipped roof. It is flanked and adjoined by the two police houses that each have a similar appearance. The frontage has a uniform building line with support buildings located to the rear.



Existing vehicle access



Hinderton Rd



Fenced boundary



Protected trees on edge of site



Neighbouring houses



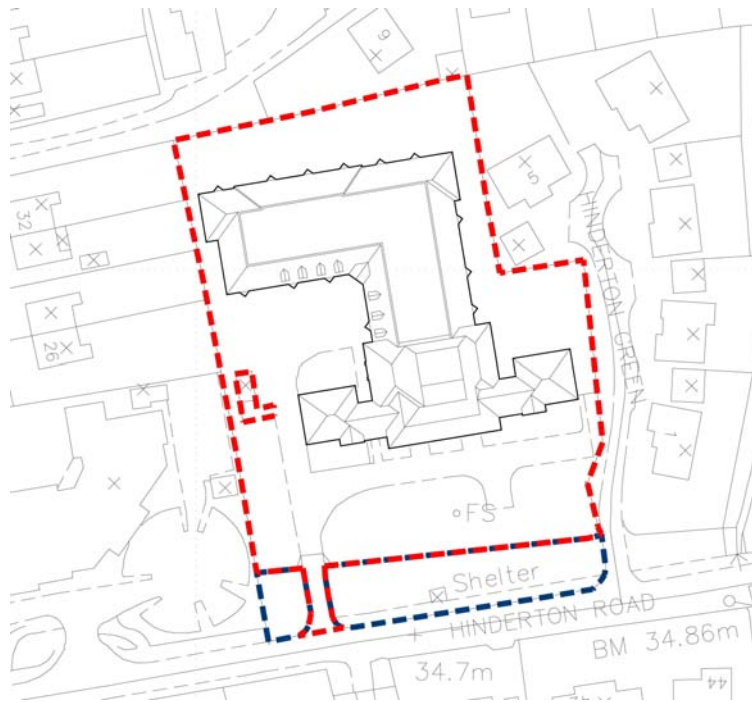
Hinderton Green Cul de Sac



Neighbouring development



Neighbouring detached houses



2.4. The buildings are not listed: they are however the subject of a local listing which although this does not carry statutory weight earmarks the site as being of local importance.

- 2.5. The site has a number of mature London Plane trees along its frontage which are protected by a tree preservation order imposed in 1999.
- 2.6. **Movement and Access-** The site is located approximately 9 miles to the Northwest of Chester along the A550.
- 2.7. Hinderton Road links the A550 and Neston town centre which lies approx 300m to the West and is a principal route through the area.
- 2.8. Hinderton Road is part of a bus route connecting to Neston town centre. A bus stop is located adjacent to the site.
- 2.9. There is an existing vehicle access to the site from Hinderton Road.
- 2.10. **Buildings and Townscape-** The area is largely residential with mature two storey detached houses fronting on to Hinderton road. The site is flanked to the east by further detached two storey houses on Hinderton Green.
- 2.11. The surrounding urban fabric has little to distinguish it, architecturally. Houses generally have a wide variety of brick and slate/ tiles without a predominant theme.

The buildings which currently occupy the site and the landscape frontage contribute to the local identity and act as a landmark to motorists and pedestrians.

- 2.12. **Views and Vistas.** The overall topography of the area is relatively flat meaning that views are limited unless surveyed from a height greater than that of the surrounding urban fabric.
- 2.13. The existing building line of the site is set very far back from the road, meaning that views of the building will not be obtained until very close to the site. The line of TPO'd trees softens the impact of the existing building on the road and the surrounding properties.
- 2.14. **Public realm and open space.** There is an existing park directly across Hinderton Road from the site and the immediate locality is well served. The proposed use of the site as retirement accommodation suggests that amenity space rather than play provision would be more appropriate for this site.
- 2.15. **Sustainability.** The site is within close proximity to the town centre shops and the centre is accessible using public transport boarded on Hinderton Rd.

Uses and Activities.

- 2.16 The site is now disused having been the site of a former police station. The buildings and site remain in reasonable repair but with limited scope for conversion and re-use in their present form.



Former Police St



External Support Buildings



Internal images of existing building's rooms and corridors

Opportunities and Constraints.

This section summarises the key design determinants from the contextual analysis. It provides a link in the “story” between the analysis and the design concept and should help

to explain the key physical influences which have helped shape the scheme.

