

DESIGN AND ACCESS STATEMENT

Symmetry Park, Merseyside

RESERVED MATTERS 3 PLANNING APPLICATION

Document Prepared for:

Tritax Symmetry Merseyside 1 Ltd

22605-UMC-XXXX-XX-DN-A-2001-Design & Access Statement _P08

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01 INTRODUCTION



01 INTRODUCTION

01.1 STATEMENT OVERVIEW

This document has been prepared as part of the supporting documentation for a **Reserved Matters 3 Planning Application** submitted to **Knowsley Metropolitan Borough Council** for the proposed development located at Cronton Road, south of the M62, Huyton, Liverpool in the Knowsley Metropolitan Borough. The location of the site is shown on UMC planning drawing 22605-UMC-XXXX-SI-DR-A-0502-Location Plan

The total proposed Masterplan boundary has an area of **125 acres/50 hectares**.

Unit 1, as shown on the drawing 22605-UMC-XXXX-SI-DR-A-0671-Illustrative Masterplan, has successfully reached Practical Completion. Simultaneously, we have submitted an RM2 planning application for Unit 02, which is currently in the process of obtaining planning approval.

The site can be accessed from the Cronton Road which runs through the south of the site.

This Design and Access Statement has been prepared by UMC Architects on behalf of **Tritax Symmetry Merseyside 1 Ltd** (the applicant).

KEY PRINCIPLES TO BE ADHERED:

- Clear circulation routes for vehicles and pedestrians.
- The scale of development must consider place making principles through a hierarchy of roads, pavements built form, and spaces between buildings.
- High quality architectural language for the industrial development which should allow the buildings to sit comfortably within the surrounding context.
- Building forms should be uncomplicated as well as reflecting and complimenting the area.
- Materials should respect the setting of the buildings and provide consistency across the site.
- Key landscaping features to increase the quality and success of the development and employees who use the park.

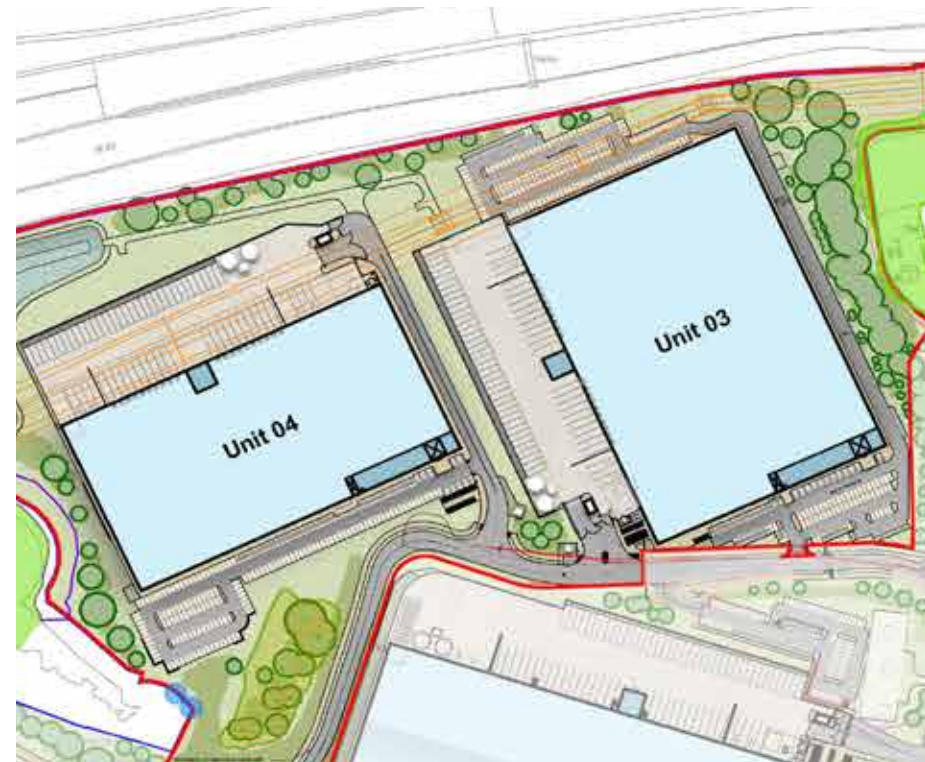


01.2 THE BRIEF

The purpose of this document is to initiate the design and how this continues to be attainable by further analysis of the principles relating to access, appearance, landscaping, layout and scale.

