

Design & Access Statement

Sovereign Business Park,
Huyton

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Introduction

Application

This Planning, Design and Access Statement has been prepared by AEW Architects on behalf of Network Space to support a planning application for a total of nine industrial units with associated access, landscaping, parking and service yards at the former Sovereign Distillery industrial site.

The full description of the development is as follows:

“FULL PLANNING APPLICATION FOR DEMOLITION OF BUILDINGS TO CONSTRUCT TWO NEW INDUSTRIAL UNITS AND REMODELLING, REFURBISHMENT, EXTENSION AND PARTIAL DEMOLITION OF EXISTING INDUSTRIAL BUILDING TO FORM SEVEN UNITS TO CREATE E (G)(II) (III), B2 AND B8 EMPLOYMENT SPACE, WITH ANCILLARY E(G)(I) OFFICE USE, REMODELLING OF CAR PARKING, SERVICE, VEHICULAR CIRCULATION AREAS, LANDSCAPING AND INFRASTRUCTURE WORKS.”

The Gross Internal Area = 18,091m² / 194,736ft²

Design and Access Statement

This Design and Access Statement has been written in accordance with The Town and County Planning (Development Management Procedure) (England) (Amendment) Order 2015 and is set out in further sections as detailed below:

Planning Policy Framework - Identifies the relevant planning history, the planning policy framework and compliance of the proposal with the framework. It also identifies the relevant design and access policy from Knowsley Council.

Site Context - Provides a written and illustrative analysis of the application site and surrounding area.

Design Statement - Describes in terms of the quantum and scale of the proposed uses, the layout of the proposed development, the appearance principles of the development and the proposed landscape strategy.

Conclusion - Summarises and concludes the assessment of the proposed statement.

References

The following guidance documents have, and will be, referred to in the development of the scheme:

Design and access statements; How to write and use them, The Commission for Architecture and the Built Environment (CABE), 2006

The Principles of Inclusive Design, CABE, 2006

Approved Document M of the building regulations: Access to and use of buildings

BS 8300:2009 & A1:2010 Design of buildings and their approaches to meet the needs of disabled people - Code of practice

Planning Policy Framework

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Planning Policy Framework

Section 38 of the Planning and Compulsory Purchase Act 2004, states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

This section identifies some of the planning policies which are relevant to this proposal.

Statutory Planning Policy

Full planning permission is sought for remodelling, subdivision and internal works to existing industrial buildings, demolition of buildings and formation of two new industrial units to create E(g)(ii) (iii), B2 and B8 employment space, with ancillary E(g)(i) office use with associated car parking, service, vehicular circulation areas and infrastructure works. Whereby 'National Planning Policy Framework' (NPPF) and applicable saved policies of Knowsley's 'Unitary Development Plan' (UDP) have been considered and referenced under the 'Planning Framework' section.

National Planning Policy Framework (NPPF) (2021)

This policy Framework sets out planning approach at a national level which includes key material considerations used to assess and determine planning applications.

The policies contained in the Framework are set within the overarching context of the need to achieve sustainable development and the Framework carries an implicit presumption that sustainable development should be approved without delay. Sustainable development is defined as 'meeting the needs of the present

without compromising the ability of future generations to meet their own needs'. Paragraph 8 of the Framework sets out three dimensions of sustainable development: economic, social, and environmental.

The following items are key elements of the Framework relevant to the development proposals:

- Achieving sustainable development
- Building a strong, competitive economy
- Decision-making
- Promoting healthy and safe communities
- Promoting sustainable transport
- Achieving well-designed places
- Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the natural environment

Statutory Development Plan

The statutory Development Plan for Knowsley comprises the following documents:

- Knowsley Local Plan: Core Strategy (adopted January 2016)
- Revised Knowsley Unitary Development Plan (UDP) (adopted 2006, saved 2009)
- Merseyside and Halton Joint Waste Local Plan (adopted July 2013)

The Local Plan: Core Strategy replaces or partly replaces many of the policies in the Revised Knowsley UDP. However, there are a number of remaining saved policies of the UDP. The Local Plan: Core Strategy was adopted in January 2016 and is a key Development Plan Document in the Local Development Framework. The Core Strategy part of the Local Plan will set the strategic framework for the growth and development of Knowsley up to 2028 and beyond. It sets out how and where new development and regeneration should take place and will therefore promote, guide and manage the future development of the borough. The Core Strategy will also shape the investment plans of the Council and other public, voluntary and private sector organisations.

The Site is allocated in the UDP Replacement Proposals Map as a Primary Industrial Area within Huyton Business Park under Policy EC3: Primary Industrial Areas.

Knowsley Local Plan: Core Strategy (adopted January 2016)

The Strategy for Knowsley aims to make Knowsley 'The Borough of Choice', with a sustainable and diverse population, living in successful suburban townships that provide a sense of place and community. The vision states that:

'By 2023, Knowsley will have:

- Attractive, sustainable neighbourhoods with a wide choice of housing and excellent community facilities;
- Vibrant and welcoming town centres;
- Residents and local communities who are able to make positive lifestyle choices;
- High quality employment areas which help to drive economic growth in the Liverpool City Region;
- Narrowed the gap in deprivation levels both between different parts of the borough and between Knowsley and elsewhere.'

Key planning policy for the proposed development is policy **CS4: Economy and Employment**.

Overall Employment Development Strategy

1) Planning, site assembly and other available interventions will be used to:

- a) Support sustainable economic growth and meet the development needs of established and emerging employment sectors, including the Liverpool City Region key economic sectors;
- b) Provide sufficient land to meet employment development needs to 2028;
- c) Enhance the quality and efficiency of land use within existing employment areas;
- d) Improve accessibility to an appropriate range of jobs, for example by encouraging mixed use employment/residential schemes where appropriate and improving transport linkages between housing and employment areas;
- e) Address skills and educational barriers to employment;
- f) Encourage recruitment targeted towards communities living in and around the development site;
- g) Support new start up businesses including social enterprise;
- h) Encourage homeworking through improvements to digital communications and telecommunications infrastructure;
- i) Support the diversification of the rural economy; and
- j) Support the appropriate development of tourism facilities.

Scale and Distribution of Development for Employment Uses

2) Provision will be made for at least 164 hectares of land to be developed for

employment uses⁷⁷ between 2010 and 2028, to be located primarily within the following locations:

- Knowsley Industrial Park (including Knowsley Business Park);
- Huyton Business Park;
- Kings Business Park;
- South Prescott; and
- Jaguar Land Rover (Halewood).

3) Sites identified within Policy SUE1 have been removed from the Green Belt and allocated to meet needs for a high quality business park, large scale distribution/logistics and any other appropriate uses within the Liverpool City Region key economic sectors up to 2028.

Safeguarding of Existing Employment Land

7) Land which is currently in use or allocated for employment development will be safeguarded from changes to other types of development, except where: there is no current or likely future demand for employment uses on the land; or where other uses would bring wider regeneration, environmental and amenity benefits

Revised Knowsley Unitary Development Plan (saved 2009)

In June 2009, the Council ‘saved’ most of the UDP policies under the transition to the revised system introduced by the Planning and Compulsory Purchase Act 2004. Several policies were deleted at this point. Appendix C: Schedule of UDP Policies to be Replaced identifies which of the UDP policies will lapse and which will continue to be ‘saved’ when the Local Plan Core Strategy is adopted. In due course, all the UDP policies together with the UDP Proposals Map will be reviewed or replaced as new Local Plan documents are adopted.

Further changes to the planning system have been made by government, through new legislation, the National Planning Policy Framework and the associated Planning Practice Guidance.

This has resulted in the availability of new planning tools (e.g. Neighbourhood Plans, Community Infrastructure Levy), revised terminology (e.g. Local Plan) and new requirements (e.g. Duty to Cooperate). The Council has reflected these changes in its approach to developing its Local Plan.

Knowsley’s Local Plan Core Strategy will be supported by other planning documents. The number and type of documents to be produced has been carefully considered by the Council, so that the Local Plan can be produced, adopted and reviewed in the most efficient and time-effective manner. There are (as at adoption in 2015) no proposals to prepare Neighbourhood Plans in Knowsley, and these would need to be led by local communities rather than the Council. The Council does not intend to implement a Community Infrastructure Levy Charging Schedule in the short term.

Supplementary Planning Documents (SPDs)

There are a number of supplementary planning documents which form part of statutory planning policy, the most relevant to the proposed development site include:

Ensuring a Choice of Travel Supplementary Planning Document (SPD)

The Ensuring a Choice of Travel SPD was adopted by the Council in September 2010 to provide detailed guidance about the council’s transport policies. The main objective of the SPD is to ensure a good choice of travel modes to all new developments in Knowsley. It can be used by developers to ensure that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles. It will be used to assess planning applications in relation to transport requirements.

