

Kensington Neighbourhood Health Centre

Edge Lane



Planning, Design and Access Statement

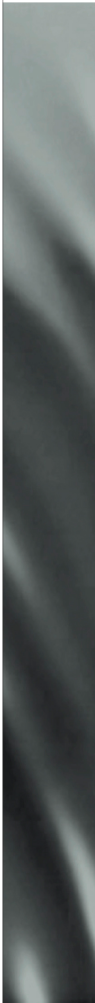
April 2011

Full planning application for the development of a neighbourhood health centre with an ancillary pharmacy, vehicular and pedestrian access, car park, boundary treatment and landscape, at Edge Lane, Kensington, Liverpool

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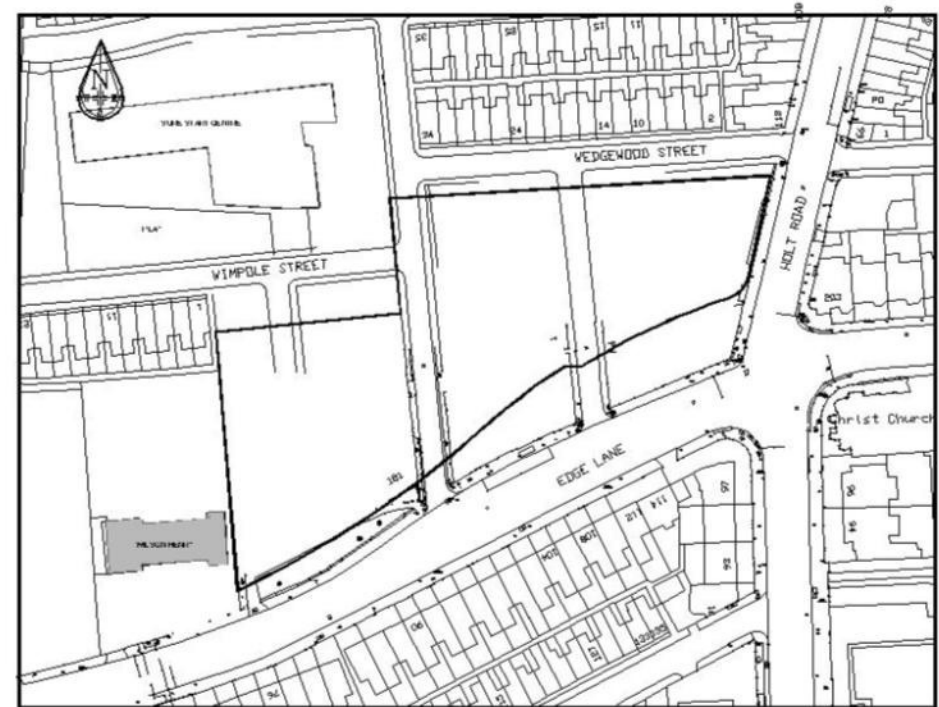
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Document: 5397_Kensington Health Centre_rev1 5397_Kensington Neighbourhood Health Centre Planning_FINAL D&A_Rev4.docx		Taylor Young
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1. Introduction

- 1.1 This Planning, Design and Access Statement supports a full planning application for the development of a Neighbourhood Health Centre and ancillary pharmacy – with associated vehicular and pedestrian access, car parking, boundary treatment and landscape on part of a cleared site, formerly in use as housing, on Edge Lane, Kensington.
- 1.2 The proposal will provide improved local health services, and will be delivered by the Liverpool and Sefton Health Partnership (LSHP) with funding through the national NHS Local Improvement Finance Trust (LIFT), which aims is to improve and develop primary and community care facilities.
- 1.3 This statement explains the context of the site, the design process and access considerations, as well as reviewing the proposal in relation to relevant planning policy. It should be read in conjunction with the suite of plans, elevations and visualisations submitted as part of the planning application, as well as the following supporting documents:
 - Ground Investigation Report (Desk Top Study)(May 2009)
 - Transport Assessment (April 2011); and
 - Travel Plan Framework (April 2011)

Figure 1 – Existing Site Plan



2. Background to the Proposal

A New Health Service for Liverpool

- 2.1 Liverpool Primary Care Trust (PCT) is embarking on an investment strategy across the City to deliver healthcare services in new and different ways. The strategy is outlined in the document 'A New Health Service for Liverpool' which was approved by the City Council's Overview and Scrutiny Committee in 2007.
- 2.2 The strategy sets out a way forward to the future of the primary and community health care facilities and services in Liverpool, with its key elements being:
- The improvement of the health of local community. (This is a shared goal of Liverpool PCT, Liverpool City Council and key partners and stakeholders in the Statutory, Voluntary and Independent Sectors).
 - The contribution of health care services, and the way they interact with social care, employment, environment, education and other services. This is crucial to the promotion of health and well-being to all communities in Liverpool.
 - The co-location and co-development of health care services with those of other agencies to enable consistent, systematic working and ensure good connections and progress towards the ideal of seamless health and social care. These are planned to be strategically located to maximise accessibility for local populations.
 - The vision for the next decade is a health service based less on central direction and more on patient control, choice and local accountability and which ensures services are responsive to patients and local communities. The proposed buildings on these sites will contribute to that end.

New Health Centres

- 2.3 Consistent with the above strategy, the PCT proposes to invest £100 million into new and improved community health facilities, and an expansion of community-based healthcare, that will enable more services to be delivered closer to people's homes.
- 2.4 The strategy envisages that Liverpool residents will be no more than 15 minutes walk from a GP. In addition, and to enhance the service offered to communities, no person will be more than 15 minutes away by public transport from a 'Level 1' centre and 30 minutes by public transport from a 'Level 2' Centre.
- 2.5 Level 1 Centres will bring together a number of GP practices into a single facility, and will provide additional services such as; podiatry, diabetes care, sexual health care, midwifery, district nursing, speech and language therapy, physiotherapy etc. Level 1 Centres will serve patient populations of approximately 20,000.
- 2.6 Such centres have already been developed in Liverpool at Picton, Walton, Anfield, and Speke, to name a few locations. It is anticipated that approximately 12 new Level 1 buildings will be developed to meet the PCT's strategic requirements.
- 2.7 The new centres will provide an enhanced range of medical services, and extended hours of opening to meet the demands of the target population.

The Wider Development Programme

- 2.8 The development programme is being delivered using the NHS Local Improvement Finance Trust (LIFT) mechanism – a government initiative to deliver primary care facilities and to promote the integration of health and local authority services. The Liverpool and Sefton Health Partnership (LSHP) is the Public Private Partnership that has the franchise to deliver the LIFT projects in the area.

The Kensington Neighbourhood Health Centre Programme

- 2.9 Given the tight timescales to deliver a fully operational health centre by December 2012, the contractor will need to start on site by December 2011 at the latest. As such it is important that planning permission is granted by the end of July 2011 and pre-commencement conditions discharged promptly, to enable construction work to begin in November 2011, which follows a funder requirement of a 13 week judicial review period. The facility will be operational before the end of 2012. LSHP and the design team has worked with the Authority to agree required supporting documentation upfront, to avoid any delay to the application determination and discharge of conditions.

The Kensington Neighbourhood Health Centre

- 2.10 This proposal is to provide a new Level 1 neighbourhood health centre to provide improved healthcare and community services in Kensington, as part of a strategy for providing similar centres across the City.
- 2.11 The new health centre planned would accommodate 2 GP practices – Edge Hill Surgery and Kensington Park Surgery – relocated from elsewhere in the local area.
- 2.12 Level 1 health centres will provide consistent types of facilities and will deliver similar types of service. These are described as follows:
- Extended opening hours;
 - Focus for the delivery of GP services
 - Providers of both acute and ongoing care for primary conditions
 - Delivery of planned care
 - Neighbourhood base for shared resources, including nursing therapies and diagnosis.

- 2.13 There is an ambition to accommodate a range of primary community health services including:

- Minor surgery
- Phlebotomy
- Treatment rooms
- Spirometry
- Counselling
- Dental services
- Pulmonary rehab
- Sexual health and screening
- ECG
- Anti-coagulation clinic
- Dietetics
- Podiatry
- Heart failure
- Continence
- Paediatrics
- Pharmacy

3. Development Description

- 3.1 This application is a detailed submission for the following development:
- A new health centre of 2,694 m² gross external floorspace, over 2 storeys (ground and first floor), to include GP practices, dentistry and other health services, and an ancillary pharmacy.
 - Associated pedestrian and vehicular access, landscape boundary treatments, and parking.
- 3.2 The site area is 0.67 hectares.
- 3.3 The development site is former terraced housing, cleared as part of the New Heartlands Housing Market Renewal Initiative/Edge Lane Corridor regeneration programme, which was tasked with addressing the problems of empty homes and market failure by investing in housing stock through refurbishment, clearance and redevelopment to provide attractive homes, and providing opportunities for complementary land uses which help to support sustainable communities. Not only does the demolition of housing pave the way for a new health centre, but it also provides the much needed space to widen the Edge Lane corridor.
- 3.4 A new vehicular access for the site is planned off Quorn Street. This is to the rear of the site (north facing), giving direct access to the proposed car park, which is located to the south west of the main health centre building.
- 3.5 This would provide access for emergency and refuse vehicles, staff and visitor spaces, including disabled parking spaces and a ambulance/visitor drop-off/pick-up zone. Cycle storage for both visitors and staff will be provided close to the main rear building entrance.
- 3.6 The main pedestrian access will be provided off Holt Road, Quorn Street and Edge Lane, with a direct pedestrianised route to the front and rear building entrances.