2.17 The opportunities and constraints relating to the site and its wider setting have influenced the design of the site and the establishment of the design parameters. These are summarised as:

- Trees at the front of the site are the subject of a tree preservation order and will need to be retained. They will contribute to the quality of the environment generally and specifically to our proposals.
- The existing vehicle access to Hinderton Road can be retained.
- In a site situated in an established residential location care should be taken not to overlook existing residences.
- Rescue of a disused building of local importance
- Reuse of a vacant and underdeveloped brownfield site.
- Additional residential occupiers may strengthen the vitality and viability of the town centre, supporting local shops and services.

- Scope for residential scale development to relate well to existing property.



The Site is situated on a brownfield site in a residential area



3.0 Design Process

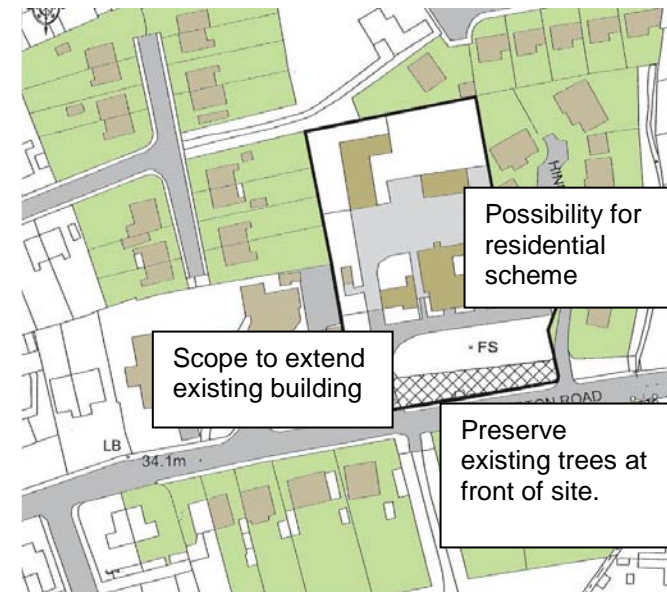
Concept development and potential of site Development Requirements and Objectives



3.1 The design process has involved:

- An understanding of the client's development requirements and objectives.
- A review of the site context.
- Consultation with the local planning authority.
- An understanding of the development potential of the site.
- Consideration of the impact of development on the surrounding area.
- Review of the redevelopment potential of the existing buildings

3.2 This has led through a series of concept ideas and layouts with a preferred option being finalised.



3.3 The development objectives have been to fulfil the client brief and to create a scheme that is sympathetic with the existing urban fabric that provides ease of access and amenity.

3.4 This has translated into a series of design objectives which relate specifically to the site and the surrounding area.

Placemaking

- As a locally listed building the site already has a strong local identity.
- To create a development which retains this identity yet integrates sympathetically with the existing fabric.

Accommodation

- To provide a mix of one and two bedroom retirement apartments with communal areas and amenity space.
- To provide a pleasant environment for the relaxation of the residents.

Access

- Maintain the existing vehicle access
- Provide adequate car parking that is both overlooked and secure.
- Create a low speed vehicle surface that is sympathetic to residents of limited acuity and mobility.
- Create a building which is highly accessible to the disabled and those people of limited mobility.

Quality

- Establish the highest standards of design and construction.
- Work to high environmental quality and energy saving standards.

Physical

- To re-use the existing Neston police station and the police houses. To adapt the existing building to a residential usage with minimum alteration of the external form.

- To minimise the impact of development on the existing street frontage and surrounding residences.
- To compliment surrounding residential uses.
- To remove the prospect of the further deterioration of the existing buildings and its consequent effect on the quality of the area.
- To extend the existing buildings with sympathetic materials and form.
- To match the ridge heights of the police station houses and create a development that has a harmonious scale and which retains the great visual presence of the central “courts” building.

Economic

3.5 The development will introduce a new residential provision into the area which will have a positive effect on local shops and services.