The Reserved Matters 3 Planning application is for the erection of a two unit development, with the associated gatehouses, security facilities, service yards and HGV parking, plant, vehicular and cycle parking, landscaping, pedestrian and cycle infrastructure and green infrastructure. The proposal seeks approval of planning for the provision **Unit 03 - 26,447m²/284,670ft² (GIA) & Unit 04 - 19,607m²/211,050ft² (GIA)** of employment for storage and distribution (**Use Class B8**) with floorspace and ancillary offices (**Use Class E(g)**).

The documents contained within the planning application provide details of the proposed development, whilst this statement describes the design principles including building design, layout, access, scale and landscaping.



Snippet from Proposed Masterplan

01.3 REPORT CONTENT AND STRUCTURE

This document contains a summary of the site context, analysis of the surrounding areas and an explanation of the design evolution.

This document explores how the physical characteristics of the scheme have been informed by the design process and explains the steps taken in the process, culminating in the proposed design solution.

This is in accordance with the requirements of the planning application processes. The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2020 sets out the requirements for Design and Access Statement.

The statement is structured as follows:

Section 1.0

An introduction to the site and outline of the project brief.

Section 2.0

An explanation of the relevant national and local planning policy.

Section 3.0

A site context evaluation, containing a description of the existing site and surroundings.

Section 4.0

An evaluation of the key principles considered in the design stage, including site constraints and opportunities, design principles and a description of the scheme evolution.

Section 5.0

Discusses the development proposals of the proposed design, covering proposed: usage, amount, layout, scale and massing, appearance and landscaping.

Section 6.0

Outlines the vehicular and pedestrian access to and around the site.

Section 7.0

Covers the project's sustainability principles and envisaged crime prevention measures.

Section 8.0

Offers a summarising statement for the illustrative proposal. - PROPOSED LANDSCAPE.

Section 9.0

Offers a summarising statement for the illustrative proposal.

02 PLANNING POLICY



02 PLANNING POLICY

02.1 LOCAL POLICY CONTEXT

Applications submitted:

- Hybrid Application - **20/00494/HYB** (consent granted)
- Reserved Matters Application 1 (consent granted as part of Hybrid application)
- Reserved Matters 2 Application (awaiting approval)

The Knowsley Local Plan Core Strategy (KLPCS) (Jan 2016)

The Land South of M62 is located within the Knowsley Sustainable Urban Extension (Policy SUE2c) as one of the 9 sites that has been removed from Green Belt and allocated to provide additional land to meet development requirements up to 2028 and beyond. The policy confirms that Land South of M62 will deliver at least 22.5 hectares of logistics, storage and distribution uses (within Use Class B8) or other appropriate employment uses within the Liverpool City Region key economic sectors subject to application of the sequential and impact tests. Policy SUE2 indicates that site-specific requirements will be prepared for some of the sites in the form of a Supplementary Planning Documents (SPD) providing a spatial framework for development. The SPDs in reference to Land South of M62 will be stated in this document.

Policy SUE2 - development principles refers to The Sustainable Urban Extensions Principles of which Land South of M62 is a part of, The Policy demonstrates that the site should be of;

- Deliver sustainable development
- A High design quality and connectivity with adjacent urban development.
- Demonstrate a comprehensive approach to the development of the relevant Sustainable Urban Extension and to infrastructure provision.
- Provide good transport linkages
- Protect or enhance historic and architectural assets where appropriate.
- Address flood risk
- Provide a clearly defined edge to the developed area

The Policy SUE2c highlights that development at Land South of M62 should ensure:

- Safe and convenient highways access for the sites together with a well-connected internal road system.
- Provision for public transport, walking and cycling, which enhance linkages within the area and surrounding areas.
- Public Open Space (POS) within a wider green infrastructure integrating with existing POS.

