



fletcher|rae

Design & Access Statement

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Knowsley Lane, Knowsley

Prepared on behalf Caddick Developments

May 2022

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1.0_INTRODUCTION

1.1 PURPOSE OF DOCUMENT

This Design and Access Statement has been prepared by Fletcher Rae on behalf of Caddick Developments in support of a detailed planning application for 3 no. B2/B8 Use buildings on land at Knowsley Lane, Knowsley comprising 157,500sq.ft GIA.

This document has been prepared as a means to present and explain the development issues and the evolution of the design process for the proposed development. The document draws together a range of relevant considerations in order to present a comprehensive case for the grant of detailed planning permission. The focus of the document in conjunction with the wider suite of application documents, is focused principally upon the merits of the Site's development and the contribution it can make to the future economic growth needs of the Borough and wider sub region.

It provides information about the proposals that will be of use and assistance to the local community, interested groups, statutory undertakers and other generally interested parties and therefore seeks to demonstrate a thorough understanding of the Site's development constraints and opportunities.

The proposals advocated within this application grasp the opportunity to achieve this with the creation of a high quality and sustainable industrial development, through a comprehensive masterplan that sets out a vision of a first-class development in an extensively landscaped setting.

Design and Access Statements (DAS) set out the narrative for the design approach and design rationale for the scheme. They demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve a high-quality design. They set out concisely how the proposal is a suitable response to the site and its setting, taking account of baseline information.

NPPG Paragraph: 012 Reference ID: 26-012-20191001

Revision date: 01 10 2019



Fig.1- Proposed Completed Development CGI

1.0_INTRODUCTION

1.2 STRUCTURE OF DOCUMENT

In accordance with advice published by the Commission for Architecture and the Built Environment (CABE) in connection with Design and Access Statements, the design process has been fully informed by a consideration of issues. The document outlines the design process to the scheme which is subject of this planning application and is concisely set out to explain the rationale and approach to the development proposals as follows:

Section 1.0

An introduction to the Design and Access Statement containing the purpose & structure of this document.

Section 2.0

A review of the site location, background, context and existing constraints which will establish the parameters for the new development.

Section 3.0

An explanation of the design principles applied taking into consideration use, space planning and adjacent occupants.

Section 4.0

Details the proposed building design philosophy and elevational treatments in response to the site context.

Section 5.0

Provides a commentary on the proposed landscape design which adopts a sympathetic approach to blend the proposals into the surrounding landscape.

Section 6.0

Addresses the applicant's commitment to achieving a sustainable development and their approach to environmental sustainability.

Section 7.0

Looks at the pedestrian, cycle and vehicle access into and within the proposed development.

Section 8.0

Contains computer generated visualisations of the proposed development

Section 9.0

Summary & conclusions

2.0_SITE LOCATION & CONTEXT

2.1 SITE LOCATION

The site is located to the east of Knowsley Business Park and is bounded by the A580 East Lancashire Road to the north, Knowsley Lane to the east and Ormskirk Road to the west.

The land has good access to the local, regional and national road network. The East Lancashire Road (A580) is immediately adjacent to the site, offering easy access to Manchester and Liverpool areas, along with key freight infrastructure locations including major ports and multi-modal rail facilities in the Liverpool area. (Fig.2)

2.2 SITE OVERVIEW / BACKGROUND

Knowsley Business Park is the largest industrial area in the Liverpool City Region, and second in size only to Trafford Park within the North West region. Its contribution to the regional economy cannot be understated. The park is home to approximately 800 businesses. Anchor tenants include QVC, Matalan, Amazon and Virgin Media, many of whom have an international reach.

Key sectors of activity include manufacturing, distribution and retail, transport and communication, banking, finance and insurance, reflective of the breadth of offer at the park encompassing industrial, warehouse and office uses. Strategically it is excellently located close to the M57 and A580, and close to major projects underway in the region which it can tap into, including Mersey SuperPort and the Atlantic Gateway and assets such as John Lennon Airport and Liverpool City Centre. It also benefits from proximity to a large workforce resident in major urban conurbations close by.

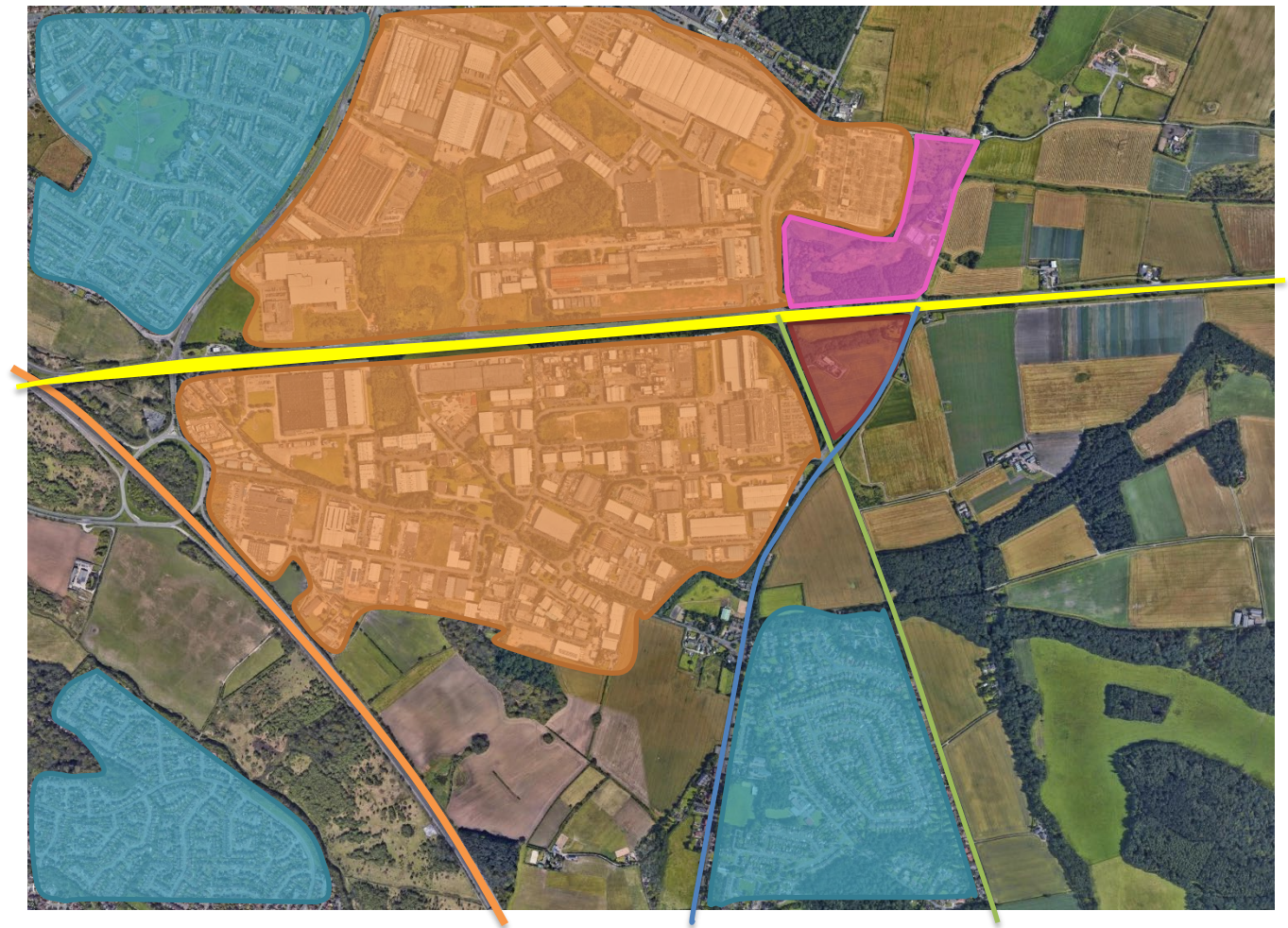


Fig.2- Site Location Diagram



2.0_SITE LOCATION & CONTEXT

2.3 SITE CONTEXT & CHARACTERISTICS

The topography of the site falls gently from north to south and is largely featureless with the exception of the northern section of the site which is occupied by an area of woodland and scrubland (known as Goring's Plantation). The land appears to drain into an outfall just to the north of the Tingle Peg Farm buildings. However, the drains running in an east / west direction through the woodland are confirmed to be redundant.