4. Policy Context

Planning Policy

- 4.1 The purpose of this planning policy appraisal is to review national, regional and local planning policy, relevant to the development of the site, and to assess the scheme in light of these policies.
- 4.2 In England there is a hierarchical structure of guidance and plans covering national, regional and local planning which includes:
- National Planning Policy Statements and Guidance Notes.
 - Regional Spatial Strategies.
 - Local Development Frameworks.
- 4.3 This appraisal addresses each of these levels of guidance and plans.
- 4.4 In responding to the policy in this appraisal, references are made to the supporting documents of the planning application, such as the Transport Assessment and to other technical information.

Determining Planning Applications

- 4.5 National Guidance of particular relevance to the proposal includes:
- Planning Policy Statement 1 – Delivering Sustainable Development (2005) and supplementary guidance Planning for Climate Change (2007)
 - Planning Policy Guidance 13 – Transport (2001)
 - PPS22 – Renewable Energy (2004)

- 4.6 LPA's are advised in national planning guidance that they must determine planning applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise (Under Section 38 of the Planning and Compulsory Purchase Act 2004). If the Development Plan contains material policies or proposals and there are no other material considerations, the application should be determined in accordance with the Development Plan. Furthermore, where there are other material considerations, the Development Plan should be the starting point, and other material considerations should be taken into account in reaching a decision.
- 4.7 The Regional Spatial Strategy for the NW (2008) and the Liverpool Unitary Development Plan (adopted November 2002) in this case constitute the statutory development plan against which proposals for the site, in the first instance, will be assessed.
- 4.8 Regional Spatial Strategies were revoked by the Government on 6 July 2010. However, on 10th November 2010 Mr Justice Sales ruled that The Secretary of State for Communities and Local Government was not entitled to use the discretionary power to revoke regional strategies. For now, RSS still form part of the Development Plan, albeit with a limited weighting, and are considered here.
- 4.9 The policies of the RSS provide general guidance on strategic planning issues for the period up to 2021. It is primarily intended to promote sustainable patterns of development and physical change in the region. It addresses issues of housing, economy, transport, education and health from a regional and spatial perspective. The following policies are relevant to this proposal
- 4.10 Regional Guidance (North West Plan 2008):
- Policy L1 – Health, Sport, Recreation and Education Services Provision
 - Policy RT 9 – Walking and Cycling
 - Policy EM 16 – Energy Conservation & Efficiency
 - Policy EM 17 – Renewable Energy
 - Policy EM 18 – Decentralised Energy Supply
 - Policy DP1 – Spatial Principles
 - Policy DP2 – Promote Sustainable Communities

- Policy DP6 – Marry Opportunity and Need.

4.11 The Planning and Compulsory Purchase Act 2004 requires all Local Authorities to prepare a new type of development plan – a Local Development Framework. Liverpool Council is working towards this. In the meantime, the UDP's 'saved' policies remain the starting point for planning decisions in the City.

4.12 There are a number of policies, within the Liverpool UDP and the supporting Supplementary Planning Guidance Notes and Documents (SPGs and SPDs), relevant to the proposal:

- GEN1 Economic Regeneration
- GEN3 Heritage and Design in the Built Environment
- GEN4 Housing
- GEN6 Transportation
- GEN7 Community Facilities
- C1 Social Facilities
- C3 Health Care
- EP1 Vacant, Derelict and Neglected Land
- HD18 General Design Requirements
- HD19 Access For All
- HD20 Crime Prevention
- HD21 Energy Conservation
- HD23 News Trees and Landscaping
- HD24 public Art
- HD28 Light Spillage
- H4 Primarily Residential Areas
- T4 Taxis
- T6 Cycling
- T7 Walking and Pedestrians
- T9 Road Safety
- T12 Car parking Provision in New Development
- T13 Car Parking for the Disabled
- T15 Traffic Impact Assessment
- OE15 Environmental Improvement Corridors
- Edge Lane West SPD
- Ensuring A Choice of Travel SPD

Principle of Development

4.13 The principle of development of a health centre on this site is considered to be acceptable. It accords with policy guidance in relation to the location of such facilities and the site's inclusion in a wider 'primary residential area' within the UDP where such uses are supported.

Support for Proposed Use

4.14 Local planning policy supports development proposals which contribute to the health and well being of the City's residents, as set out in the City Health Plan, through strategic UDP planning **Policy C3 – Health Care**.

4.15 The proposal is fully in accordance with the criteria set by this policy, which states that the City Council will assist the Liverpool Health Authority and the NHS Trusts by granting planning permission for the establishment of health centres, provided that:

- they are sited in locations accessible by public transport; and
- exclusive on-site parking facilities are provided, in accordance with the Council's adopted standards and which enable vehicles to enter and leave in forward gear

4.16 The site is highly accessible by public transport; will have adequate on-site car parking spaces and adequate cycle parking provision; and the development will be in accordance with building design standards and DDA requirements. Public transport and car parking issues are addressed fully in the Transport Assessment accompanying this application.

4.17 The UDP aims to promote the satisfactory provision and distribution of community facilities – including health and social facilities – for all residents, an aim which this proposal will significantly contribute to, in accordance with the aims of **Policy GEN7 – Community Facilities**, a strategic city wide policy. The Neighbourhood Health Centre will be a Level 1 facility providing a range of improved primary health care locally.

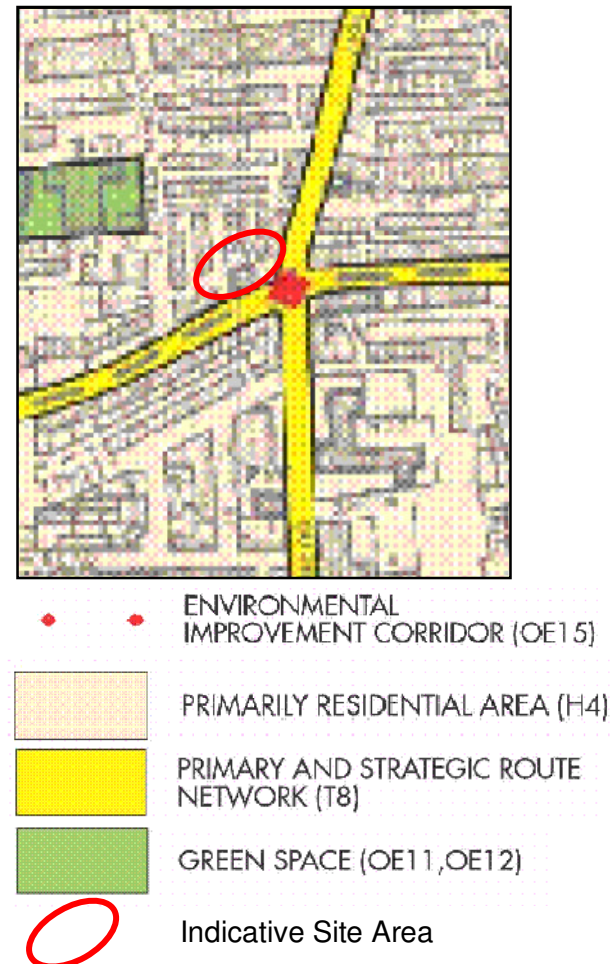
- 4.18 **RSS Policy, L1 – Health, Sport, Recreation and Education Services Provision**, also supports local health care development. The aim of this policy is to ensure that correct strategies are in place locally to provide health facilities ranging from hospitals to locally based community health facilities. It requires particular attention to be given to improving access to and addressing spatial disparities in service and facilities provision, in areas that have the greatest needs, or where communities or the local economy are poorly served.
- 4.19 The proposal will address those aims, delivering high quality health service provision at the heart of the community, in what is a HMRI Pathfinder area.
- 4.20 Importantly, this scheme will develop a strategic regeneration site as part of the wider Edge Lane Corridor improvements, following the clearance of Housing Market Renewal homes. This is supported by **Policy GEN1 Economic Regeneration**, which promotes regeneration within the City's most deprived communities. This neighbourhood health centre will signal major local investment and help change the perceptions of visitors passing through the area to and from the City Centre.

Support for Proposed Location

- 4.21 Additional to the support for the proposal's location, given by the criteria set in Policy C3; it is also supported by the site's UDP designation and national planning policy PPS1.
- 4.22 The UDP Proposals Map, extract opposite, indicates that the site is washed over within a Primarily Residential Area, where UDP **Policy H4: Primarily Residential Areas** applies.
- 4.23 Within such areas support is given for new and improved community facilities, providing there is no adverse impact on residential amenity, traffic generation and car parking. Traffic movements generated by the centre will be adequately catered for, as demonstrated in the Transport Assessment, and the local road network can readily accommodate these additional movements. Sufficient car parking will be provided within the site to accommodate staff and visitors, as well as a drop off area to prevent any impact on parking in the vicinity.

- 4.24 The site layout and design of the new building protects residential amenity through adequate interface distances, sensitive siting of buildings and windows, a domestic scale and design proposed opposite existing housing.
- 4.25 Importantly, the centre is well suited at this site, being central to a residential area and its users. Public Transport, walking and cycling will be promoted over car use, and is likely to be preferred given the short proximity to surrounding homes.

UDP Proposals Map Extract



- 4.26 Further support for the proposed location is afforded in the RSS, notably **Policy DP1 – Spatial Principles Policy, DP2 – Promote Sustainable Communities and Policy DP6 – Marry Opportunity and Need**.
- 4.27 This latter policy highlights that priority should be given to locations that link areas of economic opportunity with areas in greatest need of economic, social and physical restructuring and regeneration.
- 4.28 Being at the heart of the community it will serve, the health centre will promote sustainable communities, increase accessibility and contribute to the economic development of the area, consistent with Policies DP1 and DP2. The proposal will contribute to meeting the diverse needs of existing and future residents, promote community cohesion and equality and diversity, be sensitive to the environment, and contribute to a high quality of life.
- 4.29 The proposal will support the policy aims of making best use of existing resources and infrastructure through redeveloping a cleared former housing site. This accords with national and regional guidance, as well as the UDP, in particular **Policy GEN8 Environmental Protection and OE15 Environmental Improvement Corridor** which aims to protect and enhance Liverpool's environment in this way.