Although the SPD covers the Knowsley Borough, it was developed in close partnership with the other districts on Merseyside and with Merseytravel. This was to ensure a relatively consistent approach across Merseyside to securing access to new development by a choice of transport modes, i.e. walking, cycling, public transport as well as by private motor vehicles.

Design Quality in New Development Supplementary Planning Document

The Design Quality in New Development Supplementary Planning Document identifies the overarching context for design in the Borough, and highlights Borough-wide issues which should be taken into account in designing new development. This includes guidance relating to placing buildings, density and form, accessibility, landscaping, public open space, sustainable design, minimising crime, and preserving the built heritage.

Developer Contributions SPD

This SPD supplements the Core Strategy policies by providing detailed guidance on how developer contributions will operate in Knowsley. This guidance is designed to be of particular use to developers, planning officers, stakeholders and local residents, and seeks to provide greater certainty at the earliest stages of the planning process, before a planning application is submitted or a development site is purchased, so that the cost implications of developer contributions can be fully taken into account. It provides a transparent framework for how the Council’s expectations with respect to developer contributions can be met in practical terms, and to ensure legislative compliance with the Community Infrastructure Levy (CIL) Regulations 2010 (as amended).

Adding Social Value to Development: Employment and Skills SPD

This document has been prepared by Knowsley Metropolitan Borough Council as a Supplementary Planning Document (SPD). The SPD is driven by the Council’s aspiration to see additional benefits (known as social value) incorporated into its housing and other development opportunities.

Planning Considerations

Having regard to the relevant planning policy and guidance documents outlined earlier, the material considerations against which the proposed scheme should be considered, and which are discussed in this section, include: Principle of Use, Site Suitability, Access and Travel, Air Quality and Flood Risk and Drainage.

Principle of Use

Under Section 38 (1.5) of the Planning and Compulsory Purchase Act 2004, the starting point in considering an application should be the Development Plan consisting of Knowsley Council’s Unitary Development Plan (UDP), Core Strategy (January 2016) and supplementary planning documents.

The proposal is for an employment development located in an existing industrial estate, which is in a location easily accessible via public transport and is in close proximity to the neighbouring towns. The proposal does

not result in the loss of any existing use.

The site is allocated as Primarily Industrial Area and is therefore appropriate for the proposed employment uses.

Site Suitability

The application site is in an ideal location for the proposal. It is located within a large business and industrial park, a short bus journey away from Liverpool town centre. Frequent public transport, including bus and train, can be accessed from Liverpool or regular bus services operate on the Wilson Road, a short walk from the application site. The proposals relate to the use of an existing industrial plot within an accessible location. Therefore, highways impacts will be very limited.

The proposed employment use sits well besides the adjacent uses.

The provision of an employment development will increase employment opportunities in the area having a positive impact on the local economy.

Access and Travel

The site proposes using existing access from Wilson Road. The site has excellent accessibility by walking, cycling and various modes of public transport. There is good existing pedestrian infrastructure in the vicinity of the site and the site is well located to be accessed from substantial residential areas and Liverpool and surrounding areas. The site is located close to bus stops providing access to numerous bus services and the closest train station is in cycling distance or a short bus journey away. Therefore, the site has high accessibility by public transport. This provides staff working at the development the opportunity to access their place of employment by sustainable modes of transport, in accordance with the aims of local policies and national policy in NPPF.

Air Quality

In accordance with guidance on air quality management areas, the local air quality impact of emissions from traffic associated with the proposed development on the road network surrounding the site is predicted to be negligible. Neither is it expected that air quality could significantly change during the construction phase.

There is, therefore, no reason for this application to be refused on the grounds of air quality.

Flood Risk and Drainage

The site is categorised as being located within Flood Zone 1 on the Environmental Agency’s Flood Map and is therefore considered to have a very low risk of flooding. Flood risk should not be a concern in the determination of this planning application. A Flood Risk Assessment and Drainage Strategy / Impact Assessment have been submitted as part of this planning application.

Conclusions

The Proposal for an employment development on Wilson Road will be beneficial to Knowsley local authority area. Development of the site will make a positive contribution to the growth of the area, It will create new jobs for residents in the surrounding area, boost the local economy and benefit community sustainability.

The proposals outlined above accords with the principles set out in National Planning Policy Framework, Knowsley Council's Unitary Development Plan and Core Strategy.

Section 38(6) of the Town and Country Planning Act 1990 states that the determination of planning applications must be made in accordance with the Development Plan, unless other material considerations indicate otherwise. This statement has demonstrated that the proposal is in accordance with the development plan and no material considerations can be identified which would weight against the significant benefits associated with the proposal. AEW consider that the planning application for the proposed development should be approved without delay.

Please refer to the Planning Statement submitted as part of this application for further details on the proposal within the context of the local and national planning policy framework.

Context

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Application Site

The application site is located off Wilson Road, Huyton and is the former Sovereign Distillery site.

The site was previously owned by Halewood Artisanal Spirits PLC, a family-owned producer of world-famous artisanal wines, spirits and beers which has operated from the site since the year 2000.

The plot, totalling 10.75 acres/ 4.35 hectares, is situated within Huyton Business Park which is a well-established and predominantly industrial and trade counter location, strategically situated off the M62/M57 intersection also referred to as Tarbock Island.

Liverpool City Centre is located approximately 9.5 miles to the West of the site, whilst Warrington and Manchester are located 11.5 miles and 25 miles to the East. The estate also benefits from excellent travel infrastructure.

The site currently comprises of a modern production, bottling and distribution facility of steel portal frame construction with brick outer skin and cladded elevations. The site is dominated by hardstanding, tarmacked car parking areas and access roads to all the industrial units on site.



Aerial Location Plan view with red line boundary

Immediate & Wider Context

Immediate Context

The site is located within Sovereign Business Park, a location consisting of several industrial units of varying sizes and occupiers.

The North East of the site is bound by Wilson Road, off which the access into the site is located.

South of the site is the remainder of the Sovereign Distillery site that is within the applicants ownership.

To the West of the site are existing residential properties.

There are also various retail and leisure amenities in the area, with a Premier Inn, Brewers Fayre, ALDI, fast-food restaurants and PFS situated in close proximity to the south.

Wider Context

The estate benefits from excellent road communications, with good access to the M57, M56, M62, M58, M53 and the M6 motorways.

Liverpool John Lennon Airport is located approximately 7 miles South, with Manchester International Airport located approximately 28 miles South East.

Liverpool Lime Street station and Runcorn station provide regular rail services to London Euston, and also provide links to the North West including Manchester, Preston and Warrington.

The region is further enhanced by the completion of a number of major infrastructure projects which include the Liverpool2 Container Terminal and also the New Mersey Crossing Bridge.



Aerial view of the site looking west



View A - View from Wilson Road towards existing site access NE of the site.



View B - View from Wilson Road towards existing site access SE of the site.



View C - View within the site toward the existing facade of Unit F.



View D - View within site towards existing building to be demolished.

Design Statement

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Design Statement

The Brief

The proposed development will see the regeneration of the former Sovereign Distillery site, modernising and improving the site following the closure of the distillery by Halewood.

The scheme will involve part demolition, part refurbishment and repurposing of some of the existing facilities and, two new build units to the north end of the site. This will provide small to mid-size urban logistics units suited for e-commerce and regional distribution.

The existing Warehouse F indicated on the existing site plan is to be demolished and will be replaced with new build Unit G1 which will be adjacent to the second new build Unit G2.

The existing canopy adjacent to Unit F is also to be removed.

The existing Unit F will be mostly stripped out, leaving the two storey offices to the northeast end in situ, with the remainder of the premises converted into a terrace of 6 units.

The existing office 'Unit E' and the link between existing Unit C and Unit F are both to be demolished.

The scheme will provide a total area of approximately 194,736ft² / 18,091m² Gross Internal Area of Warehouse and ancillary Office letting space. For further details refer to the Accommodation Schedule.

The proposals to refurbish and remodel this site will result in positive improvements and provides the opportunity to enhance this dated industrial site and provide industrial employment space, which is better integrated with its local environment, with improved parking and circulation areas for each industrial unit.

The scheme will include improved road access off the existing Wilson Road entrance points with segregated yard and car parking to the majority of the units.

Each unit is to be serviced with utility connections in full accordance with the Mechanical & Electrical scope, design and specifications. Electric Vehicle Charging Points indicated are proposed in the base build together with ducting installed for ready for future tenants' extension.

All building envelope and fabric systems have been specified to maximise their functionality, integrity and appearance.

The development is targeting a 'VERY GOOD' rating under the BREEAM Refurb 2014 and New Construction 2018 scheme.