The extent of existing development on the site is limited to;

- Tingle Peg Farm, the main residential farm-house building along with a couple of agricultural outhouse buildings. Note - this does not form part of the development area.
- The Cottage, a residential building located in the far north-east corner of the site. Note – this building/site does not form part of the development area.
- Strawberry Lodge, a residential building located adjacent to 'The Cottage' in the far north-east corner of the site. Note – this building/site does not form part of the development area.

There are no listed buildings or scheduled ancient monuments within the vicinity of the site, it does however lie within reasonable proximity to Knowsley Village Conservation Area.

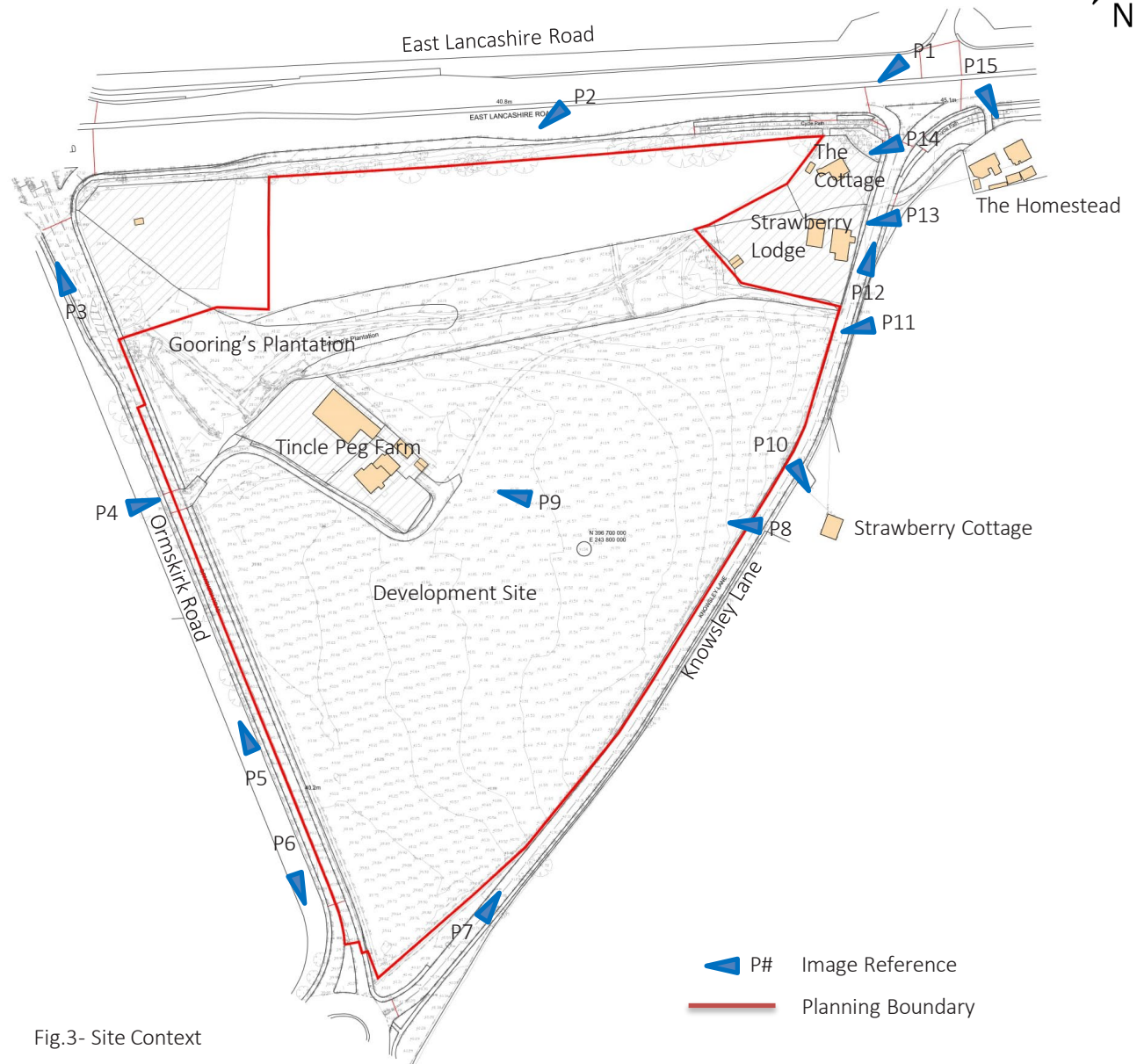


Fig.3- Site Context

2.0_SITE LOCATION & CONTEXT

2.3 SITE CONTEXT & CHARACTERISTICS (continued)

Site Photo's



Site Photo P1 – East Lancashire Road toward The Cottage



Site Photo P4 – Entrance off Ormskirk Road to Tingle Peg Farm



Site Photo P7 – View north along Knowsley Lane



Site Photo P2 – East Lancashire Road toward the development site



Site Photo P5 – View north along Ormskirk Road



Site Photo P8 – Tingle Peg Farm (viewed from Knowsley Lane)



Site Photo P3 – Ormskirk Road & East Lancashire Road Junction



Site Photo P6 – Knowsley Lane & Ormskirk Road roundabout



Site Photo P9 – Tingle Peg Farm (viewed from Knowsley Lane, zoomed in)

2.0_SITE LOCATION & CONTEXT

2.3 SITE CONTEXT & CHARACTERISTICS (continued)

Site Photo's



Site Photo P10 – Strawberry Cottage



Site Photo P13 – Strawberry Lodge



Site Photo P11 – View across the development site from Knowsley Lane



Site Photo P14 – The Cottage



Site Photo P12 – View toward Knowsley Lane & East Lancashire Road junction



Site Photo P15 – The Homestead



2.0_SITE LOCATION & CONTEXT

2.4 EXISTING SITE CONSTRAINTS

The site, whilst allocated for employment uses in the adopted plan, is constrained and these constraints limit both the scale and extent of development. The development as presented maximises the potential of the site whilst working with the known constraints.

Service easements across the site include:

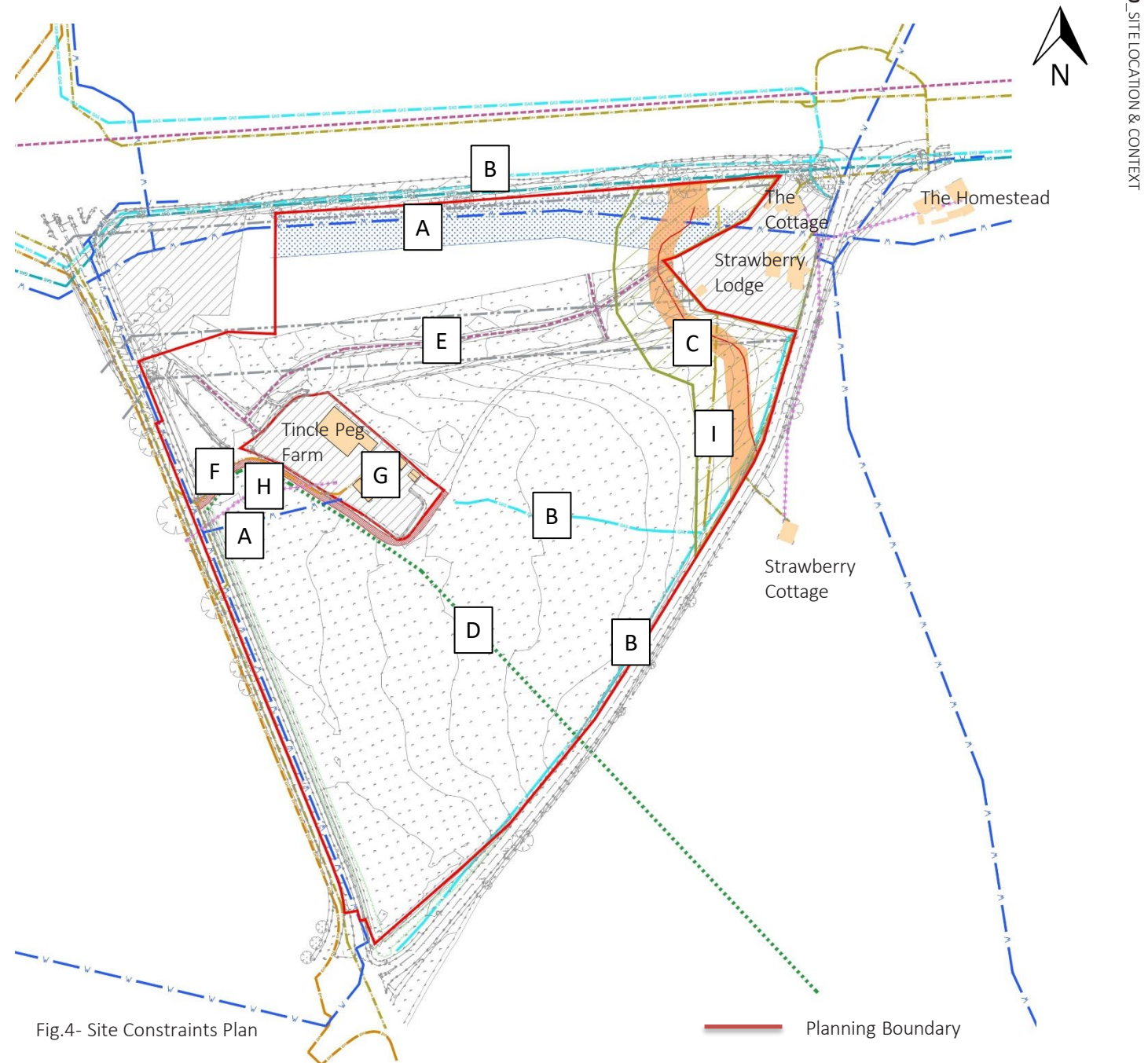
- A. Underground water
- B. Medium pressure gas mains
- C. Underground electricity easement (complete with working width easements)
- D. Public right of way
- E. Land drains
- F. Existing vehicular access
- G. Existing residential and commercial properties
- H. Above ground electricity supply
- I. Redundant underground electricity service

The site is located within Flood Zone 1.

This information has been used to create a site parameters plan (section 3.2 Fig.5a) which illustrates the developable and undevelopable site area.

To maximise to developable area diversions will be required to the following:

- Gas, electrical & water services to Tingle Peg Farm
- Existing land drains
- Public right of way





3.0 DESIGN PRINCIPLES

3.1 USE

The application is for the construction of a speculative high quality industrial workspace (B2 and B8 use classes), designed to offer modern, flexible business space and ideal expansion opportunities for high growth companies and new businesses looking to locate in the area.

3.2 SPACE PLANNING

Through interrogation of the existing site constraints (section 2.4), it was possible to identify the developable and undevelopable areas across the site and these are illustrated in the initial parameters plan Fig. 5a.

The location of Tingle Peg Farm restricts the scale and number of Units which can be provided across the site with the largest spaces remaining suitable for industrial applications being to the north-east, and south-east of the Farm.

The developable area has influenced the 3 Unit proposal forming this application which aims to offer different Unit sizes to maximise the potential land use and provide varied opportunities for end-users / purchasers.

Opportunities for the entrance into the site exist off either Ormskirk Road or Knowsley Lane. Refer to section 7.1 for a description of the preferred option.



Fig.5a – Initial Parameters Plan

3.4 AMOUNT

The proposed site plan has been formulated as illustrated within Fig.5c taking into account the existing site constraints, neighboring properties and the development potential of the site.

The red line planning boundary (minus Tinkle Peg Farm) measures 15.38 acres (6.22 hectares)

The development accommodation can be summarised as follows (GIA):

UNIT 1				
GF FOOTPRINT	6,510	sqm	70,000	sqft
FF OFFICE	325	sqm	3,000	sqft
TOTAL	6,835	sqm	73,500	sqft
UNIT 2				
GF FOOTPRINT	2,790	sqm	30,000	sqft
FF OFFICE	139	sqm	1,500	sqft
TOTAL	2,929	sqm	31,500	sqft
UNIT 3				
GF FOOTPRINT	4,645	sqm	50,000	sqft
FF OFFICE	232	sqm	2,500	sqft
TOTAL	4,877	sqm	52,500	sqft
OVERALL TOTAL	14,641	sqm	157,500	sqft



Fig.5c – Proposed Site Plan

3.0 DESIGN PRINCIPLES

3.5 LAYOUT

The proposed 3no. Units are sized as previously described in section 3.4 with each unit having its own demise and sharing common access roads.

Given the existing topography of the site, a new vehicle access point is proposed to the western boundary off Ormskirk Road. A new spine road will run south-west to north-east with a subsequent tributary road running toward the south-east from the centre of the site creating a distinct development. The existing site topography is to be utilised as far as possible minimising large areas of cut and fill.

Service yards are sized to suit the operational needs of each unit. The service yard to Unit 1 has been located to the south eastern side of the Unit in order to screen Tingle Peg Farm from noise associated with vehicle movements and external lighting to the yard.

Units 2&3 have been positioned away from the north-east & south east boundaries to minimise the massing of the units to the existing Strawberry Lodge and Strawberry Cottage residential properties.

Acoustic fencing is proposed to the perimeter of the service yard of Unit 2 and between Unit 1 and Tingle Peg Farm. Palisade fencing is generally proposed to the remaining service yards for security.

Easily accessed staff parking has been provided adjacent to the office uses where possible and contains accessible spaces, electric vehicle charging spaces, motor cycle spaces and cycle spaces.

