

LAND AT OKELL DRIVE

DESIGN & ACCESS STATEMENT

November 2024

Erection of part one storey/ part two storey day nursery with landscaping and all associated works at land on the corner of Okell Drive and Church Road, to the rear of 33-40 Elworthy Avenue, Halewood, Knowsley.

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1.0 Background Information.

1.1 Description of the Scheme.

Erection of part one storey/ part two storey day nursery with landscaping and all associated works at land on the corner of Okell Drive and Church Road, to the rear of 33-40 Elworthy Avenue, Halewood, Knowsley.

1.2 Applicant.

Rockbourne Day Nursery Ltd,
Rockbourne Avenue
Liverpool
L25 4TN

1.3 Architect.

SMITH . YOUNG
23 Roscoe Street
Liverpool
L1 2SX

1.4 Date.

November 2024.

2.0 Introduction.

This Design and Access Statement has been prepared on behalf of Rockbourne Day Nursery in support of its planning application for the erection of part one storey/ part two storey day nursery with landscaping and all associated works at land on the corner of Okell Drive and Church Road, to the rear of 33-40 Elworthy Avenue, Halewood, Knowsley.

The document is intended as a positive and helpful tool for the Council and interested third parties, and demonstrates how the design proposals (both function and form) have evolved, having regard to detailed consideration of the site opportunities and constraints.

2.1 Proposed Use Class.

E(f) Crèche, day nursery or day centre (not including a residential use).



3.0 Site Details.

3.1 Site Location

Land on the corner of Okell Drive and Church Road, to the rear of 33-40 Elworthy Avenue, Halewood, Knowsley.

3.2 Site Area.

The existing site area is 3184m²

3.3 Ownership

Rockbourne Day Nursery Ltd,
Rockbourne Avenue
Liverpool
L25 4TN

3.4 Site Description

The site is a triangular grassed area with some trees bounded on the south by Okell Drive and Church Road on the north, with the Church Road/Okell Drive roundabout adjacent the 'point' of the triangle of land. The site is fairly flat with the group of trees closest to Church Road protected by a Tree Preservation Order.

Housing in the locality of the site consists predominantly of semi-detached houses although there is a terrace of houses on the opposite side of Okell Drive facing the site and roundabout.

On the opposite side of Church Road is an open field.

The site is not in a conservation area.

Site Location

Land at Okell Drive

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4.0 Site and Context Appraisals.

4.1 Historical and Architectural Context.

Historic maps show that the site and adjacent plots have consistently been of low level development and density. The area was primarily occupied by farming fields, small terraced developments and cottages.

During the 60's, the development of housing in Halewood blossomed and the radius from the epicentre had reached Okell Drive by the 70's with the introduction of the existing new housing estate.

The following images illustrate how the area has changed between the 1890's and 1980's.

4.2 Listed buildings / Conservation Area.

After research there are no current listed buildings for the development site and the site is not within a conservation area.

4.3 Focal Points/Landmarks/Nearby Listed Buildings.

There are no Focal, Landmark or Listed buildings near the site.

4.4 Topography.

There are no significant changes in level across the site.

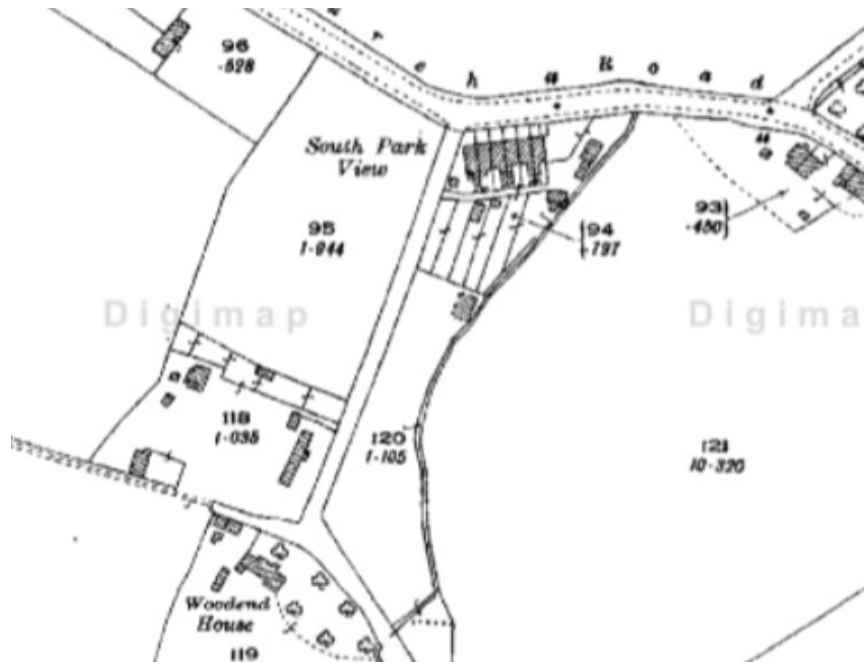
4.5 Adjacent Land Uses & Relevant Planning Proposals.

The development site is located in an area of primarily two storey C3 residential buildings, typically terraces and semi-detached homes.

From the historic maps, the area was relatively low scale development until evidently in the 80's the introduction of the new housing estates and new road system resulting in the proposed land.



1890's



1920's



1950's



1980's

Image taken from www.maps.nls.uk



4.0 Site and Context Appraisals.

4.6 Access

Whilst the site is privately owned, it is currently open at present.

4.7 Vehicular Movement.

The surrounding road and street layout is as indicated in the adjacent item. The area is very permeable; the majority of the parking is dealt with on street parking. The development site currently has no provision for parking but there is provision for off-street parking within this proposed scheme.

There are good road links, with the M62 and M57.

4.8 Pedestrian Access

The area is very permeable. There is no specific times or huge influx of pedestrian movement for the area. There is a steady flow of movement of people between the usual times of 8.00 – 9.00 am and 3.00 – 3.30pm. These are primarily going and comings from their homes.

There are no issues where people are restricted from access due to any current aspects of design.

4.9 Public Transport

There is a comprehensive range of public services available that serve the site and the area. Bus travel is facilitated off both Church Road and Okell Drive, whilst train travel is available within a 0.6-mile radius of the site.



4.0 Site and Context Appraisals.

4.10 Services & Utilities

In reference to public utilities, along Okell Drive foot paths and roadway there exists the usual services e.g., underground services, drainage systems, electric, gas and water, there are no overhead power lines near the site.

4.11 Surrounding Buildings

- Building lines – There is no established building line on site. Adjacent residential development follow a building line of sorts which varies due to orientation of dwellings. To the north west of Okell Drive, there is a prominent boundary which runs adjacent to the existing dwellings, creating a continuous linear grass avenue.

- Scale - height and massing is primarily two storey dwellings. There is a consistent height and massing within the local context.

