

DESIGN & ACCESS
STATEMENT | SITE 3, IMAGE BUSINESS PARK
NOVEMBER 2021



hale

 SEYBOURNE

1.0	Introduction
2.0	Site
2.1	Site location
2.2	Site Context
2.3	Site Conditions
2.4	Planning Policy Context
2.5	Levels & Boundaries
3.0	Design Statement
3.1	Proposal
3.2	Proposed Layout
3.3	Areas
3.4	Appearance
3.5.1	Appearance - Office Elevations
3.5.2	Appearance - Loading Elevations
3.5.3	Appearance - Material Examples
4.0	Access Statement
4.1	General Access to the Plot
4.2	Inclusive Level Access
4.3	Emergency Access
5.0	Supplemental Reporting
5.1	Geo Environmental Report Ph1 & Ph2
5.2	Landscaping Design & Tree Survey
5.3	Floor Risk Assessment & Drainage Statement Summary
5.4	Transport Assessment & Travel Plan
5.5	Ecology Assessment
5.6	Air Quality Assessment
5.7	Energy Statement
5.8	BREEAM Pre-Assessment

1.0 | INTRODUCTION



Site Location

1.0 Introduction

The Design and Access Statement has been set out to assist in the understanding of the design/planning drawings and supporting material submitted as part of this full planning application for Site 3, Image Business Park, Acornfield Road, Knowsley.

The total site area of the site is 22,457m2 / 2.25 hectares.

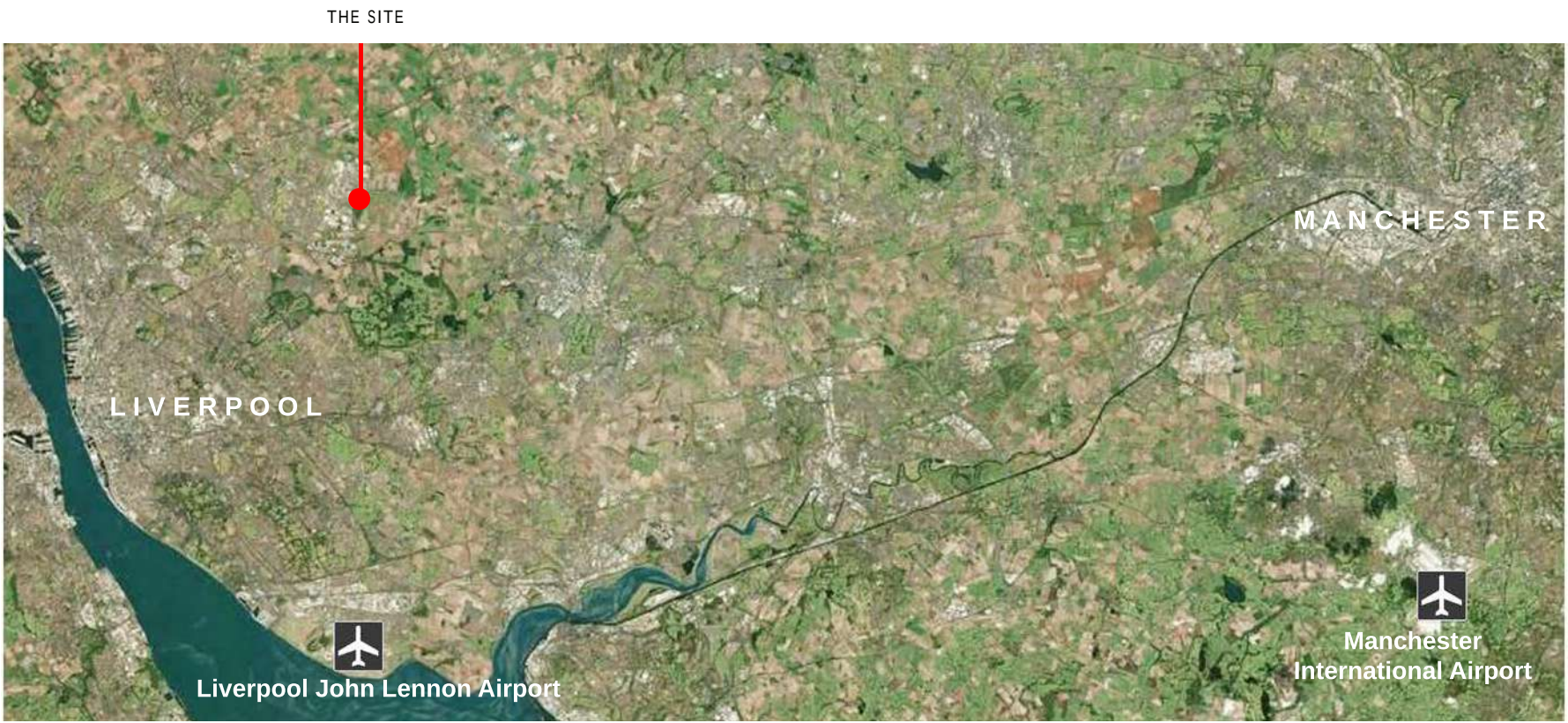
The site is situated on the western boundary of Image Business Park, and has a long history of industrial processes, however it is currently vacant representing an under-utilised brownfield site.

The current scheme comprises the development of a single detached speculative industrial production warehouse unit with E(g)(iii) (previously B1c), B2 and B8 uses in line with the current policy for this key employment area. The total area of the new development will be 11,149m2/120,000ft2 gross internal floor area. The building uses will be as follows:-

- E(g)(iii) – Industrial processes
- B2 - General industry
- B8 - Warehouse & distribution

The Design and Access Statement addresses the design considerations and processes in arriving at the scheme layout and design.





Regional Aerial View



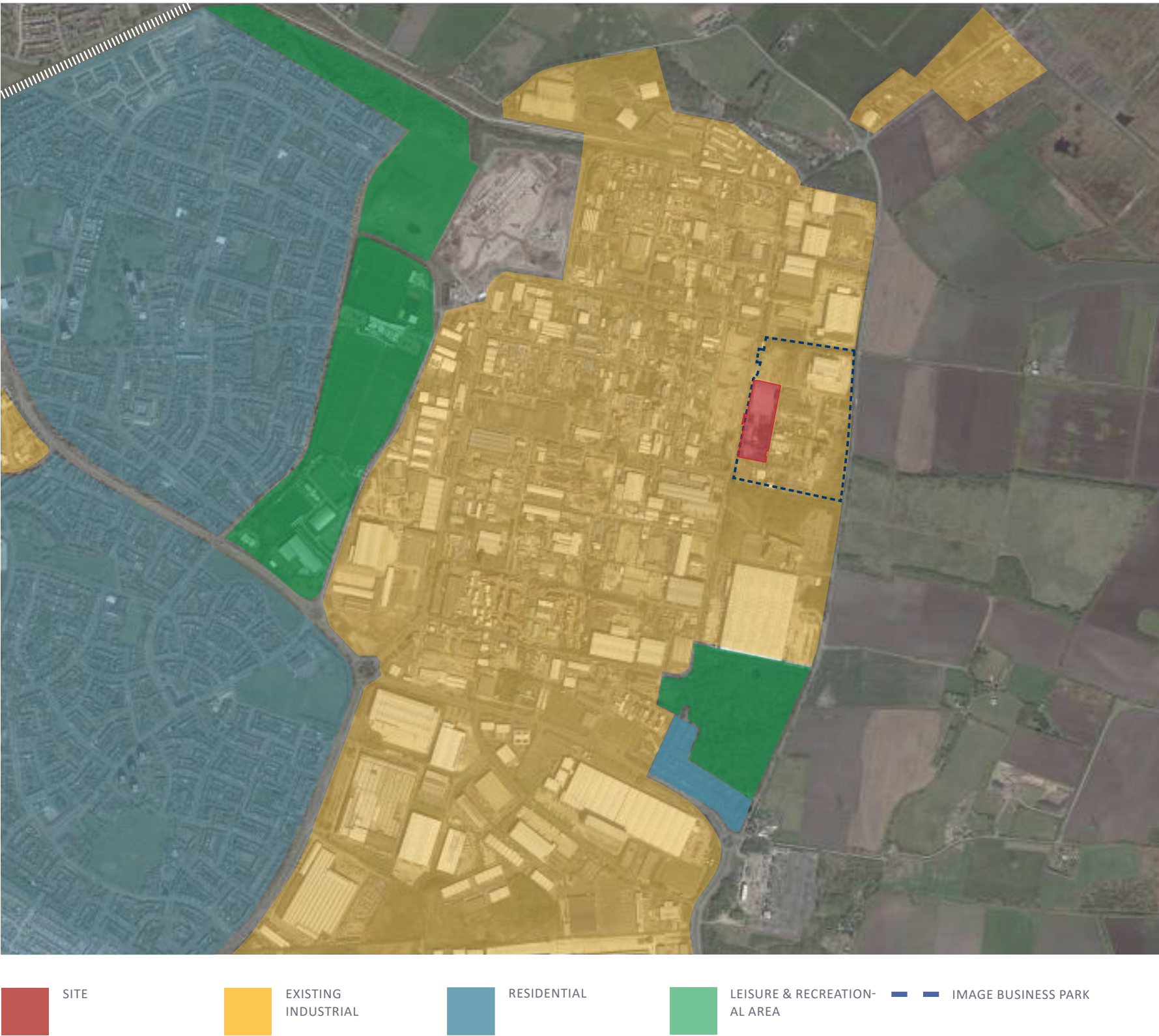
Site Location

• SITE • IMAGE BUSINESS PARK

2.1 Site Location

The development site is situated within Image Business Park. The Park is located on the eastern outskirts of Knowsley’s industrial area and may be reached via Acornfield Road, a one-way (north-south) road that can be reached via County Road, South Boundary Road, and Moorgate Road.