Design & Sustainability

- 4.30 The proposal responds to the guidance of PPS1, in terms of the sustainable location of development and in delivering an essential service on a previously developed site. UDP **Policy HD18 General Design Requirements**, which sets out criteria for assessing new developments to ensure high quality design, has also been taken account of.
- 4.31 The proposal presents a high quality building and spaces that support the efficient use of resources. Throughout the design process, the design team has aimed to achieve the highest quality design solution for the site. A full assessment of the site's context and character was undertaken in the development of the siting,

scale, form and massing of the proposal. The design process and approach is detailed later in this statement.

Crime Prevention Through Environmental Design

- 4.32 The proposal has evolved with regard to the principles of UDP **Policy H20 Crime Prevention**, and the issues of the local area relating to crime and anti-social behaviour.
- 4.33 The crime prevention strategy has been discussed and agreed in principle with the Merseyside Police Architectural Liaison Officer, and the overall approach is to secure the proposed development through layout and design.
- 4.34 The health centre is designed to prevent crime, for example, by the active surveillance of outdoor spaces from the building and along Edge Lane; the installation of controlled access and secured boundaries; and the provision of secure car and cycle parking. Lighting will be installed across the site including the car park, to illuminate outdoor spaces and CCTV which will visually monitor the site. These measures will deter anti-social behaviour and crime, and will make staff and visitors feel more secure.

Accessibility for All

- 4.35 The new health centre will be a public facility and as such will be fully accessible to all, including access and egress to the building, movement within the new building and around external areas. The building will be fully DDA compliant, as discussed later in this document, and there are significant benefits of the location, central to the community it will serve, in terms of accessibility to residents. This is in line with UDP **Policy HD19 Access for All**, and guidance in PPS1, which seek to achieve a fully accessible environment for all.

Climate Change and Energy Efficiency

- 4.36 The proposal takes climate change impacts into account in the location and design of development and in order to minimise the use of energy in the building.
- 4.37 Whilst there are no locally set standards for energy usage, or renewable sources, **Policy EM16 Energy Conservation and Efficiency** highlights the need for developers to ensure their

approach to energy consumption is based on minimising consumption and demand and promoting maximum efficiency. In addition, aspirations for reducing emissions, sustainable construction and renewable energy are themes of national guidance set out in the supplement to **PPS1 'Planning for Climate Change' (2001)** and **PPS22 – Renewable Energy (August 2004)**

- 4.38 The proposal has been developed to take into account a government requirement that all new public sector projects achieve BREEAM excellent rating. To meet these standards, the scheme is designed to be as energy efficient as possible, using, wherever possible, natural ventilation and renewable energy sources for elements of the building such as heating. The proposal includes a Combined Heat and Power system (CHP) and Air Source Heat Pumps (ASHP), as a source of renewable energy.

Natural Environment

- 4.39 The site has been cleared and there is no fauna or flora, including trees. The proposal will provide 29 trees across the site, and negates the need for S106 in lieu of street trees on site. This is in line with **UDP Policy HD23 New Trees and Landscaping** and Planning Advice Note on S106 Planning Obligations.
- 4.40 Trees and other 'green' landscape proposed will soften this urban environment.
- 4.41 In relation to ground conditions, a site investigation has been carried out and accompanies this application. The desk-top study concludes that there is a significant risk to the site from contaminants with made ground used for levelling and infilling in the construction of buildings and roads. The extent and nature is unknown however it will likely include ash, clinker and slag; potentially high in heavy metals and polynuclear aromatic hydrocarbons (PAHs).
- 4.42 A conceptual ground model has been prepared which recommends the following:
- Intrusive investigations to assess the ground conditions
 - Installation and monitoring of gas standpipes in boreholes and landfill gases.
 - Remove any Japanese knotweed found

- Consult with Local Authority's Environmental health Officers prior to development

- 4.43 The applicant will follow the above recommendations to ensure development of the site is safe, mitigating against any potential ground contaminants.

Flood Risk

- 4.44 The site is within an area of low probability to experience river or sea flooding (less than 1 in 1000 chance in any one year), where PPS25 Development and Flood Risk requires flood risk assessment at the planning application stage for developments of over 1 ha. The site area is under 1ha and therefore a flood risk assessment is not required to support the planning application.
- 4.45 The scheme will be served by adequate drainage to accommodate the potential surface water run-off and will incorporate a proportion of soft landscaping and trees which contribute to the attenuation of rain water, which is an improvement on the last use, which consisted of a very hard environment, made up of terraced housing with rear yards.

Transport

- 4.46 The proposal accords with the guidance set out in PPG13 Transport, and the local guidance of the UDP in terms of being accessible by a range of modes of transport, and in providing car parking and facilities for cyclists.
- 4.47 As required by UDP **Policy T15 Traffic Impact Assessment** and following agreement of scope with the City Council's Highways Officers, a Transport Assessment and Travel Plan Framework has been prepared to support the application; which makes an assessment of sustainable transport, traffic impact and car parking.
- 4.48 These supporting documents make an appraisal of sustainable modes of transport and sets out the scope for the Travel Plan to further reduce travel to the site by the private car. The conclusions of these reports are at Section 8 of this statement.

- 4.49 Consistent with the aims of PPG13 Transport and regional and local policies, the site is well located for the community and the health users it serves and is accessible by a range of modes of transport, particularly by non-car modes. It has excellent links to bus services, with up to 10 services per hour within 200m of the site and 68 services per hour within 500m of the site. There are also good pedestrian links to the local residential area.

Cycle Facilities

- 4.50 In order to make cycling a viable method of transport to access the facility, for both visitors and staff, the proposal incorporates convenient safe and secure cycle parking in the development. In line with PPG15, **UDP Policy T6; Cycling** and the **SPD Ensuring a Choice of Travel**. This will include 10 Sheffield type stands to accommodate 20 bicycles for visitors and 10 secure staff bicycle spaces. All will be sheltered and close to the building entrance and well lit.
- 4.51 Facilities for staff showering and changing will be provided within the building.

Car Parking

- 4.52 It is expected that a high proportion of visits to the site to be made using non-car modes given the site's accessibility and the local population it will serve. However, it is inevitable that a proportion of visitors and staff will still drive, and therefore require parking at the site.
- 4.53 Parking will need to be provided for medical staff, who often need to use their vehicles for home visits; as well as for non-medical staff; and patients. The proposal includes adequate space for this demand, in line with **UDP Policy T12 Car Parking in New Developments**, which requires new developments to make provision on site to meet their minimum operational needs.
- 4.54 In accordance with PPG13, the City Council has adopted a series of car parking standards, set out in the Supplementary Planning Document, Ensuring a Choice of Travel.
- 4.55 The parking provision proposed is based on applying the standards, and by analysing the parking demand at an operational health

centre, as discussed in detail in the Transport Assessment. This should ensure that there isn't an overprovision, which might serve to encourage people to drive who have other means of transport available, in accordance with PPG13 and other best practice guidance. The application is supported by a Travel Plan Framework which will promote sustainable travel, reducing the reliance on the private car.

- 4.56 The car park will be accessed from Quorn Street off. A total of 75 spaces will be provided for staff and visitors, and an additional 5 spaces will be reserved for Blue Badge holders.

5. Site Context

- 5.1 This section describes the existing context of the site and its surrounding environment, in terms of movement and access, uses and activities, buildings and townscape and public realm and open space. This analysis defines the key physical influences that have shaped the scheme layout.

Location

- 5.2 The application site is on Edge Lane (A5047), bounded by Holt Road to the east; Wedgewood Street, Wimpole Street and Quorn Street to the north; and Edge Lane to the south. To the west the site is bounded by land occupied by the Wilson Henry Partnership. The site is strategically positioned on Edge Lane – a primary road corridor into Liverpool from Queens Drive and the M62.
- 5.3 The site formerly comprised housing that was cleared as part of HMRI Pathfinder programme. Part of this clearance zone is being used to widen Edge Lane to improve the flow of traffic to and from the City, although this falls outside the development site.
- 5.4 The Edge Lane area of Liverpool is undergoing a transformation. The arterial route from the M62 to the city centre is the principal route used by visitors to the city and has for many years struggled to cope with the ever increasing volume of traffic. The 'Edge Lane Project' is acting as a catalyst for adjoining urban regeneration and helping to improve the movement of traffic to and from the City.
- 5.5 The much publicised Liverpool HMRI sites of Kensington, Edge Hill and Wavertree are adjacent to the Edge Lane corridor and are also currently under development.