Ecology - A phase 1 habitat survey was undertaken as part of the application. The site generally consists predominantly of hard-standing, buildings, amenity grassland and scattered trees. An area of tall ruderal herb with scrub and trees can be found predominantly in the northwest corner of the site.

Acoustics - A Noise Assessment has been carried out as part of the application. The proposed development is not expected to have an adverse impact on health or quality of life, and proposals are considered to meet the requirements of the NPPF.

Highways - A Transport Statement (TS) and Travel Plan (TP) have been undertaken by Tetra Tech. These reports demonstrate that: the development layout is appropriate to relevant standards for parking, layout and access; the development will be accessible by sustainable travel modes; a safe and suitable access can be provided for all modes; there would be no material traffic impacts on the local highway network and, the proposals accord with national and local transport policies in respect of transport.

Height, Scale & Massing / Use and Quantum

Building Mass & Form

The proposed units are steel portal framed building(s) on reinforced concrete foundations to suit ground conditions. This is to create large clear spans over the internal spaces. Building heights are based on industry standards and for maximised let-ability in the market.

Unit footprint sizes capture a variety of scales and types of accommodation, providing a blend to offer flexibility.

All units are gable ended buildings with standard 6° pitched roof slopes to new build units, with the existing pitches being retained. They will have out-board gutters, eaves and verges with external rainwater goods.

Use and Quantum

The development is designed to accommodate a mix of E(g)(ii) (iii), B2 and B8 employment space, with ancillary E(g)(i) office use up to 194,736ft² / 18,091m² GIA.

The nine units vary in size from 716m² / 7,707ft² GIA terraced units up to a single unit of 8,122m² / 87,429ft² GIA to maximise the developments range of potential end users and therefore the generation of employment opportunities.

The site has been designed to accommodate the appropriate infrastructure to support the use of the development. This includes the provision of yards suitable for HGV loading/unloading and car parks for staff and visitors.

The overall development will have a positive socioeconomic impact that will benefit the local and wider area by reinstating a previously developed area of land; encouraging inward investment into the local area; increasing expenditure in the local area; creating jobs in both the construction and operational phases and ensuring long term management of the site.

Building Heights

Building	Existing haunch height	Proposed haunch height
Unit C	+6.803m	+6.803m
Unit F	+6.650m	+6.650m
Unit G1	N/A	+10.000m
Unit G2	N/A	+8.000m

Schedule of Accommodation

Unit C	GEA (sqm)	GEA (sqft)	GIA (sqm)	GIA (sqft)
Ground Floor Warehouse	7,713 m²	83,022 ft²	7,565 m²	81,429 ft²
First Floor Office	626 m²	6,738 ft²	557 m²	6,000 ft²
Unit F1				
Ground Floor Warehouse	768 m²	8,267 ft²	722 m²	7,729 ft²
First Floor Office	252 m²	2,713 ft²	219 m²	2,357 ft²
Unit F2				
Ground Floor Warehouse	746 m²	8,030 ft²	719 m²	7,739 ft²
Unit F3				
Ground Floor Warehouse	744 m²	8,008 ft²	719 m²	7,739 ft²
Unit F4				
Ground Floor Warehouse	746 m²	8,030 ft²	718 m²	7,729 ft²
Unit F5				
Ground Floor Warehouse	743 m²	7,998 ft²	718 m²	7,729 ft²
Unit F6				
Ground Floor Warehouse	762 m²	8,202 ft²	722 m²	7,772 ft²
Unit G1				
Ground Floor Warehouse	2,853 m²	30,709 ft²	2,752 m²	29,622 ft²
First Floor Office	386 m²	4,155 ft²	344 m²	3,703 ft²
Unit G2				
Ground Floor Warehouse	2,167 m²	23,325 ft²	2,080 m²	22,389 ft²
First Floor Office	294 m²	3,165 ft²	260 m²	2,799 ft²

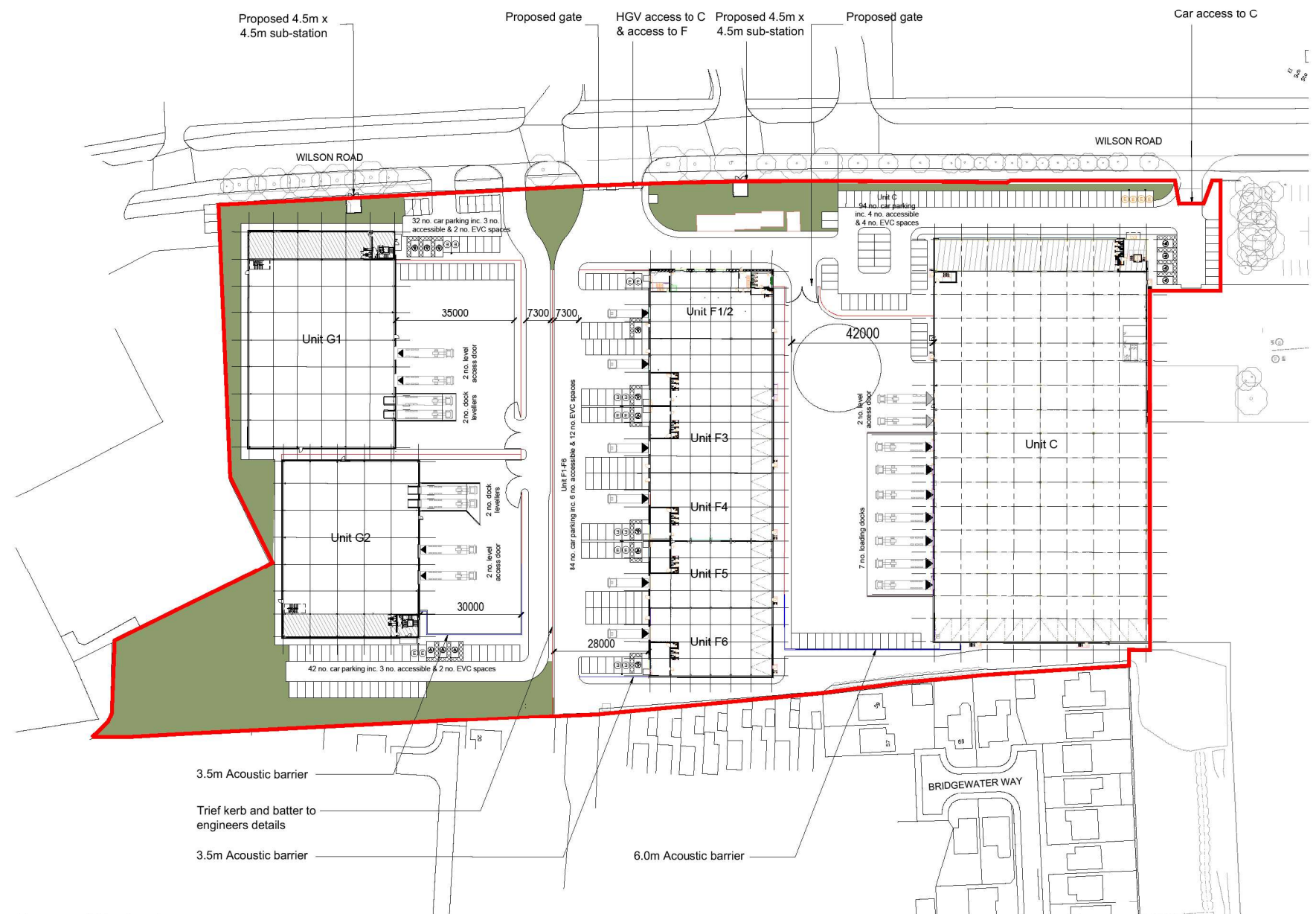
Site Layout

The layout includes the provision of yards suitable for HGV servicing to all units and car parking for staff and visitors broadly in line with Knowsley car parking standards. The overall development will have a positive socioeconomic impact that will benefit the local and wider area by modernising the site; encouraging inward investment and increasing expenditure in the local area; and creating jobs in both the construction and operational phases and in the long-term management of the site.

The site has been designed around the proposals to re-use the existing buildings where possible but with full modernisation and refurbishment of these units. The layout allows for car parking to be generally located adjacent to each unit's entrance, facing the central access roads. Car parking locations next to the offices allows safe pedestrian routes to unit entrances. It also encourages natural surveillance of the car parks. Accessible parking spaces are provided and located conveniently outside of the office entrances with dropped kerbs to allow for inclusive access.

Where practical, the service yards are to be screened by the buildings themselves or by fencing and landscaping to mitigate their impact on amenity and to respond sensitively to the immediate context.

The tree line and shrubbery to the front of the site will be reduced to a low level to allow better views.