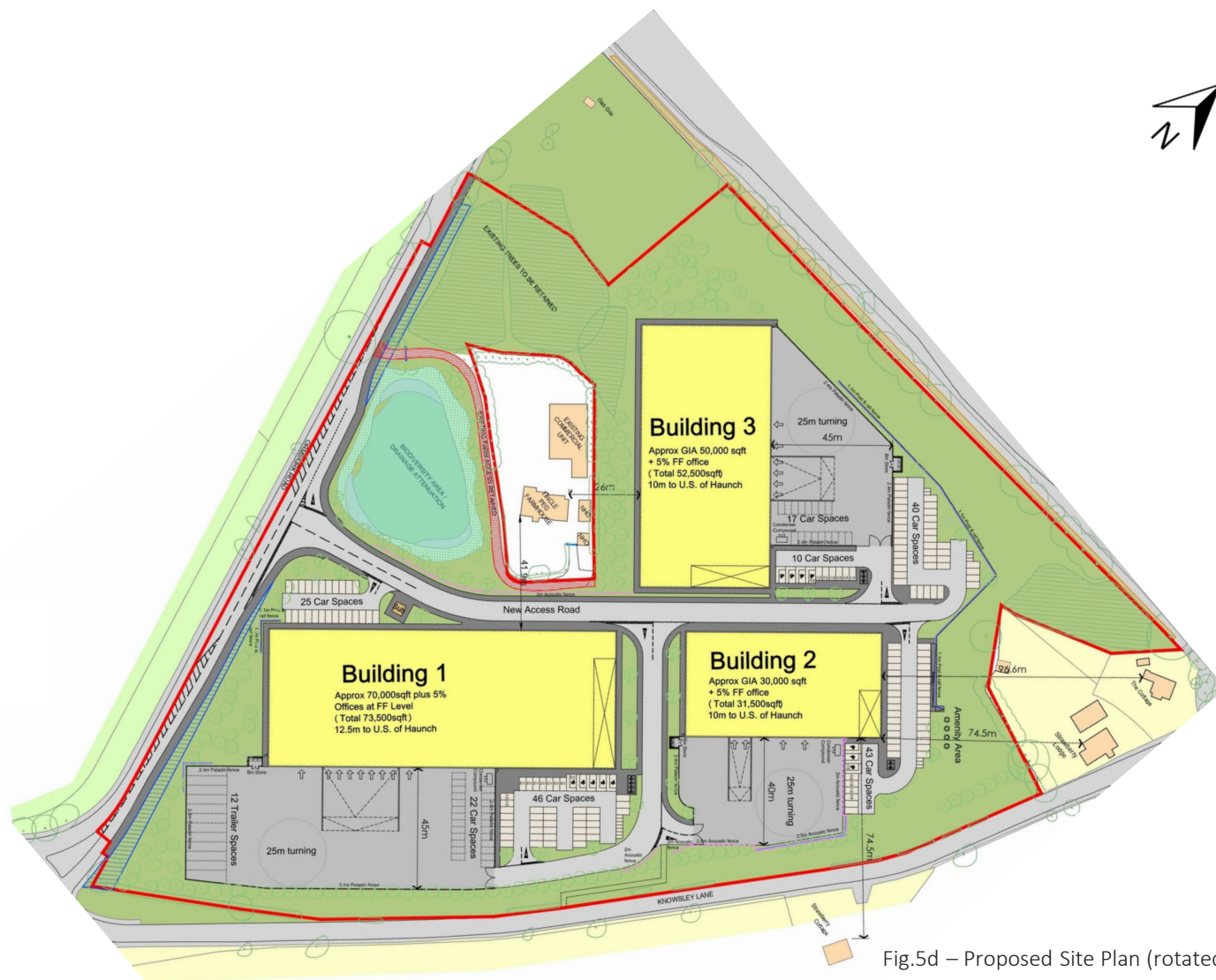


Fig.5d – Proposed Site Plan (rotated)

Each unit has a dedicated entrance core located in close proximity to the car parking provision. The cores comprise of reception, kitchen and toilets. Ancillary office space at ground floor can be annexed to the cores if required by future tenants.

Dedicated cyclist areas have also been included with secure cycle parking, changing and showering facilities.

The layout of the units in this application makes an efficient use of the site area, without creating an overly dense layout, and allows for safe manoeuvrability within the site for both vehicles and pedestrians, as demonstrated in the accompanying plans.

3.0 DESIGN PRINCIPLES

3.6 SCALE

To meet current and institutional employment and warehousing needs the proposed building footprints are designed in an approximate to 2:1 ratio (length to width). Individual units are designed to the minimum effective height for logistics operations; minimum 12.5 metres to u/s of haunch for Unit 1 and 10 metres to u/s of haunch for Units 2 & 3.

The Unit floor areas have been determined to offer a mix of Unit sizes to maximise the number of potential occupiers / purchasers.

Each Unit will utilise portal roof configurations with hipped ends along each gable, behind a notional parapet, this provides clean horizontal lines of façade and minimise the perception of height.

A daylight assessment has been undertaken to confirm there will be no diverse impact on the adjacent properties.

Visual impact to adjacent land users will be mitigated by the retention of existing vegetation and new planting. refer to **Figs.6b to 6e**.

The scale of the development positively responds to the site context and surroundings.

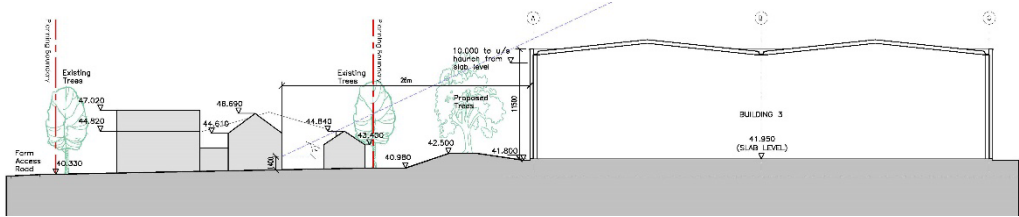


Fig.6b – Site Section A-A

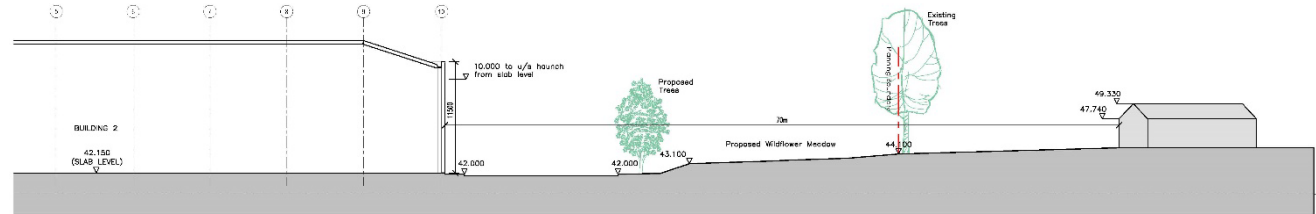


Fig.6c – Site Section B-B

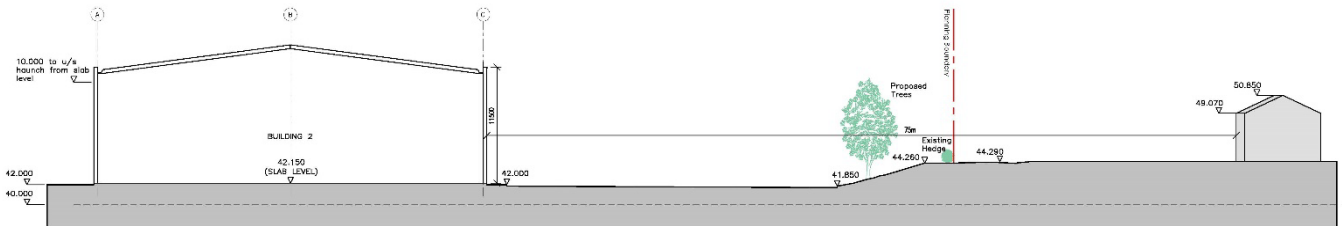


Fig.6d – Site Section C-C

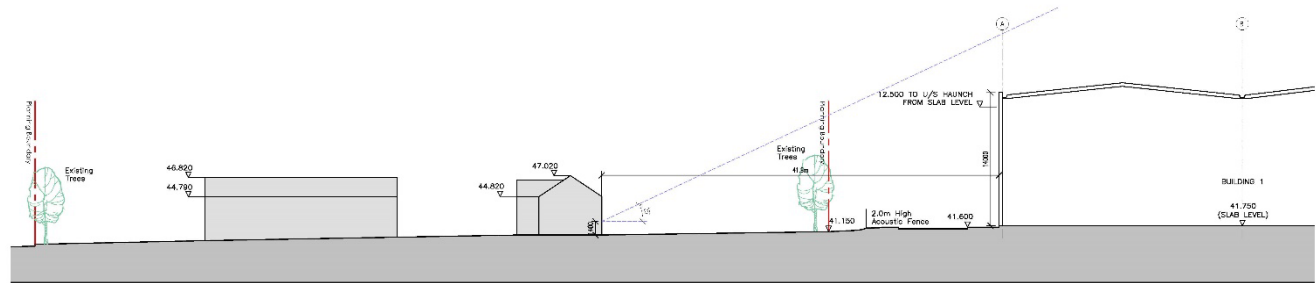


Fig.6e – Site Section D-D



Fig.6a – Site Section Key Plan

4.0 APPEARANCE

4.1 MATERIALS, DESIGN & ELEVATION TREATMENT

The design philosophy of the proposed scheme makes appropriate and efficient use of contemporary materials with high quality detailing to benchmark modern industrial and logistics standards. The objective is to provide best in class facilities which would attract high quality users and employment opportunities to the development.