Uses and Activities

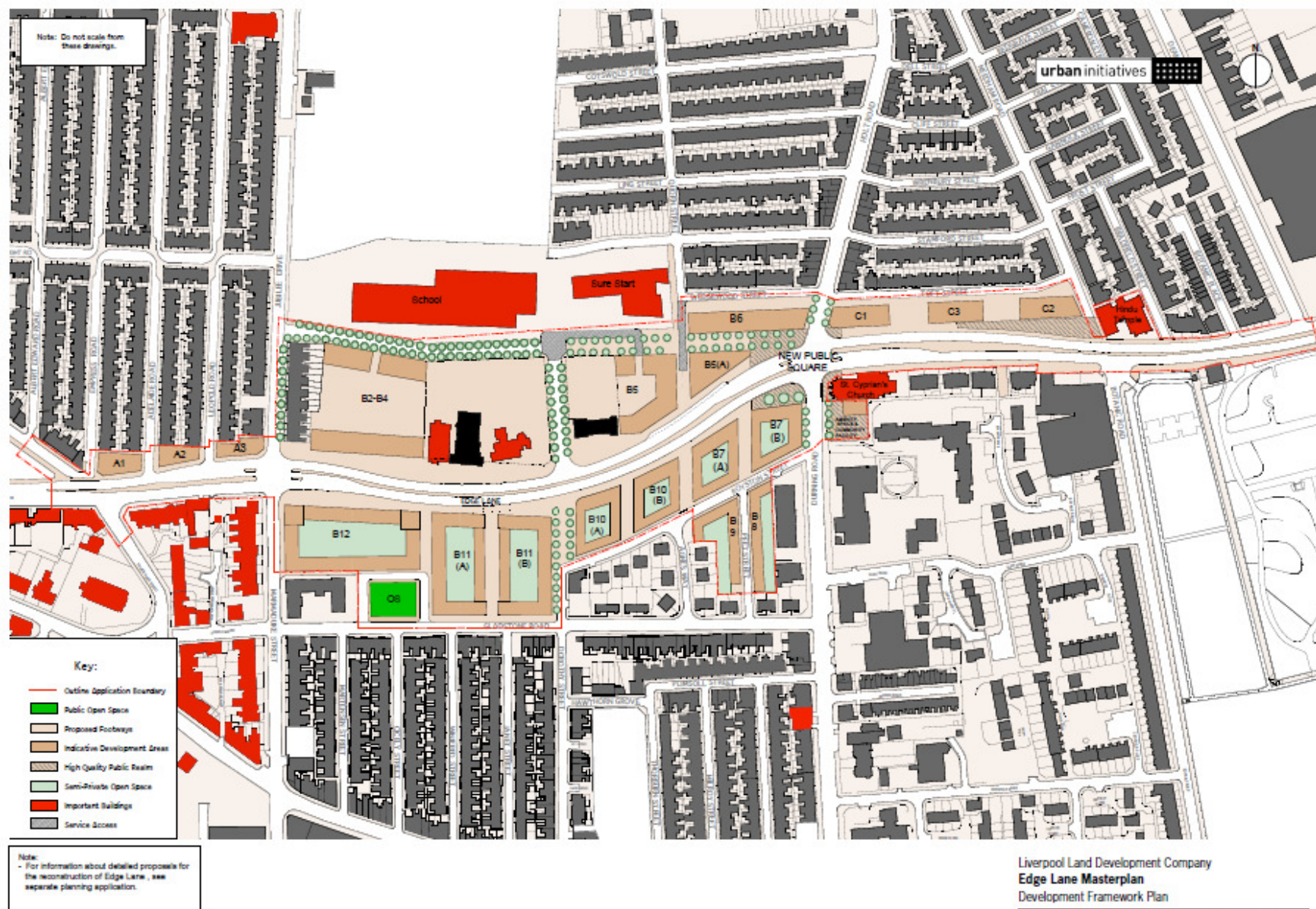
- 5.6 The site was previously occupied by three streets of terraced housing, which have now been cleared.
- 5.7 To the north are rows of terraced housing and to the north west community uses, including the Kensington Children Sure Start Centre and Kensington Primary School. Along Holt Road is a row of small retail units, for example, convenience stores and hair salons, which serve the local population.
- 5.8 To the west of the site is the Wilson Henry Partnership, a commercial business. To the east are further rows of high density terraced housing (circa early 1900s).
- 5.9 The area of Kensington extends south of Edge Lane, and is made up of large areas of cleared terraced housing. Much of this is to be redeveloped into modern housing. Along Edge Lane, it is proposed that buildings will be predominantly 2-4 storeys, which together with new public realm improvements, strengthens the look and feel of this key City corridor.
- 5.10 To the corner of Edge Lane and Durning Road is St. Cyprian with Christ Church – a Grade II listed building. To the south east are Wavertree Botanic Gardens.

Movement and Linkages

- 5.11 The site is very accessible. It is at the centre of the Kensington residential area, and is served by regular bus services. It is on a strategic road frontage, with good linkages to and from the City, and the wider road network, including the M62 and Queens Drive.
- 5.12 The site was formerly accessed off Edge Lane and Wedgewood Street along Adderley Street and Quorn Street; and along part of Wimpole Street. Due to clearance works, Adderley Street, Quorn Street and part of Wimpole Street have been formally 'Stopped Up'. A 20mph speed limit applies to the existing residential streets, together with speed humps and cushions to limit 'rat-running'.
- 5.13 An outline planning application (05O/0206) was approved in 2005 for the clearance and development of the site for residential (Class

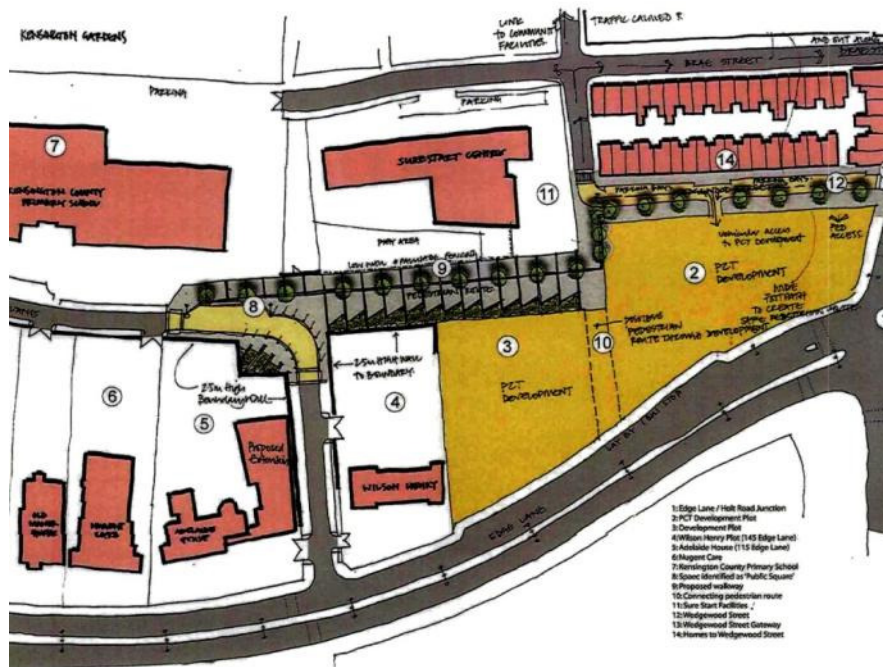
C3), commercial (Class B1 and B8), retail (Class A1 and A2), food and drink (Class A3) and institutional (Class D1) purposes, together with realignment of highway and associated junctions, revised access arrangements, and hard and soft landscape. This proposed access into the site from Quorn Street. That application has since lapsed and holds no statutory validity, although it has set the precedent for the future development by way of scale, layout and access.

Figure 2: Edge Lane Development Framework Plan (05O/0206)



- 5.14 The Liverpool Vision Holt Road/School Lane Plan, prepared on has no formal statutory status. However, the principle of a health centre at this site has been agreed in principle with the City Council and Liverpool Vision, who have been involved at the earliest stage of this proposal and throughout the evolution of this health centre application.
- 5.15 Liverpool Vision has prepared proposals for School Lane (currently Wimpole Street)/Holt Road, illustrated below. This shows a pedestrianised 'green' route between School Lane and Quorn Street. As part of the health centre proposal, a shared surface square will be provided at the junction of Wimpole Street and Quorn Street to ensure safe movement by pedestrians travelling around the site from Kensington primary school and the Sure Start Centre to the surrounding area. This will avoid conflict between pedestrians and motorists and not impede Liverpool's Vision's aspiration to create a 'green' route.

Figure 3: Liverpool Vision/2020 Liverpool Holt Road and School Lane



Buildings and Townscape

- 5.16 The site is within an area of Liverpool developed in the Victorian era and typified by close knit streets of two and three storey terraced houses, which make up the prominent character of the area.
- 5.17 St Cyprians with Christ Church, which is constructed in sandstone with a slate roof forms a strong built form on the south east corner of the Edge Lane / Holt Road junction.
- 5.18 Community uses exist close to the site, including Kensington Primary School and the Sure Start Centre which overlooks the site from the north west. These buildings are of a modern design and their scale and massing are relatively residential in nature, less than two storeys in height.
- 5.19 Edge Lane West is undergoing major regeneration. This includes the following proposals:
- Redevelopment of parts of Edge Lane for the provision of around 280 modern new homes ranging from 1-4 storeys;
 - Widening of Edge Lane; and
 - Landscape and public realm improvements to create a tree lined boulevard.
- 5.20 The new buildings to be constructed along the part of Edge Lane that face the site (Bellway housing scheme) will be brick in nature and designed as a contemporary interpretation of the original local vernacular.
- 5.21 Although the site has been cleared, existing and proposed buildings provide a design reference that has helped inform the new health centre.