- Appearance – local details and materials, are primarily facing brick and render elements, with timber / UPVC / aluminium windows, with concrete roof tiles.

4.12 Hard Landscaping

The present hard landscaping to the adjacent areas is concrete paving and asphalt; there is no notable street furniture or public art.

4.13 Soft Landscaping

The existing site is predominately soft landscaping. Soft landscaping also exists along Okell Drive in the presence of a green linear verge. Okell Drive is a tree lined road with adjacent and neighbouring dwelling front gardens consisting of a mix of hedges, shrubs and trees.



View of dwellings opposite the site on Okell Drive - South East.



View of dwellings opposite the site on Portloe Roe - South of site.



View of dwellings on Elworthy Avenue - South West of site.



View of rear of dwellings on Elworthy Avenue - South West of site.

4.0 Site and Context Appraisals.

4.14 Site Planning History
In regard to the development site and relevant adjacent sites, research has found that there is evidence of proposed developments on the application site in respect of the proposal.

Application Reference	Description	Decision (Date)
20/00360/FUL Appeal: APP/ V4305/W/22/3301426	Erection of a Children's Day Nursery, together with the construction of a single vehicular access / exit off Okell Drive.	Refused (15.06.2022) Appeal dismissed (21.11.2022)
14/00631/FUL Appeal: APP/ V4305/W/15/3004010	Erection of 6no. two-storey dwellings, together with associated access.	Refused (16.01.2015) Appeal dismissed (196.08.2015)
14/00193/FUL	Erection of 11no. two-storey dwellings, together with associated works.	Refused (08.08.2014)

5.0 Site Views and Approach

5.1 Site Approach



Okell Drive – footpath on south-west bound side



Okell Drive – footpath on south-west bound side



Cartbridge Lane – footpath on the west bound side



Portloe Avenue – footpath on the east bound side



Church Road (east) – footpath on the east bound side



Church Road – footpath on the west bound side

5.0 Site Views and Approach

5.2 Current Site Conditions

The site is currently vacant. The existing grassland is well maintained and below is a record of conditions on site at present:



6.0 Design Proposal - Previous Application

Ref. No: 20/00360/FULL
Validated: Monday 06 July 2020
Decision: Refusal at committee

The proposal comprised of 4 simple block masses with mono-pitched roofs, united through a flat roof, which covered the sharded central space and circulation. The orientation of the blocks allowed for changes within the elevations and gave architectural engagement to the public. The building was off-set from the site's boundary.

In June 2022, planning permission was refused by Members at Planning Committee because the proposal was deemed have an unacceptable impact on residential amenity and to have an adverse impact on the character and street scene of the area (Local Planning Authority, LPA reference 20/00360/FUL).

The refusal was appealed. In November 2022, the Inspector dismissed the Appeal, agreeing with the Council's second reason for refusal (only) that the proposal would alter the spacious, open character and appearance of the site (Planning Inspectorate, PINS reference APP/V4305/W/22/3301426).

This submission acknowledges the previous refusal and Appeal dismissal and provides commentary on the site's history and the previous reasons for refusal, explaining how we have sought to overcome previous concerns or, where we disagree with officers' and / or Inspectors' previous assessments, why we believe the latest proposal is acceptable.



Previous Application - Proposed Site Plan

7.0 Design Proposal

7.1 Brief

Erection of part one storey/ part two storey day nursery with landscaping and all associated works at land on the corner of Okell Drive and Church Road, to the rear of 33-40 Elworthy Avenue, Halewood, Knowsley.

The proposed development seeks to provide a new purpose built part one storey/ part two storey children's day care nursery.

The client's brief was to create an architecturally engaging and modern scheme that is also respectful to the architecture and context of the surrounding area.

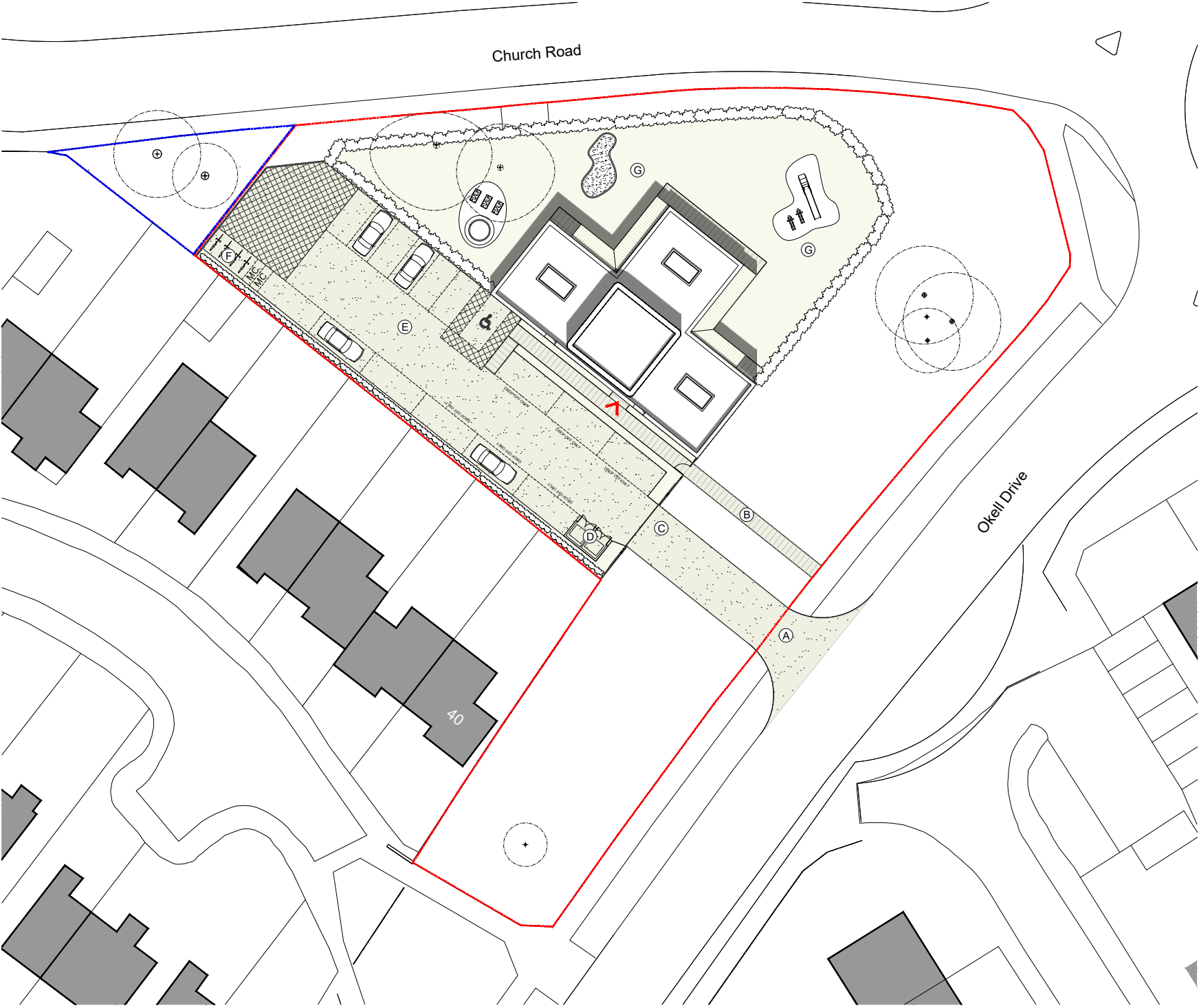
The proposed typologies within this application seek to address the needs of quality and purpose built day care facilities within the local area. The brief has been structured specifically in order to review the previously refused application and respond accordingly.