Proposed Masterplan

Appearance

The development will comprise of steel portal framed units with robust external metal clad envelopes to ensure durability and security. The external envelopes will predominantly be built-up profile metal cladding to warehouse areas, with composite cladding panels to feature areas and mezzanine office elements. The office elements are generally located at the prominent corners of the units to maximise the visual impact and unit identity when entering the site along the main spine road.

The colour pallet proposed is various tones of grey which provides an interesting and contemporary aesthetic. The cladding colours reflect and complement other units within close proximity of the site.



Proposed Indicative visuals of typical Unit design



Proposed frontage perspective of typical Unit design - Unit G1

Landscape

The Proposed Development will incorporate elements of both hard and soft landscaping on the principle of simplicity with high quality. The hard landscaping scheme includes concrete service yards and tarmac finish car parking bays and paving slabs utilised for paths to, and around the unit entrances. Soft landscaping elements will include grass, shrubs and trees on the approach to the Site along the northern boundary, as well as improving planting along the south of the Site.

A Tree Survey has been prepared by Tetra Tech which determines the size, condition and value of the trees and provides recommendations for any remedial work required, as well as root protection distances to ensure the future health and stability of retained trees on Site.

There is a strong recommendation to retain all of the trees and groups of moderate quality (B category) during the development. The single group of high quality (A category) is located off-site and it is recommended that trees are retained with sufficient space to protect their roots, as defined by the root protection areas, and sufficient space is provided for future development without causing a nuisance.



Inclusive Access

The project is to provide circa 18,091m² / 194,736ft² of unit space on a site within a well established industrial area with good transport networks. The new units will provide their own self contained service yards, warehouse staff amenity, staff parking, incoming main services and fire and security warning installation networks. The site is mostly flat and will offer non hazardous simple access to the premises to all as part of the design.

The scheme will be a mix of refurbished and new steel portal framed structures generally with two storey staff amenity blocks set within the first bay of the main structural foot print and integral loading bays serving the warehouse area.

Access to and egress from the site and buildings has been sighted to offer the best possible solution on due consideration of operational needs, site topography and imposed development restrictions.

The design of this new facility incorporates the full provision required under Building Regulations Approved Document M plus facilities to promote cycle to work ideals with secure cycle storage.

As the service yard and storage areas are considered unsafe environments for the wheelchair bound, visually and audibly impaired, provision under Building Regulation Approved Document M has been limited to the provision of ambulant disabled staircases and steps within these areas as necessary.

Pedestrian and cyclist approach to a convenient formalised entry point designated as level (walkways greater than 1:20 grade) avoiding the need for formal ramps, steps or balustrades.

Access for foot traffic from the site entrance to the building is controlled by well defined walkways directing people to formal dedicated reception and staff entrance points, minimising the risk of any potential conflict between pedestrians and cars or HGVs.

In summary, the administration areas will offer the following facilities for inclusive access:

- Disabled parking
- Level access
- Ambulant designed staircase
- Wheelchair compliant toilet and changing facilities

Further provision could form part of the internal management policy structure.



Cycle Parking

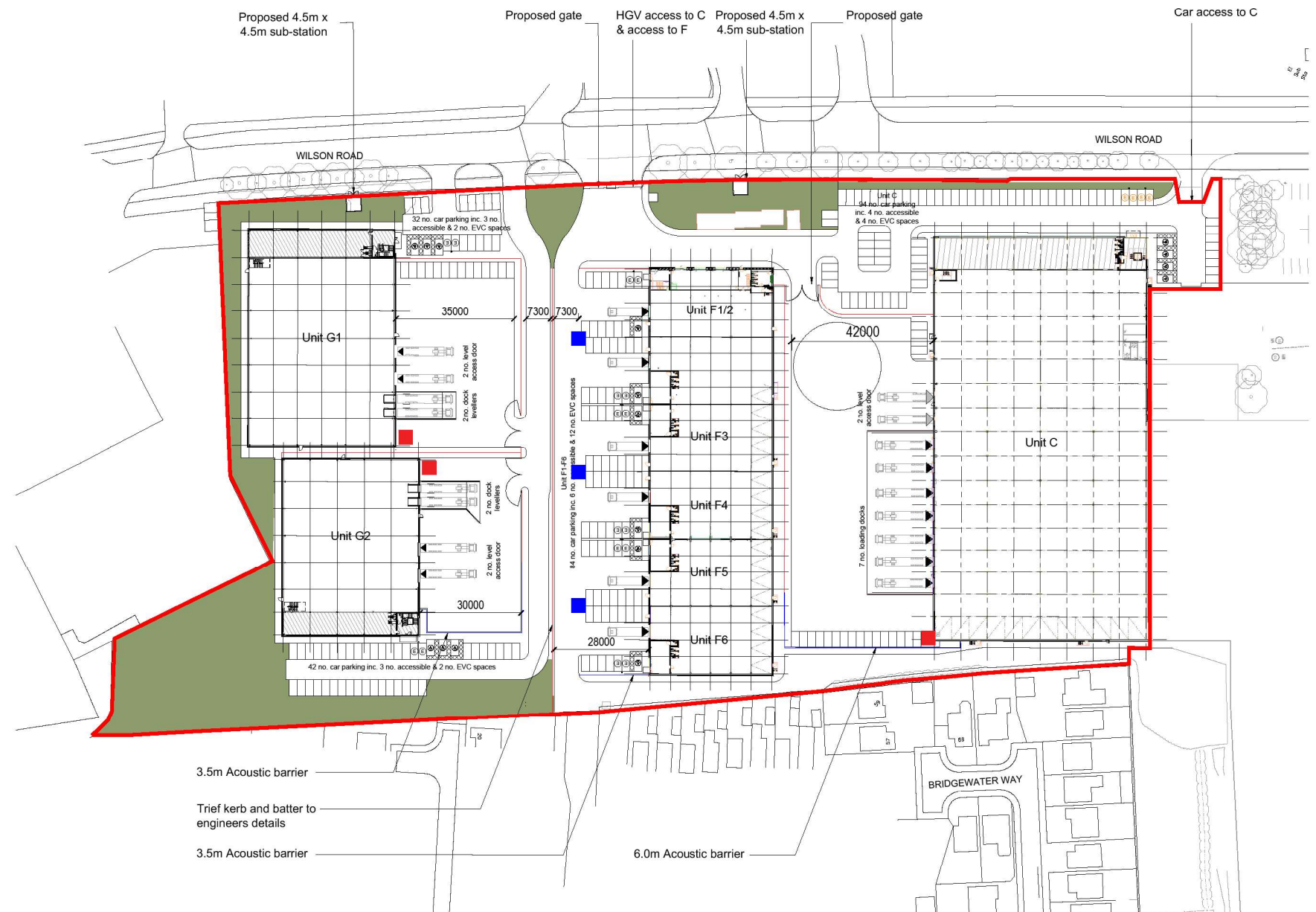
Cycle storage will be provided internally to each unit in the form of a wall mounted system. The cycle parking will be located where bicycles can be easily seen by staff going about their normal duties.

Waste Management

Each Unit has space allocation for Waste & Refuse storage and recycling.

Proposed locations are shown to Service Areas of the development masterplan, which are accessible for Refuse Collection vehicles.

It is intended Unit occupiers will engage private contracts for trade waste collections.