02.2 NATIONAL PLANNING CONTEXT

National Planning Policy Framework - Adopted July 2021

The NPPF is underpinned by a presumption in favour of sustainable development with significant weight afforded to the need for the planning system to support economic growth. This document is material to the determination of the application, it is underpinned by the 'presumption', which for decision taking means "approving development proposals that accord with the development plan without delay". Furthermore, the NPPF places great weight on delivering sustainable economic development and to respond positively to wider opportunities for growth.

Relating to building a strong and competitive economy, Paragraph 81 states that:

'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation⁴², and in areas with high levels of productivity, which should be able to capitalise on their performance and potential'.

Paragraph 82 of the NPPF recognises that planning policies should not hinder economic development and encourages LPA's to address any potential barrier to investment such as poor environment or lack of infrastructure. It states that policies should be flexible enough to accommodate needs which were not anticipated when preparing the development plan and that the Local Plan should:

'Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations'.

The NPPF also encourages authorities to review their employment land regularly and also to maintain flexible policies that are able to react to market signals.

03 SITE CONTEXT



03 SITE CONTEXT

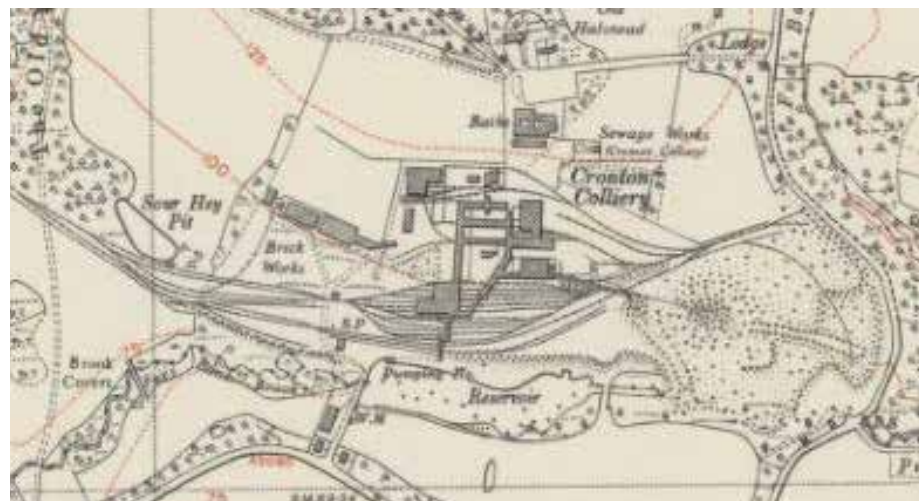
03.1 SITE HISTORY

The Cronton Colliery from 1913 to 1984 occupied most of the Land South Of M62 it was linked to the railway network. The colliery site lay completely derelict for years until it was acquired by English Partnerships, The government's national regeneration agency, As part of the National Coalfield Programme. In 1995 the site was partially restored by removing both the colliery infrastructure and major earthworks. The colliery site's ownership was transferred to the Northwest Regional Development Agency in 1999 and it has passed the Land Reclamation Trust in the autumn of 2007.

Currently the site is a public access, 22.5 hectares of the 44 hectares site has been allocated as employment land stated on KLPCS. To the south-East there is a proposal for country park by The land trust and proposals to improve the local biodiversity; establish sustainable, low-maintenance native plant communities; and encourage natural wildlife habitats haven been proposed.



Dated 1850 - Former Halshead Park estate



Published 1925

Farmland

Land South Of M62 was occupied by the Cronton Colliery from 1913 to 1984. The surrounding site has predominantly been farmland usage with a relatively small number of agricultural and residential developments.



Dated 2010

Increased Infrastructure

Following World War II the growth of Huyton to the West of the site can be seen through the construction of new housing estates. Urban expansion contributed to the improved of major sewage water treatment works as well as other infrastructures elements in order to serve the surrounding population.



Dated 2023

Industrial & Commercial Expansion

Large scaled areas in commercial and retail facilities have become necessary to provide goods, services and employment to the local communities. a major contributor to the economical growth and prosperity to the Liverpool City Region and wider north west.

These developments benefit from their geographical location and established transport links. M62 motorway is major links from Liverpool to Hull and the rest of the United Kingdom via the national road network.