7.2 Concept

The design proposal is to create a distinctive, safe, pleasant, welcoming, adaptable, and efficient design that will bring joy and delight occupants and the public alike.

The buildings respect the surrounding area and address the site context and the sites individual nature and predominate features.

It is these elements and the brief that informs the building's form and siting. The building is to use simple basic sustainable technologies such as natural ventilation etc. and respond accordingly to the previous application.



Present Application - Proposed Site Plan

7.3 Design Objectives

Our principle Design Objectives are as follows:

- The design proposal is to create a distinctive, safe, pleasant, welcoming, adaptable, efficient environment that brings joy and delight to all occupants and members of the public alike.
- The plan form will respond to the site and its constraints.
- The form, scale and massing will respond and respect the geometry of the surrounding buildings.
- In elevation terms the design should respect the scale and materials of the surrounding buildings without resorting to pastiche.
- The proposal will be of significant architectural quality and individuality.
- To use new sustainable technologies that will make the building efficient.
- The development will be designed in line with a variety of mandatory and voluntary design standards (as above) to ensure that the proposal is fit for its intended purpose and fulfils its important role in addressing local needs.

7.4 Design Opportunities and Constraints

The design evolution of the development in respect of use, layout, scale, appearance and access has been directly influenced by the site's existing opportunities and constraints.

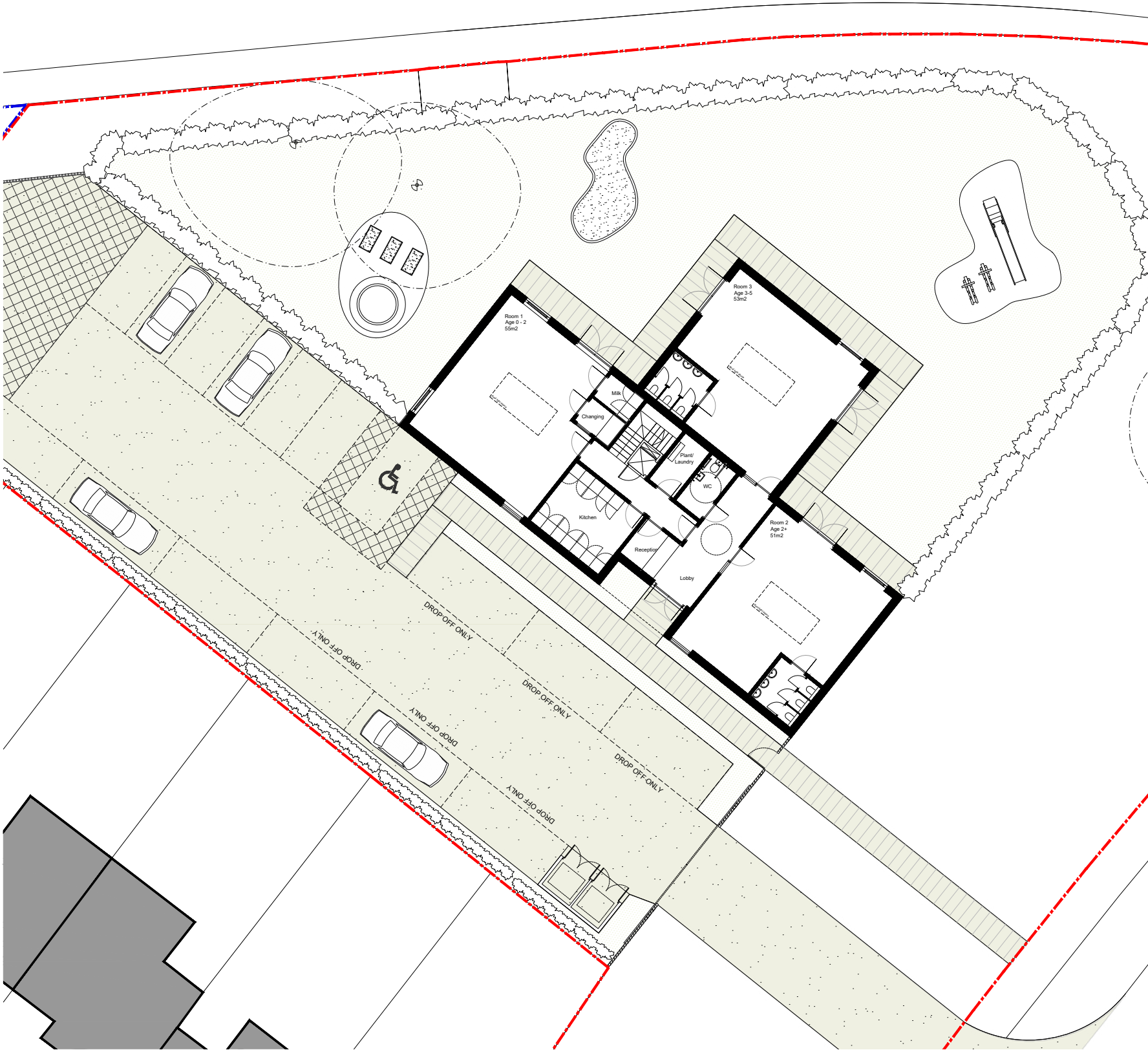
This section of the Design and Access Statement sets out the opportunities and constraints imposed on the sites development proposals.

