



## DESIGN AND ACCESS STATEMENT

Doc Ref: 1103/DOCS/PLANNING/DAS01  
Client: Clarendon Montessori College  
Project: To change use of the Scout Hall (D2 Use - Assembly & Leisure) into Day Nursery  
Accommodation (D1 - Non-Residential Institution) and associated external works.  
Date: 15th February 2011.

## 1.0 INTRODUCTION:

### 1.1 APPLICATION DESCRIPTION

This Design and Access Statement has been prepared on behalf of Clarendon Montessori College in support of a Change of Use application with some associated external works for the conversion of the existing scout hall (D2 Use) into a children's day nursery (D1 Use), expanding the childcare offer for the existing college. Additional works include the reconfiguration of the internal car parking layout off Alexandria Road.

### 1.2 APPLICATION TYPE

Change of Use approval is sought which will cover the associated external works.

### 1.3 PROPOSAL OBJECTIVES:

The proposed scheme aims to achieve the following objective:

Change the use and refurbish the existing Scout Hall on the site to provide a children's day nursery accommodation extending the offer of the existing Montessori College on the same site:

- Increase the sustainability of the business by introducing childcare provision for 0-3 year olds.
- Reconfigure and improve the drop off and internal car parking area off Alexandria Road.
- Refurbish the existing Scout Hall and tidy up the building
- Providing an employment generating use and employment opportunities for local people.

## 2.0 SITE LOCATION & CONTEXT:

### 2.1 LOCATION & DESCRIPTION:

The application site is located in the Garston area of L19. The predominant access to the site lies off Garston Old Road, Grassendale, Liverpool, L19 9AE. As the site sits on a corner plot it is bounded on three sides by Garston Old Road, Whitehedge Road and Alexandria Road. There are a number of public transport connections close by.

### 2.2 SITE DESCRIPTION

The land within the proposed application boundary is currently occupied by Clarendon Montessori College and a vacant Church Hall (referred to as the Scout Hall) which has been tenanted in the past by the Scouts. This Scout Hall is currently vacant. The site has good security with high metal fencing to the perimeter.

The existing college building is a former church building which has been converted for use as a Montessori College for children aged 3-16 years. There is access in and around this building by way of paved areas and an accessible ramp up to the main entrance. The Scout Hall building is a single storey rectilinear building on the northerly section of the site which is predominantly brickwork with some glazed areas.



Existing Montessori College Building



Existing Scout Hall Building

Running down the side of the existing scout hut building adjacent the boundary line is a full length garage which is used for bin, cycle and equipment storage. The garage can be accessed at both ends of the structure. A residential dwelling lies adjacent the site to the Northerly boundary which is separated from the Scout Hall by the existing garage structure. Other than this dwelling the site has no immediate neighbouring properties.

### 2.3 SITE LANDSCAPE

The application site consists of a mixture of hard standing areas for parking and hard play areas along with an extensive grassed area which is used for children's soft outdoor play.

### 2.4 SITE ACCESS

Vehicular access to the site is off Alexandria Road which in turn is off Garston Old Road. Alexandria Road is a two way road which terminates at the entrance to the site adjacent the recreation park. This road is seldom used other than to gain access to the application site. Another vehicular access to the site is via Whitehedge Road onto an existing driveway parking space in front of the garage.

The site has four pedestrian accesses, one off Whitehedge Road, One off Garston Old Road and two off Alexandria Road. Within the site there is an existing informal parking/turning area to the rear, which is due to be rationalised as part of this application.

### 2.5 SITE CONTEXT

The site lies within a predominantly built up residential area of L19 but there are a number of small scale retail shops and office accommodation opposite the site. Garston Park recreational green space bounds the Easterly section of the site.

## 3.0 PLANNING STATEMENT:

This application will be determined based on policies within Liverpool UDP Nov 2002, Supplementary Planning Documents and National Planning Policies.

### 3.1 NATIONAL PLANNING POLICIES

Planning Policy Guidance Note13:

Transport; promotes more sustainable environments advising local planning authorities to avoid the inefficient use of land and seek greater intensity of development at places with good public transport accessibility, such as city, town, district and local centres or around major nodes along good quality public transport corridors. Local authorities should allow for significantly lower levels of off-street

parking provision, particularly for developments in locations, such as town centres, where services are readily accessible by walking, cycling or public transport. PPG13 gives guidance on securing a sustainable approach to transport issues.