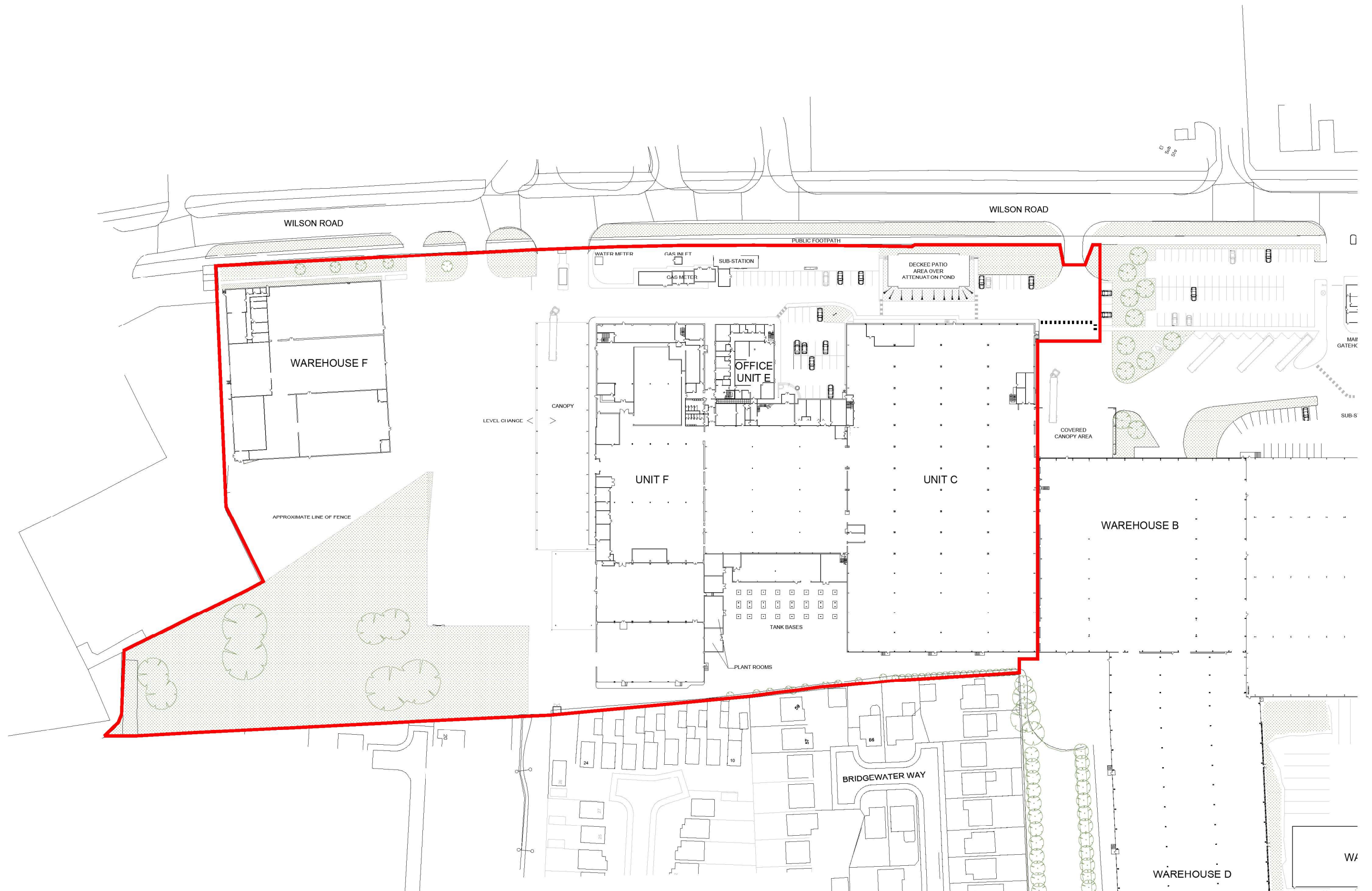


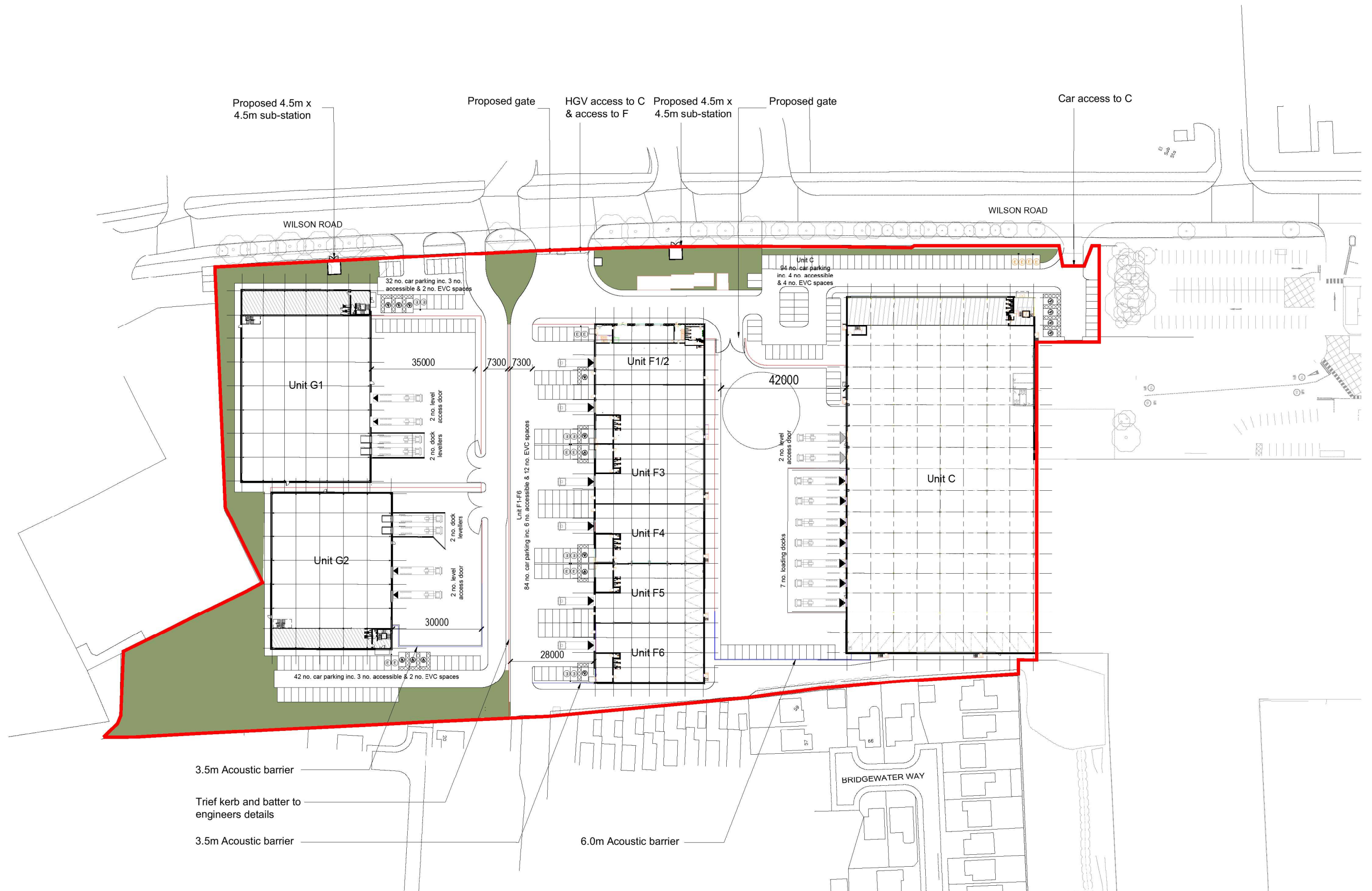
Proposed Bininstall Locations

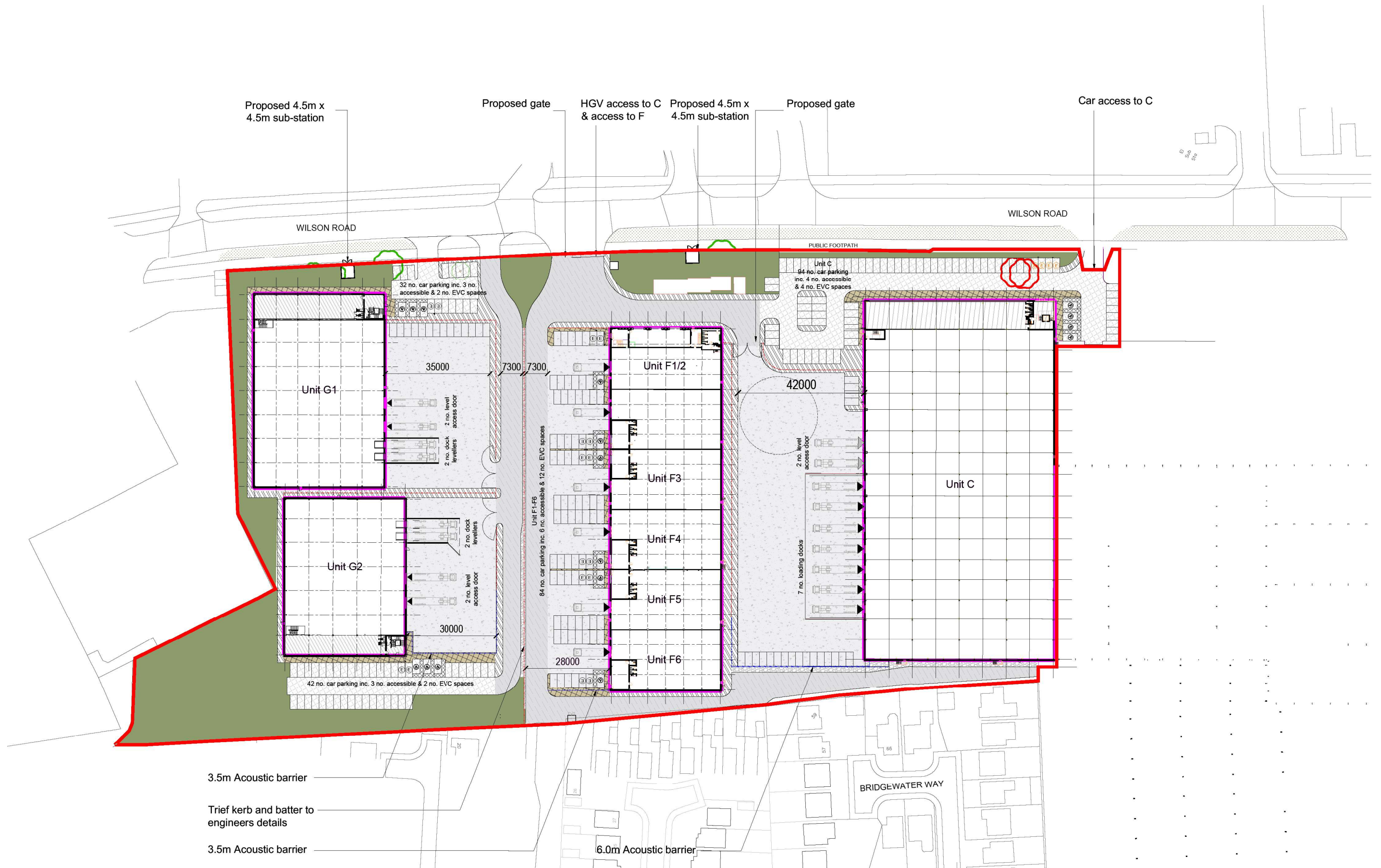
- Proposed Bininstall Location
- Communal Bin Location