Opportunities:

- Creates a Focal Destination and an Amenity Development For Local People With Specific Needs and Requirements
- Enhances The Local Area
- Improve A Site That Is Currently Unused

Constraints:

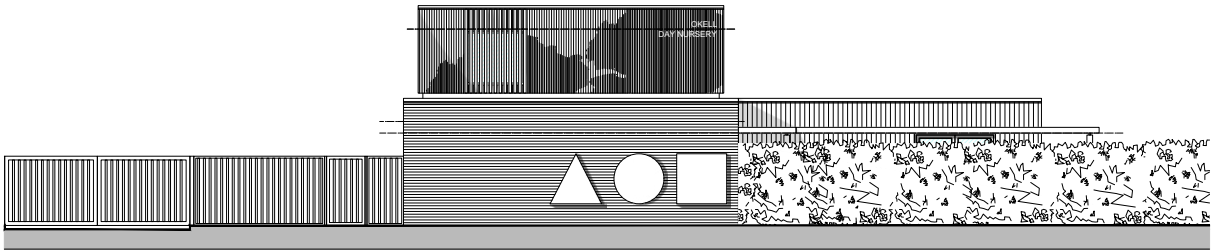
- Existing Site Boundary Conditions
- Surrounding Residential Properties
- Tree/ Root pretection
- Tree Preservation Order



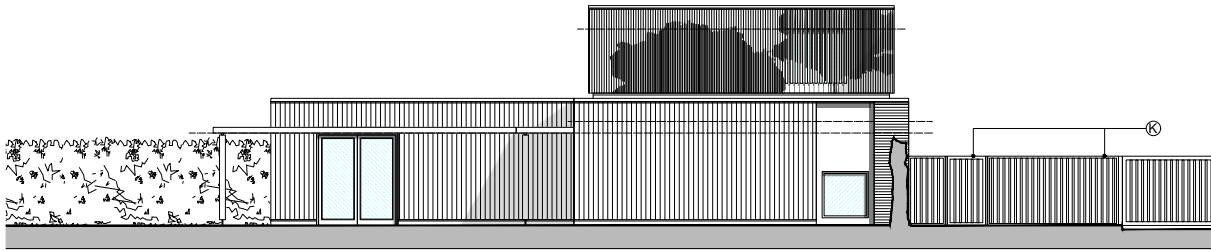
Proposed Ground Floor Plan in Context.