**Planning Policy Statement 4 (PPS4) (Planning for Sustainable Economic Growth):**

PPS 4 indicates that planning authorities should adopt a positive and constructive approach for economic development. Applications for such development should be assessed against the following criteria:

- a. whether the proposal has been planned over the lifetime of the development to limit carbon dioxide emissions, and minimise vulnerability and provide resilience to, climate change;
- b. the accessibility of the proposal by a choice of means of transport including walking, cycling, public transport and the car, the effect on local traffic levels and congestion (especially to the trunk road network) after public transport and traffic management measures have been secured;
- c. whether the proposal secures a high quality and inclusive design which takes the opportunities available for improving the character and quality of the area and the way it functions;
- d. the impact on economic and physical regeneration in the area including the impact on deprived areas and social inclusion objectives;
- e. the impact on local employment.

### 3.2 LOCAL PLANNING POLICIES

**UDP Policy C4:**

Planning permission will be granted for the provision of child care facilities, including day and workplace nurseries, crèches and playgroups where:

- i. the premises are capable of accommodating the proposed use and the number of children without resulting in any significant loss of amenity for adjoining residents;
- ii. the location of the proposal is considered as suitable and would not result in a material change to the character of the area;
- iii. there is on-site parking provision and satisfactory vehicle access in accordance with the Council's adopted standards, and where necessary, provision of a dropping off and picking up area; and
- iv. there is suitable outdoor play space, separated from car parking and service areas.

**UDP Policy 12.39:**

Changes in the population structure, changing lifestyles and economic needs have resulted in an increased demand for pre-school childcare facilities, especially day nurseries and after school facilities. The lack of such facilities can discourage the take up of employment opportunities particularly by women. Such preschool services play an important part in children's development and are particularly significant to single parents and women either in or returning to paid work.

**UDP Policy 12.42:**

In considering proposals for day nurseries, the City Council will seek to ensure that the character of an area would not be materially altered and residential amenity would not be adversely affected by associated noise, traffic generation, and parking requirements. This will be achieved by ensuring that proposals for day nurseries meet the criteria set out in Supplementary Planning Guidance Note 4.

**Supplementary Planning Document – Guidance Note 4 (Childcare Facilities)**

2. Properties will only be considered acceptable where the setting and layout results in minimal disturbance to adjoining occupiers or allows suitable steps (e.g. landscaping or fencing) to be taken to reduce any such problems. In practical terms, suitable types of dwelling will therefore be the larger detached or semi-detached houses with ample gardens.

9. Parking space should be provided within the site, at the minimum operational standard of 1 space for every 3 members of staff and 2 spaces for any residential unit provided as part of the development. The maximum operational standard the Council wishes to be provided is 1 space for every 2 members of staff and 3 spaces for any additional residential unit. In addition 1 cycle stand per 8 members of staff should be provided.

10. The parking area should be laid out in such a way that it does not adversely affect the amenity of adjacent occupants or present a visually intrusive element in the street scene.

11. Visitor parking is not normally required but in certain circumstances a 'dropping off' facility may be needed which is capable of operating without being obstructed.

12. In residential streets, dropping off/picking up directly from the highway will only be acceptable if there are no parking restrictions, or traffic hazards (e.g. junctions or crossings) in the immediate vicinity, and where the flow of traffic would not be impeded.

14. To provide sufficient space for children to play, outdoor play areas should be made available within the curtilage of each nursery at a ratio of 7sqm (75sq ft) per child.

**Supplementary Planning Document – Guidance Note 8 (Car & Cycle Parking Standards)****D1 Use - Creches, Day Nurseries and Day Centres:**

- Maximum Car Parking requirement = 1 space per 2 members of staff.
- Minimum Car Parking requirement = 1 space per 3 members of staff.
- Minimum Cycle Parking Requirement = 1 stand per 8 members of staff.

**3.3 PLANNING HISTORY:**

- 3.3.1 There was an application made in 1997 to install a disabled access ramp to the front of the property. This was approved with conditions. There does not appear to be any other planning history for this application site.

## 4.0 DESIGN PRINCIPLES:

### 4.1 USE

The aim of the proposed development is to increase the childcare provision for the site by utilising a vacant and underused existing building. The new facility will provide childcare for children aged 0-3 years. There are no national or local planning policies that object to the principle of this development or the intended use in this location.

### 4.2 AMOUNT

#### 4.2.1 Children Numbers:

- Main Building registered for maximum of 98No. places. (there are currently 24No. children)
- Proposed nursery building to be registered for maximum of 40No. spaces.
- Total maximum children = 138No.