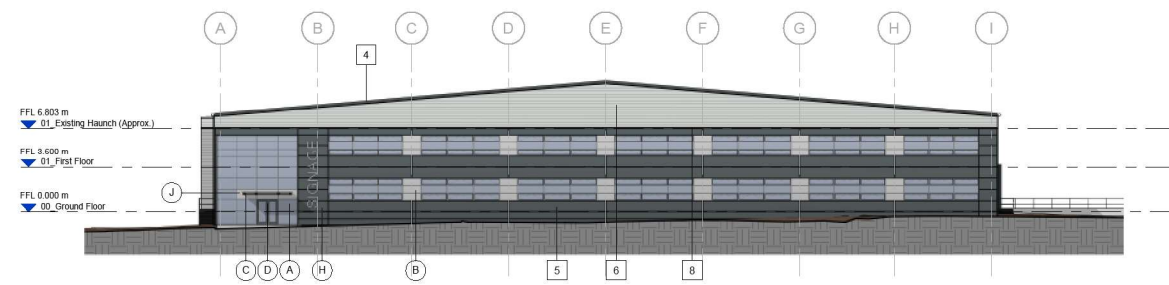
Design AEW Drawings

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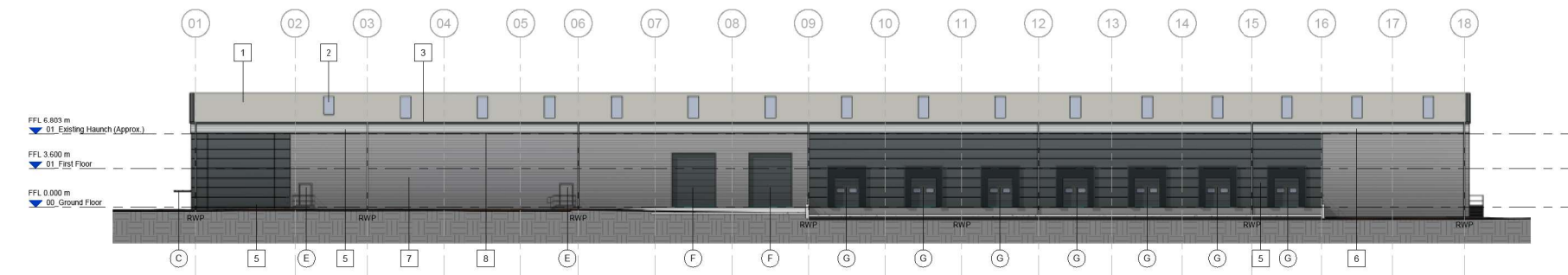