The site is located approximately 13.4 miles north-east of Liverpool, 15.8 miles north-east of Liverpool John Lennon Airport and 33.4 miles from Manchester. And is easily accessible via the M57 3 miles to the south of the development site.



2.2 Site Context

Site 3 currently is a vacant plot on the western boundary of Image Business Park, and forms the second application for the redevelopment of three vacant plots within Image Business Park, which is zoned in the Local Plan for E(g)(iii) (previously B1c), B2 and B8 employment uses which has the support of the Local Authority.

Access to the proposed development plot is via the existing Image Business Park entrance from Acornfield Road. Within the Park and to the east and south of Site 3 are existing industrial buildings which have been occupied in recent years by a number of tenants. A new industrial building was completed in the north east corner of the Park earlier this year for Contenur, a Spanish company, this being their first manufacturing facility in the UK.

To the north, west and south of Image Business Park is Knowsley Industrial Estate with a significant range of industrial occupiers. To the eastern side is Perimeter Road and to the east of that, open land and countryside.

2.3 Site Conditions - Image Business Park



1. Site entrance looking south along acornfield road



2. Boundary along Acornfield Road looking North, at now demolished office building



3. View of Site 3 looking south west during demolition



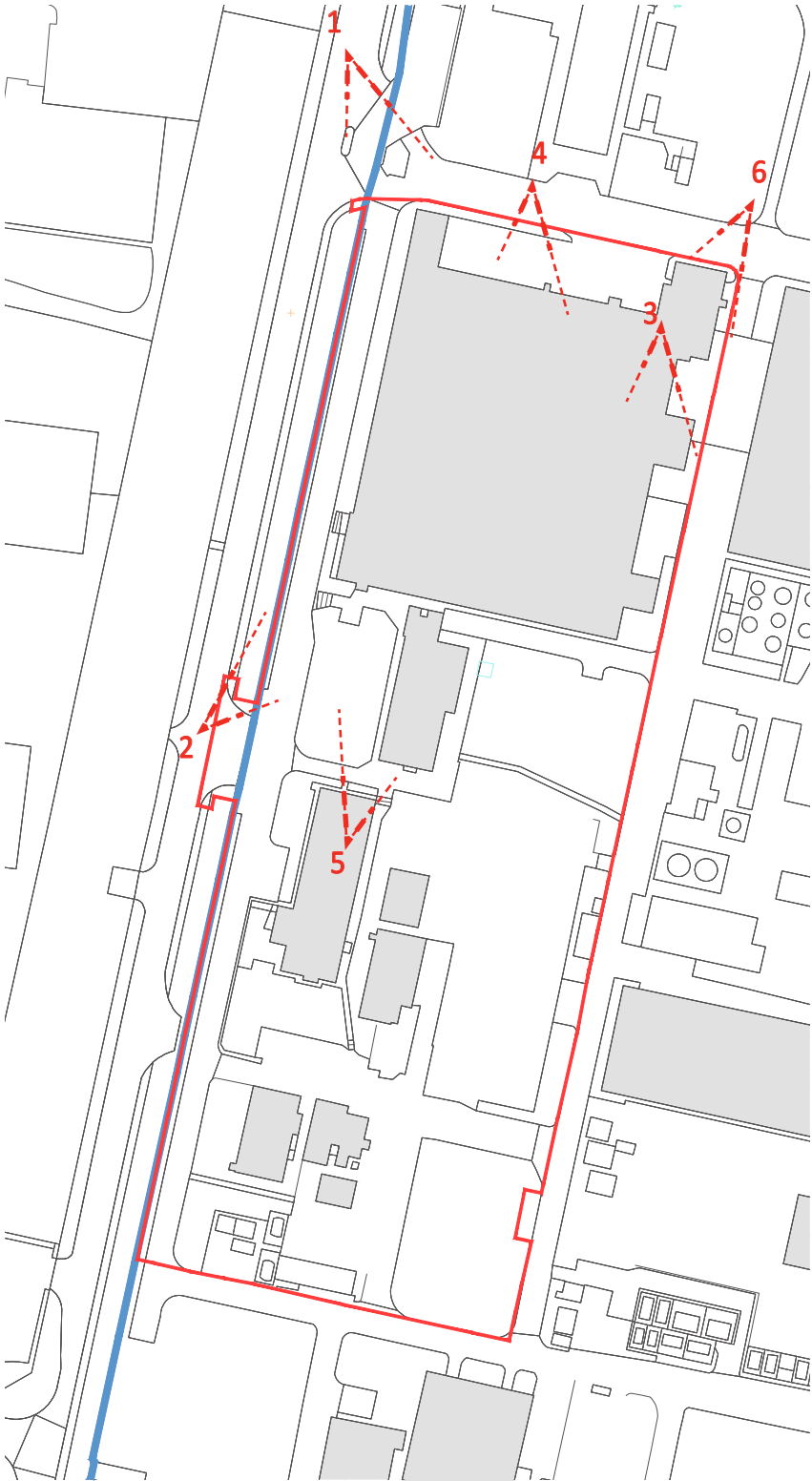
4. Boundary along Acornfield Road looking North, at now demolished office building

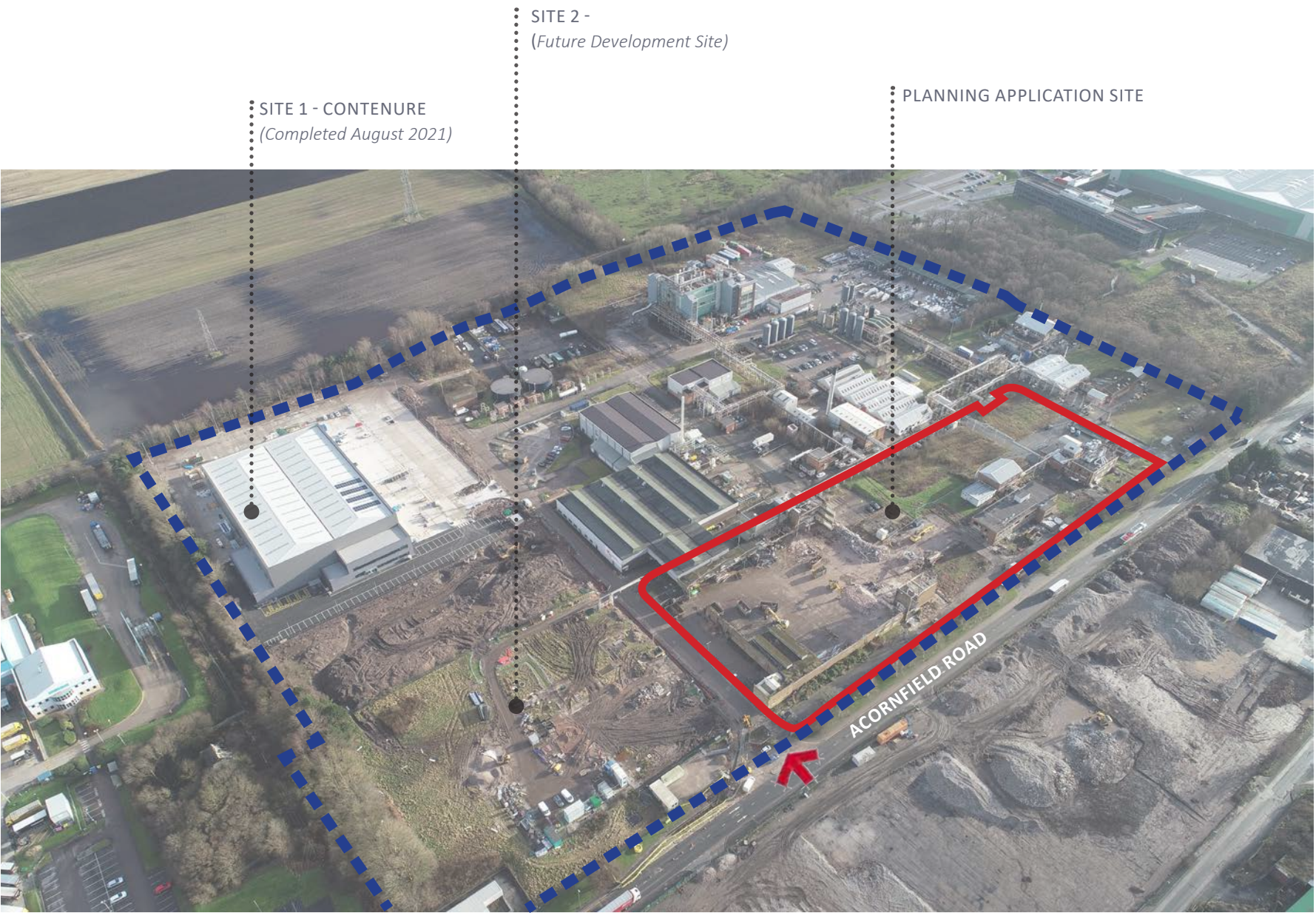


5. View north east from inside site 3



6. View into site from within image business park looking south west





— SITE — IMAGE BUSINESS PARK ↗ ACCESS

Aerial view looking South West - Taken January 2021 during demolision

2.4 Planning Policy Context

The original occupiers, Kodak, vacated and sold the site in 2007 and it was subsequently re-named Image Business Park. Many of the remaining buildings on the Park have since been re-let to various industrial tenants leaving two remaining vacant plots (Sites 2 & 3), which are due to be redeveloped for industrial purposes.