7.0 Design Proposal

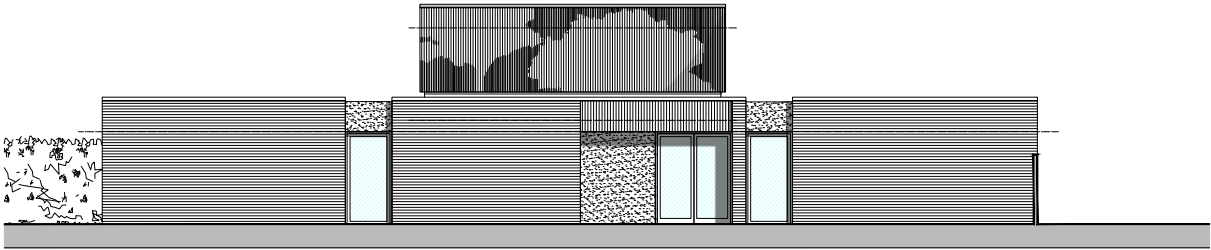
7.5 Proposed Elevations



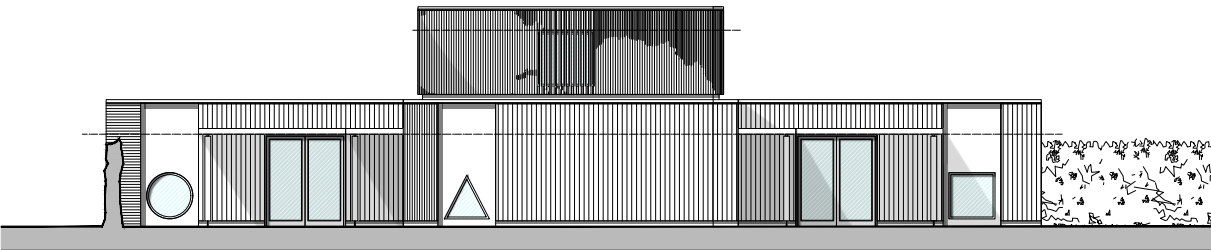
Proposed Elevation A - A



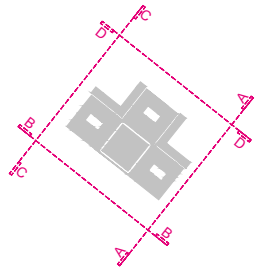
Proposed Elevation C - C



Proposed Elevation B - B

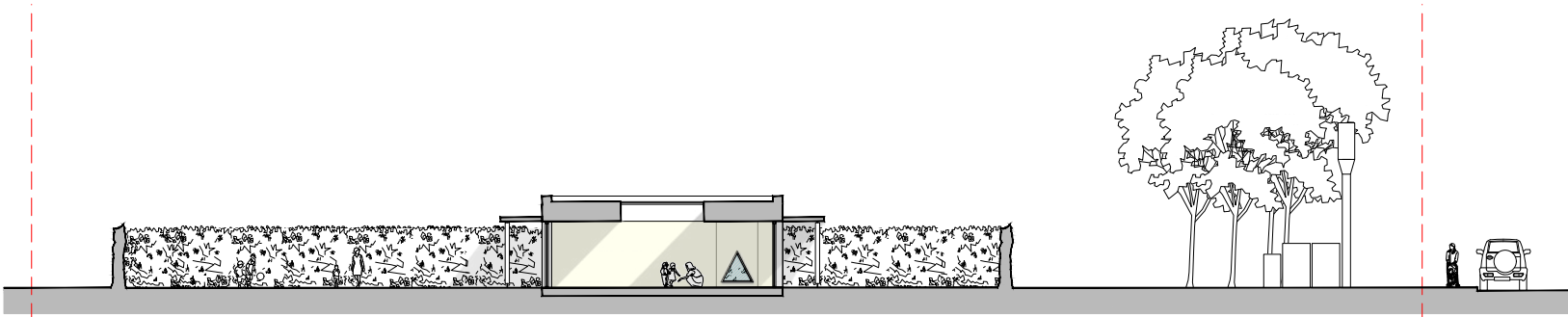


Proposed Elevation D - D

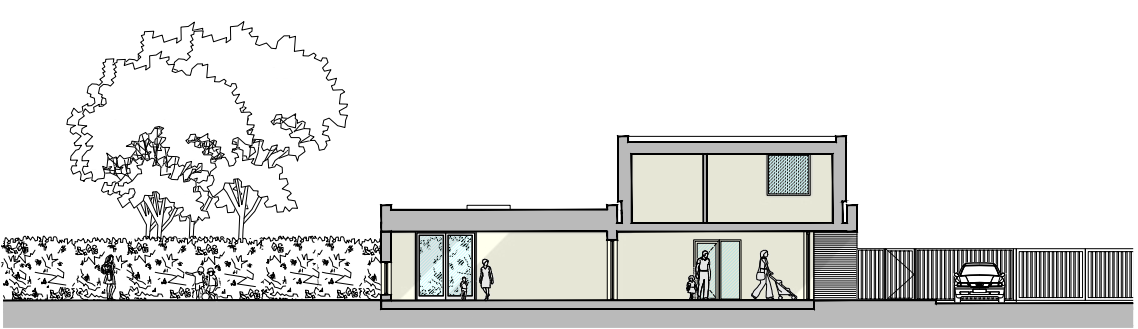


7.0 Design Proposal

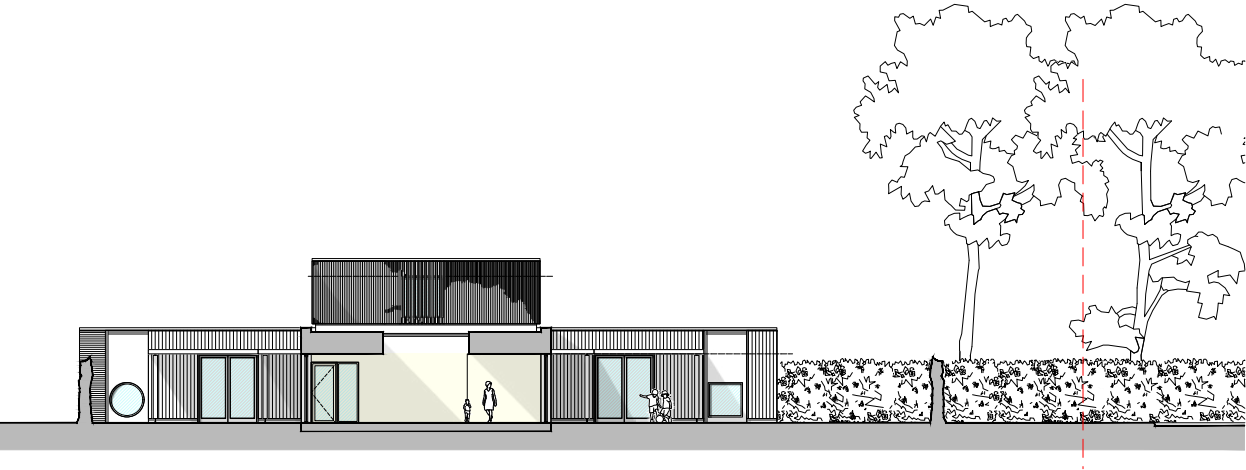
7.6 Proposed Sections



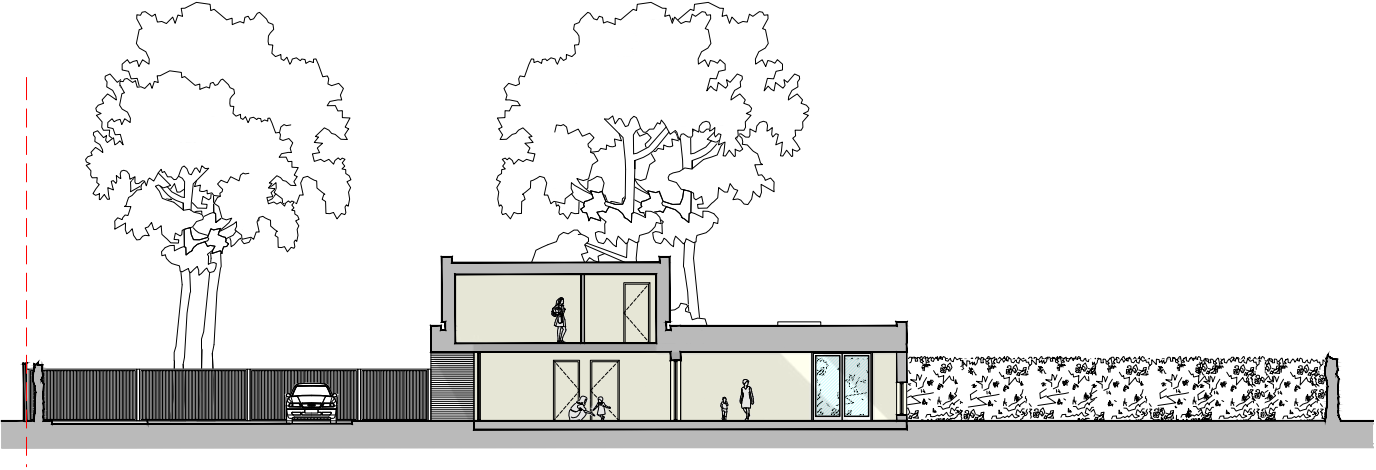
Proposed Elevation A - A



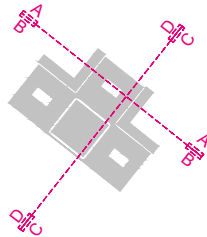
Proposed Elevation C - C



Proposed Elevation B - B



Proposed Elevation D - D

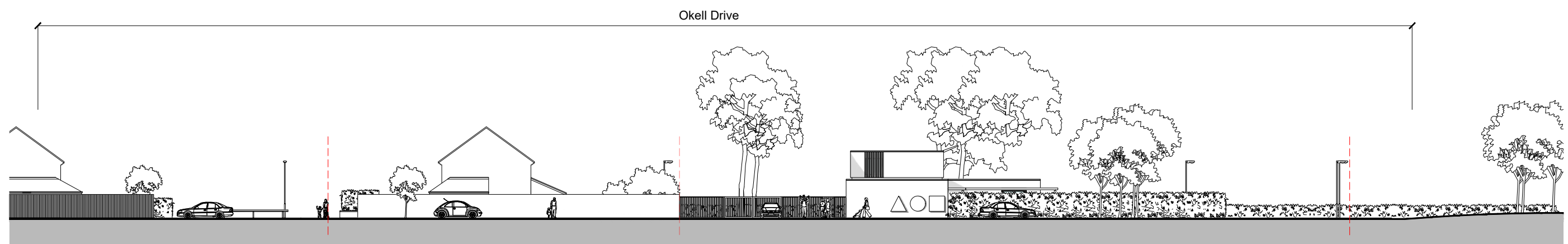


7.0 Design Proposal

7.7 Previous and Proposed Street Context Elevations



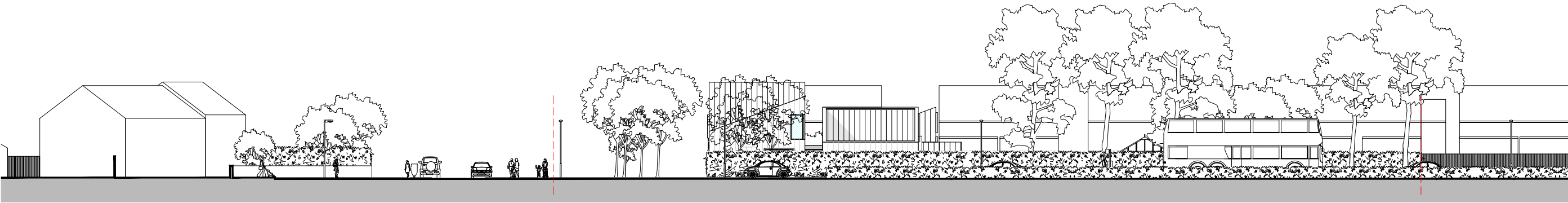
Previous Application - Okell Drive Proposed Context Elevation