3.6 The development will safeguard the character of the street frontage which is of local interest.

Design Guidance

3.7 A range of national and local design guidance, and best practice have been considered in the preparation of the scheme. They include:

- By Design (DTLR/CABE)
- Urban Design Compendium (English Partnerships & Housing Corporation)
- The Value of Housing Design & Layout (CABE 2003)

4.0 The Proposals

The proposals are illustrated in detail in the following drawings:

3052/ 0.003 (03) Ground Floor Plan

3052/ 0.004 (03) First Floor Plan

3052/ 0.005 (03) Second Floor Plan

3052/ 0.007 (01) Elevations

3052/ 0.008 (04) Site Layout

3052/ 0.009 (02) Site Location

3052/ 0.010 East & Rear Courtyard Elevations

4.1 The development proposes 34, 1 bedroom and 10, 2 bedroom retirement apartments, communal lounge and kitchen areas, parking and landscaped amenity space.

4.2 The existing police houses and police station are fully retained and converted into new residential and communal resident areas. The design retains all the elements of the original building with minimal external changes.

4.3 The proposals are to extend the building to the rear with a 2 storey building related in scale and detailing to the housing element of the existing building and visually subservient to the central part of the existing retained building.

4.4 The large roof volume, which is a feature of the existing building is replicated in the extension and is used to provide additional accommodation.

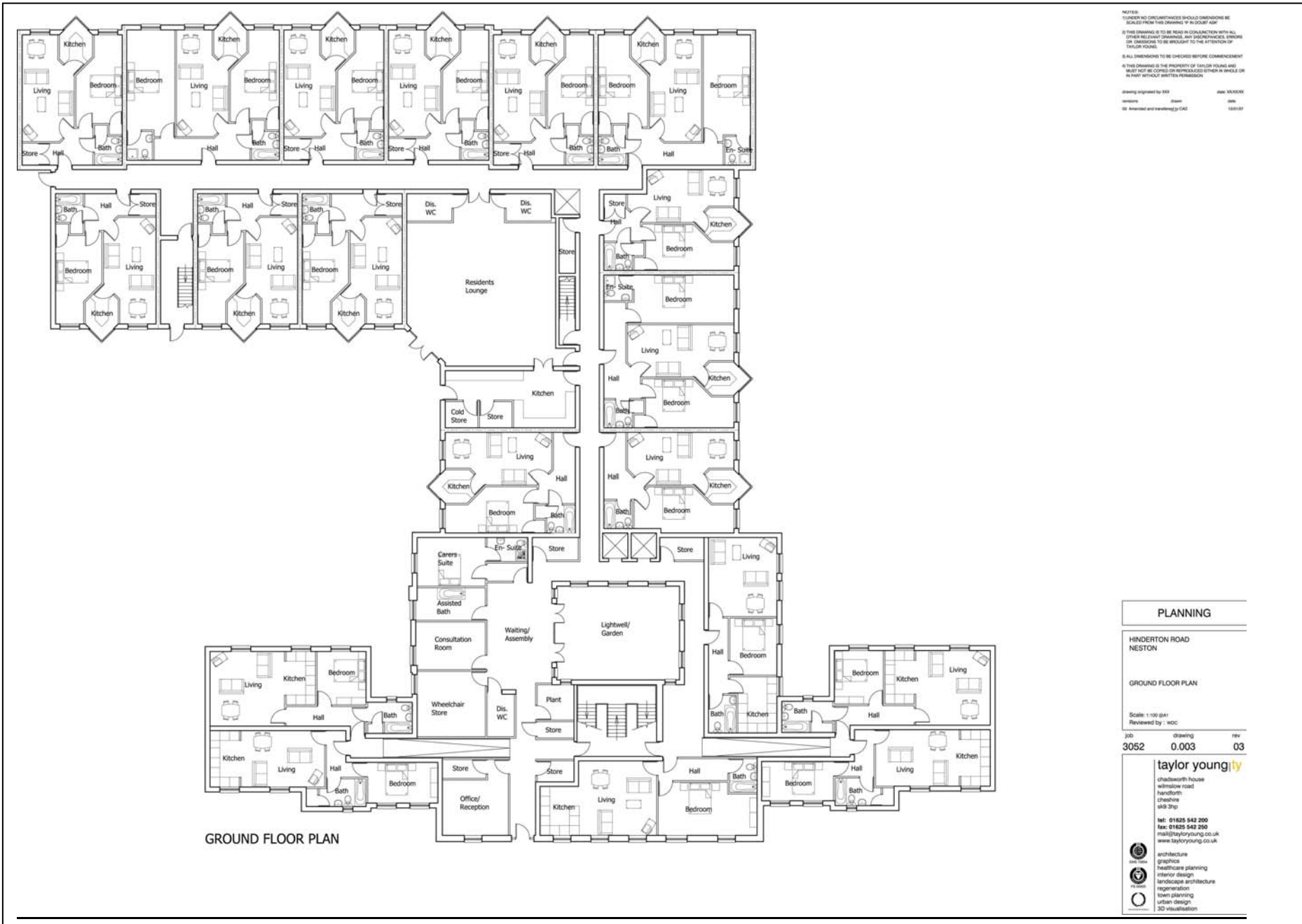
4.5 Existing TPO trees to the site frontage at Hinderton Road are retained as is the wide grass verge and existing wall which separates Hinderton Road from the developed site.