Kensington Sure Start Centre





Public Realm and Open Space

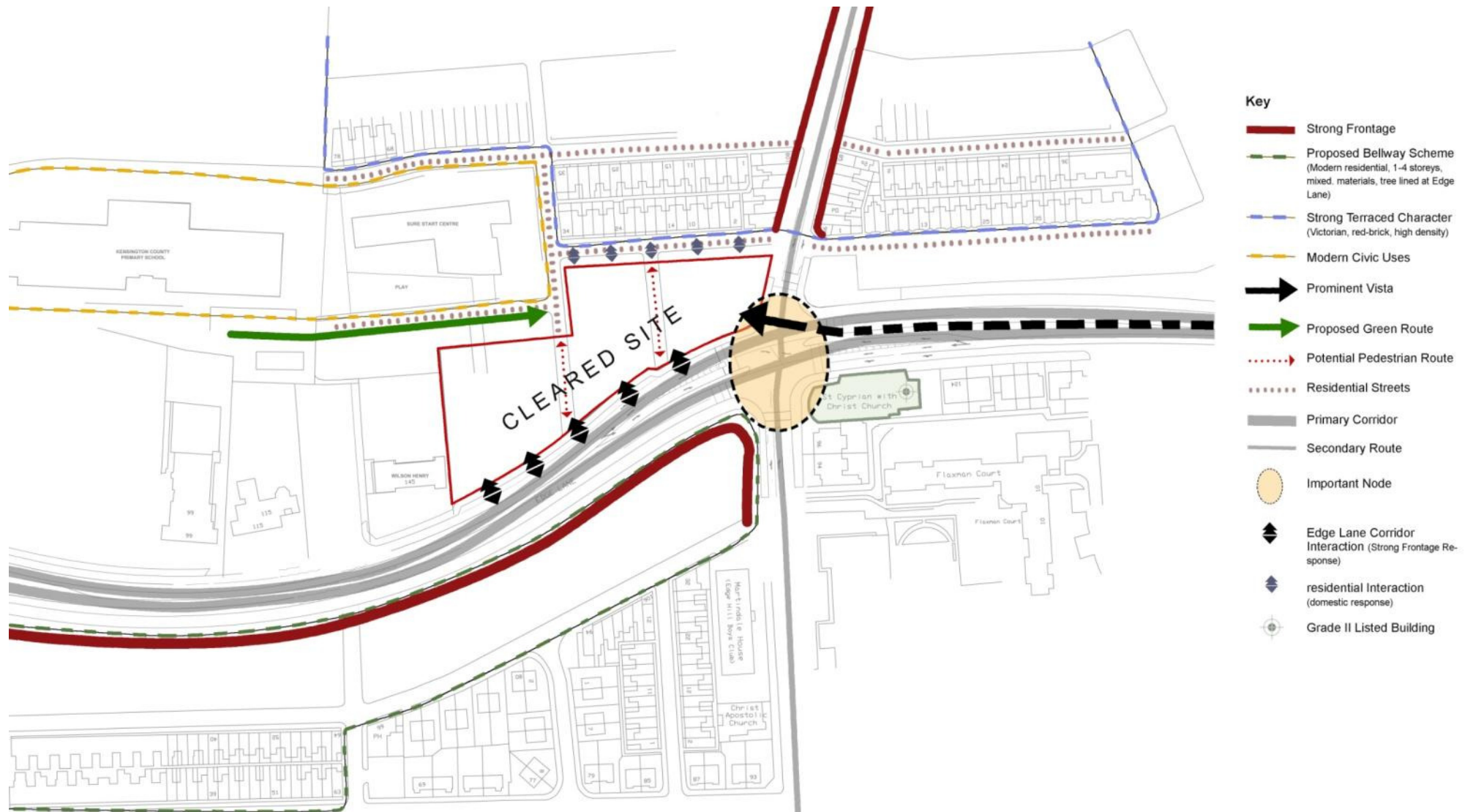
- 5.22 The site has been cleared and does not include any public open space. However, the site and local community is well served by such amenity space, at Kensington Gardens, Wavertree Botanic Gardens and Newsham Park.
- 5.23 There is little by way of 'soft' public realm in the area, given the dense layout of housing, although the Edge Lane Boulevard improvements will provide a high quality hard and soft landscape, including street trees.

Sustainability

- 5.24 The site is previously developed land, and is positioned at the heart of the community which it will serve. This is in line with the principles of sustainable development, promoted within national planning policy.

Urban Context Analysis

Figure 4: Context Plan



Opportunities and Constraints

5.25 Having undertaken a thorough analysis of the site context, the opportunities and constraints for the site and the project are considered to be as follows:

- Re-use a vacant, previously developed site
- Locate health services in the centre of the residential area, for which it will serve.
- Design a health centre that responds to the site's dynamic context which is a national gateway in a local setting
- Provide a strong frontage to Edge Lane
- Create enclosure and presence to the junction of Edge Lane and Holt Road
- Ensure sensitively designed design response along Wedgewood Street, by way of amenity of existing residents and street scene.
- Provide a design that respects the setting of the grade II Listed St.Cyprian with Christ Church
- Provide vertical references along Edge Lane, to reflect the importance of this route and height proposed as part of the Bellway housing scheme opposite.
- Create a building with iconic landmark forms that signal investment in the city and promote the City's quality architecture.
- Enable future development to come forward on the remainder of the site through siting of the building and access point.
- Strengthen movement and visual connections between the Sure Start Centre and Kensington Primary School.
- Retain accessibility across the site and define entrances.

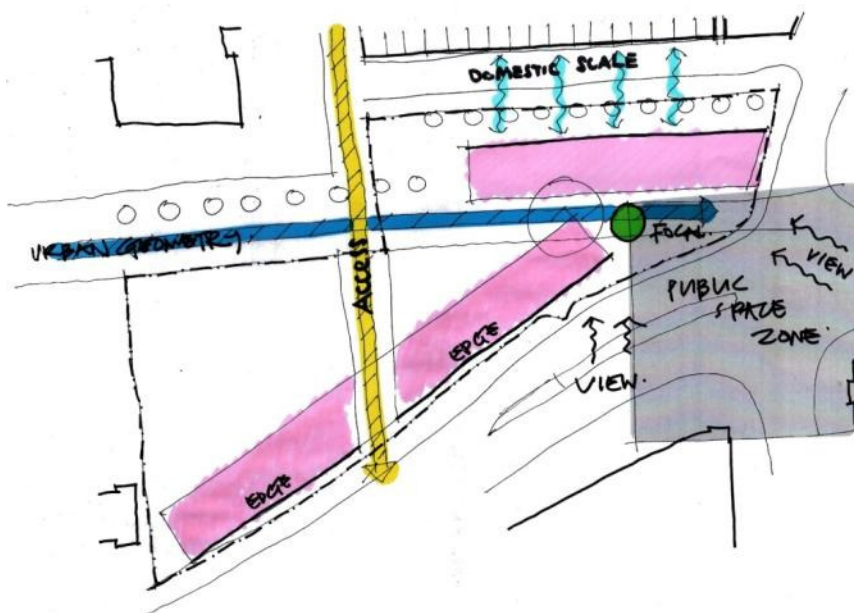
- Make art an integral component of the design

6. Design Process

Design Response

- 6.1 The following concept plan has been prepared in response to the opportunities and constraints identified from the urban design context analysis to guide the design process.

Figure 5 Early Design Concept



- 6.2 The design process has taken into account the above planning policy guidance, it has involved an analysis of the site's context, and an understanding of the development potential of the site. Consultations with Liverpool Vision, the Local Planning Authority, Police Liaison Officers and specialist consultants have also informed the process of refining the proposed development.
- 6.3 The assessment of the site context is documented above at Section 5. The following paragraphs summarises assessment of the local physical, social and economic context.

Physical

- 6.4 The site is located within a residential area characterised by the local setting, but bounded to Edge Lane which is a national gateway to and from the City. The development will be designed to respond to these strong and very different characters.
- 6.5 The development will mend this built void, to provide a prominent building, strengthening the building line along Edge Lane and repairing the built fabric along Wedgewood Street and part of Holt Road. This will no doubt be an improvement of the existing environment. Together with the Bellway scheme opposite, development here will create an enhanced gateway at this junction, and will provide design punctuation along Edge Lane, similar to other focal points along this major corridor. This and other quality schemes will raise the profile of the City, providing a shining example of the City investment and regeneration.

Social

- 6.6 The proposal will provide health services, which will be used by a considerable proportion of the local population. The proposal will vastly improve the experience of healthcare for service users. The building will be fit for purpose and at a capacity to allow for additional health and dentistry services, as well as a pharmacy to be provided.
- 6.7 The reuse of a brownfield site, which has stood vacant for some time, albeit as vacant houses, will give comfort to local residents

that positive change is on its way. The area will no longer be overshadowed by dereliction and uncertainty.

Economic

- 6.8 The proposal constitutes a significant investment in the area and will contribute to the ongoing regeneration of the Kensington area.
- 6.9 Given that Edge Lane is one of the main routes to and from the City, development here of a high quality bespoke scheme, will help change perceptions of many visitors to the City. This will have profound positive impact on the City as a whole. This development will help sell the City.

Design Guidance

- 6.10 The following have been taken into account, although this list is not exhaustive:
- By Design (Department for the Environment, Transport, and the Regions) – urban design guidance
 - Urban Design Compendium (English Partnerships and The Housing Corporation) – urban design guidance
 - Towards an Urban Renaissance (the final report of the Urban Task Force, 1999) - urban design. This perspective is complemented by contained in ‘
 - Places, Streets and Movement -a companion guide to Design Bulletin 32 Residential roads and footpaths (ODPM, 1998) - advice for the design of residential areas
 - Better Places to Live by Design - PPG3 companion guide (DETR/ CABE, 2001)
 - Design review-ed urban housing: lessons learnt from projects (CABE, 2004) - examples of best practice
 - Liverpool Urban Design Guide Supplementary Planning Guidance

Involvement

- 6.11 The scheme has been developed in close consultation with strategic input from a number of professional bodies, including Liverpool Vision, and Council representatives, including from planning, urban design and highways.

