

Design and Access Statement

Former waste site, land off Link Road, Huyton, L36 6AP

Introduction

This Design and Access Statement has been prepared to support the Planning Application for the construction of 1 no. detached industrial unit, use classes B2, B8 with a total GIA of 2,787m² or 30,000ft² with associated service yard, parking, entrance gates and landscaping works.

This statement responds to the requirements of Planning Policy and Guidance (England), and should be read in conjunction with the accompanying planning application drawings and other consultant's statements.



Fig 1. Current Location Plan

Design

Evaluation

The site is situated in an established and popular Industrial area based along Wilson Road that has a mix of transport, services, retail and trade park uses along with heavier waste and manufacturing businesses. The site itself was used for plastic waste recycling when it was destroyed by a fire which affected the plastic waste and also caused the destruction of the existing industrial building that formed the end unit of a large terrace.

The site is generally enclosed on its North Eastern and South Eastern boundaries with existing neighbouring buildings including the remainder of the terrace. The North Western boundary is more open with the yard of an aggregate recycling company that is only accessible from Brickfields and Ellis Ashton Street. The site itself

is accessed off Link Road which ultimately comes off Wilson Road. The access is wide at the Link Road end and widens to approximately 14m at the entrance to the site.



Fig 2. Aerial photo of the site prior to fire and subsequent demolition

The site itself excluding the access extends to approximately 1.38 Acres and is mainly hard standing and existing concrete slab. The perimeter is secured with a mixture of 2.4m galvanised metal palisade and metal sheet panel fencing. There are no areas of grassland, trees or hedges within the site boundary.

The site is very flat which lends itself to the development of large industrial buildings.

The site is suitable for a number of different types and scale of developments but it was thought a single large Industrial unit with potentially the ability to be split in half in the future would be the optimal approach practically and also commercially to attract a potential owner occupier or tenant. Following the orientation of the original unit was an option we explored but felt that the opposite arrangement running perpendicular to this offered a better proportioned unit which would also be cheaper to build as the overall roof spans are reduced.

This orientation also provides improved visibility of the development itself when viewed from Link Road. The building arrangement and position of the access also allows a better separation between staff car and pedestrian movements and HGV movements for deliveries and dispatches.

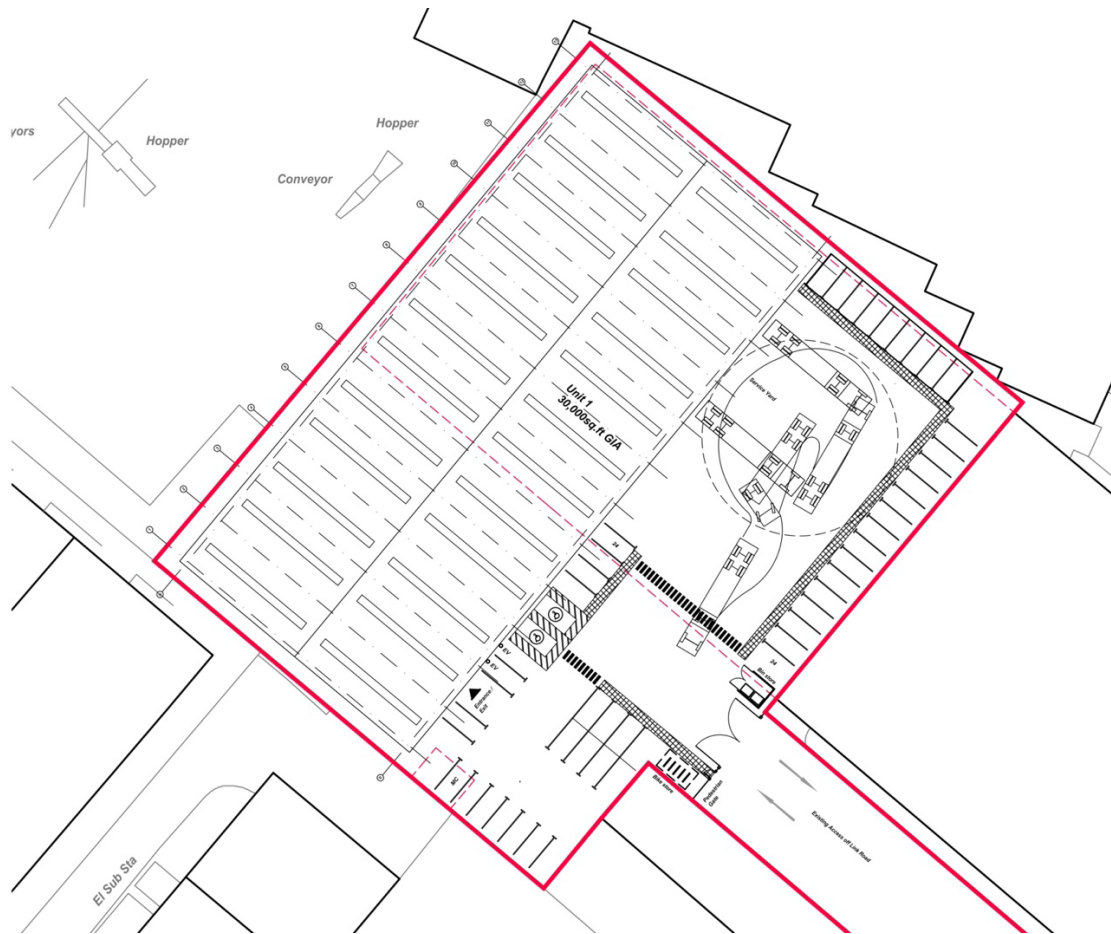


Fig 3. Site Layout

Design

The surrounding industrial buildings are a mix of portal framed, pitched roof buildings of various proportions and scales that have been adapted to suit their particular purpose. They are generally finished in light grey cladding or brick with light grey metal roofs. Many are looking quite dated but there are many instances of refurbished units and also well designed, new developments towards the Northern end of Wilson Road.