Site 3, the application site, was formerly occupied with a mix of industrial uses and ancillary offices used by Kodak. However, these various buildings had been vacant for several years and become derelict and the so were demolished in March 2021 (Demolition consent ref 18/00698/DEMCON, dated 05/12/2018).

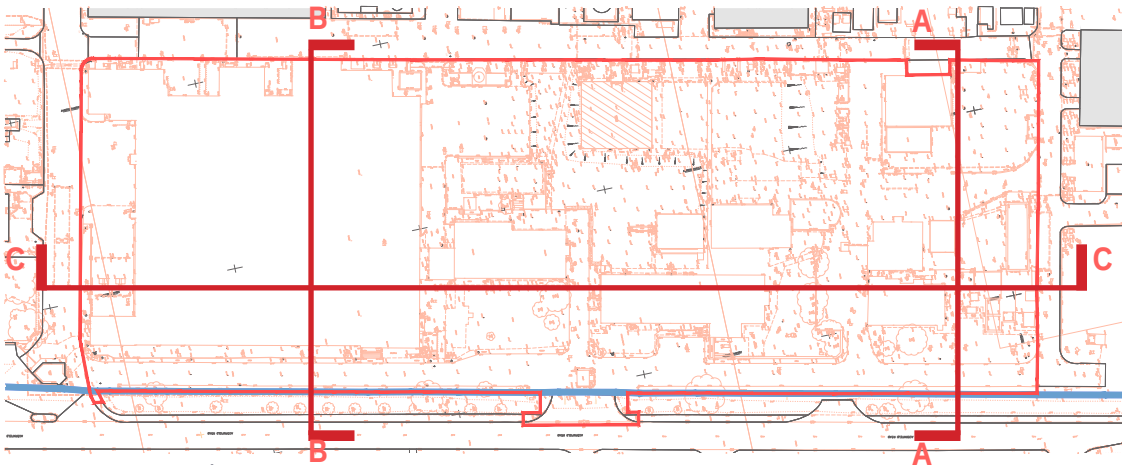
Site 1, (formerly known as Plot B), received planning consent in February 2020 (application number: 19/00520/FUL) and was completed on site in May 2021. A separate planning application for the redevelopment of Site 2 is due to be made later this year.



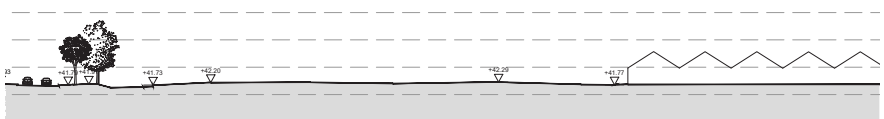
1. View south along Acornfield Road



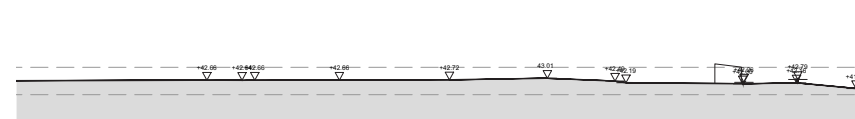
2. View north along Acornfield Road



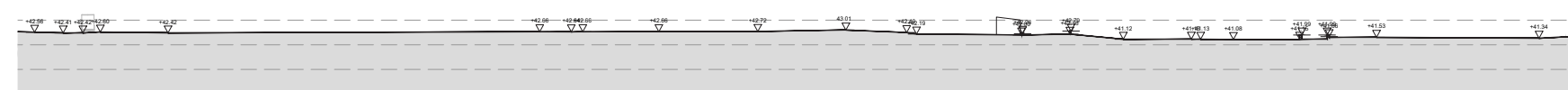
3. Existing Site Plan



4. Section A-A



5. Section B-B



. Section C-C

2.5 Levels & Boundaries

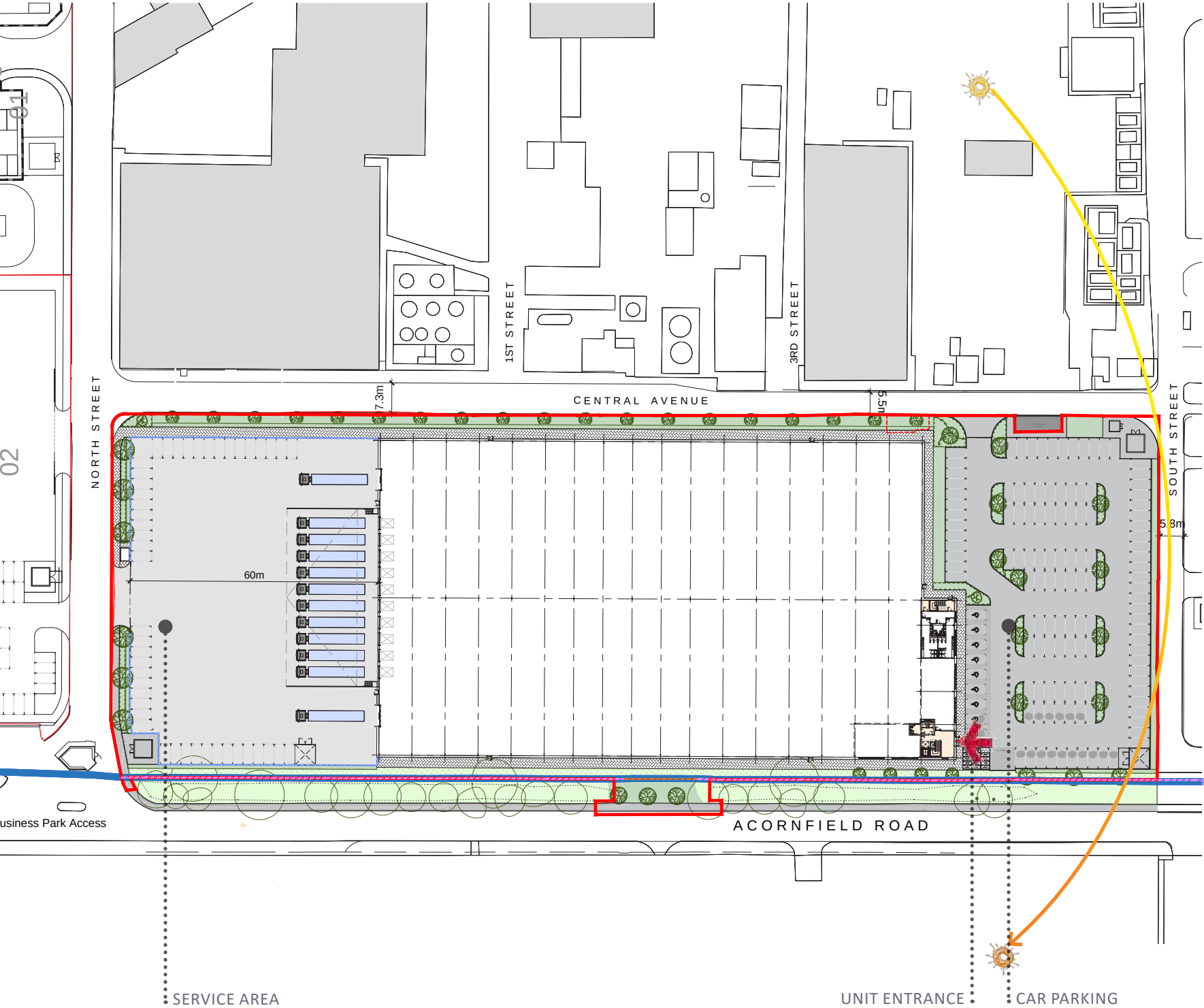
Access to the proposed development site is via the existing Image Business Park entrance, which is located off the one-way (north to south) Acornfield Road.

Site 3 is located to the south east of the entrance to Image Business Park and shares its western boundary with Acornfield Road. The remainder of the site is bound by the existing Park roads with the service yard area entrance on the northern boundary and pedestrian and car parking access from Central Avenue which runs north/south to the east of the site. The entrance to the building is on the southern elevation with HGV loading and servicing to the north.

Site 2 Image Business Park, which is located to the north of Site 3, is also planned for redevelopment with a separate planning application due to be submitted later this year and a new industrial building for Contenur was completed on Site 1 in the north east corner of the Park in May 2021. To the east and south of the site, there are existing industrial buildings and occupiers. Perimeter Road runs to the east of the image business park, which bounds Knowsley Industrial Area in general.

