

Design & Access Statement

**Operational Van Storage Facility.
Land at Britonwood Trading Estate, South of Faraday Road,
Knowsley, L33 7UT.**



Document Prepared for:



Full Planning Application

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1.0 Introduction

1.1 Purpose of this Document

This Design & Access Statement has been prepared by Ashton Smith Associates with contributions from all members of the professional team to accompany an application for full planning permission for development of the site for storage of operational vehicles, including resurfacing, amendments to access, associated parking, and ancillary infrastructure.



1.2 Site Location & Background

The site forms part of the established Britonwood Trading Estate, adjacent to the A580 East Lancashire Road 10km to the north east of Liverpool City Centre. The A580 is also a major link to junction 23 of the M6 motorway approximately 15km to the east.

The 2.35 Ha Site for the proposed development is situated on an undeveloped grassland comprising of a mixture of grass, shrubbery and woodland. Sitting within the Britonwood Trading Estate, the site stretches eastwards from the western end of Faraday Road, borders the south west perimeter of Britonwood Protected Plantation (to the north east), and runs immediately adjacent to the industrial estate on Platinum Court, to the south.

There are two existing pylons and overhead power cables that run from east to west along the southern boundary of the site and a TPO covered woodland area to the immediate north east of the site.

The Proposed Development includes the design and construction of a van storage facility (surface storage only) with the main access from the 'hammerhead' at the western end of Faraday Road.



1.3 Site Photographs

Site Views:

Images taken from Google Maps showing the extent of the site from Faraday Road



1.4 Surrounding Area

The surrounding area consists of a mixture of industrial, distribution and business units to the North, industrial, retail and business units to the East and South of the site, with woodland areas and soft landscaping to the north east and west of the site.



1.5 Planning Policy Context

For an assessment of the proposals against relevant planning policy at national and local, please see the accompanying planning statement provided by DWD.

1.5.1 Relevant Documents

This document should be read in conjunction with Ashton Smith Associates’ drawings

- 23013_ASA-00-EX.SI-D-A-P01-(S2-P1)_Location Plan
- 23013_ASA-00-EX.SI-D-A-P02-(S2-P1)_Existing Site Plan
- 23013_ASA-00-EX.SI-D-A-P03-(S2-P1)_Proposed Site Plan
- 23013_ASA-00-EX.SI-D-A-P04-(S2-P1)_Existing Site Sections
- 23013_ASA-00-EX.SI-D-A-P05-(S2-P1)_Proposed Site Sections
- 23013_ASA-00-EX.SI-D-A-P06-(S2-P1)_Proposed Ancillary Structures
- 23013_ASA-00-EX.SI-D-A-P07-(S2-P1)_Proposed Welfare Block & Guard Hut
- 23013_ASA-00-EX.SI-D-A-P08-(S2-P1)_Proposed Boundary Details

2.0 Development Proposal

2.1 Design Principles

The proposed development would provide dedicated storage facilities for the vans required to operate the existing distribution warehouse at Knowsley Industrial Park, 110 Hornhouse Lane. The vans are only used to facilitate the operations at the distribution warehouse through the collection and delivery of packages and/or goods originating from or returning to that distribution warehouse. Without the vans to effect these movements of packages and/or goods, the distribution warehouse cannot operate effectively. Equally, the van storage use on this site would only take place because the vehicles are required for the distribution warehouse operations. Therefore, the storage of the vans at this site is a functionally linked necessity for the effective operation of the distribution warehouse.

On new build-to-suit sites, the need for vehicle storage is often built into proposals. On sites such as these, where existing units are operating with limited to no opportunities to adapt the site to meet this operational business requirement, the storage of the vans necessarily has to take place elsewhere. This is the case for the distribution warehouse, and the reason why there is a need to provide a van storage facility a short distance from the distribution warehouse, at this site.

The proposal includes 100% passive EV provision. The operator is aiming to make its operations more sustainable and to this end it is seeking to maximise the number of electric vehicles serving the distribution warehouse.