Local Authority Pre-application Discussions

- 6.12 At appropriate stages of the project, over the last three months, discussions have taken place with the Liverpool City Council's Planners, Urban Designers, and Highway Engineers to agree the principles and detail of the design.
- 6.13 The Officers' feedback on the proposal has shaped the evolution of the design and site layout.

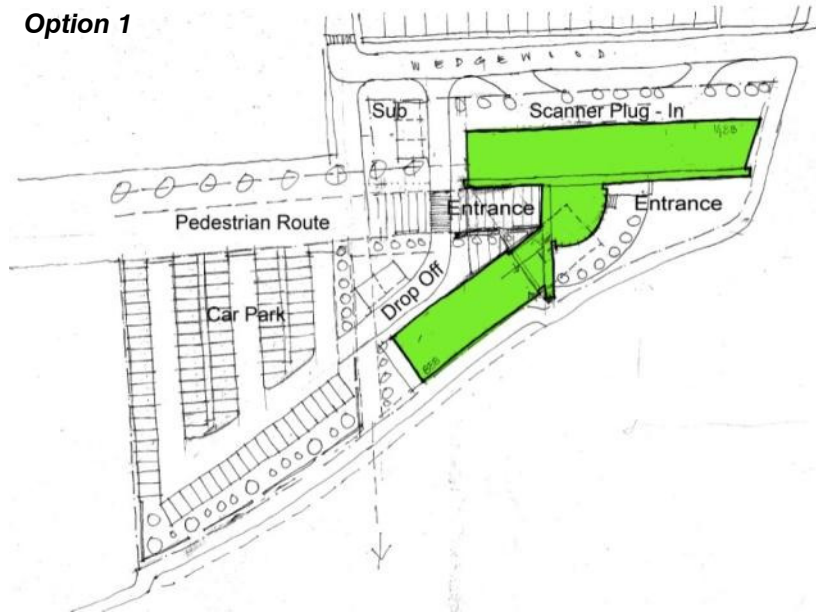
Summary of feedback and the design team's response

- Local Authority prefers option 4 to the original layout and welcomes this as a way forward - this footprint focuses attention on the health centre as a strong building close to the corner. Holt Road junction is more critical than the western part of the site fronting Edge Lane

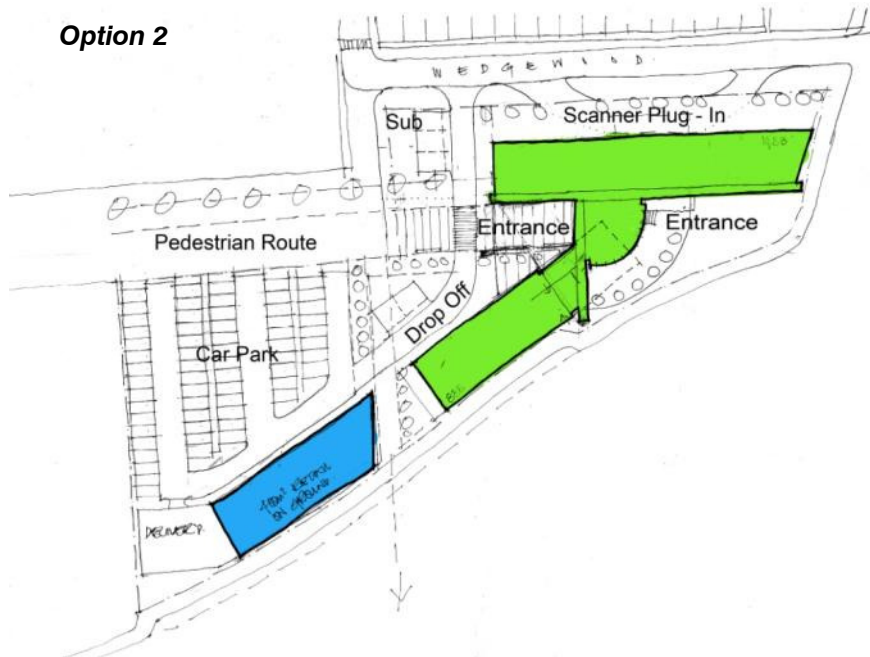
The applicant has taken forward option 4 in line with the Council's comments. The design team reduced the size of the front public square to bring the building forward towards the junction of Edge Lane and Holt Road, thus strengthening its prominence at this key node.

The four options are presented overleaf.

Option 1

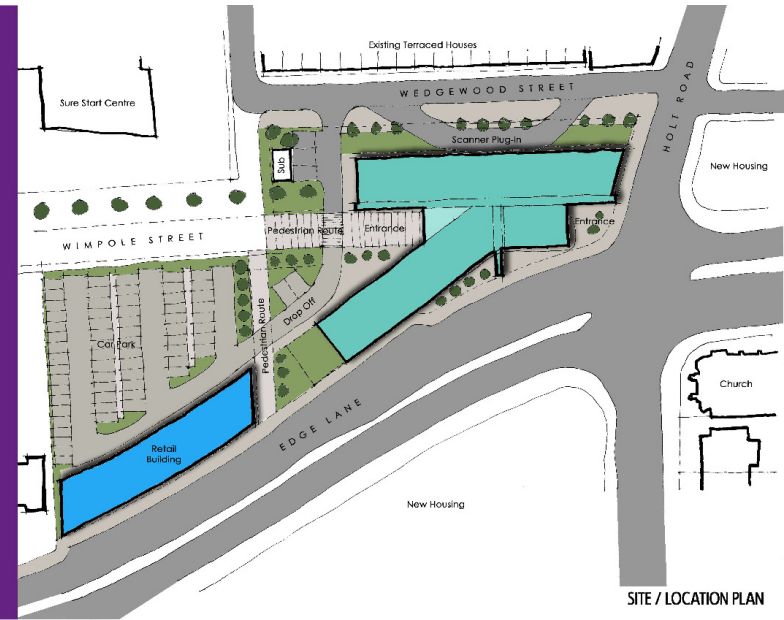


Option 2



Option 3

KENSINGTON NEIGHBOURHOOD HEALTH CENTRE
ARCHITECTURAL COMPETITION - DESIGN DEVELOPMENT - OPTION 3



SITE / LOCATION PLAN

Option 4

KENSINGTON NEIGHBOURHOOD HEALTH CENTRE
ARCHITECTURAL COMPETITION - DESIGN DEVELOPMENT - OPTION 4



SITE / LOCATION PLAN

- The Local Authority would like the sub-station to be incorporated into the design of the sub-station into part of the main building.

Since these comments were made, the design team has been informed that the sub-station has to be next to an adopted highway to provide 24/7 access to Scottish Power. As such, the sub-station has been relocated to the entrance of the car park. This will be designed to reference a similar palette of materials to the main building to create a visual link between both buildings. It will be appropriately landscaped.

The local authority had a concern with the sub-station's prominent position at the corner of Wedgewood Street and Quorn Street. The team have relocated this to the proposed vehicular access on Wimpole Street, where its prominence is less.

Alternative locations would not be appropriate given the need for easements across the site.

The City Council's urban designer agreed that the proposed location of the sub-station is acceptable (Tuesday 26th April 2011).

- The Local Authority would like the public realm and car park to be less engineered and 'softer' in places.

The design team has simplified the number of defined spaces that make up the public realm. Strong clear movement routes are provided aligned to avoid severing the public square to the rear of the main building. Disabled spaces have been relocated and clutter removed from the entrances and public squares.

Additional green strips are to be installed to separate between the rows of facing parking spaces.

- The local Authority would like the site's boundary treatment to be a railing design and not welded mesh or similar.

It was agreed with Urban Design that railing design fencing of 2.1m high would be provided to the wedgewood street, Quorn Street and Wimpole Street boundaries of the site (to the North). To the West, the existing 2.5m high brick wall will be retained. To the south, along Edge Lane, a 2.1m high welded mesh (paladin) type fence, green in colour, will be installed, behind the landscape 'bundling' screen.

- The Local Authority requested animated building facades e.g. the provision of fenestration (windows/openings) along Holt Road.

It was agreed with Urban Design that the Gable of the Holt road elevation would be amended to include a louvre above the fire escape door, which would provide additional fenestration, similar to a typical terraced block. This is a louvre, due to the fact that the Plant room is situated at this point in the buildings, and windows would not be appropriate.

- LSHP agreed with Liverpool Vision and Liverpool City Council to incorporate the junction of Wimpole Street (School Lane) and Quorn Street within the site edged red. The development proposes a shared surface square to create safe movement of pedestrians and vehicles around and into and out of the site. This will be designed to the City Council's approved standards.

Community Involvement

- 6.14 Liverpool's Statement of Community Involvement (adopted July 2007) does not require this type of development at this scale to undertake community consultation.
- 6.15 Due to very tight application timescales, which have to be met to ensure the scheme secures funding and is developed on time, the team does not have time to consult the community. The proposal has been considered with the Local Authority the proposal designed to eliminate all factors that could impact on the amenity of local residents.
- 6.16 LSHP propose meeting with Wards Councillors following the submission of the application.

Evaluation

- 6.17 The scheme design has been developed and solutions explored and evaluated as part of the design process. The site analysis, opportunities and constraints, review of guidance and policy, and the liaison with the Council Officers fed into the development of the proposals.
- 6.18 The evolution of the design is documented here.

Heritage Context

- 6.19 St.Cyprian with Christ Church is a grade II listed building, located diagonally opposite the proposed at the junction of Edge Lane and Holt Road/Durning Road. Its importance along the street scene has been recognised and the development has been carefully designed not to adversely impact on its setting.
- 6.20 The health centre has been sympathetically designed with reference to the Church. The proposed block to the south east corner has been brought forward to address this import junction, similar to the way the church proudly responds to the corner of Edge Lane and Durning Road, to create a strong presence.
- 6.21 This block comprises materials of a similar colour to the church to provides a clear visual link, which have also been used in the development of Edge Lane.