The site slopes slightly towards the north-western corner, with a highpoint on the north-eastern side. The site is largely made up of the original concrete floor slabs and hard standing which remain after the demolition of the existing derelict buildings earlier this year, along with a rough grassed area with self-seeded young trees towards the southern end of the site. The site was therefore cleared earlier in the year in preparation for this redevelopment. The

3.0 | Design Statement



Proposed Site Plan

3.1 Proposal

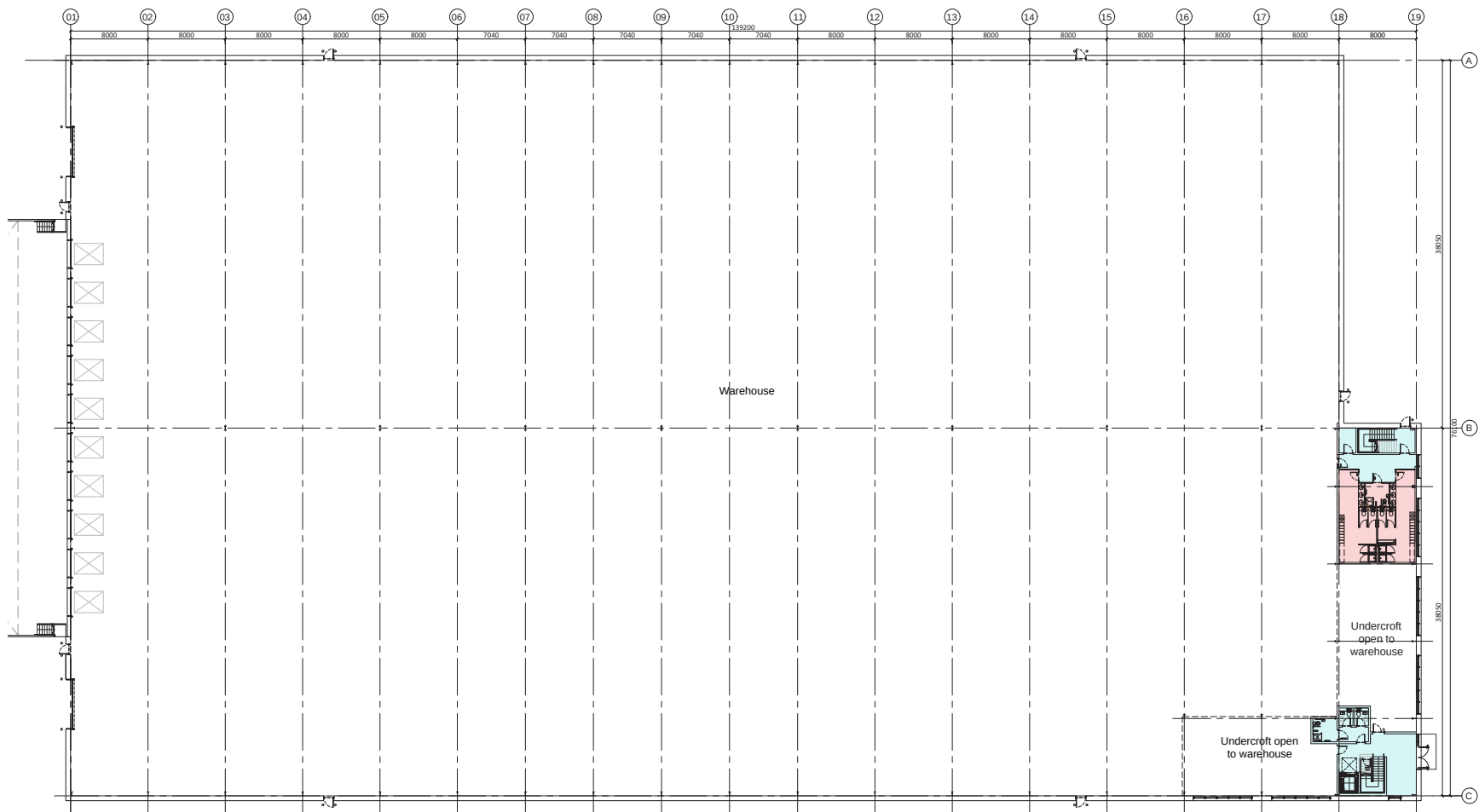
The proposal is to develop the site with the construction of a high quality speculative single detached industrial building for Use Classes E(g)(iii) (previously B1c), B2 and B8 with ancillary offices, associated car parking and service yard areas.

3.2 Proposal Layout

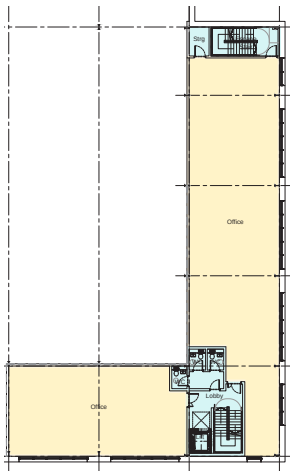
The proposed layout has evolved from a broad analysis of the existing site constraints, such as site access for HGVs & cars and the context of the surrounding existing environment as well as the site topography and boundary conditions in order to provide the best solution for a building of this size, alongside having in mind the demands of the current industrial market.

The site layout has been designed to locate the building centrally within the site with the service yard area to the north side and the car parking and pedestrian access to the building to the south side. The service area to the building is located near the Park entrance to provide ready access for HGVs. Having the service yard area to the south of the building was initially considered but proved not to be possible because of the existing access constraints at the southern end of Central Avenue where the road narrows to a point where access for HGVs cannot be achieved, and also the relative narrowness South Street. A new footpath is provided from the Park entrance around the northern and eastern side of the site to give safe pedestrian access to the building entrance on the south side of the building.

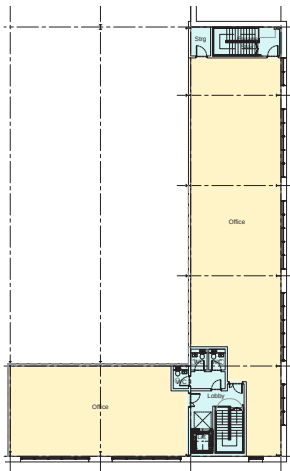
3.0 | Design Statement



Proposed Ground Floor Plan



Proposed First Floor Plan



Proposed Second Floor Plan

3.3 Areas

The total site area is 22,457m² / 5.55 acres.

The total internal floor area (GIA) of the development is 11,149m².

AREA SCHEDULE (GIA)

Unit 1	11,149m ²	120,000 ft ²
Warehouse	10,285m ²	110,700ft ²
Office FF	432 m ²	4,650 ft ²
Office SF	432 m ²	4,650ft ²

The proposed layout shows 180 car parking spaces which is under the maximum parking standards set by the Car Parking Guidelines SPD. Car parking spaces are distributed per unit as it follows:

Car Parking Spaces	180
Accessible Bays	9
EV Charging Bays	18
Cycle Spaces	24

Car parking and HGV/LGV movement is dealt with in more detail in Vectos's Transport Assessment submitted with this application.

3.0 | Design Statement

3.4 Appearance

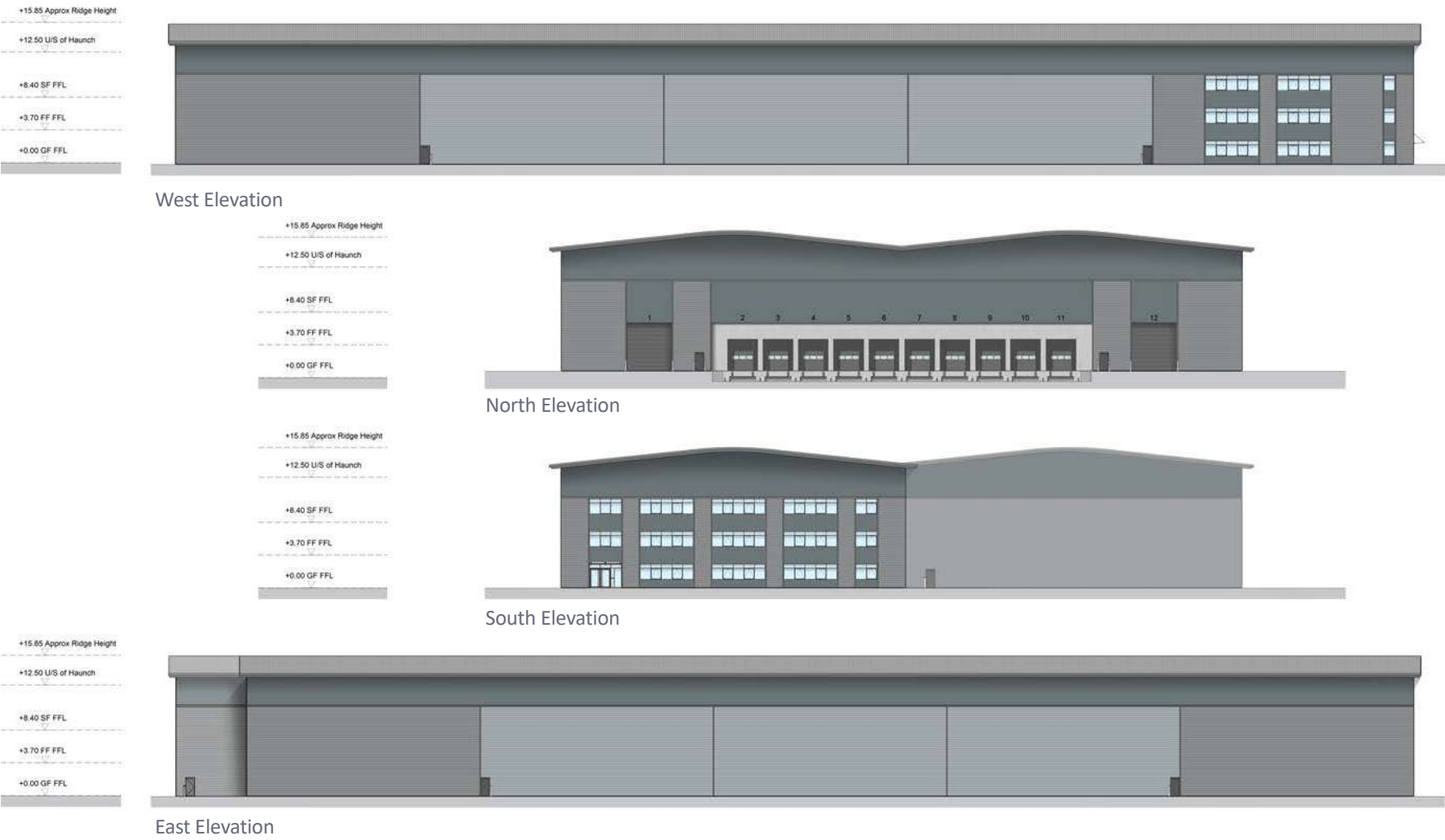
The elevational drawings indicate the general appearance of the building, with the forms being simple and well-proportioned for a building of this type where clear internal heights and internal volumes are required.

