



Design and Access Statement

On Behalf of:
Derwent Development Management Ltd

In Respect of:
Huyton Trade Park,
Wilson Road, Huyton



Date:
December 2022

Reference:
MA/DDML/008-06/ROO2 v1

The Team

AYLWARD TOWN PLANNING LIMITED



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1.0 Introduction

- 1.1 This Statement pertains to a full application to redevelop an area of existing tired buildings and other land to provide modern format flexible employment units. These are designed to meet multi-let employment requirements from light industry and general industry through to logistics.
- 1.2 The planning background for this area is substantial but the key principles are that there is long-established use for employment purposes going back to its occupation by Huntley & Palmer for food production from the 1950s to the multi-let employment use today, including buildings which have moved well beyond their economic life.
- 1.3 These proposals deliver the opportunity for economic development on this established site for a scheme which reflects market signals. Early engagement with market advisers has been influential, resulting in a scheme that is deliverable and maximises opportunity for early investment and employment.
- 1.4 This application will ensure the accelerated delivery of 24 units across 2 blocks supporting flexible employment uses including B2/B8 but also light industry (Class E g iii). Site access will utilise the two existing junctions, with modifications as set out on submitted plans and within the Transport Statement.
- 1.5 The scheme delivers two blocks of built form, within an area which essentially forms a central section of the wider demise. The redlined area covers 1.9 hectares and following clearance it will support 24 units within 2 blocks. The residual land in the owner's demise covers an additional 2.8 hectares.
- 1.6 These new units would range from 115m² – 1048m² individually, delivering aggregate 7740m² flexible employment floorspace with space available for turning and parking. By consequence of the clearance of the existing 5317m²

building, the net additional floorspace will be 2423m². Details of parking layout and provision in terms of cycle and EV parking meet applicable local standards.

- 1.7 Whilst the scheme delivers additional floorspace and investment, this is entirely consistent with the historic use of the site and represents a positive use of an accessible brownfield site in the urban area. It is also clear that the new facilities will be a qualitative improvement both in terms of the buildings themselves but also through better facilities for staff including cycle shelters and external seating and other amenities where feasible.
- 1.8 By consequence of sensitive design and given the justification material which has been provided, it is clear that the scheme will create no real planning issues that would approach the threshold where the presumption for sustainable economic development on an allocated site in the urban area should be impeded. The NPPF supports economic development, stating *'significant weight should be place on the need to support economic growth through the planning system'*.
- 1.9 The application seeks to accelerate delivery of employment uses upon a highly established employment site which has the benefit of a Development Plan allocation. Indeed, the wider site has had a Development Plan allocation for an extended period and prior to that the site supported a biscuit factory.

2.0 The Site

2.1 The application site comprises of the two areas bounded red which includes some buildings within the northern parcel. The redlined land is otherwise comprised of hardstanding and an area of landscaping. The existing units within the blue land are unaffected by the proposed development.



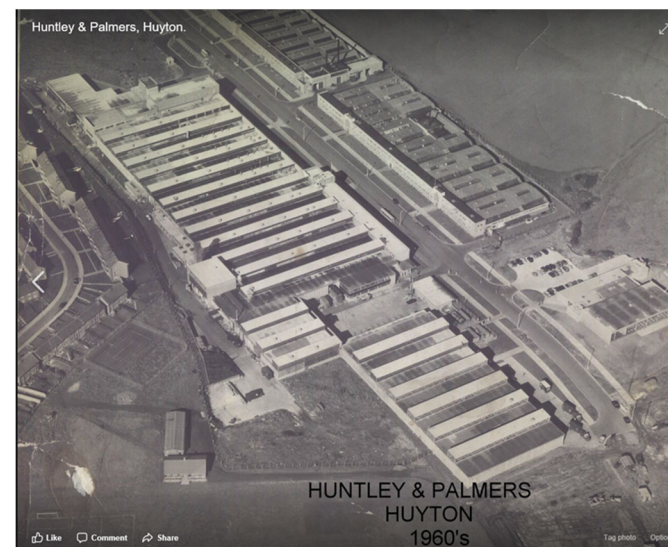
2.2 These existing uses include a range of employment occupiers, plus their associated servicing and parking. This includes a larger block to the western part of the site and then a smaller block to the north-east. Both blocks include elements of subdivision to support a broad range of occupiers by quantum and type.