The building will be constructed as a freestanding steel portal frame with composite metal cladding, the external treatment is of traditional industrial units but with an emphasis on the customer facing side of the buildings where the corporate offices will be arranged. High quality insulated panels will be used for the walls and roof with the addition of a minimum of 10% rooflights to provide natural daylight and reduce daily running costs.

The elevations have been broken down horizontally with differing coloured bands and types of cladding to reduce the overall scale. The large expanse of glazing has been used to emphasise the entrance and first floor office accommodation and provides an attractive feature whilst creating views in and out of the building.

Office space has been indicated to provide an industry basic standard of accommodation along with the 3 roller shutter doors for the warehousing element of the building but could be subject to change as required by an incumbent tenant or owner subject to planning.

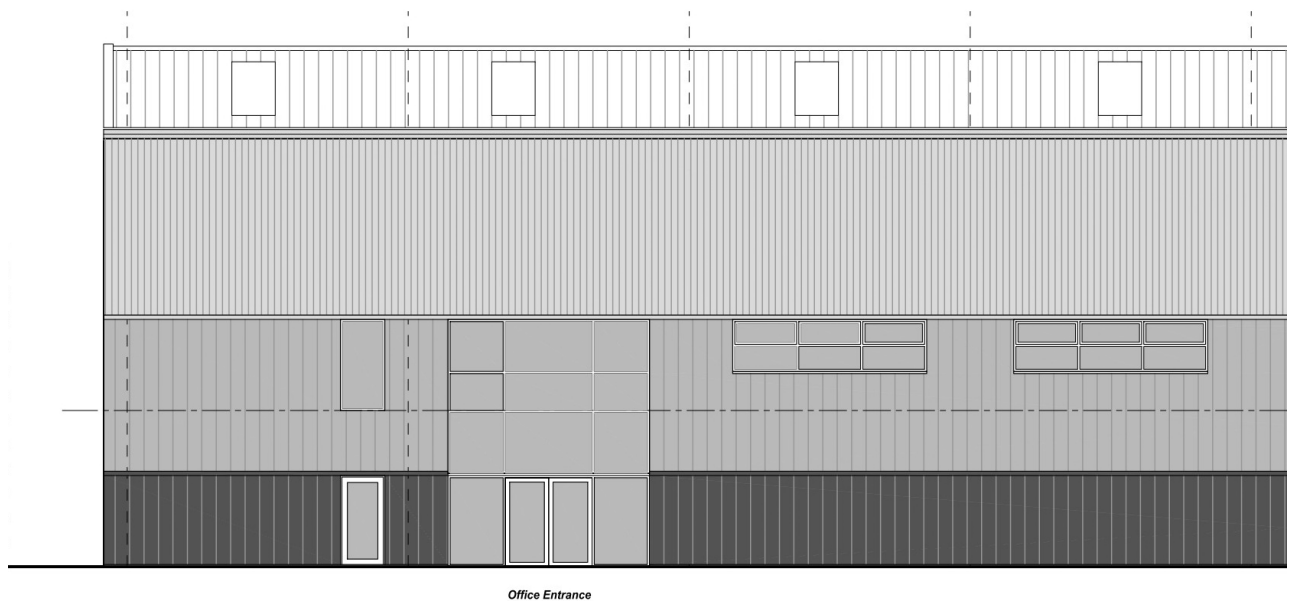


Fig 4. Front Elevation

The units have been designed to provide a clear internal measurement of 8.5m to underside of the rafter haunch which allows a lot of flexibility in terms of the type of business that could occupy the unit especially for storage and use of high bay racking systems or mezzanine floors that would need to be applied for under separate applications as required.

Use

The development is for a single industrial unit comprising a total GIA of 2,787m² or 30,000ft² for operations within B2 and B8 use classes.

Amount

The development aims to make best economic use of the site in response to its area, its specific geometry and context, whilst ensuring that the functional requirements of prospective tenants and fulfilment of planning and building and fire regulations can be met.

Layout

The arrangement is conventional with the building pushed back to the boundary with the parking and servicing to the front which addresses the needs of most end users whilst maximising the site area and ensuring access for ongoing maintenance.

The layout indicates the maximum amount of parking and demonstrates how this can be done safely with pedestrian walkways and crossings within the site. There are also positions for bins and secure cycle parking

located near the vehicular and pedestrian entrance gates. Positions for EV charging spaces are also provided next to the disabled spaces by the office entrance.

Scale

The building's form and mass are appropriate for the site and its immediate context. The height of the building conforms to market standards and provides flexibility to accommodate different businesses moving forward.

Landscape

The service yard area will have a predominantly concrete finish with concrete kerbing to the perimeter. Rear and side pathways will have a simple compacted gravel finish.

Appearance

The units are industrial in their design, form and appearance.

Planning

Please refer to accompanying planning statement.

Economic

The development will generate both construction jobs whilst being developed and up to 40 full or equivalent part-time jobs once completed. Larger units are very important to the economy as they encourage and facilitate the expansion of existing businesses plus attract new large companies to the locality. The new development will also attract a business rate for the council of between £80,000 - £120,000 per annum that can be re-invested back into local services.

Involvement

There has been no pre planning involvement with the local planning authority.

Access

The site is in a very sustainable location positioned close to the centre of town and is therefore well served by roads, rail and buses. The site is very flat with no large changes in level. Disabled parking spaces and level access kerbing will be provided adjacent to the main entrances for both staff and visitors.

Secure Cycle parking has also been provided at the front of the site.