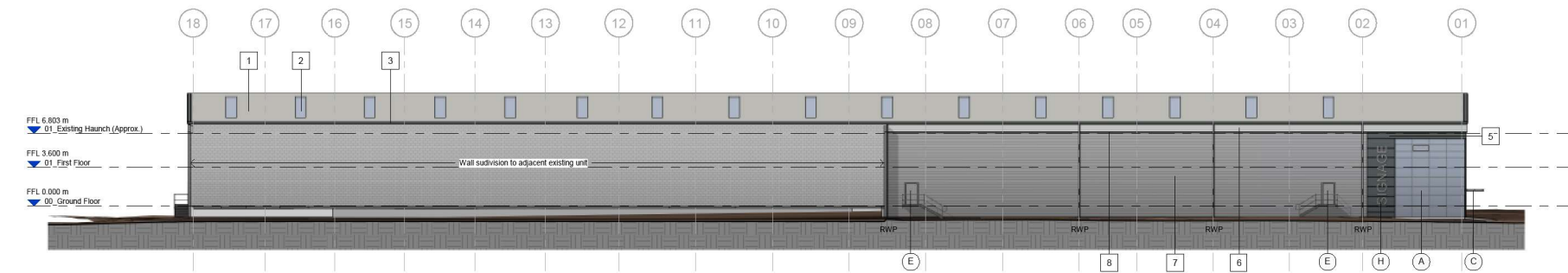




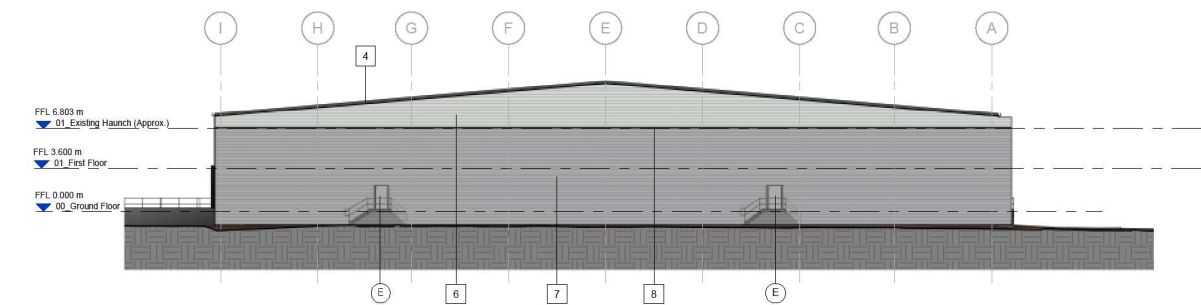
1 Proposed North East Elevation
1 : 200



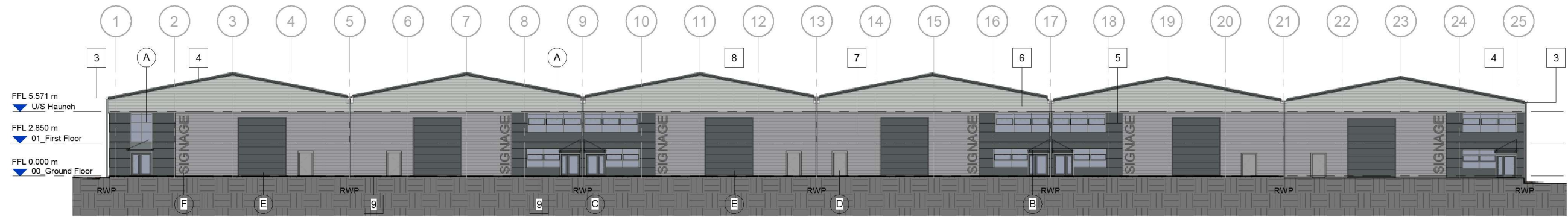
2 Proposed North West Elevation
1 : 200



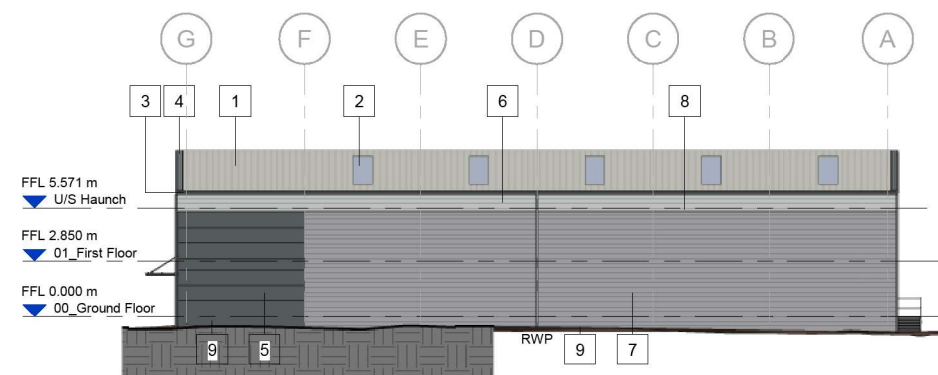
3 Proposed South East Elevation
1 : 200



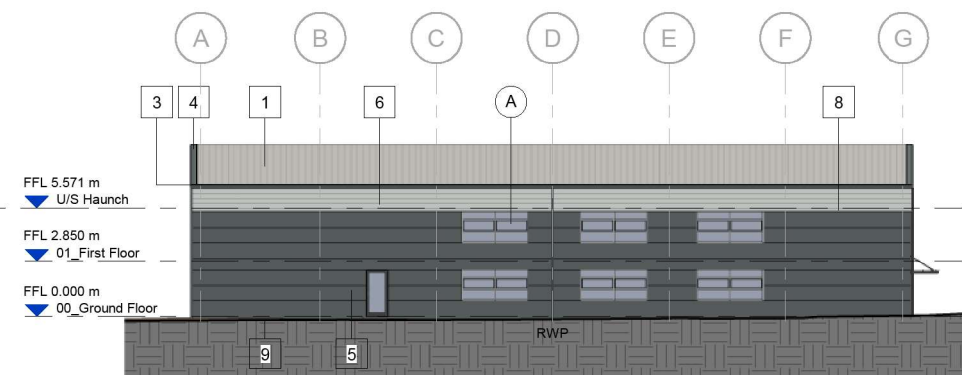
4 Proposed South West Elevation
1 : 200



Proposed North West Elevation
Scale @ 1 : 200



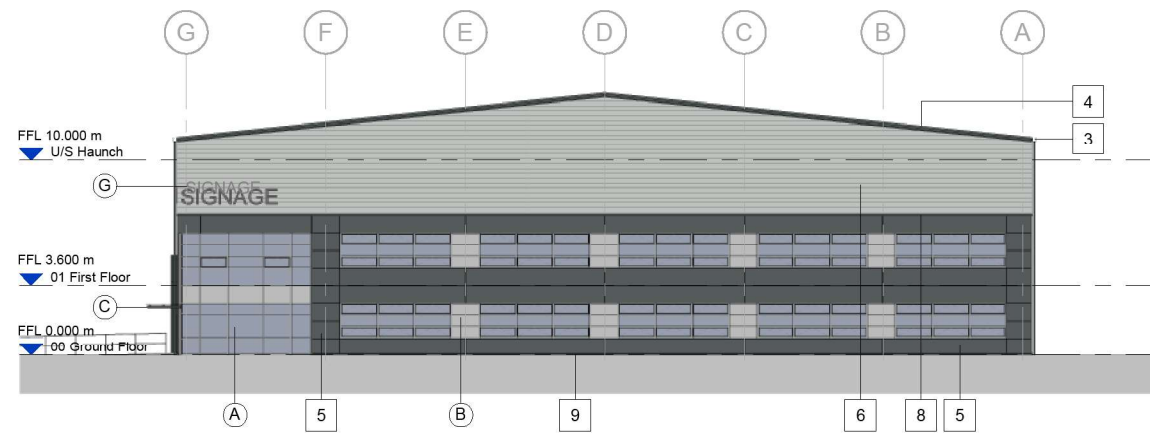
Proposed South West Elevation
Scale @ 1 : 200



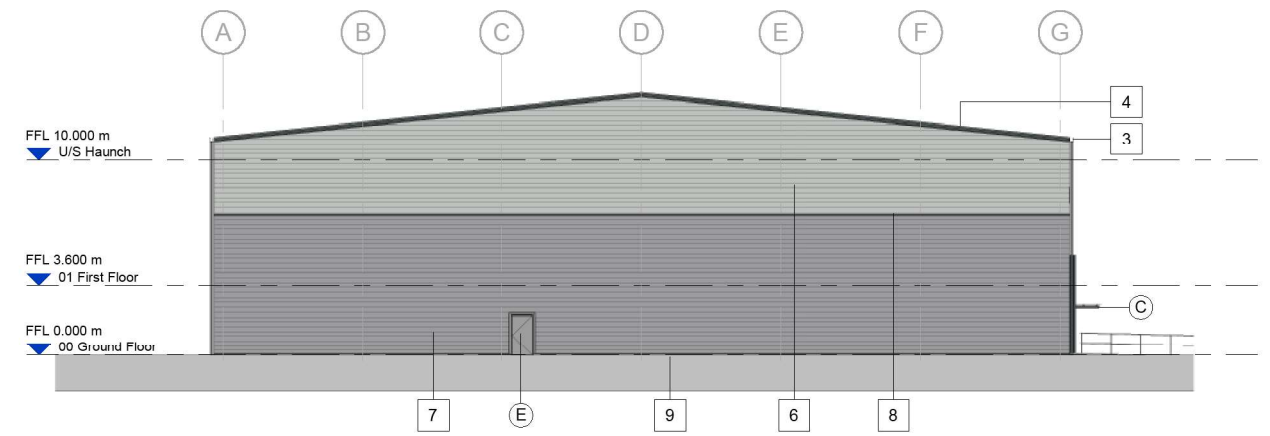
Proposed North East Elevation
Scale @ 1 : 200



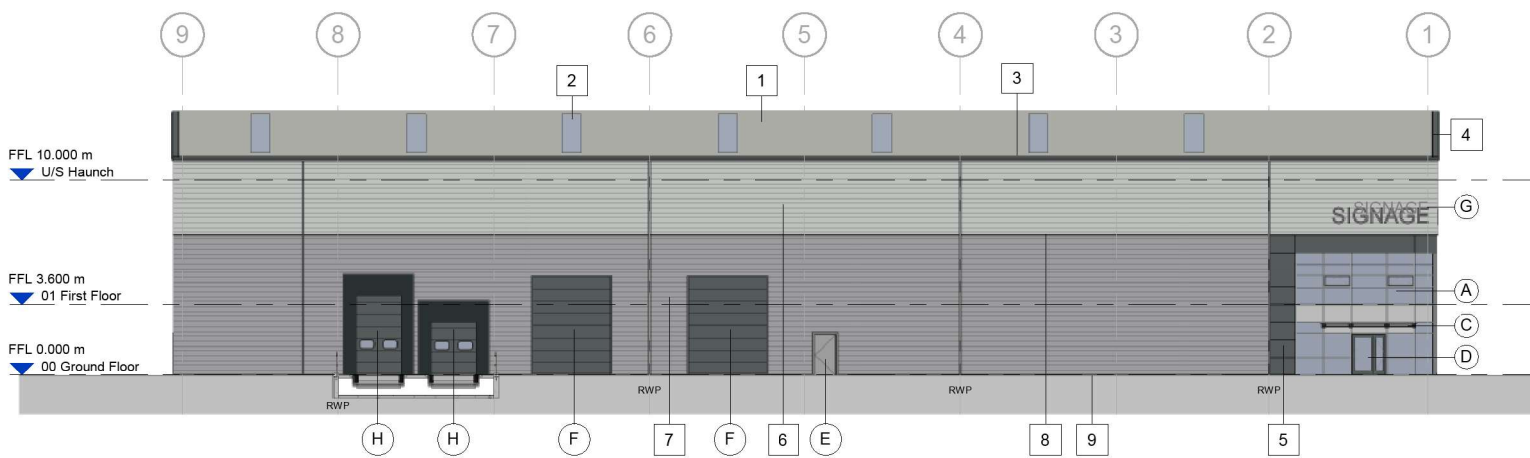
Proposed South East Elevation
Scale @ 1 : 200