4.6 Care has been taken to ensure that accommodation in the upper level does not compromise the privacy of the adjoining houses. To this end the 3rd storey accommodation is located such that it faces out on to the new external courtyard formed by the extension to the rear of the existing building.

4.7 Access to the site re-uses the current access position and provides parking at a ratio of 75% spaces to retirement apartments. Parking is located at the front of the retained existing buildings in an extended and landscaped parking area which is an adaptation and enhancement of the existing parking arrangement. This parking is set behind the wide green verge which separates the retained wall from the highway and footpath. The proposal would introduce landscaping in the parking area and provide

additional tree and shrub planting to supplement the area behind the wall where the TPO trees are retained.

- 4.8 The proposals would retain an existing tree on Hinderton Green and the boundary wall would be rebuilt to present this as an attractive focal feature to the end of this road.
- 4.9 The layout proposed for the extension to the rear of the converted retained buildings has been designed to ensure that there is no overlooking of adjoining houses or garden areas. The elevations have been composed to present interest to the area and especially public access to the North of the site.
- 4.10 Landscaping will soften the impact of the proposals for existing properties to the East and West and will provide an attractive setting and amenity for the new residents of the retirement apartments.



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 Checked by: JRM Date: 20.03.2006
 As Approved and Issued by: CAD Date: 15.03.07

PLANNING

HINDERTON ROAD
 NESTON

GROUND FLOOR PLAN

Scale: 1:100 (A1)
 Reviewed by: WDC

job	drawing	rev
3052	0.003	03

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FIRST FLOOR PLAN

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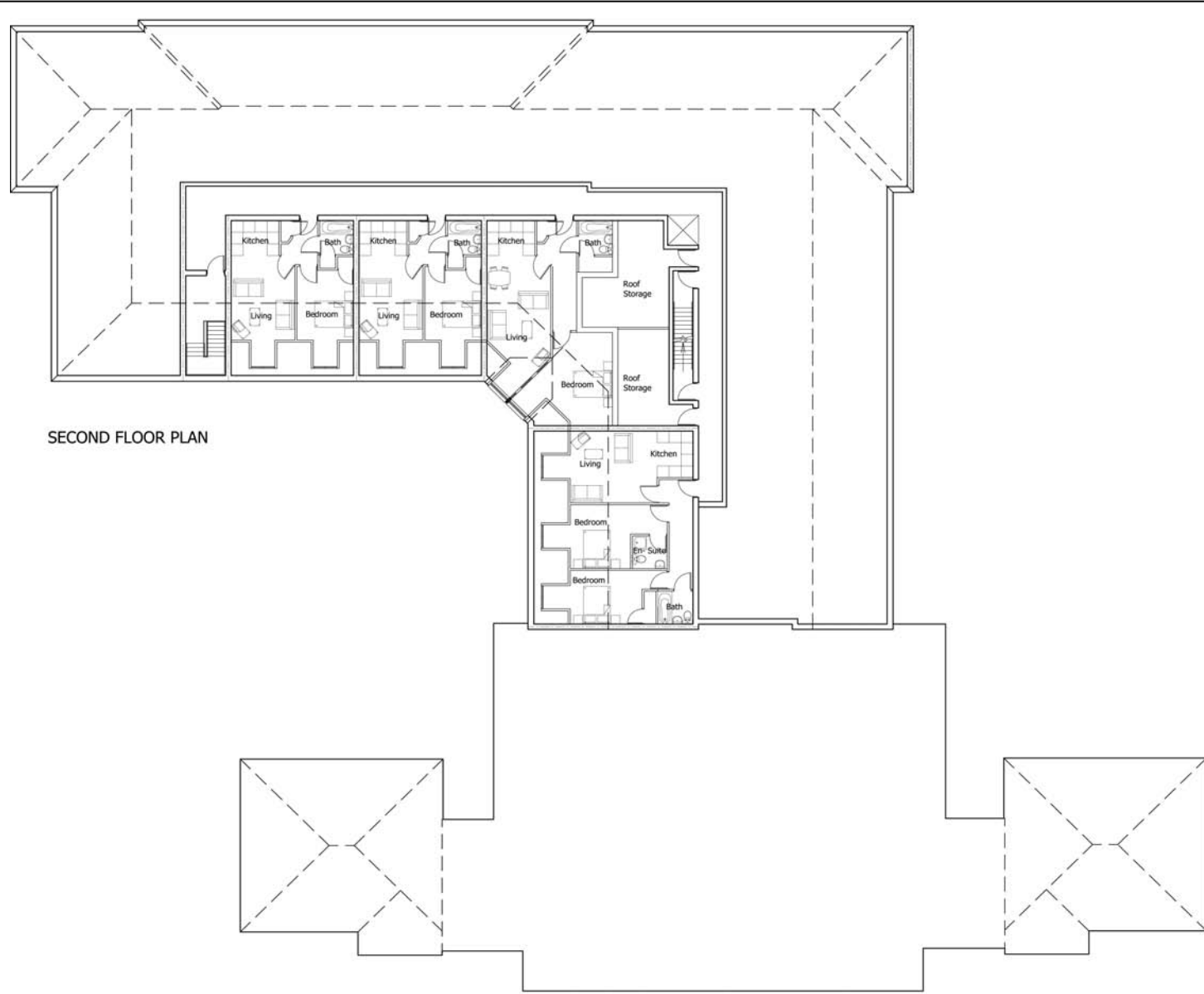
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PLANNING	
HINDERTON RD NESTON	
FIRST FLOOR PLAN	
Scale: 1:100 @ A1	
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SECOND FLOOR PLAN