2.3 The buildings which are proposed for clearance have fallen beyond their economic life and now represent poor quality accommodation that is unviable to repair.

2.4 The site has existing access to Wilson Road, which then feeds onto the strategic road network. The layout of buildings and hard standing has been largely dictated by previous decisions to re-use elements of the former factory built for Huntley & Palmer (the buildings), clearance allowing hardstanding and road alignment.

2.5 Neighbouring uses to the south-west comprise residential, with employment uses in all other directions and taking access from Wilson Road.

2.6 The subject site was previously occupied by a large factory that formed part of a complex owned and operated by Huntley and Palmer from 1955 through to closure in 1983. Since then, the site was acquired for employment use and subsequently rebuilt in part. The top image is an aerial photo of the biscuit factory and the bottom image is as of present day.

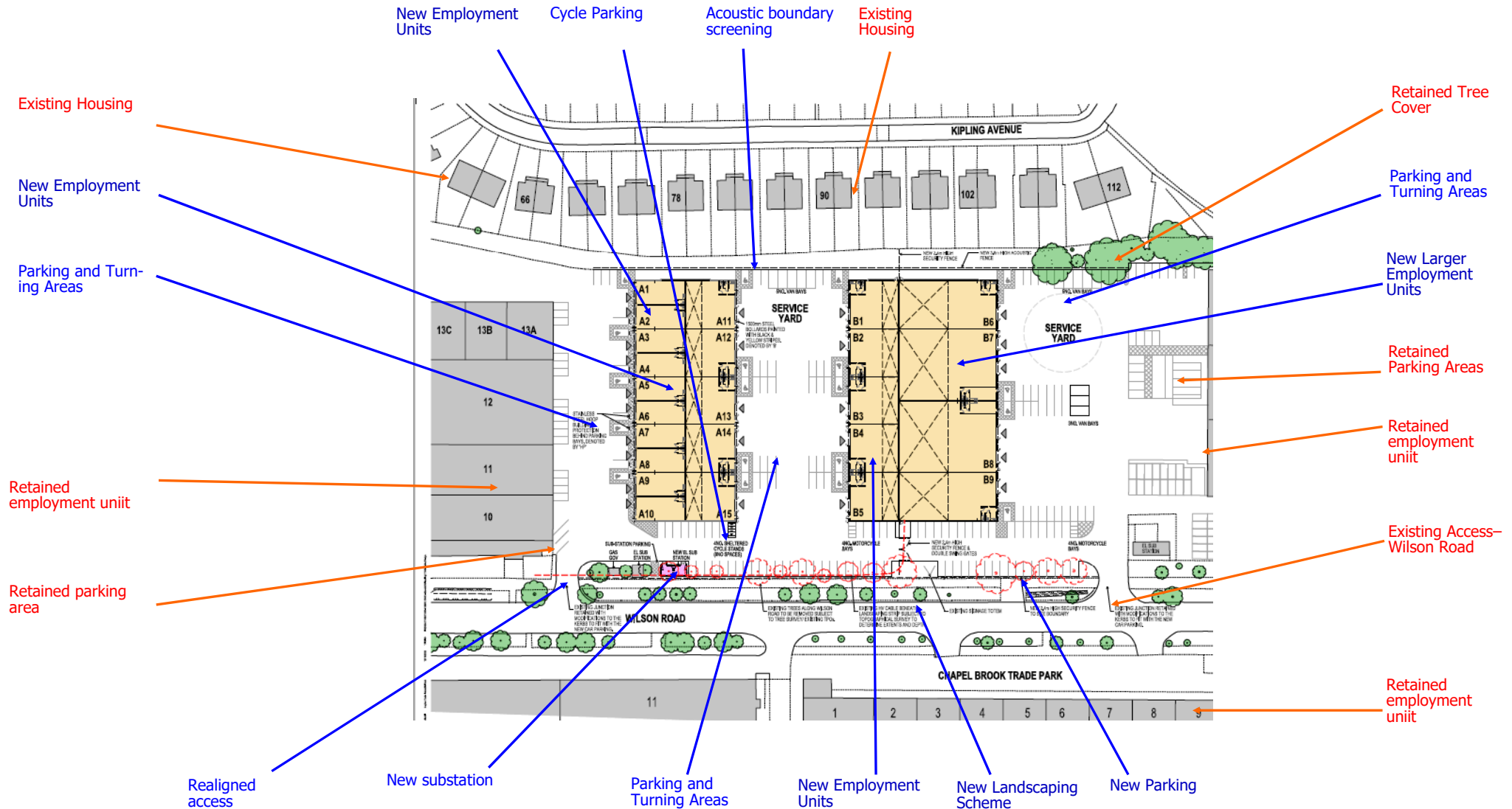