Unit 2 is a single span portal framed structure; Units 1 & 3 incorporate a twin span solution. A continuous low parapet is proposed to all elevations. This, together with the hipped roof profile will screen the roof structure from the streetscape to provide a clean 'box' aesthetic. The roof colour selection has been chosen to blend seamlessly when viewed from the streetscape.

A horizontal emphasis has been developed with the use of 3 complementary cladding shades running across the facades of each Unit. A darker band of cladding is proposed to the lower portion of the elevation to visually ground the Units. Above the office accommodation a lighter band is proposed, the final and highest band will be the lightest shade. This approach aims to reduce the perceived height of the units.

Office entrance corners are enhanced further with the use of wrap around full height curtain walling and projecting canopies to add translucency and further define the point of entry (**Fig.7a & Fig.7b**).

The overall appearance takes full consideration of the site setting. Form, colour and textures help to create a sense of individuality and identity.

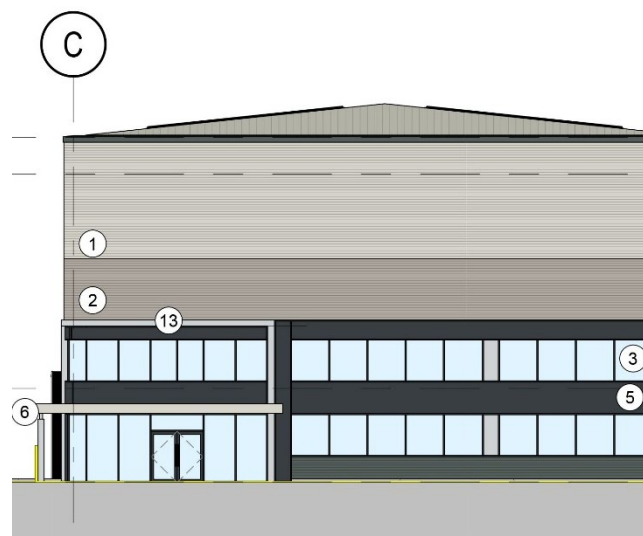


Fig.7a - Proposed Typical Entrance Corner

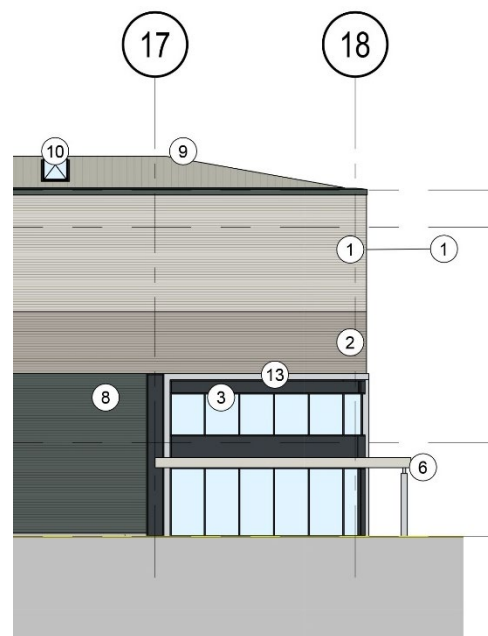


Fig.7b - Proposed Typical Entrance Corner (return face)

Material Key

- ① **Profiled Cladding**
Horizontal Sinusoidal profiled cladding.
Colour: RAL 9002 (Grey White)
- ② **Profiled Cladding**
Horizontal Sinusoidal profiled cladding.
Colour: RAL 080 70 05 (Goosewing Grey)
- ③ **Curtain Walling**
PPC Aluminium framed double glazed curtain walling.
Frame colour: RAL 7016 (Anthracite Grey)
- ④ **Entrance Doors**
PPC Aluminium framed double glazed doors.
Frame colour: RAL 7016 (Anthracite Grey)
- ⑤ **Spandrel Panels**
PPC Aluminium Spandrel Panels to form part of the curtain walling.
Colour: RAL 7016 (Anthracite Grey)
- ⑥ **Canopy**
Aluminium box section canopy with profiled edging around first floor curtain walling.
Frame colour: RAL 9002 (Grey White)
- ⑦ **Fire Exit Doors**
Pre-finished steel insulated fire exit doors.
Colour to match adjacent cladding.
- ⑧ **Profiled Cladding**
Horizontal Sinusoidal profiled cladding.
Colour: RAL 180 40 05 (Merlin Grey)
- ⑨ **Roof**
Trapezoidal Profile Composite Roof Cladding.
Colour: RAL 080 70 05 (Goosewing Grey)
- ⑩ **Rooflights**
Trapezoidal Rooflights
- ⑪ **Level Access Doors**
Pre-finished insulated loading doors.
Colour: RAL 9002 (Grey White)
- ⑫ **Dock Leveller Doors**
Pre-finished insulated loading doors.
Colour: RAL 9002 (Grey White)
- ⑬ **Canopy Detailing**
Prefabricated aluminium canopy detailing.
Colour: Brushed Aluminium

4.0 APPEARANCE

4.2 COLOURS & TEXTURES

A combination of high quality materials are proposed to give texture, pattern and colour across the building elevations (**Fig.9**).

The proposed materials reflect contemporary design principles by creating high quality buildings for the requirements of users now and in the future.