#### 4.2.2 Staff Numbers:

Part/Full time staff numbers and ratios are set out in the planning application form.

- Main building 4/5 per day. This varies each day depending on children numbers per day.
- Proposed nursery building 3/4 staff. 2No. full time and 2No. part-time staff.

#### 4.2.3 Children Play space Areas:

- SPD requires 7sqm per child. The site provides for these figures as shown on the areas indicated on the plans. Although there is sufficient play space in the proposed scheme, it must be noted that not all the children use the external play spaces at the same time. Play times are staggered to suit Ofsted requirements.

#### 4.2.4 Parking/Cycle Numbers:

- The existing site provides 4No. on-site parking bays.
- The proposed scheme provides 4No. on-site parking bays for staff at a ratio of 1 per 2 staff and also provides an area for drop offs including space to turn a vehicle within the site.
- In addition to the above, Alexandria Road is unrestricted and we would consider this road to be classed as a residential street. As per SPG Note 4, it would be reasonable to assume that there is further opportunity to use this side road for additional drop off's as the traffic flow is unlikely to be impeded.
- The current garage area is used for secure cycle storage. 2No. visitor cycle stands have been proposed. These allowances meet the ratios required in SPG Note 4.

#### 4.2.5 Opening Hours

- The school/nursery operation operates in both buildings from 07.30am to 19.00pm. The existing building currently operates to these times. There are occasional uses outside these hours in the evenings for out of hours classes for the children.

#### 4.3 LAYOUT AND SCALE

There is little change to the layout of the site other than minor changes to the parking arrangements to the rear of the site. There is no change to the scale of the site.

As part of the pre-application feedback from highways, the applicant is proposing to provide an uncontrolled pedestrian crossing in the form of tactile paving and dropped kerbs at the junction of Alexandria Road/Garston Old Road

#### 4.4 APPEARANCE

There are no proposals as part of this application which would affect the appearance of the existing site. The proposals for change of use and minor external alterations do not impact upon the existing site appearance. The Scout Hall is currently looking tired. As part of the refurbishment works the cosmetic decoration to the outside of the building will improve and enhance the appearance of this structure and enhance the street scene along Whitehedge Road.

#### 4.5 LANDSCAPING

The hard and soft landscaping within the site is to remain unchanged.

#### 4.6 ACCESS

##### 4.6.1 Access Principles:

The layout of the site allows an efficient, legible and safe movement pattern into and around the site, where pedestrian and vehicular movement are carefully managed and sensibly integrated. Our priorities for anyone using the scheme are safety, comfort and ease of access. It is important to address issues of public access and safety, removing conflict between servicing, public vehicle access and pedestrian access.

##### 4.6.2 Disabled Access:

The existing site is laid out with reference to the Disability Discrimination Act. The site features easily identifiable, level entrances and independent access around the site is available without the need to use steps or steep gradients. Sufficient disabled parking is provided within the proposals to SPG standards.

##### 4.6.3 Pedestrian Access:

There are sufficient existing pedestrian access points located around the site which operate successfully.

##### 4.6.4 Public Transport Links:

The site has excellent links to public transport. Brodie Avenue and St. Mary's Road is located close by which are main bus routes. An existing bus stop is located directly outside the site on Whitehedge Road. Access to overland train services is also available at Cressington station or Liverpool South Parkway Interchange which are both less than half a mile away. Most staff live in close proximity to the site and walk to work.

##### 4.6.5 Cycle Routes:

There are no designated cycle routes close to the site although the roads are of a residential nature. Some staff currently cycle to work.

##### 4.6.6 Vehicular Access:

Covered in item 2.4 above.

- 4.6.7 Parking:  
Covered in Item 4.2.4 above.

5.0 SUSTAINABILITY

There is little opportunity for sustainability measures as part of this application although the refurbishment of the Scout Hut will also incorporate sustainability measures where feasible and maximise energy efficiency.

6.0 CONCLUSION

In summary, the proposals are entirely appropriate for the use and location based upon national and local planning policy. The scheme will improve and enhance the character of the area without having a detrimental impact upon the adjacent site. The proposed parking numbers, cycle numbers and play space areas all conform to the council's standards and the highways pre-application requirements have all been met. The scheme if approved would provide an employment generating use and enable Clarendon Montessori College become more sustainable, by offering a greater provision of childcare and education. The proposals should be welcomed by the Council.