Edge Lane West SPD (2005)

- 6.22 Within the SPD the application site is referenced as having “opportunities for landmark buildings” designed to a height of 3-4 storeys. Although the health centre is not more than 2 operational storeys, it has been designed on Edge Lane to reflect 3 storeys in overall height, with key built features at the junction to Holt Road and Edge lane, ensuring this vertical emphasis e.g. the iconic art signage that is so integral to the building.



- 6.23 The SPD advocates that developments should provide a framework of spaces and routes that connect locally with Edge Lane. The development proposal provides fluid pedestrian movement across the site, ensuring access between the site, Edge Lane and the surrounding area. Public space to the front of the site provides an important and legible entrance point at a key node.

- 6.24 Boundary walls and railings should contribute to the street enclosure. Boundary treatment should be consistent along the street in terms of alignment, height, character and materials. They should match the style of adjacent boundaries.

The site of the proposal is visually 'open' on all sides, but brings together a number of different contexts. To the Edge lane and Holt road sides of the site, there is a requirement for the building to appear 'Civic', as a gateway into the city, and as a result, the boundary, while requiring protection, need to recede into the backdrop of the site. For this, we have looked at the building creating enclosure wherever possible. Where this isn't the case, we have looked to set fence lines back, with landscaping in front of them. In this instance, we have used a paladin type fence, in order that it will not be seen from the road. On the north side of the site, the context is very much inner city traditional terraced housing, and much more community feeling. To this extent, we have looked to bound the site with a railing. As the scheme requires secured by design approval, all of the site boundary treatments are required to be at least 2.1m high. To ensure that this is not overpowering, we have limited fencing heights to this.

- 6.25 The design for the landscape and public realm is guided by the **Liverpool Urban Design Guide** and by **Liverpool Unitary Development Plan Supplementary Guidance Note 6: Trees and Development**, and is intended to achieve a range of integrated objectives namely:

- a level of design, materials and construction quality appropriate to the location;
- ease of circulation;
- robustness and durability;
- ease of maintenance;
- sustainability;
- safety and security;
- promotion of biodiversity;
- creation of distinct character and sense of place;
- opportunities for sustainability drainage;
- encouragement of use by diverse and appropriate people;

- provision of shelter, screening and enhancement of views; and,
- creation of an attractive environment.

- 6.26 These objectives are discussed in more detail as follows.

Landscape Objectives

- 6.27 **Quality** – The quality of materials, level of design and calibre of detailing and workmanship shall be appropriate. There shall be a gradation of these categories between, say, the street frontage where design and materials quality shall be at its highest, through secondary areas such as the rear entrance where good quality is appropriate, to the rear parking court or more naturalistic and private green space where standard quality is sufficient.
- 6.28 **Ease of circulation** - as far as is practicable, every part of the public realm shall be accessible to all people irrespective of degree of mobility, use of wheelchairs and prams etc.
- 6.29 **Robustness and durability** - all materials, design and workmanship used in the landscape and public realm – including paving, walls, fences, railings, street furniture, plants and soils – shall be sufficiently robust, hard wearing and fit for purpose.
- 6.30 **Ease of maintenance** – the materials design and workmanship (as described in the previous point) shall allow for ease of maintenance. In particular, items of highway surface (e.g. blocks, kerbs, coatings etc) and street furniture (seats, bollards, lampposts etc) shall be readily replaceable by the site owners/operators/ managers.
- 6.31 **Sustainability** – the landscape and public realm shall be designed, constructed and maintained as far as practicable in accordance with current best practice in respect of sustainability, carbon-use reduction and sourcing of materials.
- 6.32 **Safety and security** – the layout shall encourage feelings of safety and security among all users by creating clear sight lines, avoiding the creation of unobserved open spaces, by providing adequate lighting and signage, and by maximising levels of passive

surveillance. The design shall seek to meet local Secure by Design Standards.

- 6.33 **Promotion of biodiversity** - shall be achieved by the use of plant species that are either native or are attractive to wildlife, and by appropriate soft landscape maintenance techniques. In particular, every effort shall be made to retain and protect existing trees.
- 6.34 **Character** – The landscape design shall, in collaboration with the architectural design, create places and spaces that are both appropriate to the locale and of distinct character.
- 6.35 **SUDS** – where possible, the landscape will seek to maximise opportunities for sustainable drainage, through the use, for instance, of soakaways, permeable paving, etc.
- 6.36 **Inclusiveness** - The design of landscape shall take account of the cultural sensitivities of all potential users, and make every effort to be appropriately inclusive.
- 6.37 **Shelter, screening and views** – where appropriate and feasible – for instance near to entrances – the design will seek to promote a microclimate favourable to outdoor use. In the interface between the site and residences, planting will be arranged in such a way as to minimise adverse visual impacts and maximise good views.
- 6.38 **An attractive environment** - all of the above constraints, aspirations and guidance will be integrated in such a way as to provide an attractive environment that will be used by people throughout the year.

Edge Lane West SPD (2005)

- 6.39 Public realm should be planned and designed to have a positive function and be attractive. Proposals should demonstrate that they:
 - Provide a high quality living environment
 - Provide structured areas for play and recreation
 - Create enclosure and boundary definition
 - Soften and integrate buildings and car parking into the urban environment
 - Provide shade and shelter

- Mitigate noise, air and light pollution

- 6.40 Development should result in an improved streetscape, including tree planting and the introduction of high quality public open space, with both hard and soft landscaping. Consideration should be given to the incorporation of Public Art by local artists within landmarks and features to add distinctiveness, for example in footpath design, boundary treatment, lighting, signage and street furniture.
- 6.41 Section 7 demonstrates how each of these bullet points has been addressed within this development proposal.

7. Development Proposals

- 7.1 This section sets out the design parameters and principles that have informed the detailed design development.

Description of development

- 7.2 The description of development is at Section 3. The application is for full planning permission to develop a new health centre including an ancillary pharmacy, together with associated landscape, boundary treatment, access and car parking.

Use

- 7.3 The proposal is for a health centre which will be occupied by 2 GP practices, dentistry services, and other primary healthcare services. A pharmacy is included within the building.
- 7.4 The site would be landscaped, including to the edges of the building, and in and around the car park. The car park would be available during the centre's hours of opening for use by staff and visitors to the centre.
- 7.5 The remainder of the site – the south west frontage to Edge Lane – is to be landscaped. A grassed bund lined with trees will screen the car park. It is intended that in the medium to long term this part of the site will be redeveloped. This could potentially accommodate a retail use, but does not form part of this application.

Quantum of Development

- 7.6 The proposal is for a new building of 2,694 m² gross external floorspace, across two storeys. There will be a total of 61 car parking spaces provided for staff and visitors, together with 5 disabled spaces.
- 7.7 The proposals also include a variety of hard and soft landscaping treatments and planting, including trees.

Layout

- 7.8 The layout of the site is simple in form. The vehicular entrance to the site is from Quorn Street, with main car parking to the West side of the site. The building, landscaped area and drop off/disabled parking is to the East section of the site. There are 2 key routes through the site, taking into account the layout of both the existing context, and proposed masterplan improvements. The former quorn street has been retained as a direct route through the site from the north (residential) to the new drop off area and bus stop on edge lane. From west to east is an aspiration for a new pedestrianised zone. This proposal will form the termination point of this route, which passes the local primary school and surestart centre.

The building can be accessed from both the main junction of Edge Lane and Holt road, and from the car park side, via a central waiting, reception and circulation hub. To the north and the south of this area are the 2 main wings of accommodation.

- 7.9 This is illustrated on the Proposed Site Plan, overleaf.

Scale and Massing

- 7.10 Due to the prominent location of the site, there was a requirement and an aspiration from the local authority that the corner of Edge Lane/Holt Road was 3 -4 storeys in height. Due to the scale of building proposed, this was not possible. However, using the change in levels of the site, the proposal, which is a 2 storey block, has been detailed so that this very prominent corner site has increased height, through the use of sandstone spine walls, with a main entrance block set into it. This ensures that the building is approximately the equivalent of 3 storeys in height at this junction. Along Wedgewood street, the scale is reduced so that it is more akin to the 2 storey traditional brick terraced housing opposite.
- 7.11 This is illustrated on the elevations and sections accompanying the application, particularly as below.