PLANNING

HINDERTON RD
 NESTON

SECOND FLOOR PLAN










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 Reviewed by: WCC

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FRONT (COURTYARD) ELEVATION

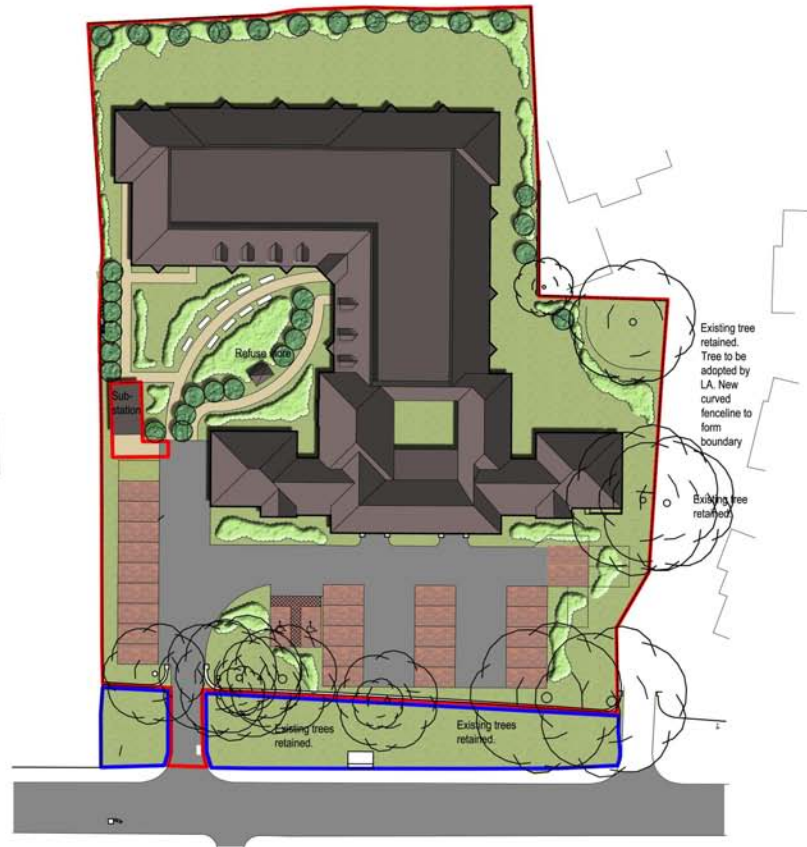


SIDE (COURTYARD) ELEVATION



REAR ELEVATION

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 revisors drawn date
 04 AA 19/04/07
 (04) Service access revised