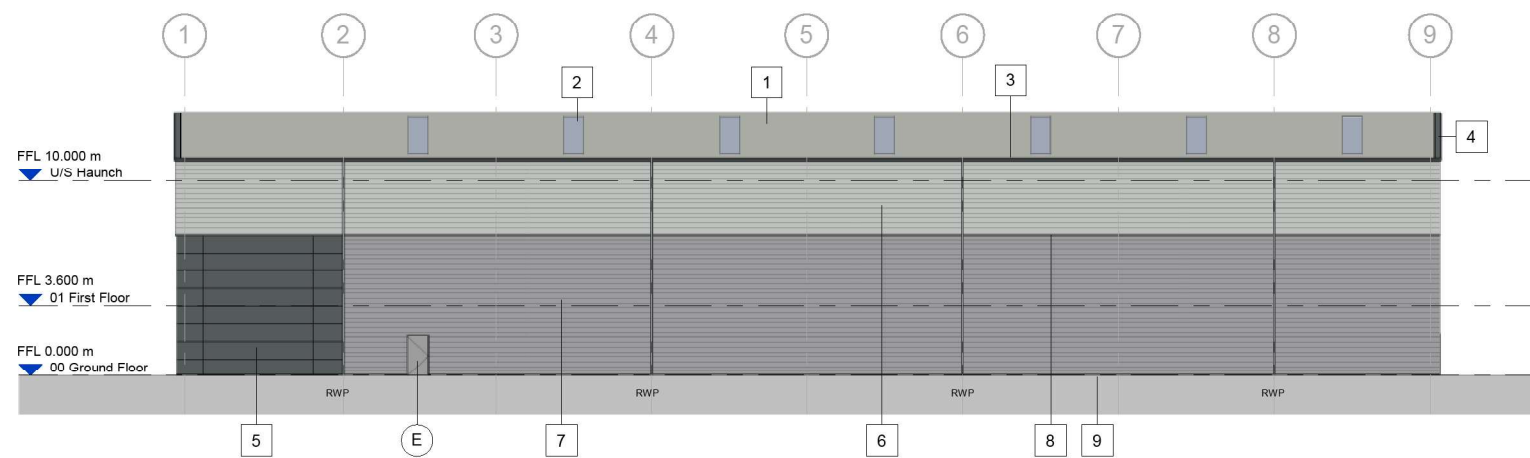
Proposed East Elevation
Scale @ 1 : 200



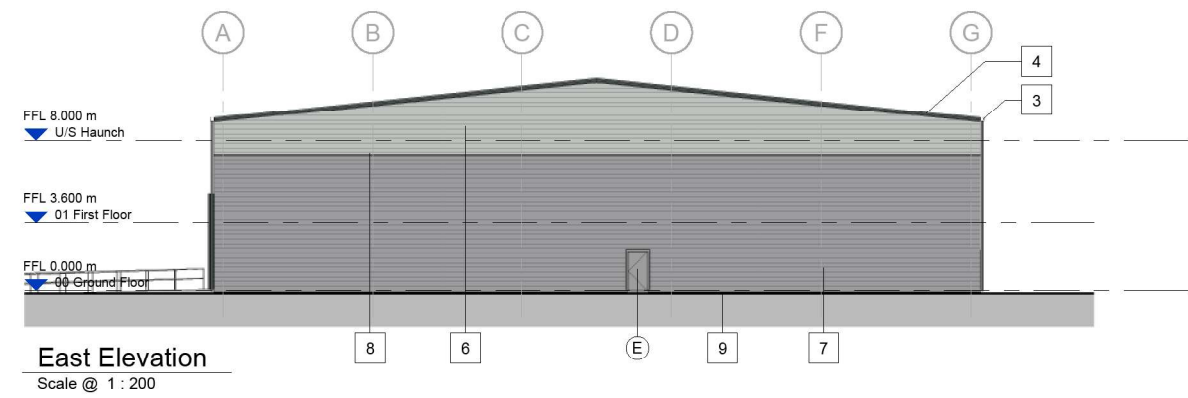
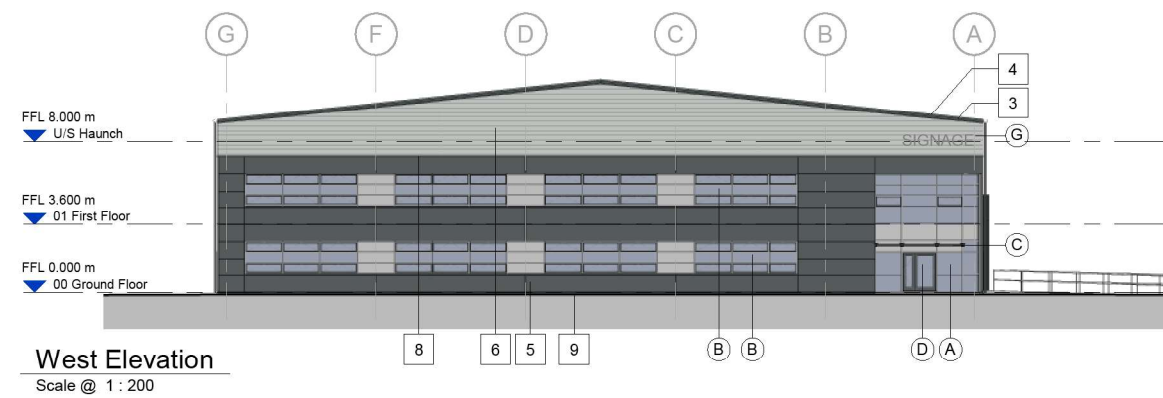
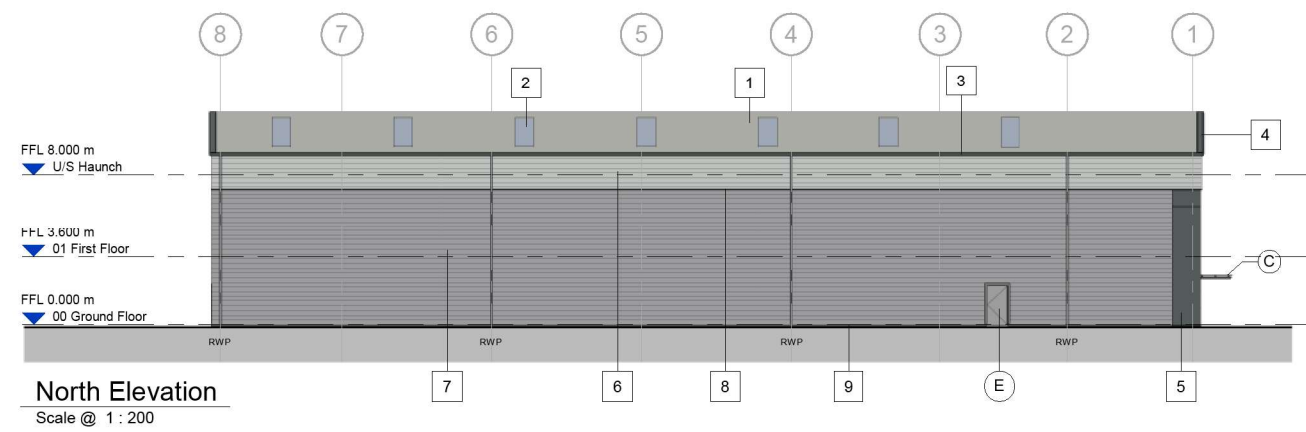
Proposed West Elevation
Scale @ 1 : 200



Proposed South Elevation
Scale @ 1 : 200



Proposed North Elevation
Scale @ 1 : 200



Conclusion

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Conclusion

This Planning, Design and Access Statement has been prepared by AEW Architects on behalf of Network Space to support a planning application for 8 industrial units with associated access, landscaping, parking and service yards at the former Sovereign Distillery site, off Wilson Road in Huyton.

The full description of the development is as follows:

“FULL PLANNING APPLICATION FOR DEMOLITION OF BUILDINGS TO CONSTRUCT TWO NEW INDUSTRIAL UNITS AND REMODELLING, REFURBISHMENT, EXTENSION AND PARTIAL DEMOLITION OF EXISTING INDUSTRIAL BUILDING TO FORM SEVEN UNITS TO CREATE E (G)(II) (III), B2 AND B8 EMPLOYMENT SPACE, WITH ANCILLARY E(G)(I) OFFICE USE, REMODELLING OF CAR PARKING, SERVICE, VEHICULAR CIRCULATION AREAS, LANDSCAPING AND INFRASTRUCTURE WORKS.”

The statement identifies the existing site context and describes the principles used to influence the proposal through the design process. A number of design measures and considerations were taken into account as summarised below.

The vehicular access to, circulation around and the layout of the development has been carefully considered to ensure that the scheme is viable and works efficiently in terms of meeting the needs of modern industrial schemes. This includes providing suitable access to the site via the existing access points off Wilson Road.

In line with relevant design policies, the layout, scale and appearance of the proposals have been developed to create a high quality, robust scheme. The material and colour choices are in keeping with the surrounding area. The specification of the materials and finishes are appropriate for the lifetime of the scheme as they are durable and resilient systems.

Fundamental to creating an attractive and appropriate development is an effective landscaping strategy. The Proposed Development will incorporate elements of both hard and soft landscaping on the principle of simplicity with high quality.

In conclusion, it is considered that the planning application reflects an appropriate and viable contemporary industrial development that will add socio-economic value to the area and complement the existing context. The proposed use accords with those of the surrounding industrial area and planning policy. It is considered that the provision of new employment units will help reinforce the growth of employment at this location and we encourage the local authority to approve this planning application without delay.



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