3.0 The Proposed Development

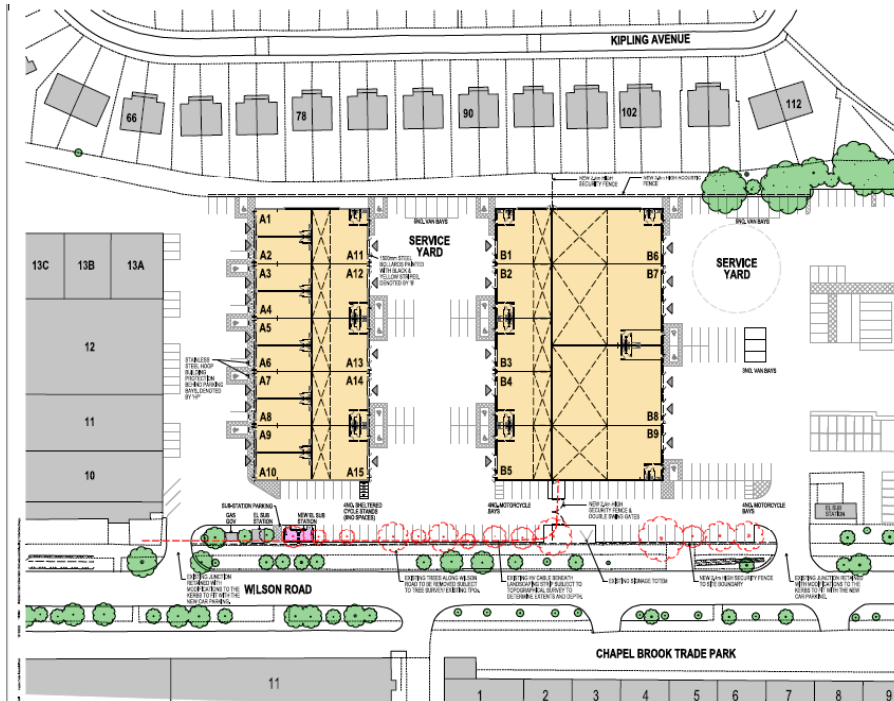
3.1 This application seeks to clear and redevelop two existing blocks of buildings (one larger than the other) and introduce two new blocks as shown below. Access positions and strategy are modestly adjusted to improve circulation within the site. Opportunity is taken to improve parking as well shared facilities.

3.2 The annotated image (below) shows the proposed layout of the development, supporting information relating to the different elements of the scheme can be found on the following pages.

3.3 The text highlighted red refers to contextual matters, whilst blue text pertains specifically to this application.



- 3.4 This application will provide new employment units in the central area but also in the two opportunity areas to the north and south which were previously subject of approvals for container storage. The extracted plan identifies 24 new employment units, alongside associated parking and servicing.