The elevational treatment has been developed with clarity in both the design approach and the proposed materials to give the development a simple, well-proportioned and elegant appearance.

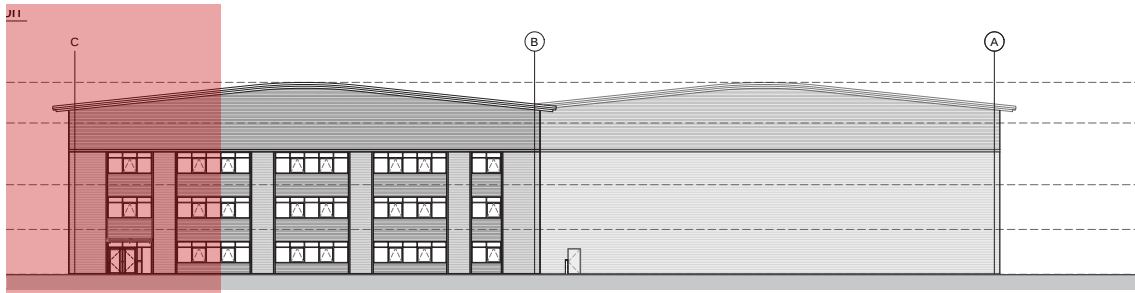
The elevations combine the use of contemporary materials using profiled metal cladding with crisp, modern and simple detailing using a small number of cladding profiles and colours within a considered palette of silver, mid grey and dark grey cladding to create a strong, clear and high-quality appearance together with the offices elements which provide additional visual focus.

The elevations will feature the use of profiled metal cladding with double glazed dark grey aluminium windows to the offices as well as the loading doors. The cladding is used in a simple manner and will feature fine inverted fin detailing to the corners of the buildings and vertical fins within the horizontal cladding itself. This together with the details around the windows to the offices will create a finely detailed elevational treatment with a scale which is clearly discernible to the eye.

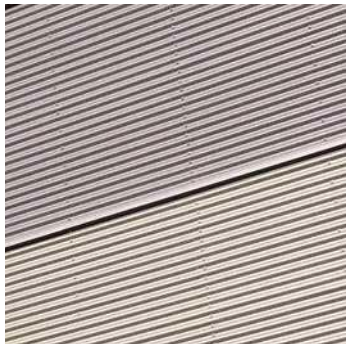
The general colour of the cladding will be “Orion” which is a dusky grey colour, and is complimented with a high level band of the slightly darker “Zeus” colour. This combination of cladding tones reflects & compliments the appearance of the Contenur building to the north east corner of the Park and will diminish the apparent scale of the building when compared to the more standard silver metallic finish used extensively in industrial buildings in recent times. The lighter “Sirius” silver cladding is used, however, along the central sections of both the long side elevations of the building to provide some visual rhythm to these elevations and to help reduce their apparent length.



3.5.1 Appearance - Material Examples - Office Element



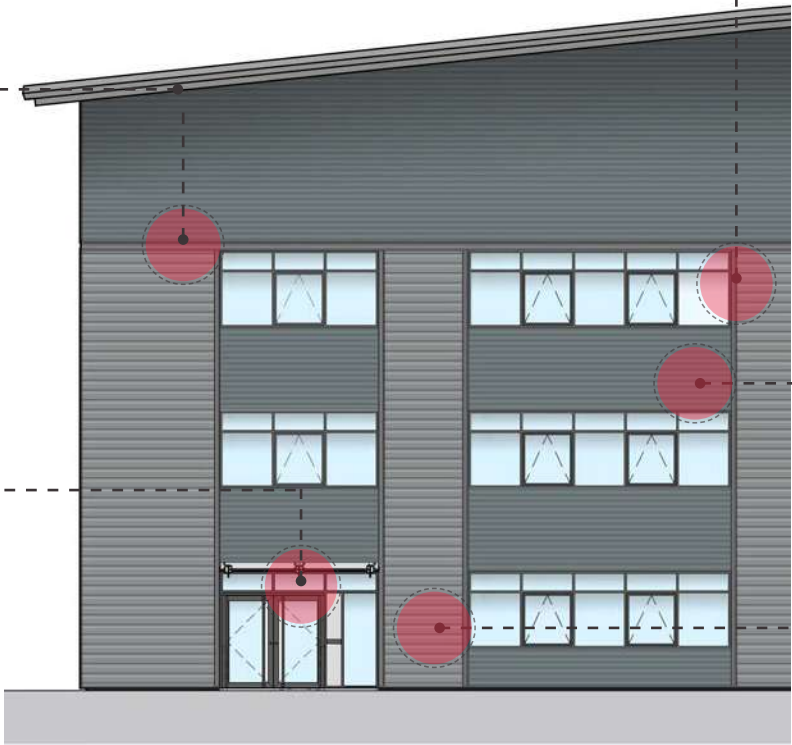
South Elevation



Contrasting Cladding Colours



Main entrance curtain wall system with integrated canopy and brise soleil



South Entrance Elevation



Ribbon Windows with integrated Brise Solail.