03 SITE CONTEXT

03.2 SITE AERIAL IMAGE



03 SITE CONTEXT

03.3 EXISTING SITE PHOTOGRAPHS



01. Two detached housing with dead end road.



02. Single detached house



03. Horse riding Centre



04. Caravan Park



05. Old, Halsnead, Halsnead Farm



06. Interchange Motorway Industrial Estate



07. Sewage Treatment



08. Residential Estate



09. Big water Lake



10. Ring Road serving M62 Motorway



11. Golf Course



12. M62 Motorway



13. Quarry



14. Caravan Site

03 SITE CONTEXT

03.4 EXISTING SITE AND SURROUNDINGS

The site is located close to the Tarbock island junction (M57/M62/Knowsley expressway) to the immediate northwest of the site. Further Northwest approximately 800 meters lies the Huyton Business Park, it is a well-established industrial and trade counter estate, strategically situated adjacent M62/M57 intersection, with occupiers including Acquila, Halewood International, Olympic Foods, Parcel Force, Travis Perkins, Premier Inn and Liverpool Football Club amongst others.

Caravan Park and Cherry Tree Farm reside to the north of the site amongst residential housing. In the Local Plan: Core Strategy the site South Of Whiston which is closer to the northern boundary of our proposed site has been allocated for residential development. Together South Of Whiston and Land South of M62 were formerly apart of Halsnead Park Estate disbanded in 1929.

To the immediate south lies the Quarry(dis) and further south the predominantly is farmland.

To the immediate eastern boundary lies a Caravan Park, further east is farmland bounded by Cronton village.

On the Application Boundary towards the northeastern section currently Unit 01 resides here, it was built as part of the Hybrid Application, which also include the construction of an access road from Croton Road. Moving towards the southeast of the application site, we find the ongoing development of a country park, consisting mainly of topsoil. On the northwest and southwest sides of the application boundary, there are areas of reclaimed landscape as well as sections of ancient woodland. Along Cronton Road and Fox's Bank Lane, you can find a few individual houses.

The site is located within a former Green Belt zone. Forming one of the largest urban expansion identified in the Council's Local Plan: Core Strategy for economic development.