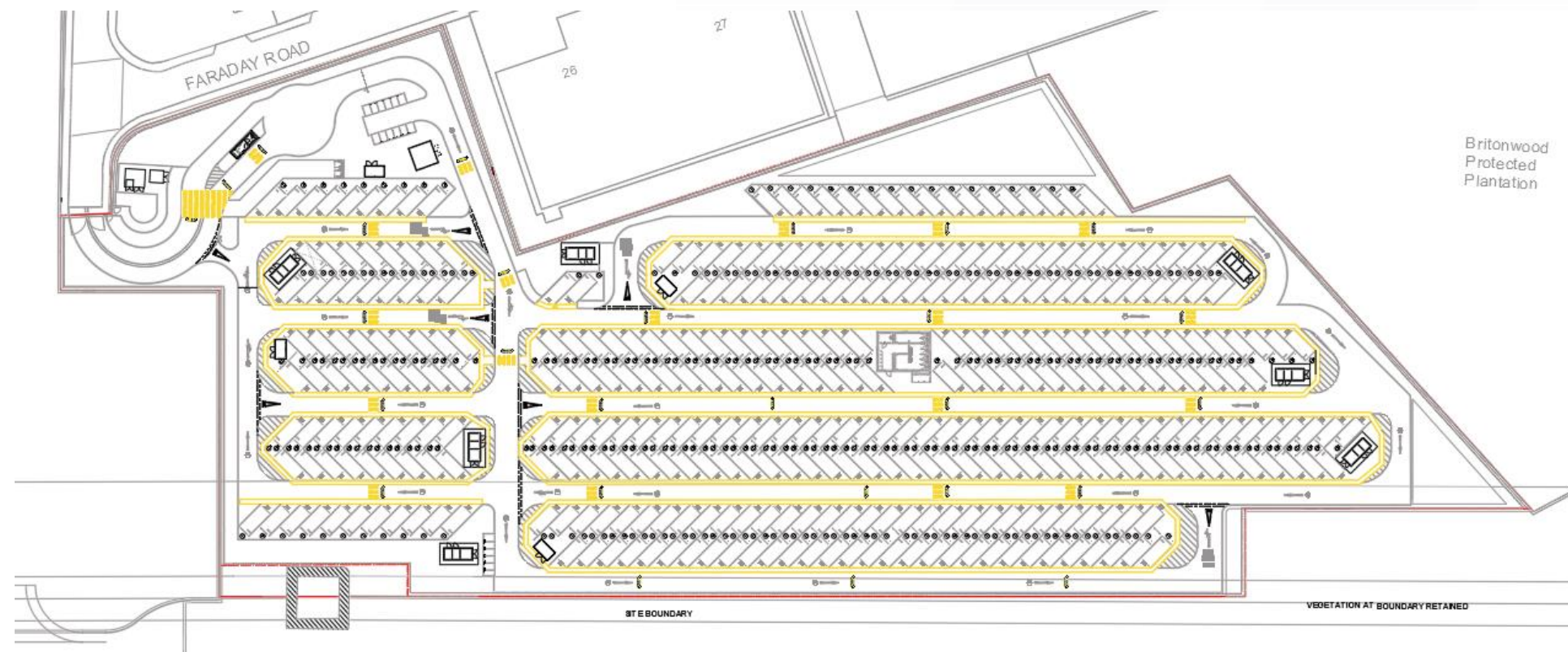
The storage facility will allow the operator to control the standard of delivery vans that serve the site during the transition to a 100% EV fleet by working towards all vans being Euro 6 compliant vans prior to achieving the 100% EV fleet.

At present all of the drivers have to drive to the site in their own vans, with no ability to travel by sustainable modes or trip share. The van storage facility will change this, which is both sustainable and also widens access to the job opportunities for people that would like jobs as drivers but may not be able to access a suitable van.

The proposed development will substantially reduce the requirement for drivers to store vans overnight local to where they live. A high proportion of the drivers are unlikely to be able to store the vans on drive-ways, therefore the vans are stored on public roads near to the homes of the drivers.

the proposed van storage site can serve to reduce the number and duration of trips. The business can enhance the route that the drivers take from this single starting point, allowing more parcels to be delivered per launch of the vehicle. As is clear from the Transport Statement, the proposed development does not materially impact the throughput of the distribution warehouse therefore there is no increase in vehicles on the local road network. On the contrary, the proposals represent a betterment in terms of trips.