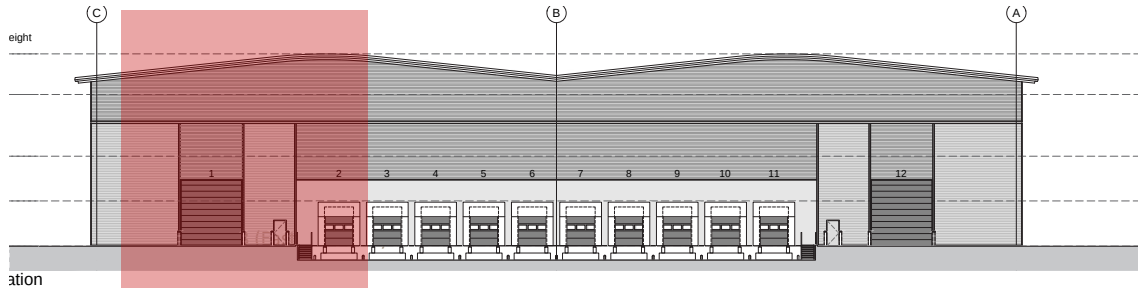
Cladding Type 01



Cladding Type 03

hale

3.5.2 Appearance - Material Examples - Loading Element



North Elevation



Level loading door



Personnel door



South Entrance Elevation

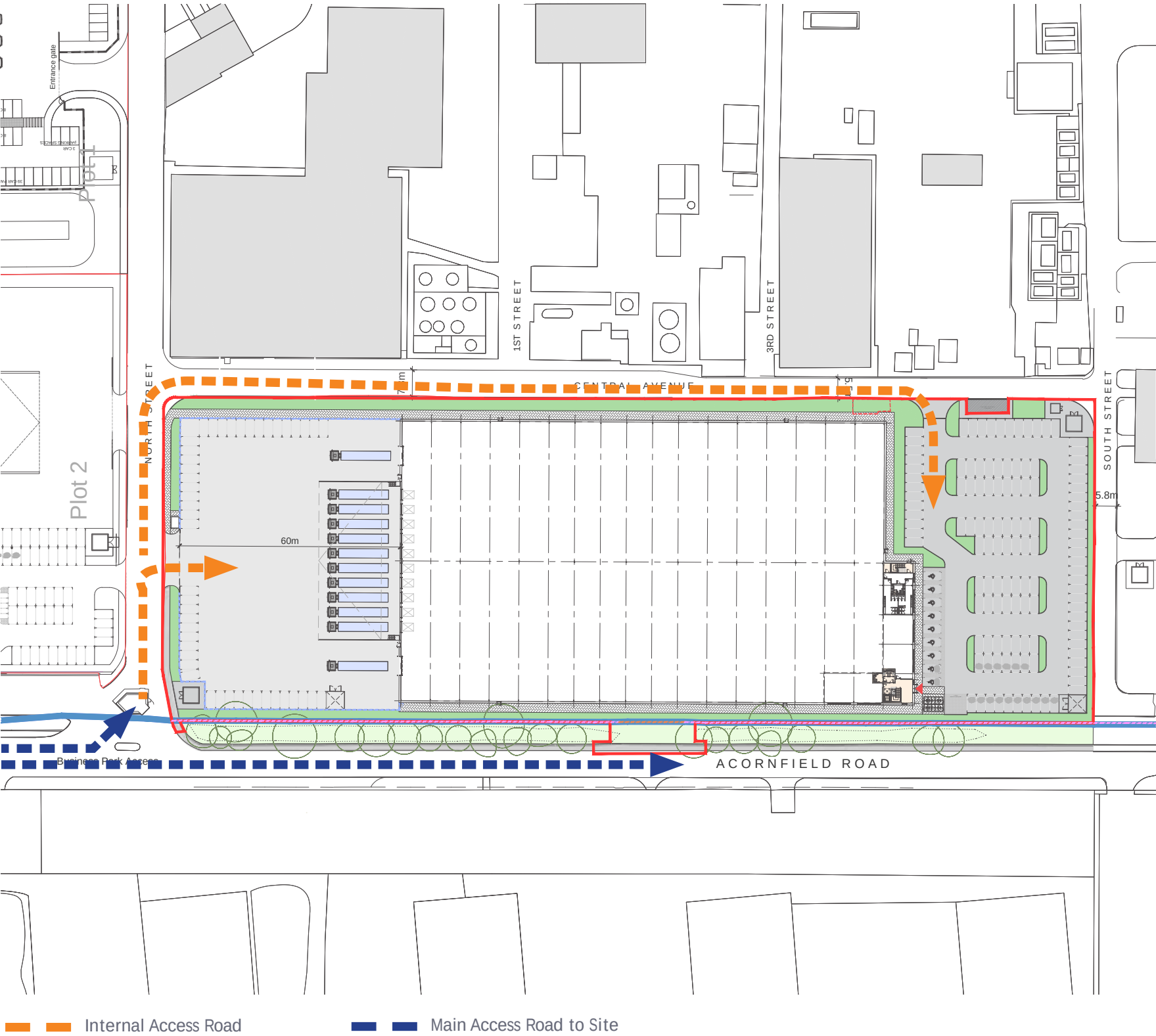


Precast concrete wall



Dock leveller

4.0 | Access Statement

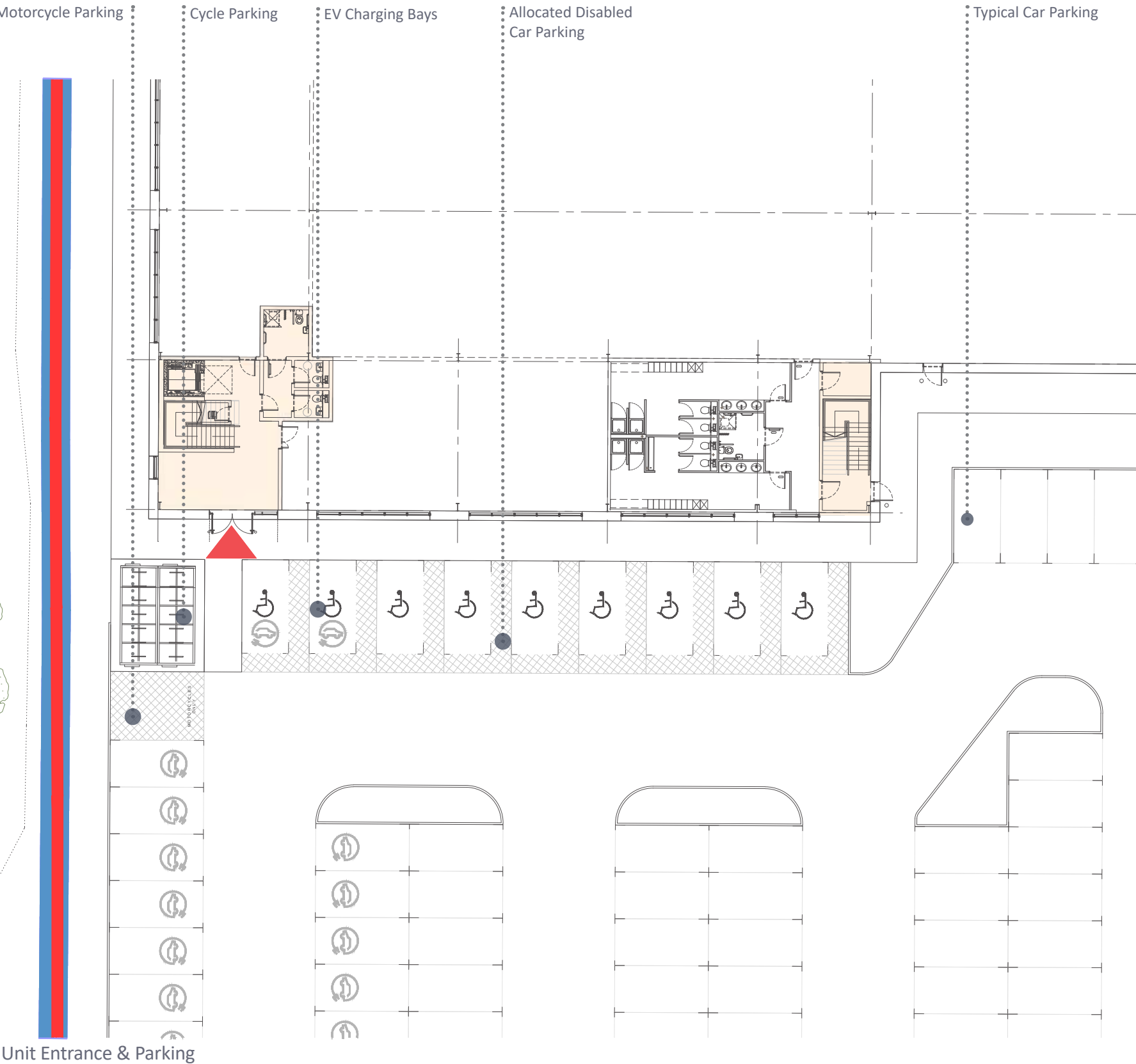


Site Access

4.1 General access to the plot

The site is accessed from Acornfield Road which runs north-south along the western boundary of Image Business Park. HGVs and cars access the site from the internal estate roads to the northern (North Avenue) and eastern side (Central Avenue) of the development site. Aside of the existing security lodge at the Park entrance, there will be secure entrance gates to the service yard area and the yard will be fenced. Car and cycle parking and pedestrian access is to be taken from the southern end of Central Avenue and a electronically operated barrier will be positioned to control this access into site. Vehicle turning and manoeuvring, for both cars and service vehicles is provided within the development site. Footpaths will be provided into the site and pedestrian access to the buildings will be segregated.

The site is readily accessible via public transport as it is within close walking distance of bus stops along Acornfield Road, further details of which are provided in the Travel Plan provided by Vectos and submitted as part of this application.



4.2 Inclusive Level Access

The buildings will be designed with full level access to all ground floor entrances and exits. Dedicated wheelchair accessible parking bays will be provided close to the main entrance on the southern side of the building. External surfaces will be specified to facilitate easy and safe access.

The buildings and all external works will be designed and built to comply with the Building Regulations (Part B).

4.3 Emergency Access

Adequate emergency access has been designed as part of the scheme design in accordance with Part B of the Building Regulations. Fire Vehicle access to the exterior of the buildings is an integral part of the design of the proposal.