- 3.5 The scheme will provide the following within the redlined area:

- 24 no. employment units;
- Units ranging from 115m² – 1048m²;
- Overall gross internal floorspace of 7740m²;
- 177 parking spaces including accessible provision, plus cycle parking;
- Space for turning movements and deliveries;
- No adverse impact on other tenants; and
- Other associated works.

- 3.6 The proposed units will support a range of employment uses and the design

approach has sought to ensure no adverse impact on other tenants who will also benefit from improved shared facilities.

- 3.7 Following discussion with the Council, we confirm that the application seeks approval for the following types of use. The floorspace figures are cited by reference to gross internal areas:

- 3487m² B8 floorspace (distribution);
- 4023m² B2 floorspace (general industrial); and
- 230m² E(g) (iii) floorspace (light industrial).



- 3.8 The nature of the scheme means that the vast majority of the units are identified for B2 use and we therefore test parking requirements on that basis for robustness. In addition, we note that most fall below the 500m² threshold which would allow permitted changes of use from B2 to B8 (Class I). It would therefore be envisaged that the space allotted to B2 use could move to B8, and the application material therefore tests that scenario (where the majority of floorspace moves into B8 use) to demonstrate that there should be no basis to impose planning conditions to restrict that permitted change.

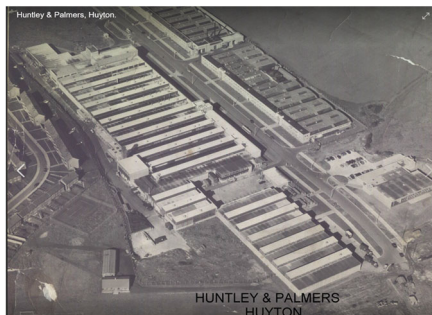
- 3.9 The scheme provides 24 employment units designed to provide flexible accommodation to meet modern requirements. Each unit has the benefit of demised car parking and straightforward facilities for servicing by commercial vehicles, as well as access to facilities for secured cycle parking. Bin storage will be provided within the units directly.

Engagement

- 3.10 The applicant has had informal formal pre-application dialogue with officers which was productive and positive. The landlord has engaged with tenants and has also issued correspondence to ward councillors. The applicant is committed to engaging with stakeholders as we move forward.
- 3.11 We would also reflect on informal pre-application dialogue with the Council, through which we have agreed that the scheme would give consideration to acoustic mitigation to the southwest boundary if necessary in planning terms.

Consideration of Earlier Permissions and Uses

- 3.12 Whilst the western part of the subject site now contains limited built form it is important to note that they were intensively developed when the site was used as part of the wider Huntley and Palmer food production complex.



- 3.13 We also refer here to the unimplemented 2012 permission (12/00763) for flexible employment space within this western part of the redlined site.
- 3.14 Prior to the closure of the biscuit factory in 1983, the site was essentially fully occupied by factory buildings and the wider complex employed 900 workers. The intensity of use was much greater than the existing or by consequence of the

proposal subject of this application.

- 3.15 The 2012 permission was not implemented, but this would have approved buildings in a similar location and resulted in a similar quantum of net additional floorspace, and this was found acceptable in planning terms.

Quantum

- 3.16 The proposed development effectively comprises three elements these being:
- Clearance of existing (5317m² space);
 - Development of two thermally efficient flexible blocks, designed for sub-division and to accommodate mezzanine floors; and
 - Reconfiguring site to provide space for parking, servicing and landscaping.
- 3.17 In addition to the retained buildings in the blue land, the scheme will provide 7740m² of gross internal floorspace which will be laid out over 24 new units and the proposed layout shows 177 parking spaces (including accessible).
- 3.18 Comparative to the approved position, this represents an increase of 2423m² in the quantum of employment floorspace and the key source of the increase is found in the western part of the site. As mentioned, this site has had historic employment use and consents for new build to support economic development.

Access principles

- 3.19 In terms of vehicular access, the site benefits from having two points of access that provide all movements junctions. The site itself is fully secured with gates at both points of access.
- 3.20 This is a highly established employment site, close to other similar uses with good proximity to bus stops and pedestrian facilities. Dropped kerbs and tactile paving will be provided at pedestrian crossings where indicated on the drawings.