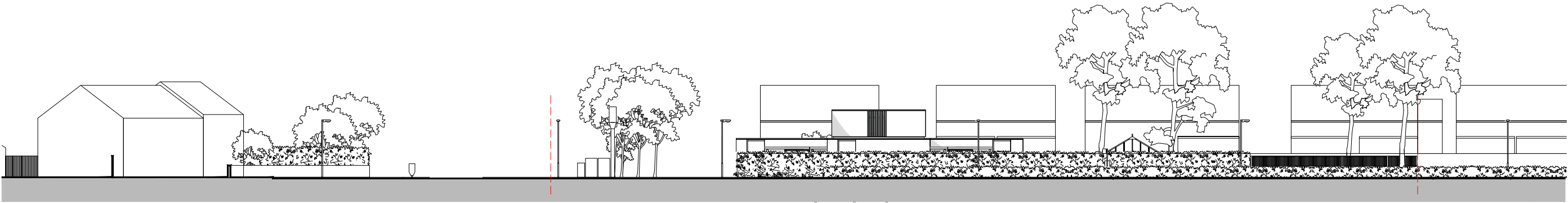
Present Application - Okell Drive Proposed Context Elevation

7.0 Design Proposal

7.8 Previous and Proposed Street Context Elevations



Previous Application - Church Road Proposed Context Elevation



Present Application - Church Road Proposed Context Elevation

8.0 Design Evolution

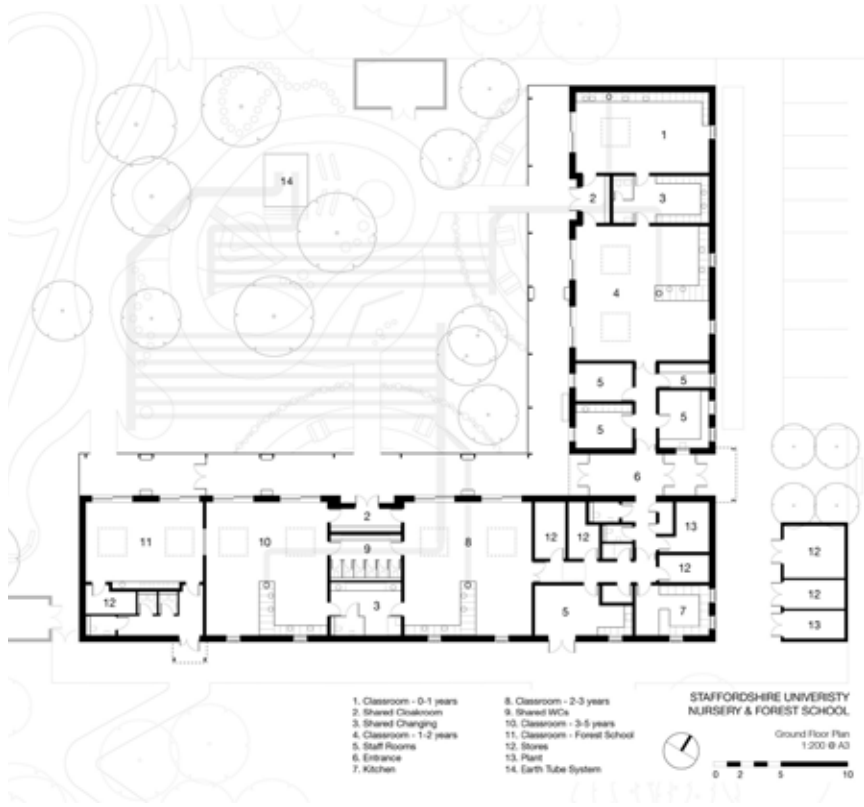
8.1 Precedents

Staffordshire University Woodlands Nursery
Fielden Clegg Bradley Studios

Client: Staffordshire University
Location: Stoke on Trent
Completion: 2022
Size: 751 sqm GIA

The new on-campus nursery for Staffordshire University puts play, development, wellbeing and nature at the heart of early years education, in a net zero carbon building.

The associated forest school is an independent space for school-age children to engage in outdoor learning activities that develop skills and knowledge not possible in their classrooms.



8.0 Design Evolution

8.2 Precedents

Storey's Field Community Centre and Nursery
MUMA Architects

Client: University of Cambridge
Location: Cambridge
Completion: 2018
Size: 2,248 sqm GIA

MUMA's Storey's Field is a community centre and nursery on the new North West Cambridge development that presents the highest quality architecture. It shows how an architect can add joy to every part of a building. Such is the consideration of detail, imagination and architectural variety, the nursery spaces are worthy of an even more sophisticated audience, while the community centre is given the architectural importance of a town hall.