5.0 | Supplemental Reporting

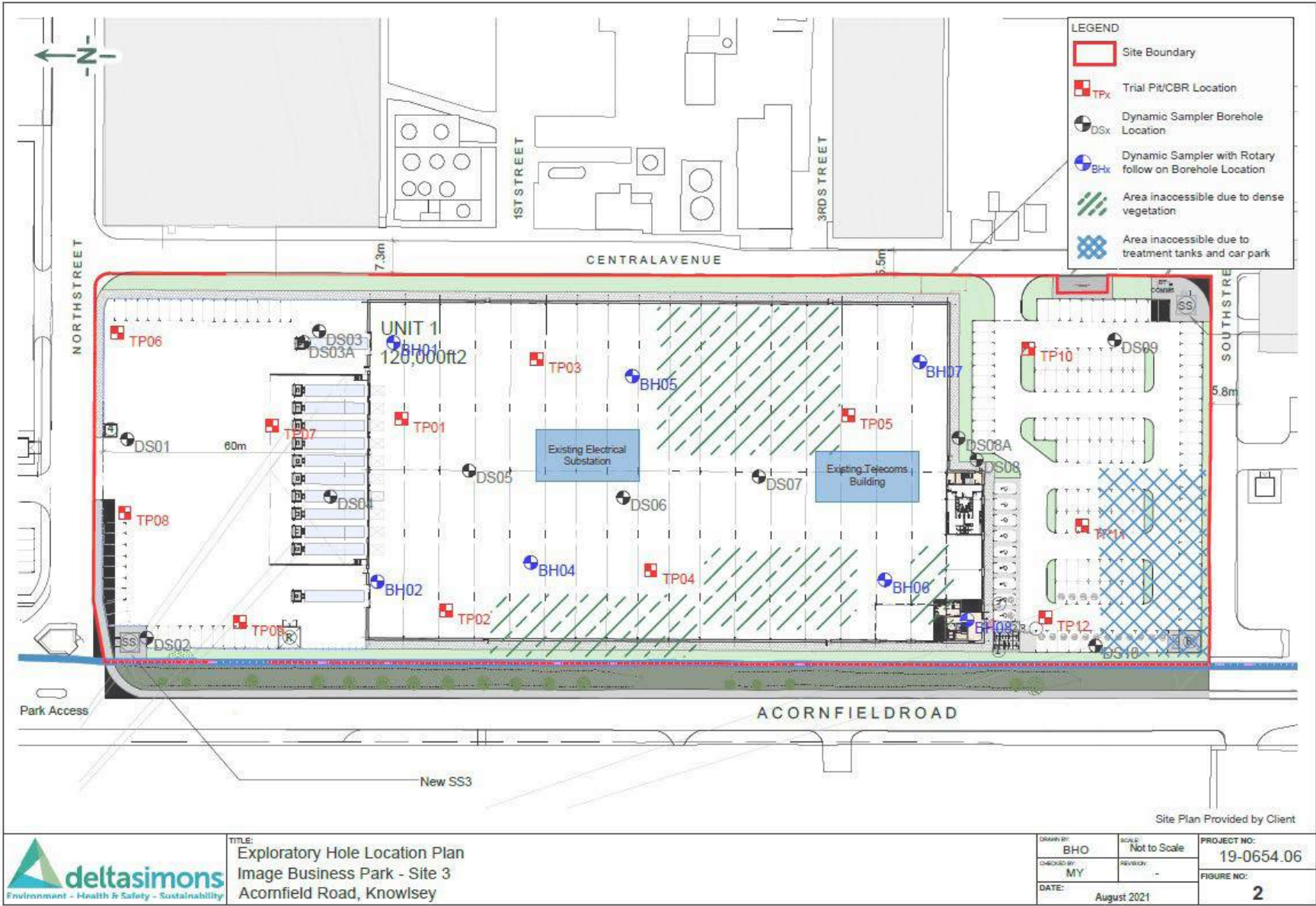
5.1 Geo Environmental Report Ph1 & Ph2

Ph I & Ph II Site Investigation Reports for Site 3 was carried out by Delta Simons and is included in the planning application.

Based on the findings of the report, the following recommendations for supplemental works are made:
Preparation of a Remediation Strategy to set out the propose capping layer. Ground gas protection measures, impacted water/soil removal around DS04 and subsequent verification which will be required. Classification of the ground gas regime should be agreed with the local Authority, who may request additional monitoring or additional protection to mitigate the risk of elevated ground dases and depleted oxygen.

Depending on the chosen foundation solution, it is recommended that a specialist contractor is consulted to confirm the suitability of the proposed ground improvement techniques.
There is potential for as yet undiscovered impacted soil (and groundwater) to be present beneath the Site. Waste disposal classification and cost should be confirmed with the receiving landfill operator before final decisions are taken to dispose of any excess materials off site. Additional testing may be required in the regard. Made ground will likely be classified as non hazardous as a minimum.

Additional hotspots of localised contamination associated with made ground cannot be discounted. As with all brownfield sites, ground workers and sub-surface maintenance workers should be made aware of the possibility of encountering contaminated soils through toolbox talks. Safe working procedures should be implemented, good standards of personal hygiene should be observed and appropriate levels or personal protective equipment (PPE) provided and utilised.

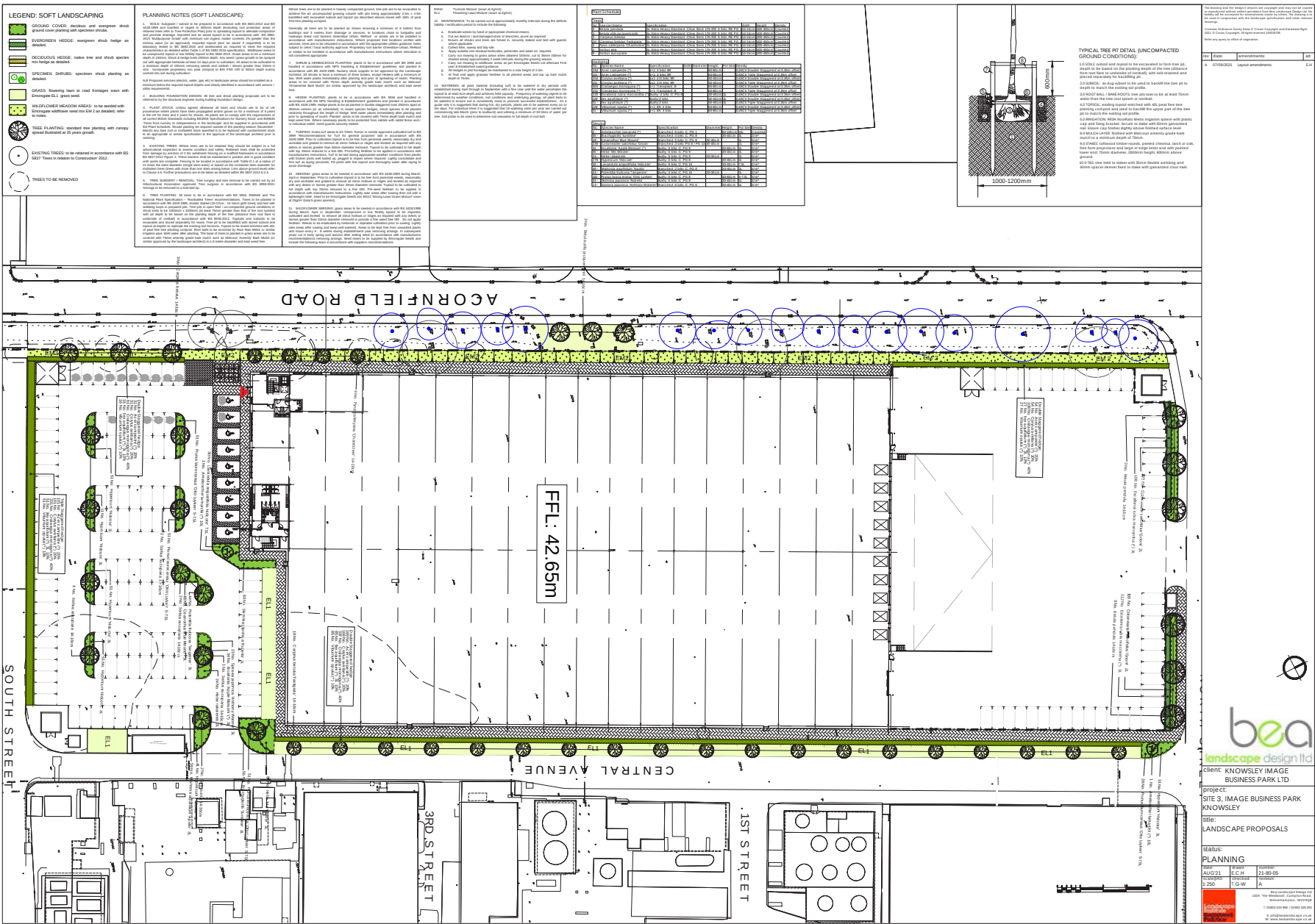


Exploratory Hole Location Plan by Deltasimons

5.2 Landscaping Design & Tree Survey

A soft landscape plan, illustrated to the left, has been prepared by BEA Landscape and reflects the requirements of Clarkson & Woods’ Ecology Report.

The tree survey was carried out by BEA Landscape as has been the tree constraints plan and tree retention & removal plan. These have all been submitted with the planning application as has an Arboricultural Impact Assessment and Arboricultural Method Statement.



Soft Landscaping Plan by BEA Landscaping

5.0 | Supplemental Reporting

5.3 Flood Risk Assessment & Drainage Statement Summary

A Flood Risk Assessment (FRA) & Drainage Strategy has been prepared by PTA Engineers and is included in this planning application.

This concludes that:-

- The development is located in Flood Zone 1.
- The site flood risk is considered low or very low from all sources
- The development drainage system and levels are designed to accommodate the 100-year rainfall event with a 40% allowance for climate change.
- The proposed development's drainage regime will reduce the onsite and offsite flood risk by having a more resilient surface water drainage system and reducing the peak surface water runoff rates

Therefore, the FRA & Drainage Strategy concludes that overall this development has a low flood risk both on and off site.

flooding. This is less than 1 in 1000 (<0.1%) annual probability of flooding from rivers and seas.



Figure 3: EA Flood Map

vectos.

TRANSPORT STATEMENT

Knowsley (Image Business Park (Ltd)

Site 3, Image Business Park, Knowsley

September 2021

Transport Statement

vectos.co.uk

6.4 Transport Assessment & Travel Plan

A Transport Statement, which includes a Travel Plan, has been prepared by Vectos in support of this application. Their report can be summarised as follows:-

There are good walking and cycling facilities around the site, with a cycle route running to Kirkby Railway Station. It is observed that during the week, there are frequent public transport routes serving the site and the surrounding Industrial Park. There are bus routes running between the site and Kirkby Railway Station in the mornings and evenings. It is therefore considered that the site is located within a sustainable location regarding sustainable modes of travel and accessible to all.

- A total of 180 car parking spaces, 9 of which will be for blue badge holders will be provided at the development. Moreover, 18 car parking spaces will have the capacity for electric vehicle charging. It is considered that this level of car parking provides a reasonable balance between minimising the potential for overspill parking and encouraging future employees to travel by non-car modes of transport.

- Following a trip generation assessment of the development proposals it is seen that the number of total vehicle trips which are forecast to be generated by the proposed development is minimal. Once these vehicle trips have been distributed over the surrounding local highway network the impact will be negligible.
- A review has been undertaken of the relevant local and national policy. It is considered that the site complies with the transport tests set out in NPPF, i.e.
 - The opportunities for sustainable transport modes have been taken up;
 - Safe and suitable access can be achieved for all people; and
 - The residual cumulative impacts of the development are not severe.