PLANNING

HINDERTON RD
 NESTON

SITE LAYOUT

Scale: 1:500 @ A3
 Reviewed by : WDC

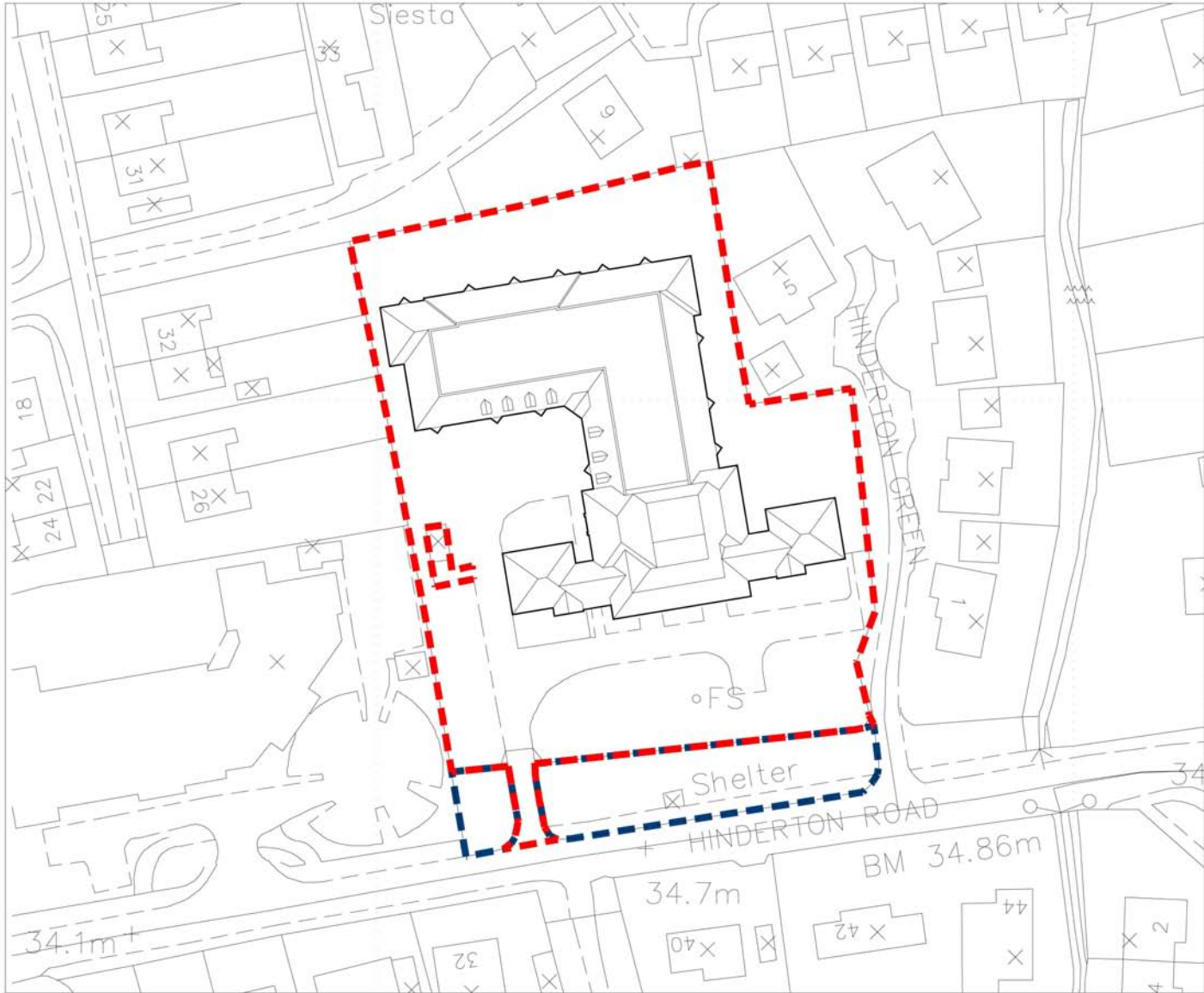
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PLANNING

Hinderton Road
 Neston

Site Location

Scale: 1:500 @ A3
 Reviewed by: WDC

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SIDE ELEVATION



REAR (COURTYARD) ELEVATION

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