8.0 Design Evolution

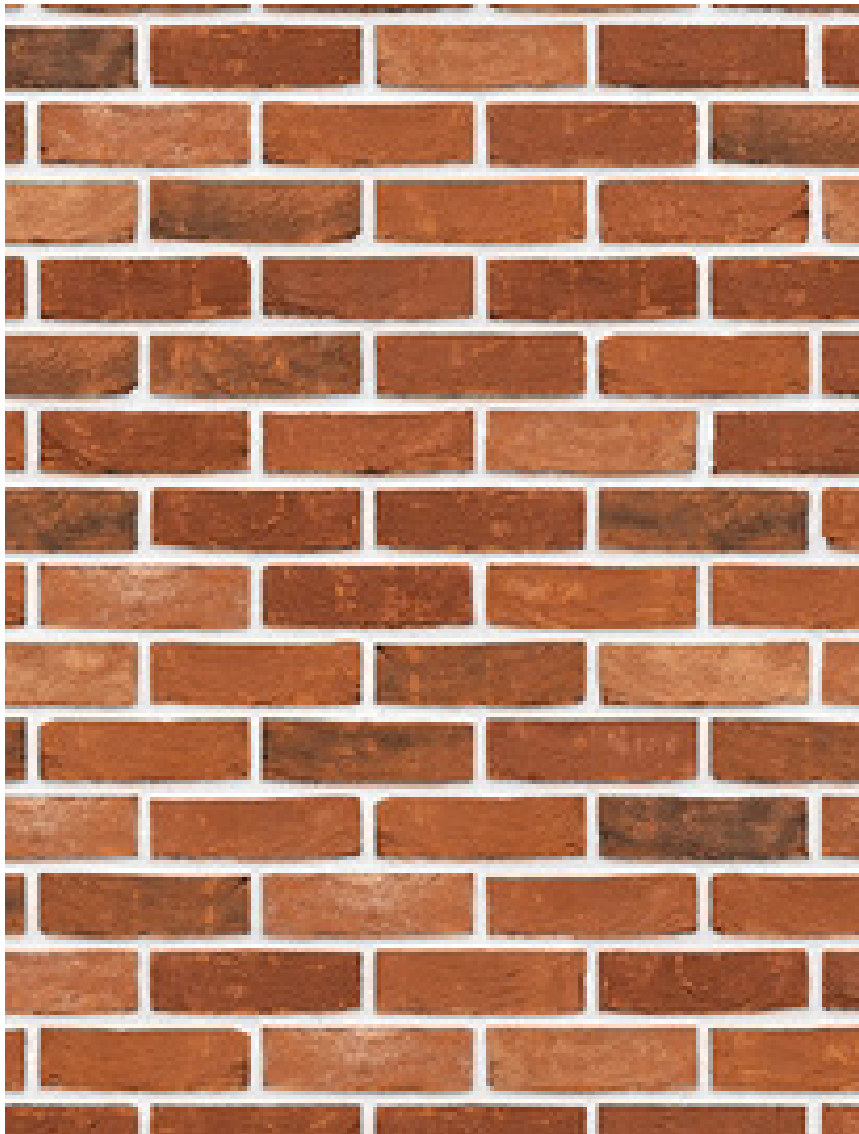
8.3 Materiality

When analysing context there is a clear pattern in materiality, with varied use of brick, render and stone. Contextually this is not particularly unique but the implementation of these materials is what defines the architectural language of the area.

This limited palette of materials has been interpreted in the application proposal to complement the location and create a contemporary expression, which is harmonious with the surrounding buildings, without resorting to pastiche.



Flat Timber Cladding - Tongue and Groove



Vandersanden Boreas- Red facing brick - White Mortar



Vertical Patterned Timber Cladding

Land at Okell Drive

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8.0 Design Evolution

8.4 Approaching Views



View Point 1



Existing View from public right of way. (Between Cartbridge Lane and Foxhill Lane)



Proposed View from public right of way. (Between Cartbridge Lane and Foxhill Lane)

View Point 2



Existing View from Cartbridge Lane

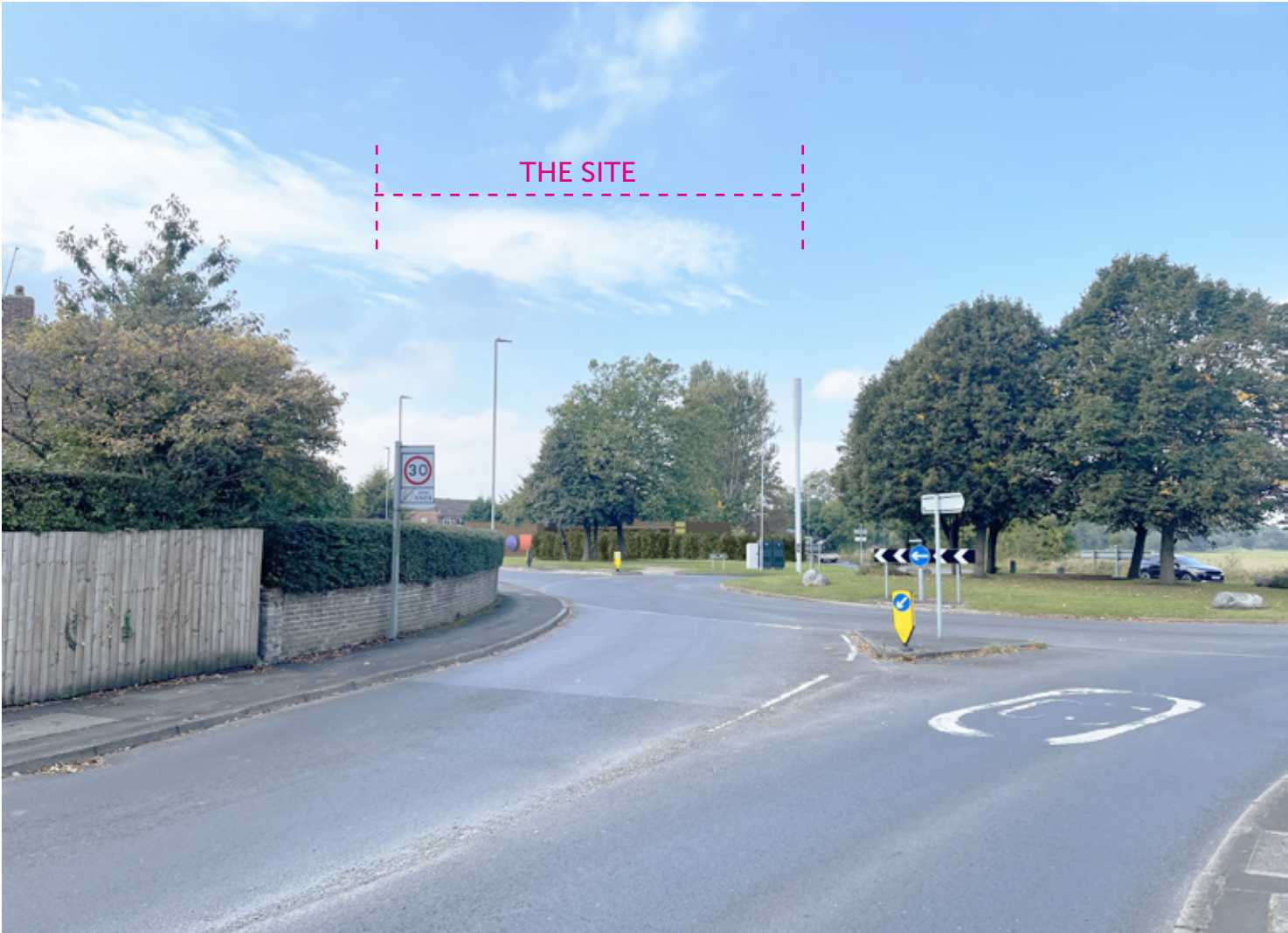


Proposed View from Cartbridge Lane

View Point 3



Existing View from Church Road (South East)



Proposed View from Church Road (South East)

View Point 4



Existing View from Church Road (North West)



Proposed View from Church Road (North West)

View Point 5



Existing View from Okell Drive (South West)



Proposed View from Okell Drive (South West)

9.0 Access Strategy

9.1 Access Statement

This section of the statement has been compiled to illustrate that we have taken care to ensure that the development as a whole does not discriminate against disabled people within the context of the constraints of the existing site and buildings within the framework of the Building Regulations. It is not intended to be a detailed assessment of the detailed design of the development in relation to surfaces, lighting etc but instead to clarify the approach taken towards movement around the site and the general guidelines adhered to in providing a non-discriminating environment.

The development proposes the creation of an inclusive environment, which caters for diverse users, including disabled and visually impaired. The proposal is informed by a belief in inclusive design- the design approach believes that access should take in to account a wide range of needs and not be limited to specific types of disability. In adopting this broad approach, the development aims to promote the provision of an environment that is safe, convenient and enjoyable for use by everyone.