As a result of the above, there are no highway or transport reasons why the proposed development should not be permitted.

5.0 | Supplemental Reporting

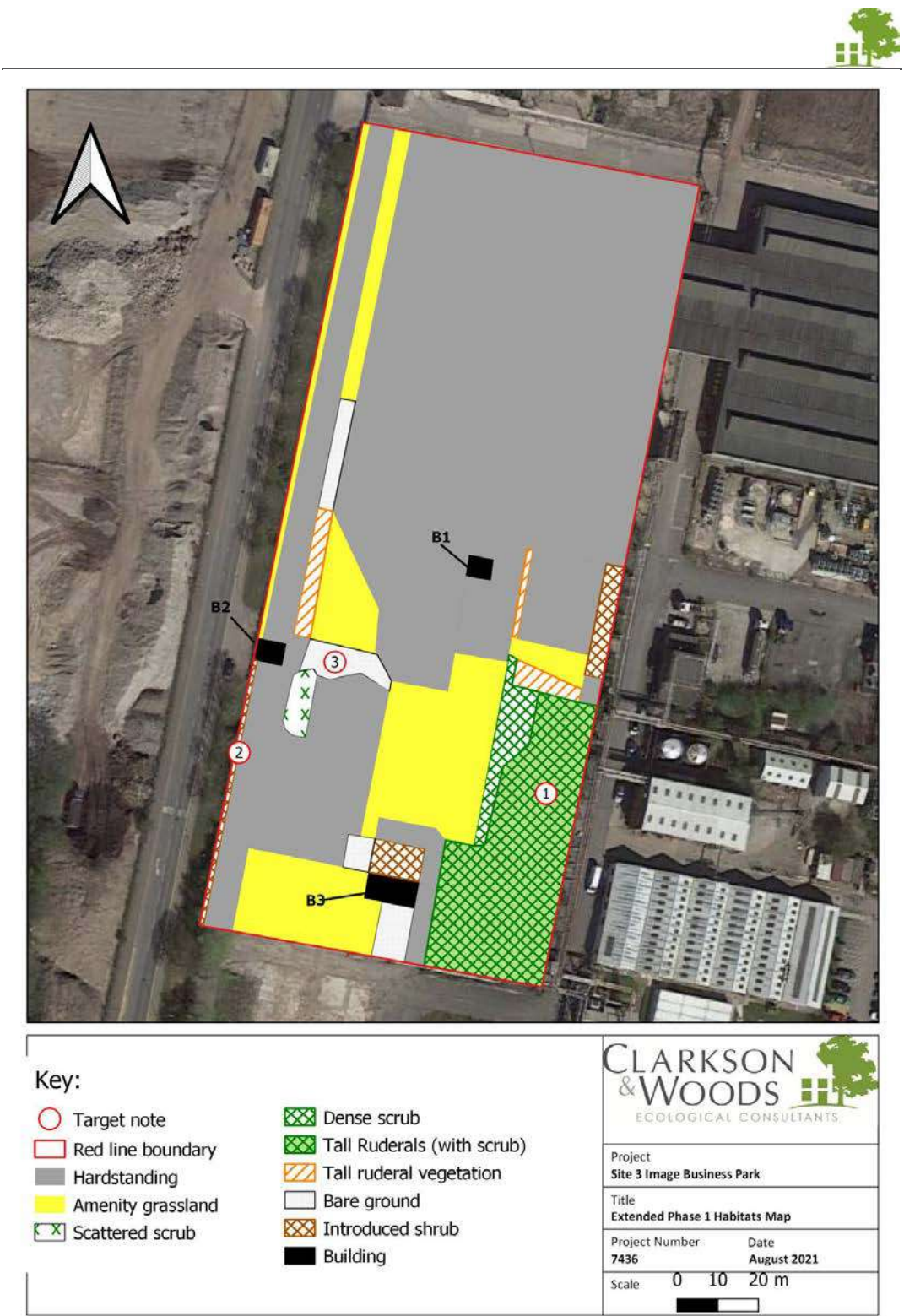


Figure 3: Extended Phase 1 Habitat Plan

5.5 Ecology Assessment

An Ecological Survey has been carried out by Clarkson & Woods and is submitted as part of this application. The report discusses the likely effects of the proposed development on the ecology of the site using information collected during two site visits, one prior and one post demolition of the existing industrial buildings on site (in 2018 & May 2021 respectively).

The report aims to identify and describe all potentially significant ecological effects associated with demolition of the buildings. To outline mitigation measures that are needed to ensure compliance with nature conservation legislation and to address any potentially significant ecological effects. To identify appropriate enhancement measures.

The report concludes that;

- The proposed development will result in minor adverse impacts on a few ecological features on the site. Avoidance and mitigation measures have been proposed to ensure that these adverse impacts are reduced as far as possible, which include a CEMP and LEMP. Landscaping will include native and species rich planting, including grassland margins and hedgerow.
- A toolbox talk is recommended to be provided at the outset of construction works with regards to great crested newts and toads. The removal of suitable nesting birds habitat will need to avoid the nesting season and the provision of bird boxes is recommended as an enhancement for the Site, which is in line with the NPPF.
- Assuming the successful implementation of the measures described above the proposed development can be considered in line with planning policies CS8 and CS11 due to the provision of green infrastructure.

5.0 | Supplemental Reporting

5.6 Air Quality Assessment

An Air Quality Assessment has been prepared by Hoare Lea and is included in this planning application.

This report details the potential air quality impacts associated with the construction and operation of a proposed commercial development at Image Business Park, Knowsley.

The findings of the assessment are as follows:

- A qualitative assessment of the potential dust impacts during the construction of the Proposed Development has been undertaken. Through good practice and implementation of appropriate mitigation measures, it is expected that the release of dust would be effectively controlled and mitigated, with resulting impacts considered to be ‘not significant’. All dust impacts are considered to be temporary and short-term in nature;
- The traffic data provided by Vectos, the Transport consultants for the proposed development, indicates that the predicted trip generation associated with the proposed development does not exceed the EPUK and IAQM criteria for developments outside of an AQMA. As such, a detailed assessment is not required, and air quality impacts are considered to be not significant; and
- A site suitability review has been undertaken to assess the suitability of the application site for the proposed commercial use. No exceedances of the 1-hour mean NO2 AQO have been predicted and therefore no mitigation is required.

Based on the information above, it is considered that air quality should not be viewed as a constraint to planning and the proposed development conforms to the principles of National Planning Policy Framework and the KMBC Local Plan Core Strategy.



Image Business Park, Knowsley
Strategy



OVERALL BUILDING ANALYSIS

Carbon Reduction

The overall building analysis can then be summarised as follows:

	Tonnes CO2 /year		
	Baseline Scheme	Lean Scheme (with passive/low energy)	LZC Scheme
Building Regulations Compliant	143.42	129.41	114.47
Allowing for Un-regulated Uses	195.18	181.17	166.23

These values are shown in diagrammatic form below that shows the following principles:

	Regulated Energy	
	Lean Scheme (with passive/low energy)	LZC Scheme
Improvement over baseline scheme	9.77%	20.18%
Improvement over lean scheme	-	11.54%

	Unregulated Energy	
	Lean Scheme (with passive/low energy)	LZC Scheme
Improvement over baseline scheme	7.18%	14.83%
Improvement over lean scheme	-	7.65%

5.0 | Supplemental Reporting

5.7 Energy Statement

An Energy Strategy has been prepared by Watkins Payne and is submitted as part of the application.

In line with the relevant planning policies and guidelines, the energy strategy for the proposed development has adopted a hierarchical approach of using passive and low energy design technologies to reduce the baseline energy demand, and hence CO2 emissions, followed by the application of low and zero carbon technologies as appropriate. The focus of the energy strategy is on CO2 reduction from the building by adopting a highly efficient building envelope solution together with high efficiency mechanical and electrical services incorporating heat recovery. The renewable energy technologies assessment is based on using solutions that are technically proven with low maintenance implications taking into account the energy efficiency strategies being proposed in the current design.

The following passive and low energy design measures have been incorporated into the proposed development;

- High performance glazing
- Improved building fabric
- Low building air leakage rate
- Variable speed fans and pumps
- Low energy lighting
- Automatic lighting control with occupancy sensors.

The potential renewable energy technologies have been assessed taking into account the particular development constraints. Passive and low energy design measures proposed for the lean scheme provide a significant improvement over the Building Regulations Part L2A:2013 baseline. However, additional renewable energy technology in the form of photovoltaic panels are proposed for the project to provide a further 10% of carbon saving. These PV panels will be located on the west fac-

7.0 Drawings Submitted

21066	PL1000 A	Site Location Plan
21066	PL1001 A	Existing Site Plan
21066	PL1102 E	Proposed Site Plan
21066	PL1103 A	Proposed Block Plan
21066	PL1105	Proposed Waste Management Plan
21066	PL1106	Building 18 Existing & Proposed
21066	PL1110 B	Unit 1 GA Ground Floor Plan
21066	PL1111 A	Unit 1 GA GF Main Entrance & FF Office Plan
21066	PL1112 B	Unit 1 Elevations
21066	PL1113 -	Unit 1 Roof Plan
21066	PL1114 A	Unit 1 Section