Local drivers would arrive at the site by various means of transport, collect a van and leave the site to make their deliveries. Once all deliveries have been made, drivers would return the vans to the site, collect their own vehicles (if they have driven to the site), or travel home by other means of transport.



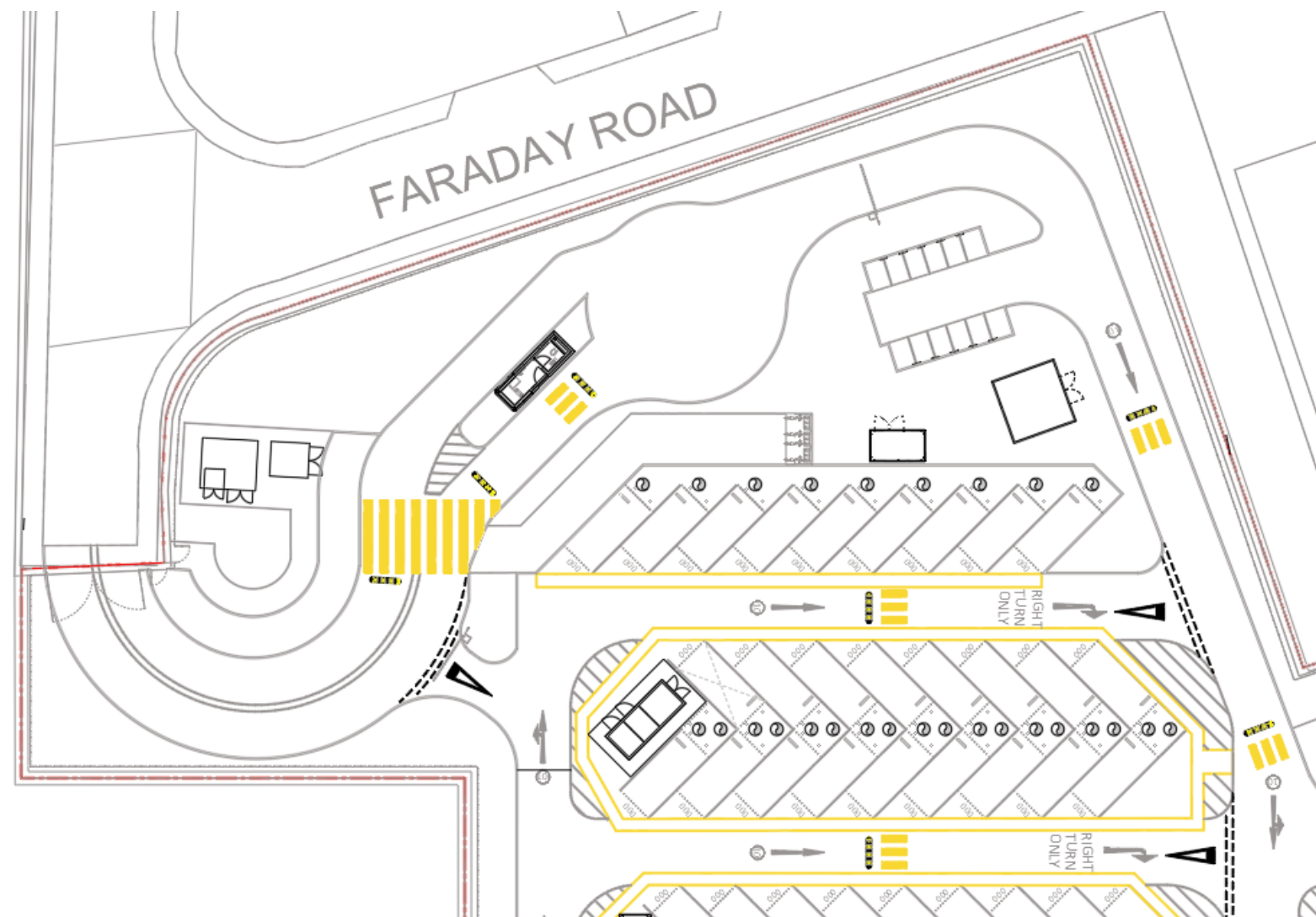
2.2 Access

The existing access to the site off Faraday Road will be modified and utilised for vehicles, including cars, vans and cyclists leading to a controlled security gate and the proposed van storage area, there is a pedestrian footpath proposed along the same road that will be utilised for pedestrian access.