The scheme provides level access and designated disabled parking spaces.

- 3.21 Access for staff movements and servicing are fit for purpose. The arrangements for servicing and parking are set out within the Transport Statement.(TS).
- 3.22 The application site has been found highly accessible by a range of transport modes and acceptable in transport terms. The proposal would result in an effective servicing regime, adequate parking and increased provision for non-car modes (such as secured cycle parking) and new facilities for EV parking.
- 3.23 The TS concludes that there is no evidence of any significant adverse impact on the operation of the highway network that would warrant refusal, and the proposed facilities for non-car modes weigh in favour of the development.

Choice of Materials

- 3.24 The scheme provides a consistent design language predicated upon the use of a



limited palette of quality materials. The concept drawing shows a quality flexible space meeting occupier needs and an improved aspect for adjacent occupiers.

Landscaping Approach

- 3.25 The development would result in the removal of an area of tired buildings and underperforming external space and would introduce quality new built form to the wider development site. The scheme enhances the opportunity to soften the development edge through more substantial landscaping which provides replacement tree planting.
- 3.26 The application is accompanied by a Landscape Scheme (extracted below, set out over 2 sheets) and this shows the proposed introduction of new tree-lined boundaries and other planting near site boundaries. In addition, the application is accompanied by detailed planting plans and this includes net additional tree planting aligned to Local Plan guidance..



4.0 Planning Policy

- 4.1 The submitted Planning Statement sets out in greater detail the planning policy context for the application site and the proposals at national, regional and local level. This document therefore concentrates on the Design and Access policies relevant to this proposal.

Policy	Requirement	Proposal
National Policy		
NPPF	Requires sustainable development which is accessible and integrated into the urban form.	Development is accessible by a variety of means of transport and combines a multitude of uses within close proximity of a large residential population. Intensifies the use of a underused brownfield site that is currently in a poor state and is poor visually. Will upgrade site visually and improve the streetscene.
	Sustainable transport principles	Development is accessible by a variety of means of transport, with bus stops located along Springfield Way. The scheme provides for cycle parking, pedestrian routes into and the site and car parking for staff inclusive of accessible parking.

5.0 Design Analysis

- 5.1 DDML recognises that there is an urgent need to improve the accommodation on the site and to provide additional accommodation to meet latent demand. This scheme addresses both strands but also provides improvements to the wider estate in terms of shared facilities that will be of benefit to the retained tenants in the blue land.
- 5.2 Whilst the historic use of the site was hugely intensive, this proposal seeks to marry the need to provide local people opportunities for employment whilst ensuring that the development is sympathetic and acceptable in planning terms.
- 5.3 This scheme should be recognised as the positive outcome which can catalyse significant investment and deliver 150 net additional jobs and substantial boost to the local economy on land with a longstanding Development Plan allocation.
- 5.4 This section describes the key design issues and processes which have informed the proposal subject of this application.

Design Evolution

- 5.5 The applicant could straightforwardly have decided to look to remodel the existing buildings for employment use, rejecting the opportunity to deliver higher quality employment space that would provide better environmental performance.
- 5.6 That approach would have essentially modernised the existing multi-let employment park thereby delivering the same quantum of space and no contribution to any other planning objectives. In reality, there must be concerns that such an approach would deliver poorer quality accommodation that might not meet emerging tenant requirements.
- 5.7 Whilst market signals for employment uses in this location have previously been

poor, demand levels are now strong and this is an ideal opportunity to take forward these uses and bring modern flexible units to the market.

- 5.8 One option could have been to simply redevelop the eastern part of the site consistent with the built form of the existing, thus losing the opportunity to deliver built form to the west which has associated benefits in terms of job creation and screening for the residential areas beyond.
- 5.9 However, the design team has concluded that the “re-creation” of the existing layout does not reflect modern requirements and would mean that these new employment units would have been impeded by way of:
- Lack of available space for turning and loading of commercial vehicles;
 - Lack of choice in terms of unit sizes; and
 - Poor internal layouts (long and narrow) for trading employment uses.
- 5.10 The 2012 consent demonstrates the acceptability of built form to the west. The new build provides better quality accommodation much more likely to sustain considerable employment, whilst providing better environmental performance.
- 5.11 The proposed layout provides a range of small and mid-format units well aligned to market requirements and provide an ideal opportunity to accelerate the realisation of providing high quality employment space on this allocated employment site.