Fig.8 - Cladding panels to provide crisp detailing and relief to the façades

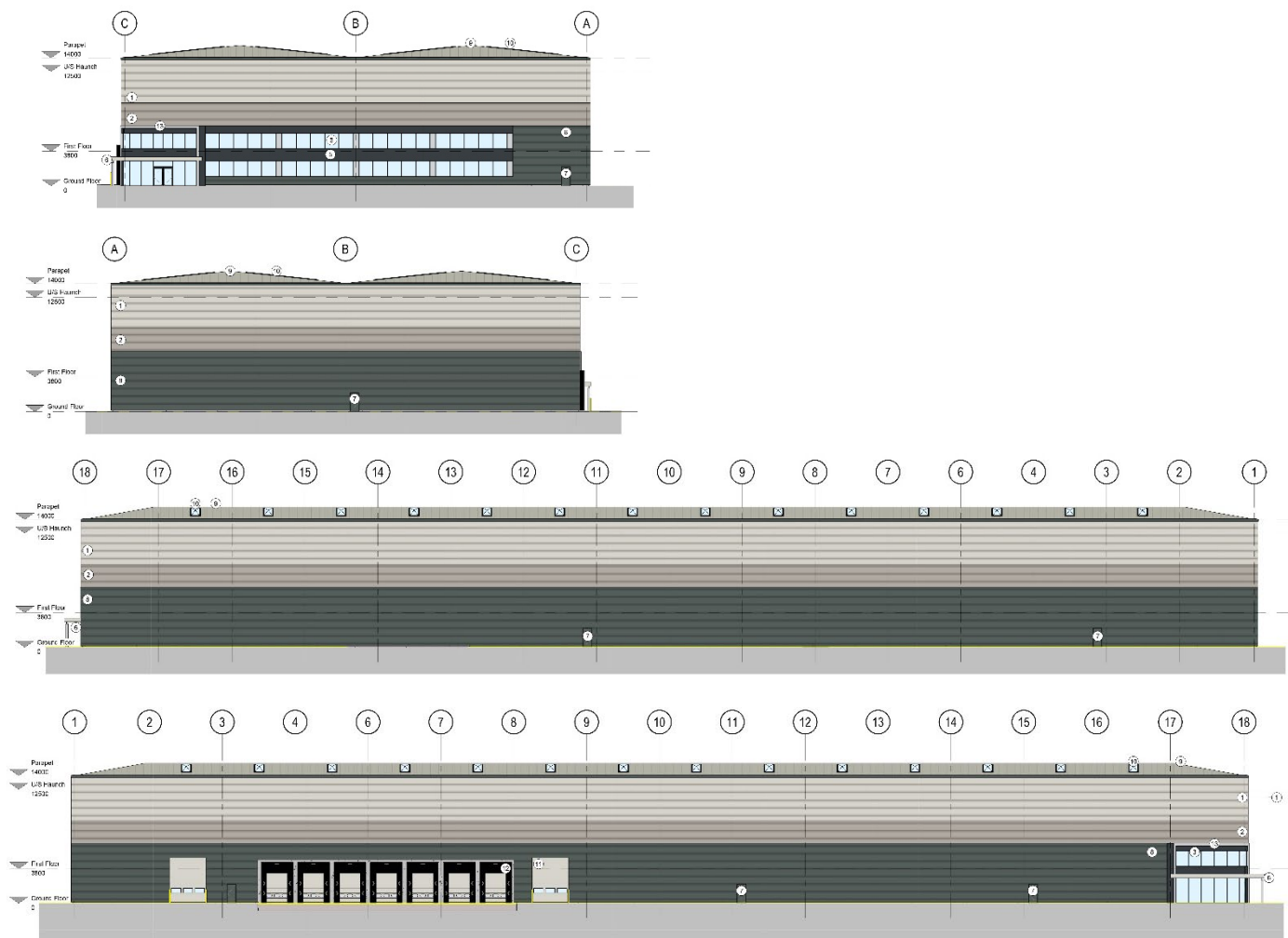


Fig.9- Proposed Typical Elevations

5.1 LANDSCAPE MASTERPLAN

The strategy for the landscape design is focussed on enriching the ecological qualities of the site, and treating the site boundaries with a sympathetic approach to blend the proposals into the surrounding landscape.

Native tree and hedge planting, an ecological wetland area, wildflower meadows, and woodland understory are proposed within the development, to create an ecological “green” link which will wrap around the site perimeter. This will be of particular benefit to the surrounding green belt landscape, and tree planting along the eastern boundary will mitigate the visual impact of the development.

Ornamental species of trees and planting will also feature through the proposed landscape, to create attractive visual interest. This proposed planting will be low maintenance and provide colour throughout the different seasons of the year.

The existing trees and scrub vegetation will be retained on site where possible. While some areas of trees will be lost to the proposed built form, large areas of trees in the northwest of the site will be retained, and additional native tree planting and woodland understory is proposed in the site to replace the removed trees. Scrub vegetation along the northern boundary will be retained and enhanced as necessary. These interventions will maximise the ecological potential of the development by retaining and enhancing existing habitats, and new habitats will be created, such as seasonally wet semi-aquatic habitat, species-rich wildflower meadow, and native hedgerows. These new habitats will provide suitable shelter and foraging habitats for bird and bat species that were identified as utilising the site during the conducted surveys. **(Fig.10a).**

The proposals will create a significant Biodiversity Net Gain on site.



Fig.10a- Proposed Site Masterplan Landscape Design by Urban Green

5.0_AMENITY & LANDSCAPE

5.2 LANDSCAPE DESIGN

Spine road: An avenue of ornamental street trees will line the main spine road in the site, to guide the journey and highlight this key access route. Native hedges are proposed beneath these trees, to clearly define the edge of the pavements and provide ecological benefits. The road and pavements will be surfaced with black tarmac.

Car parking & service yards: The service yards will be surfaced with black tarmac, and parking bays in the site will be paved with dark grey block paving. Ornamental groundcover and shrub planting will create visual appeal around these areas, with some areas of amenity grass to provide useable space. Bulb planting will add seasonal colour in the spring, and feature ornamental trees, including multi-stem specimens, will create additional interest.

Open spaces: Ecological habitat areas are proposed in the open spaces surrounding the built development. These include a seasonal wetland area with wet meadow and marginal plants, perennial wildflower meadows, native woodland with understory, and open scrub habitat.

Boundary Areas: The site boundaries will be treated to reflect the site surroundings and blend the development into the landscape. This includes lines of native trees and hedgerow to screen the development at the east boundary, and along Ormskirk Road to mirror the boundary treatment opposite. To the north boundary, existing scrub and trees will be retained. **(Fig.10b – 10e).**

The overall approach to landscaping design seeks to offset the loss of poorer quality trees to the north of the site with better quality specimens as part of a considered landscaping scheme.



Fig.10b - Wildflower Meadow



Fig.10d – Wetland Planting



Fig.10c – Tree Avenue Hedge



Fig.10e – Woodland & Shrubs

5.0_AMENITY & LANDSCAPE

5.3 ECOLOGY

The site was subject to an Ecological survey in 2019, which was then repeated in May 2021. Habitats identified on site were considered to be of low quality and mostly widespread within the surrounding environment. The site was assessed to provide value for common amphibians, birds, bats, hedgehog, and badger due to the variety of habitats present within the site.

Further surveys for breeding birds, wintering birds, and bats were conducted to assess the value of the site for these features. Precautionary working methods were provided to reduce impacts to common amphibians, nesting birds, commuting bats, hedgehog, and badgers as a result of the development.

Four species of bat in total were recorded using the site during surveys conducted in 2021, although in low numbers throughout. Most bats were recorded using the vegetation around the periphery of the site, such as the hedgerows along the south-western and south-eastern border which is to be mostly retained within the development.

The site was assessed as being used mostly by common and widespread species bird species during surveys conducted in 2021, with notable species recorded using the site including dunnoek, house sparrow, and song thrush. Mitigation measures including the provision of increased variety of nesting habitat within the landscape designs for the development will provide increase the value of the site towards nesting bird species.

No notable wintering bird species were observed using the site, adjacent habitats or in passage over the site, and bird species identified during the survey utilising the site were all common and widespread and not of notable conservation concern. An Appropriate Assessment under the Conservation of Habitats and Species Regulations was conducted, and it was concluded that no significant effects will occur to the European Designated sites due to the low value of the site and surrounding habitats to wintering bird species and the level of suitable mitigation included within the development design that will not lead to significantly increased levels of disturbance over baseline levels.



Fig.10f – Dunnock



Fig.10g – House Sparrow



Fig.10h – Song Thrush

6.0 ENVIRONMENTAL SUSTAINABILITY

6.1 INTRODUCTION

An integrated approach to sustainability has been adopted during the design process for this development at Knowsley Lane and a Sustainability Statement prepared by Element Sustainability accompanies the application.

The applicant is committed to achieving a sustainable development as part of its development operations. This section of the Design & Access Statement outlines the commitments that have been made to ensure the scheme contributes to sustainable development and meets the Council's policy aims.

The client and consultancy team aim to minimise the environmental effect of the development, construction and its future operational use.

A BREEAM rating of Excellent is being targeted which is beyond local policy requirement and is being monitored by a BREEAM Assessor from pre-planning through to project completion.

6.2 SUSTAINABILITY MEASURES

The planning application is supported by an Energy and Sustainability Strategy which explains the measures which are to be incorporated within the development to maximise contribution to environmental sustainability

- Water consumption of the development will be minimised through the specification of efficient water fixtures.
- The proposed scheme location promotes access to sustainable transport options. The direct links to local cycleways and footways, cycle storage and access to regular busses will all contribute towards creating a highly connected and sustainable development.
- The development Site is located within Flood Risk Zone 1. Post development surface water run-off rates will be managed and mitigated through the implementation of SUDs where applicable.
- Waste arising during construction and occupation/operation will be minimised through the implementation of a Waste Management Plan (WMP). The WMP will be used to ensure that there is adequate management and storage of construction waste takes place in line with the Council's policies. Opportunities for the possible recycling of construction from excavation works will also be considered in line with best practice.
- A refuse management strategy has been developed to manage waste and recyclables from the operational phase of the development. Source segregation and the provision of refuse areas will encourage the occupants to recycle and divert waste away from landfills.
- Materials are proposed to be responsibly sourced and materials with low environmental impact will be selected and local suppliers will be prioritised. Material selection will be carefully considered to avoid the use of toxic materials and materials with VOCs.
- A combination of enhanced building fabric (significantly beyond the regulatory compliance standard), efficient mechanical and electrical systems, and controls will be specified
- The energy strategy will achieve compliance with the emission reduction targets stipulated by Building Regulations Part L2A (2013).
- 10% of the useable roof area will incorporate solar panels. The system will be expandable by the individual owners or tenants.
- Air sourced heat pumps are proposed to supply useful heat for space and water heating requirements.