The proposal provides storage for 359 vans in total along with provisions for storage of 10 pedal cycles and 18 motorcycle parking spaces positioned around the site.

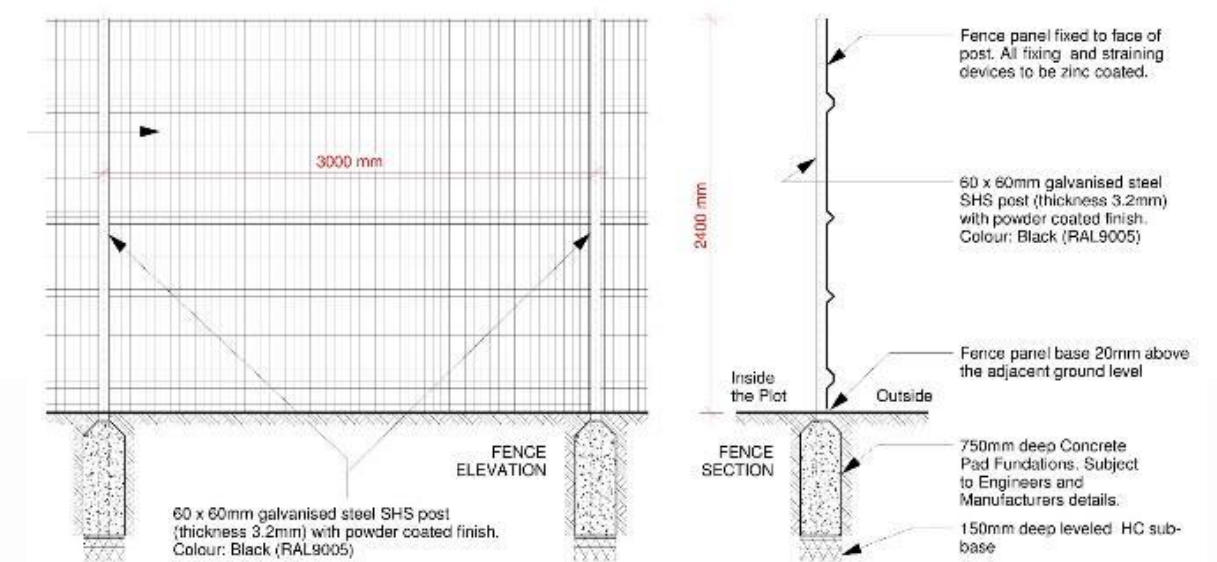
Drivers that are refused entry onto the site will turn around the guard hut and exit the site using the access road. Motorcyclists and cyclists will use the same access as the vans and utilise the parking areas provided where pedestrians will enter the site via a constructed path from Faraday Road and enter the site through a pedestrian gate.

The use of pedestrian walkways across the site will identify separation between pedestrians and drivers promoting safe routes for the users, where pedestrian crossings are strategically located around the site from the storage areas to the guard cabin and welfare area to promote safe crossing.



Speed bumps are to be placed around the site to maintain a 10mph limit while wheel stops and 1m high bollards are to be located between bays to protect neighbouring parked vehicles and the proposed locations of charging points and future charging locations.

A 1.2m high post protection system will be used to protect lighting and signage columns within the parking areas and around the site where a collision could possibly occur.

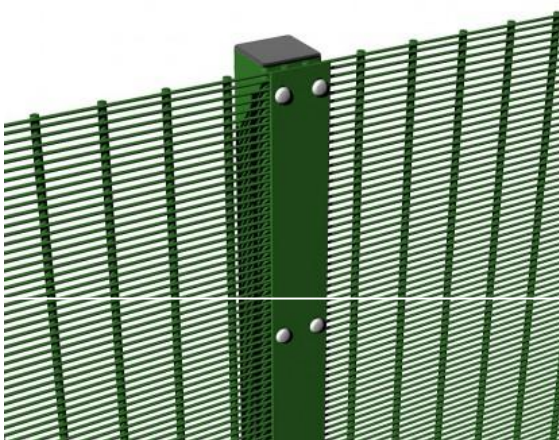


2.7 Crime Prevention

The scheme proposes to incorporate a 2.4m high fence with new vehicular and pedestrian gates to the access junction and a manned security guard cabin facility. Full lighting to the site will enable safe transit and manoeuvring for vehicles, eliminating blind spots. Consistent lighting provides safe access for pedestrians and all site operations.