Character

- 5.12 In essence, this is a proposal to intensify the employment use on an allocated site, but still well below the historic level associated with the use as a biscuit factory. There is no significant change to the general character of employment uses that have been supported on the site and the modest increase in the extent of built form is dwarfed by the historic use. The principle of employment uses is well established.

- 5.13 The historic use was for a biscuit factory that was aligned to a B2 use. More recently it has been used for multi-let industrial. The allocation and underlying EC3 Policy supports uses within B1/B2/B8 of the Use Classes Order as of August 2020.
- 5.14 The proposal seeks consent for these units to meet the uses set out in Policy EC3, albeit that by changes to the Use Classes Order we now need to refer to Use Class E (G) (iii) as well as B2 and B8. Importantly, this still represents the same character of development which is expressly supported by policy for this location.
- 5.15 Through careful consideration of layout and building orientation, the proposal provides the opportunity for Huyton Trade Park to present a well-thought out series of developments providing cohesive economic development.

Enclosure

- 5.16 The siting of these units has sought to secure better visual and functional separation between servicing areas and other uses. On a site management level, it is intended that the site will benefit from active uses and natural surveillance to deter potential crime or anti-social behaviour, and reassure site users.
- 5.17 The above measures, alongside lighting and CCTV, result in a trading environment which is attractive, and will minimise the prospect of anti-social behaviour (which can affect the amenity of residents and those passing by the site).

Ease of Movement

- 5.18 Accessibility for service vehicles has been designed to ensure that it does not impede access for other visitors to the site and mitigates vehicular conflicts.
- 5.19 The arrangement of built form has sought to promote the creation of legible routes which will provide opportunities for movement on foot. Whilst car parking forms an essential component of the proposed development, the scheme has

sought to ensure that its impact is sub-dominant.

- 5.20 The scheme provides shared facilities for accessible parking, secured cycle parking (for visitors) and a commitment for passive infrastructure for EV charging points. Cycle parking will be provided and located to ensure ease of access and security.

Adaptability

- 5.21 In terms of the physical composition of proposed units, these provide a range of unit types and sizes which allow for the myriad requirements of potential end occupiers now, and with scope for them to grow both in that unit, or to decant into other units as their business requirements change.

Waste Management

- 5.22 The tenants will segregate their waste into refuse and recyclables and store within their unit (in bin storage areas) until it is collected (to be a lease obligation) under a commercial collection contract, albeit that unit size dictates waste will be limited.

Servicing Routes

- 5.23 The approval assumes that servicing movements will occur, with adequate space within the site for turning so that they can complete their visit and then leave in forward gear. This is shown within the submitted Transport Statement and tracking analysis undertaken accordingly.

Other Matters

- 5.24 The submission material considers other matters consequential from the proposal and as such references the current policy framework which places more obligations than would have been relevant to the original consent. This includes matters pertaining to ecology, site drainage, as well as sustainable design.