Fig.11 – Photovoltaic Panels

7.0_ACCESS & SECURITY

7.1 SITE ENTRANCE

The access arrangement has been carefully selected with options from both Ormskirk Road and Knowsley Lane considered as part of the evolution of the scheme design.

Access from Ormskirk Road was preferred as it facilitated a more direct access to the A580 East Lancs Road and avoided the need for vehicles to have to negotiate the left in/left out junction arrangement that can be found at the junction of the A580 East Lancs Road/Knowsley Lane. This was also the preferred access option of the highway officers at KMBC.

A. 3m wide shared cycleway to be provided along Ormskirk Road site frontage within site boundary – Unable to be provide along full length of Ormskirk Road due to 3rd party ownership to the north.

B. Bus stop to be incorporated into deceleration lane or relocated south of purposed access – subject to further discussions with KMBC/ Merseytravel and detailed design.

C. Deceleration auxiliary left turn lane.

D. 15m corner radii followed by corner tapers to enable swept path of HGV

E. Visibility splays to be kept clear of all obstruction.

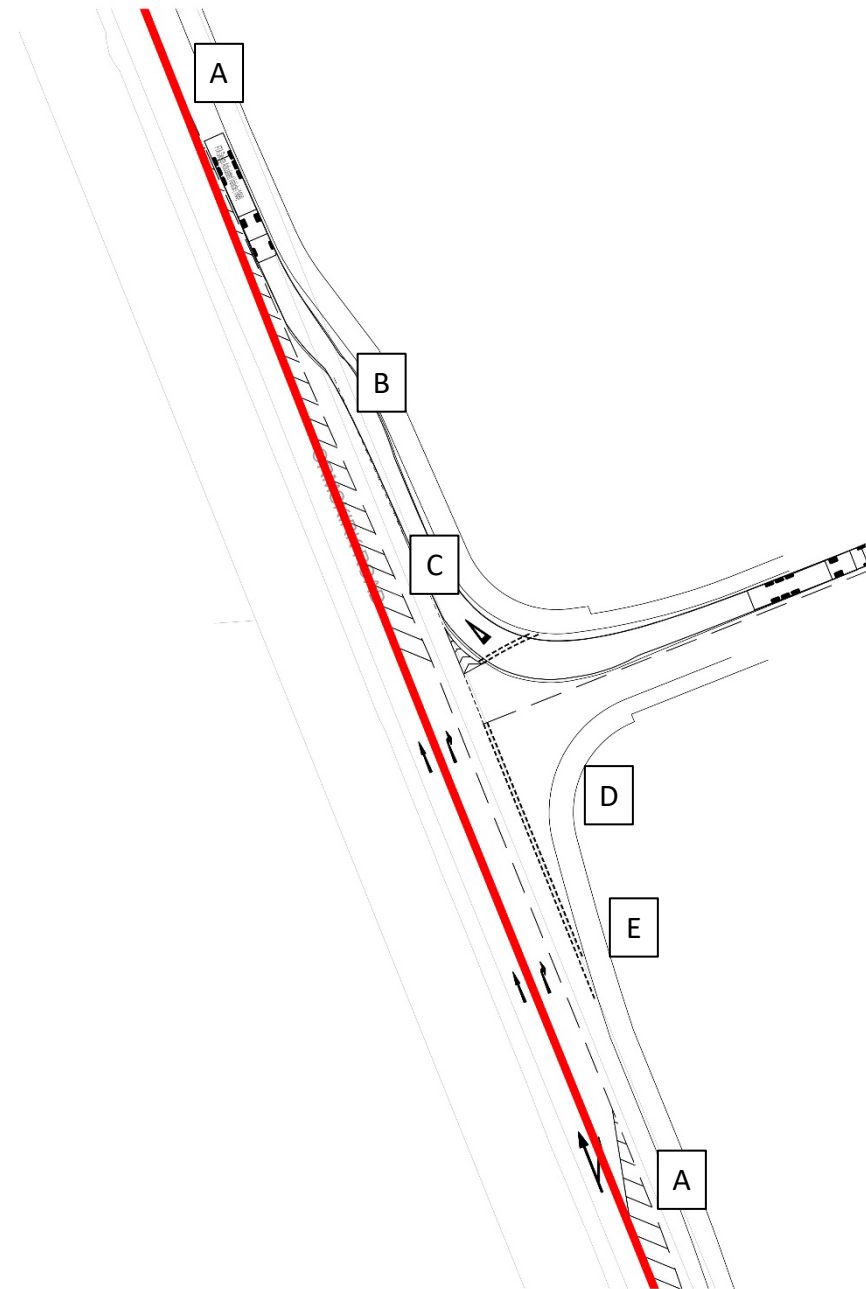


Fig.12a - Proposed Site Entrance Diagram (Ormskirk Road)

7.0_ACCESS & SECURITY

7.2 VEHICULAR ACCESS

The internal roads have been designed to local highway standards and have been checked with swept path analysis for the larger vehicles to ensure they are safe and fit for purpose.

7.3 PARKING PROVISION

The proposed parking spaces have been split proportionally over the site for the 3 proposed buildings, with 5% accessible and 10% EV spaces for each.

7.4 PEDESTRIAN ACCESS

Pedestrians will be afforded continuous footways throughout the proposed development which connect to the existing footways along Ormskirk Road.

The existing Pedestrian Right of Way across the site will remain accessible but will be diverted to follow the masterplan proposals