Way-finding and signage to assist pedestrians and disabled people will be installed where necessary and appropriate in consultation with the relevant local authorities. The development is in line with local policy guidance which promotes sustainable transport choices that will mitigate the impact of proposals on the environment, respond to congestion affecting roads and public transport in the area and promote healthier lifestyles. Employees will be encouraged to use public transport as well as cycling with on site secure cycle stores.

9.2 Pedestrian Access

The application site is situated in a location where walking provides a convenient mode of travel to a variety of local facilities. Okell Drive links to a fully integrated network of footways, that combine to provide direct and safe links to local facilities in the immediate area, both of which are important factors in encouraging walk trips.

Pedestrian entrances to the development will be provided off Okell Drive.

9.3 Vehicular

The development is in accordance with the highways consultants recommendations.

Access

Vehicular access to the site is proposed by forming a new access junction into the site from Okell Drive, via a drop kerb.

Parking

Refer to drawing No. (002) which indicates proposed site access and parking layout.

Please also refer to Axis Transport Statement for full assessment.

9.4 Cycle Storage

A provision for cycle storage is provided within the car parking area of the site. A secure covered cycle store providing 4no. cycle parking spaces are provided.

9.5 Maintenance Strategy

The brief from the start has always been to use materials, detailing and services solutions that will require minimum maintenance. In developing the proposed design with respect to servicing and maintenances, regard has been made to:

- Refuse collection - access via Okell Drive.
- Landscaping and parking court appropriately detailed to ensure they are easily maintained, and are suitable for the complex needs of end users.
- Easy access for maintenance and servicing vehicles.

9.6 Safer Places

The core principles set out by Secured By Design and Safer Places will be adopted in order to reduce and prevent crime within the proposed development and immediate context.

Measures include:

- 1.Integral Approach
- 2.Natural surveillance
- 3.Access and footpaths
- 4.Open space provision and management
- 5.Lighting
- 6.Environment quality and sense of ownership

Integral Approach

In order to achieve a scheme that provides a safe and secure environment an integral approach to design has been adopted by considering the layout and arrangement of the site in this application.

Natural Surveillance

The buildings have been designed in such a way to encourage natural surveillance where possible given the intended end use.

Access and footprints

Access points and footpaths are both convenient and accessible but at the same time, it has been considered not to over-provide such easy access and means of escape for intruders and burglars.

Lighting

To help reduce the fear of crime and increase security, low level lighting will be provided at pedestrian entrances.

In summary the nature of the site ensures a degree of natural surveillance for most parts of the day. Introducing appropriate lighting along pedestrian routes will further enhanced security.

10.0 Energy and sustainability

10.1 Introduction

This section of the report considers the issues surrounding sustainable construction and, in particular, it considers and evaluates the measures incorporated into the design of the development to reduce the predicted energy usage and carbon emissions of the site.

10.2 Material Selection

Significant amounts of energy and natural resources are consumed in the production, transportation and disposal of building materials. Two issues are significant in the specification of building materials; the environmental impact of materials and the responsible sourcing of materials.

As part of the construction strategy, an structural insulated panel system (SIPS construction method) is proposed. This will reduce the amount of embodied carbon in typical traditional block work construction as well as reduced time on site. By reducing the construction time on site in turn reduces the amount of carbon emitted whilst not compromising on the quality of the construction.

Where possible, through the construction period materials will be Obtained via local suppliers or local distribution centres to both reduce carbon emissions from the transport of materials and to employ people from local communities.

10.3 Passive design

Consideration has been given to the orientation and layout of the buildings to help maximise energy efficiency as part of the development. In addition, the design team are proposing a fabric first energy strategy; the performance of the building fabric, the efficiency of the building services and the management strategies of the occupants broadly determine the energy consumption and carbon emissions.

- The layout has been designed to maximise good daylighting and cross ventilation
- Hard landscaping has been minimized as much as possible to maximize soft landscaping thus providing natural and localized infiltration
- The site has been designed to promote sustainable travel making connections to established local transport links, cycle and pedestrian routes
- Internally, the accommodation has been laid out to maximise the internal space and light afforded, with most occupied rooms benefiting from northern orientation day light, where possible. Each of the principal rooms will have sufficient glazing to allow natural light to penetrate the rooms, reducing the need for artificial lighting

10.4 Landscaping

A design approach has been adopted that seeks to ensure landscape features and the natural topography of the site are integrated within the development. The aim is to ensure a strong landscape framework of green spaces which are of significant benefit to the users, the ecology of the wider neighbourhood and to the setting of new development.

Specific considerations have been made with regard to vegetation species and proposed landscaping throughout the scheme, in response to the needs of the end users.

10.5 Site Management

The development has been designed to minimise wastage during the construction phase.

- A Site Waste Management Plan will be prepared prior to construction of the site commencing
- Waste that is produced is, wherever possible, segregated on-site and handled by various waste management contractors. The vast majority is reused, recycled or, as a last resort, used as 'refuse derived fuel'.
- Regular inductions to all contractors and sub-contractors are standard, as are careful site management of stockpiling and storage, segregation of waste groups and the prevention of cross contamination
- Agreements will be sought with suppliers to reduce the amount of packaging on goods delivered to site
- All waste contractors are required to segregate demolition waste off site and provide records
- Landfill will be the last option when no economic solution can be found
- A SIPS construction system is proposed which will reduce the on-site waste.

10.6 Water

To aid end users in their water use reduction, the development will incorporate reduced water use measures.

Some of these measures include dual flush lavatories which use one third less water, kitchen tap flow reduction devices as well as grey water collection for watering of plants.

10.7 Ecology

Please refer to the submitted ecological survey and BNG assessment, arborcultural impact assessment report for further information on these matters.

11.0 Design and Access Statement Summary

The proposal seeks to bring a currently underutilised piece of land back into positive use, with a distinct focus on providing a critical need for the local area.

The proposal seeks to create a safe and inclusive environment, with extensive considerations of the needs that the end user will have. External amenities are proposed as safe and calming environments, with extensive landscaping provisions both to ensure ecological gains on site and also to provide opportunities for engagement with nature and external activities in private and semi-private areas.

Proposed parking provisions seek to ensure that the development provides a sufficient level of parking spaces and means of access to alternative sustainable travel options to staff and visitors.

The proposal has been developed following a fabric first approach to ensure it will be an efficient and sustainable development. Proposals to utilise efficient and sustainable materials in combination with renewable and low carbon technologies will ensure the development is sustainable in line with current standards, and equally has capacity for future upgrading and retrofit, to improve the quality of the buildings throughout their lifespan.

In summary, the quality of the architecture, materials and the cohesive approach to the design of the proposed plans will ensure that the development will be an accessible landmark within the area with long term benefit.