6.0 Sustainability

- 6.1 This section outlines how the scheme incorporates consideration of sustainable building design and operation. Whilst the detailed design of mitigation measures is subject to resolution of future Building Regulations applications and the specific needs of end operators, it does set out how such measures can contribute towards the delivery of these broader objectives set out in planning policy, as well as the corporate objectives of end occupiers.
- 6.2 The new development is designed to deliver environmental performance at least as required by Building Regulations. This is of course an evolving discipline, responding to the need to address climate change and other pressures that lead to objectives to reduce dependency on fossil fuels.
- 6.3 Specifically, these objectives direct developers to minimise the use of resources through the construction and operational phases of development, and in so doing maximising the efficiency of all materials and plant used. The construction will minimise the use of wet trades and the development's appearance will be modern with roof lights to reduce the need for artificial lighting.
- 6.4 The proposal fully complies with the applicable requirements of the NPPF. It is recognised that the planning system needs to support the delivery of the timetable for reducing carbon emissions from domestic and non-domestic buildings. The NPPF places importance upon ensuring that tackling climate change becomes a key objective of the planning system.
- 6.5 In determining planning applications new development is expected to; *"minimise energy consumption, including maximising cooling and avoiding solar gain... so as to minimise carbon dioxide emissions"*; *"deliver a high quality local environment"*; *"provide public and private open space as appropriate"*; and *"create and secure opportunities for sustainable transport"*.

Derwent's Policy on Sustainable Development

- 6.6 DDML recognises the role it can play as a leading developer and its policy on sustainable development will ensure that all new developments will be built to meet Building Regulations and place a landlord requirement upon their end occupiers to comply with emerging and more stringent requirements.
- 6.7 The new units proposed will use considerably less carbon than an equivalent standard development built under the original planning consent, both in terms of construction and into operation. Measures to minimise energy use include using insulated materials and passive infrastructure for EV charging. The scheme also includes measures to reduce reliance on the private car by providing secured cycle spaces plus other measures to reduce net energy demand.

Measures

- 6.8 Whilst the detailed design of measures will be key matters for future Building Regulations applications, DDML is committed to ensuring that its energy demand aspirations can be achieved. These will of course be a combination of active physical measures, more passive measures and behavioural responses.
- 6.9 It is envisaged that the buildings will be constructed to allow the future implementation of roof mounted PV panels should this be required in the future, as part of tenant fit-out or landlord works later in the life of the building.
- 6.10 Additional measures can be agreed at detailed design stage, and these further mitigation measures will be informed by operator requirements. Nonetheless, it is important to set out that these provide opportunities to accrue substantial reductions in net energy demand.

7.0 Conclusions

- 7.1 Having set out the key principles underpinning the development, the section below considers whether the development responds to them. In reality, these remain sound and indeed reinforced by the changes had through design evolution.

Provide employment uses that meet an identified need.

- 7.2 The historic use of the wider site supported considerable built form and provided employment for 900 people within the Huntley & Palmer factory. Structural change in the economy has meant that these types of use (across the north-west of England) have fallen and local economies have had to grasp the opportunity to provide new facilities to meet identified needs.
- 7.3 The buildings which currently occupy the Huyton Trade Park site are of mixed quality, and those proposed for clearance and replacement are in very poor condition and well beyond their economic life. They need to be replaced to respond to the latent demand for good quality space in this location. There is strong market demand and this character of use is approved.
- 7.4 The scheme will provide 7740m² of mixed employment space and we model that it will support 150 FTE net additional permanent jobs and 100 construction jobs.

Regenerative Boost

- 7.5 In terms of the monetary impact of this development it will comprise:
- £5.8million per annum permanent boost to the wage economy;
 - Multiplier benefits for local businesses;
 - Reduction in Benefits payments by putting claimants into work;
 - Business Rates income estimated at £105k per annum.; and
 - £3.3m temporary boost during the construction phase.

Provide for effective movement, accessible to occupiers and site users.

- 7.5 The development provides a logical layout which provides adequate space for commercial units and their associated parking and servicing. Facilities are also provided for cycle parking. The site is highly accessible by foot, cycle, bus and car.

Ensure that development does not result in harmful impact on amenity.

- 7.6 Careful consideration has been given to the siting of proposed units and uses, servicing arrangements and car parking. This has sought to minimise adverse impact in terms of noise nuisance or light spillage to protect residential amenity.

Allow for design that incorporates materials, techniques and technology to minimise energy consumption and promote sustainable principles.

- 7.7 DDML design principles ensure that the materials chosen are sustainable and that opportunity has been taken to minimise energy use and support renewable technologies in the future. The scheme provides cycle parking and infrastructure for EV charging.