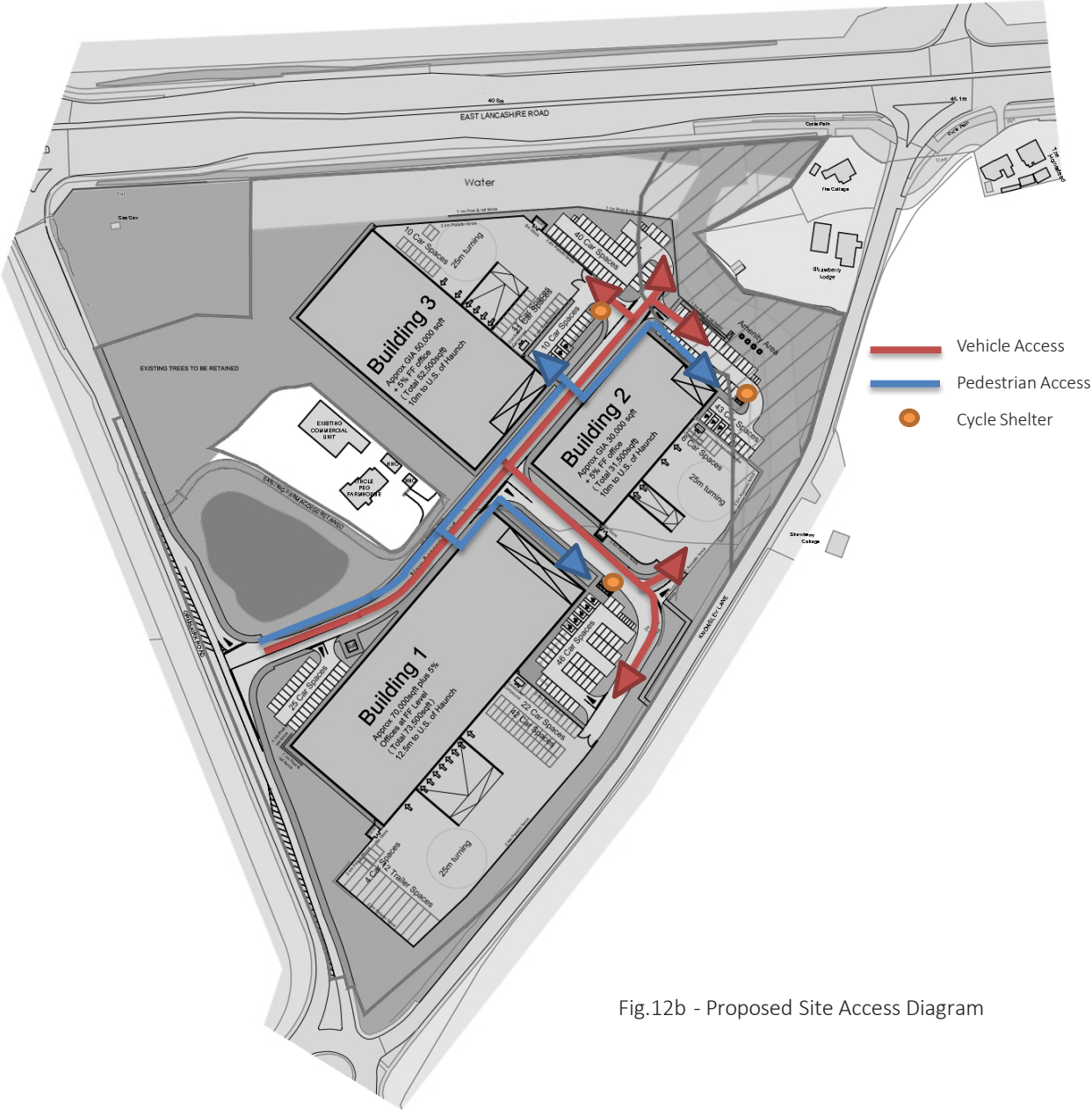


Fig.12b - Proposed Site Access Diagram

7.0_ACCESS & SECURITY

7.4 CYCLIST ACCESS

Access for pedestrian and cyclists will be accommodated at the main vehicular access via a 3m shared cycleway and internal 2m wide footways.

Covered cycle stands will be provided adjacent to the new pedestrian routes to each Unit. Cycle stands will be arranged at the front of each unit with good natural surveillance. The provision provided will be in line with the local parking standards according to the individual unit size.

Internal cycle storage will also be provided along with shower, changing and locker facilities.

7.5 ACCESSIBILITY

The proposed building has been designed to meet the requirements of Approved Document M of the Building Regulations. 5% of the overall parking capacity will be designated for disabled parking in close proximity to the building main entrance.

Pedestrian and vehicle routes will be clearly distinguished by using texture and colour with associated external lighting and signage to aid navigation around the site.

All means of escape will comply with Approved Document B. Level access will be provided to all entrances and exits.

Full DDA internal access and facilities will be provided within the new office blocks, a Platform lift will provide access to the first floors.

7.6 SITE SECURITY

The buildings will be designed in robust materials- metal sheet cladding on a steel frame. Where glazing is incorporated, toughened laminated sections will be included around the service and car parking areas and at the most vulnerable and exposed locations.

The service yards will be secured by 2.4m high powder coated paladin fencing and security gates.

Landscaping would be managed and maintained at suitable heights to promote natural surveillance to all areas of the site.

Steel personnel doors with 4 way locks and non opening windows will be specified and the tenant will provide an internal alarm system.

These features, together with the daytime and evening surveillance provided by occupiers will help to ensure that the opportunities for criminal activity is minimised throughout the lifetime of the development.

A Security Needs Assessment (SNA) has been undertaken by KABSEC in support of the design and construction of the proposed new industrial development.

The SNA provides a suite of security risk mitigation options. These recommendations aim to mitigate the security risks to the development in a pragmatic and proportionate manner.

7.7 SIGNAGE

A separate Consent to Advertise application will be submitted for tenant / occupier signage to the building and any other signage required.



7.8 EXTERNAL LIGHTING

The lighting philosophy to the external realm is based on achieving appropriate levels of maintained illuminance to areas of operation, vehicle and pedestrian movement. A key consideration will be to avoid light pollution to surrounding areas from spillage and glare, particularly surrounding residences.

The lighting scheme will be based on energy efficient LED luminaires which will illuminate roadways, pathways, car parking and external operational areas. The external lighting also takes into consideration both the level and uniformity of lighting required for security, CCTV operation, and safe movement of visitors and staff to the buildings and around the site.

The external lighting design has been carried out in accordance with the following standards: -

- SLL Code for Lighting
- BS 12464-2:2014
- BS5489-1: 2020 Code of practice for the design of road lighting
- CIBSE guide LG6 – 2016
- ILP Guidance Note 1 (reduction of obtrusive light)
- ILP Guidance Note 8 (Bats and artificial lighting) where relevant

It is important that the lighting provides the appropriate lux levels and uniformity to ensure the adequate illumination of roadways and pedestrian routes. Lighting will be installed to provide sufficient illumination for safe circulation and to promote a feeling of safety and security



Fig.13 - Proposed External Lighting Plots



Fig.14 - View 1



Fig.15 - View 2

9.0_SUMMARY

The detailed proposal has been fully considered in all aspects and has been informed in coordination with consultants to provide a robust and comprehensive design solution that will deliver high quality employment opportunities on this allocated employment site. It is a technically complex site with various constraints that limit the scale, extent, and layout of a development. Therefore, without a flexible and balanced approach to dealing with constraints the allocated site would remain undeveloped.

9.1 MASSING & SITE - The proposal has utilised the site parameters to minimise the impact on the current site conditions. The proposed development is designed to achieve a best-in-class solution, in keeping with the site and its surroundings, simultaneously complying with the requirements of Knowsley Core Strategy (2016), and particularly policies SUE1 and SUE 2 which allocate the site for employment uses (SUE1) and providing guiding principles for the development of the land (SUE2). Other relevant planning policies are considered in the Planning Statement prepared by NJL Consulting.

9.2 LAYOUT - The proposal responds to the existing topography and significant constraints of the site. A new common spine road is proposed which runs from the west to north-east in order to split the site into 3 distinct development areas that would also minimise cut or fill requirements. Unit heights and standoffs have been considered in accordance with the Residential Design Guidance Appendix 4 and separate Rights of Light Assessment.

9.3 COLOURS & TEXTURES - After a series of design studies a selection of commercially available colours have been chosen. A limited palette of materials provides consistency across the facilities which will stand the test of time and reduce the perception of massing. A simple horizontal emphasis has been created which wraps around the building envelope to provide a clean ‘box’ aesthetic with large areas of glazing at the office entrances to provide a contemporary and high-quality design solution which appeals in close engagement. Roofscapes are recessive with clean horizontal parapet lines and colour serves to minimise the visual impact from the street scene. The building form relies on a clear set of materials, textures and colours to attract a high-quality tenant and subsequent employment.

9.4 LANDSCAPE - The landscape design is focussed on enriching the ecological qualities of the site and treating the site boundaries with a sympathetic approach to blend the proposals into the surrounding landscape. The landscape areas aim to retain the existing trees and scrubs where possible and will continue to offer some cover for wildlife along the site boundaries whilst new vibrant soft landscaping and planting will further enhance the site. Elements of the northern tree belt will be lost to deliver the proposed development however their loss will be mitigated with new planting to provide a biodiversity net gain and ecological benefits.

9.5 SUSTAINABILITY - The development aims to exceed local policy guidance by delivering a BREEAM rated Excellent scheme. Increased building thermal efficiency along with renewable energy sources

9.6 ACCESS - The development is proposed to be served by a single access point off Ormskirk Road in accordance with DMRB standards. All parking is compliant with local authority standards based on the use class of the facility. Full provision for alternative transport modes and access for disabled visitors / occupiers is fully incorporated. Cycle parking is proposed above local authority requirements.

9.7 CONCLUSION - The overall design is a striking contemporary solution using high quality materials, textures and finishes. The proposal aims to approach to what can be achieved for an industrial building and will be perceived as a modern working/business environment.