Site Location - Wider Context

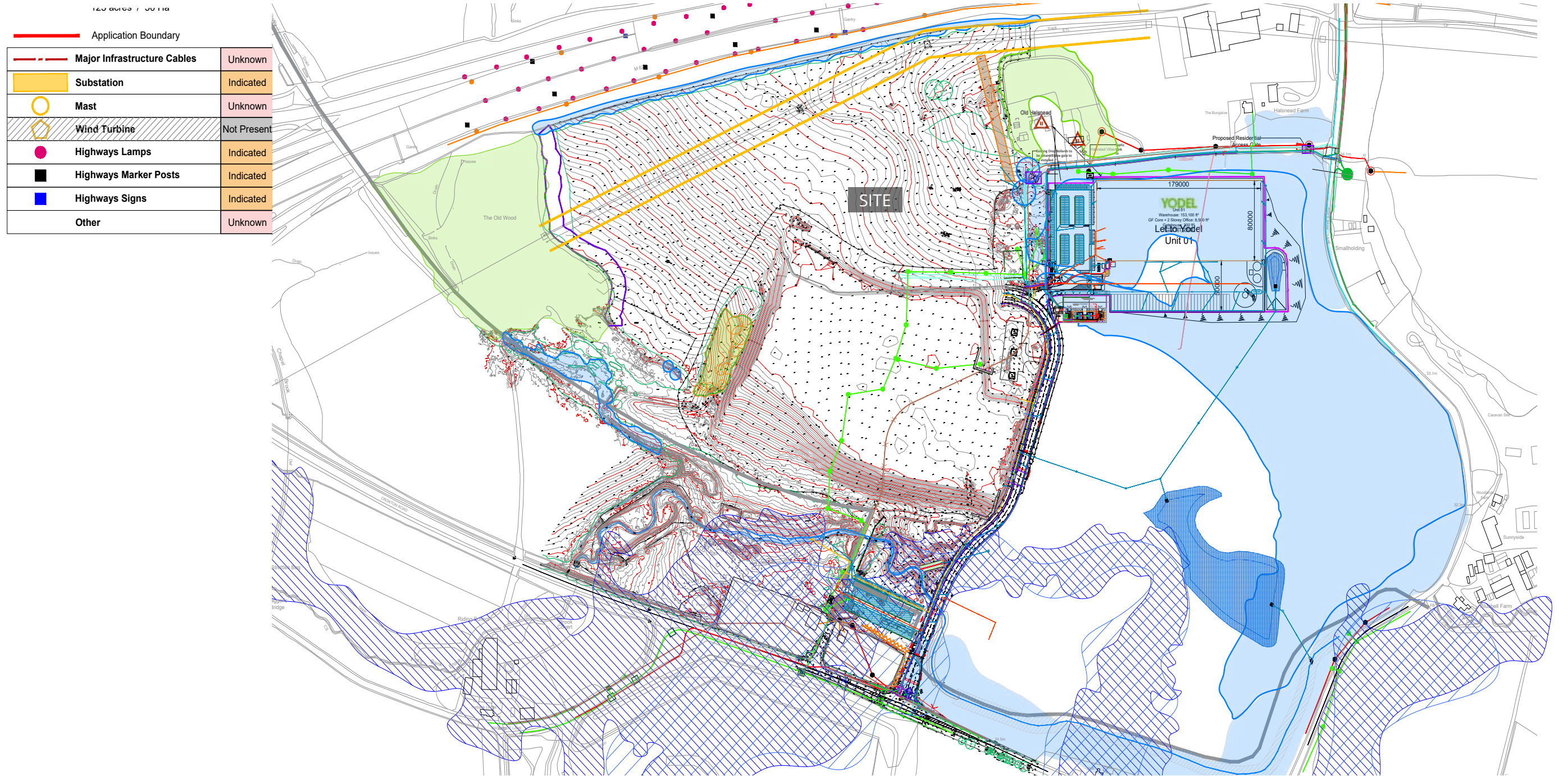


Site Location - Immediate Context

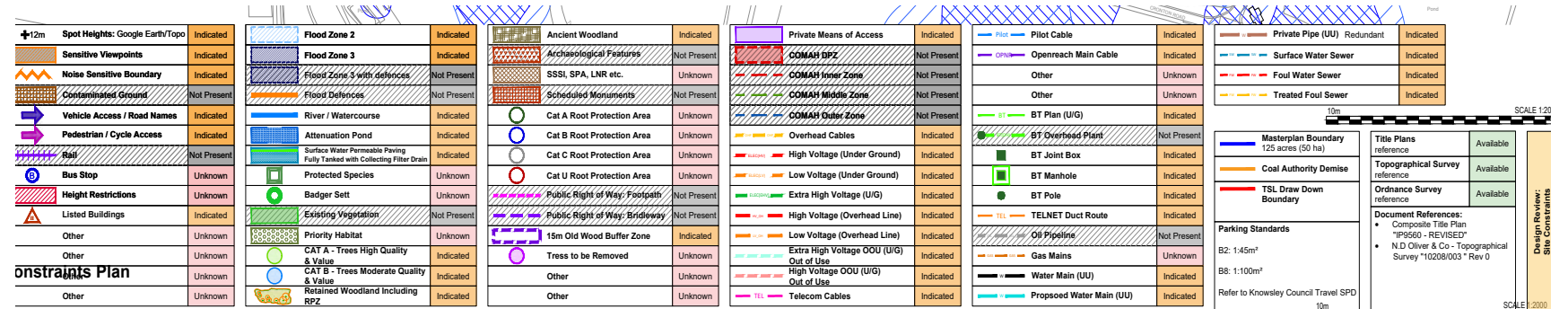
- Masterplan Boundary
- Application Boundary
- Estate Road

03 SITE CONTEXT

03.5 SITE CONSTRAINTS



Constraints Plan



03 SITE CONTEXT

03.6 URBAN FRAMEWORK & EXISTING BUILDING USE

The existing land usage plan shows that there are a range of building and land uses within the local area, these include a number of industrial buildings.

The photographs below highlight the different types and scales of the surrounding buildings. These buildings help to contextualise the scale and use of the proposed development.

The land allocation plan also highlights the residential allocation to the north of the site (South Whiston). The future commercial development that will be introduced to the site through Knowsley Sustainable Urban Extension allocation for employment land.



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