Figure 6 Proposed Site Plan



Appearance

- 7.12 Please refer to the elevations, sections and 3D illustrations accompanying the application.
- 7.13 The new building is of a contemporary architectural style, deliberately chosen to align with the image that the NHS is attempting to provide of state of the art health facilities, and providing iconic built form and references at this important junction.
- 7.14 As the site is on the axis of 4 varying land typologies, namely red and brown brick Victorian terraces, modern civic uses, soon to be built modern 3-4 storey housing, and St.Cyprian with Christ Church, the health centre building seeks to knit together all of these design aspects.
- 7.15 Importantly, the site is bounded by two very different character areas. To the north of the site, the context is very domestic in scale, whilst to the south, Edge Lane provides a wide boulevard which has historically and is to be built with vertical built emphasis that reflects the importance of this corridor. Although the health centre is not more than 2 operational storeys, to reflect the Bellway scheme which rises to 4 storeys, it has been designed on Edge Lane to reflect 3 storeys in overall height, with key built features at the junction to Holt Road and Edge lane, ensuring this vertical emphasis e.g. the iconic art signage that is so integral to the building.
- 7.16 The sub-station has to be next to an adopted highway to provide 24/7 access to Scottish Power. As such, the sub-station has been relocated to the entrance of the car park. This will be designed to reference a similar palette of materials to the main building to create a visual link between both buildings. It will be appropriately landscaped.
- 7.17 The building has been developed as 3 blocks. To the north and the south are main accommodation blocks. In the centre of the building, and forming the hub at the junction of Holt Road and Edge lane is the main accommodation block.
- 7.18 The building was designed as part of a design competition, and one of the key aspects of the brief was to provide a landmark building. The approach taken with this proposal was that, while a landmark building was not affordable, creating a landmark, as part of a building, very much was. To this end, the main central hub faces the main junction of Holt Road and Edge lane, and is a simple 2 storey 'box' of glazing and render. Forming a back drop to this is a much taller sandstone spine wall, which compliments St Cyprians Church opposite. The 'iconic' or 'landmark' element is featured to the front of this block, which is a metal 'ribbon', which wraps around the building, and has a number of lyrics or phrases, historically linked to the city, that are cut into or written onto the ribbon. Some of the words are back-lit in coloured lighting to provide a different effect at night, but whether night or day, the design creates a landmark, or gateway on approach to the city.
- 7.19 To the north, the accommodation block is of brick and sandstone. The sandstone creates the backdrop for the central hub, while the brickwork is split into bays of size and proportion similar to the terraced housing opposite.
- 7.20 To the south, the block is a combination of render, brickwork and glazing, and houses admin accommodation and the pharmacy, which has its own separate entrances on 2 sides. This provides a civic appearance, but also a backdrop to the landmark feature.
- 7.21 The rear of the entrance hub is fully glazed over 2 floors to provide a bright and airy public area in the building. This also provides both an active view on approach to the building from the car park or Quorn street access positions, and an aid to orientation on arrival, with simple layouts once within the building.

Landscape and Open Space

7.22 The landscape design may be subdivided into a number of character and use areas:

- The external spaces create a high quality environment through the use of paving materials, street furniture and attractive planting. These spaces have been designed to tie in with the strong geometry of the proposed building and lead visitors through defined routes towards the main entrances. For instance, the paving pattern to the main entrance at the east of the building picks up the design language of the ribbon on the building. The feature planter in this arrival space also links back to the building by using the same red sandstone in the retaining wall detail. Signage and lighting is incorporated into railings and street furniture to reduce clutter, minimise visual impact and further enhance the user's experience of the external spaces.
- Throughout the external areas, there are opportunities for recreation. The main area for this is in the formation of a bunded grass mound along Edge Lane. People can use this soft space to sit out in the sun. The west entrance of the building has a lawn area and several seats for people to sit out on a pleasant day.
- The existing site is quite exposed with little in the way of enclosure. The new development provides enclosure and boundary definition. For example, the health centre building itself forms sheltered spaces and courtyards. The site perimeters also bring definition to the boundaries through a mixture of enclosure ranging from the grass mounding and tree planting along Edge Lane through to fencing along Wedgewood Street. Where possible, planting has been incorporated along fence lines to reduce the appearance of the hard edge and act as a natural screen. Tree planting has been used to help form desire lines and strengthen vistas through and along the boundaries of the site. In some instances they frame views and offer focal points on arrival.
- Planting around the Neighbourhood Health Centre and car park spaces softens and integrates the building and parking into the wider urban area. Geometry of the building lines is set in such a way as to draw people down Wimpole Street (School Lane) and along the strong pedestrian axis into the building. A similar axis has been created leading visitors and staff from the car park. The triangular raised planter to the east entrance has been designed in such a way that strong sight lines are enhanced from Edge Lane. Planting will be predominantly low growing ground cover shrub planting, with a mix of wildlife friendly and native species. There will also be a feature planting for specific areas where prominence will be high.
- Shade from the sun and shelter from rainfall is best had in the courtyard next to the west entrance. A raised pergola structure stretches the width of the building here, offering further shelter and protection. Covered cycle storage is also provided, which backs onto a planted slope towards Wedgewood Street.
- Noise is mitigated somewhat through the grass bund along the car park edge.
- 29 trees will be provided on site negating the need to provide trees off-site.

Safety and Security

- 7.23 The proposal was developed in accordance with the principles of Secured by Design and in liaison with the Merseyside Police Architectural Liaison Officer, who has confirmed he is happy with the proposal indicated below:
- 7.24 At the Holt Road, Wedgewood street and edge lane elevations where there is hard landscaping, or minimal soft landscaping proposed, the building will form the defensible boundary to the site. To the rear of the site (Quorn Street and around the northern boundary to the car park will be a 2,1m high Metal railing fence. At the south, behind the landscaping at the edge lane side of the car park, will be a 2.1m high green paladin/ weld mesh fence. The existing boundary wall to the west, 2,5m high brick, will be retained.
- 7.25 This approach has been discussed in principle with the architectural liaison officer from Merseyside Police. This allows all boundaries of the site to be defended to suit occupation and operation of the building.
- 7.26 The front public realm space, which is not to be fenced off and will become part of the public realm, will be defended by means of CCTV, and external lighting. Main access doors will be covered by CCTV.
- 7.27 The car park areas will be defended through fencing at the boundary, and car park lighting / CCTV cameras covering all areas.

Sustainability

- 7.28 The proposal has a mandatory requirement from the department of health to achieve a BREEAM excellent rating and has been designed to be as energy efficient as possible. Renewable or low carbon energies, such as Gas powered Combined Heat and Power plant, and Air Source Heat Pumps have been included within the proposal.

8. Access and Movement

- 8.1 This section covers the access strategy for the scheme relating to vehicles, pedestrian/cycles, public transport, and disabled access.

Pedestrian, Cycle, Public Transport and Vehicle Access

- 8.2 The proposed building will be highly accessible to people arriving via a range of modes of transport, being located in a dense residential area and close to many regular bus routes, with bus stops outside the site on Holt Road and Edge Lane.
- 8.3 With access into the site from the north south and east, and with dual entrances into the building from both the east and the west, legible access can be gained easily no matter which side the building is approached from.
- 8.4 Vehicles will access the site from Quorn Street via Wedgewood Street to a dedicated car park. Those being dropped off by car will be able to be dropped off within a drop off area to the rear of the building, and cross the hard landscaped plaza to reach the rear entrance. Visitors using the car parking will also enter the building in that way. From the car, a clear and safe pedestrianised route from the car park is provided.



Car and Cycle Parking

- 8.5 A dedicated car park forms part of this proposal, which comprises 75 spaces and equates to roughly 13 bays for staff and 62 bays for visitors. 5 disabled spaces will be provided. This provision is based on the anticipated demand for parking and the standards set in policy guidance, as discussed in the Transport Assessment and Travel Plan Framework accompanying the application.
- 8.6 Cycle parking will be provided for visitors; initially 10 Sheffield type stands will be provided, which will accommodate 20 bicycles. These are located close to the rear entrance, will be sheltered and well lit. For staff 5 secure stands will be provided, accommodating 10 spaces. These will be secured within a compound and will be sheltered. Both cycle zones are close to the rear building entrance.

- 8.7 Although proposed car parking provision is below the maximum allowance stated in the Ensuring a Choice of Travel SPD, it will meet the operational requirements of the development. The development is in close proximity to frequent public transport services and is located close to its users; there will be reduced demand for car based trips to the site – reducing the need for parking. The provision of a site specific travel plan in conjunction with the organisational wide travel plan for Liverpool Primary Care Trust will help discourage car journeys to the site.
- 8.8 Motorcycle and cycle parking is proposed at the development but in lesser numbers stated in the SPD standards. It is proposed that a demand based approach is implemented, allowing further spaces to be provided, as governed by the Travel. Plan.

Access for All

- 8.9 The building will be designed to exceed standards of Section M of Building Regulations and meet standards issued by the Joint Mobility Unit of the RNIB and Guide Dogs for the Blind, *Building an Internal Environment and Streets and External Environment*.
- 8.10 The topography of the site is broadly level and all surfaces will generally be of a flat or shallow gradient, such that will not impede access for all. To the north of the site close to the junction of Wedgewood Street and Quorn Street, ground levels change by roughly 1.5m. As such, stairs have been installed and a sloping ramp between the car park and Wimpole Street (also referred to as School Lane).
- 8.11 The building will comply with 'Accesscode', which is a joint project between Merseytravel and the five Merseyside Councils. The Code provides guidance on the design and implementation of inclusive design for buildings, environments, structures, highways and transportation.
- 8.12 Features within the design in relation to access for all are those such as level access from all external areas to the inside of the building. A passenger lift is provided to the first floor. Within the building, there are accessible WC's, both left and right handed, and the specimen WCs are also to an accessible standard. Colours and



material selection has also been, and will continue to be, developed to aid partially sighted visitors.

9. Conclusion

- 9.1 This Planning, Design and Access Statement, supported by a suite of documents and plans, describes the details of the development, its functions and impact. The proposals have been assessed in the light of national, regional and local planning policy and it is demonstrated here to accord with those policies.
- 9.2 The proposals will form a vital part of the Primary Care Trust's overall plans for health provision in the City and will offer significant benefits to local people, as well as playing a part in the delivery of regeneration plans in the area.
- 9.3 The application is in full detail. The design team has taken into account the site context in developing the proposals and accords with the principles of good design, offering high quality architecture and a fully considered site plan, informed by consultation with Liverpool City Council, Liverpool Vision, the PCT and Architectural Police liaison Officers.
- 9.4 The proposal has been designed and located in line with national, regional and local planning policy and guidance. The site sustainably located, central to the surrounding residential community and its users. It is well located for short local trips and is well served by public transport, with several high frequency bus routes in its vicinity. It is also well placed on the strategic and local highway network.
- 9.5 The proposal will not significantly increase traffic flow and junction assessments at Kensington/Holt Road show that there will be no significant queuing.