Consistent lighting will aid in the utilisation of existing and proposed infrastructure such as public footpaths and cycleways which at present has been highlighted as an issue. Lighting will eliminate concerns over safety and security for users accessing the site and promote more sustainable methods of transport to the site.

The overall security of the site will be greatly improved. Existing fencing will be removed and new 2.4m Paladin security fencing will be installed on all exposed boundaries, a new automated vehicle security gate at the site entrance is proposed with automated barriers controlling vehicles entering and exiting the site within view of the guard hut. The storage area aids clear visibility across the site and a robust lighting system will also increase security and safety.

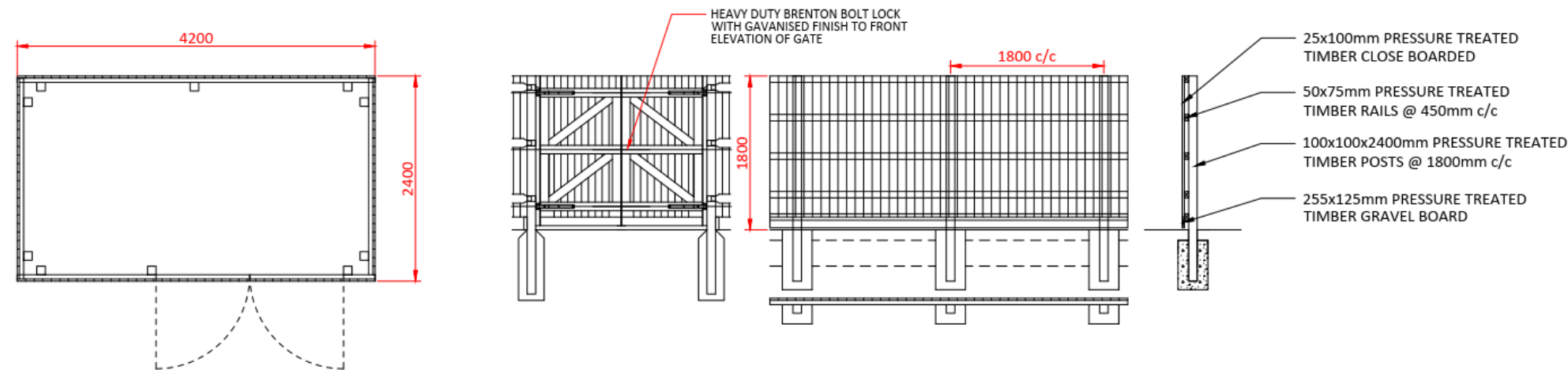


Typical image of SR2 rated paladin fencing

2.8 Waste Management

Adequate provision for bin storage has been made for the van storage facility speculatively.

Dedicated bin stores will provide provision for segregation of waste into refuse and recycling as necessary, these are located across the site and away from buildings to minimise potential risk of fire spread.



Typical bin store details (1800mm high timber screen, with timber vertical posts, rails and gravel board)

3.0 Conclusion

The proposal demonstrate a positive push for the growth of business in tandem with the distribution facility on Hornhouse Lane and will provide a number of benefits including allowing the operator to rely on their own fleet of vans which will facilitate the transition to an electric vehicle fleet, as well as providing a consolidated van storage area which is safe and secure and can serve to reduce the overall number and duration of vehicle trips associated with the distribution facility.

The proposal also represents sustainable development and provides transport opportunities with the vicinity of the site, securing an employment generating economic use of a currently vacant site. It would result in improvements to economic productivity without negatively impacting on highway capacity, highway safety, biodiversity, arboricultural, flood risk, air quality, heritage or amenity interests. There are therefore ample opportunities for people living within the local area employed at the site to walk to work or indeed combine walking with another form of transport.