

Huyton Wilson Road



RIBA Stage 3
Spatial Coordination

Design and Access Statement

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1.0 Design Statement

1.0 Design Statement

1.1 Introduction

This Design and Access Statement has been prepared by Studio KMA on behalf of Linden Hill Capital Assets ALX Limited to support a Reserved Matters application at 35 Wilson Road, Huyton, Liverpool, L36 6AE.

The Reserved Matters application follows an Outline planning approval (reference no. 22/00284/OUT) dated 23 March 2023 and described:

- **Demolition of existing buildings and outline application for the erection of a logistics warehouse (use class b8) - approval sought for access (appearance, layout, landscaping and scale reserved for future approval).**

The primary aim of the Outline planning approval was to demonstrate acceptance in principle for the construction of a new logistics warehouse in terms of highway safety, design, layout, ecology, tree loss, flood risk, drainage and environmental issues and would be in accordance with the Local Plan and saved UDP policies.

Outline planning permission has been secured for:

- Access
- Demolition of existing building.
- Employment development of B8 (storage and distribution), and ancillary E(g) (offices) Use Class.
- Maximum building height of 21.6m to ridge to allow for a clear internal height of 18m.

Following the Outline planning approval, three subsequent Section 73 applications have been submitted and approved, details of which can be found in Section 1.4 of this Design and Access Statement.

1.2 Objectives

The requirement for the Design and Access Statement has arisen in response to the need to promote better quality and more sustainable design in development.

We are aware that our proposals represent a significant development within this area. As such, we recognise the need for the preparation of this design statement to set out in a clear and concise manner:

- **Spatial Context** - analysis of the physical characteristics of the application site and its surroundings.
- **Design Philosophy** - description of the proposed use and the design principles upon which the concept and approach has been based.
- **The Proposal** - illustrating the key elements of the scheme in terms of both function and form, external appearance and material choice.
- **Access** - identify details of vehicular and pedestrian accessibility.
- **Summary** - providing a brief overview of the proposal.

This Statement is intended as a positive tool for Knowsley Council and all other relevant third parties.

1.3 Application for Approval of Reserved Matters

This Reserved Matters submission seeks planning approval for an employment development of up to 21,626 sq.m. (232,782 sq.ft.) Gross External Area (GEA) of B8 (storage and distribution), and ancillary E(g) (offices) Use Class for **Appearance, Layout, Landscaping** and **Scale** of the proposed development, pursuant to the previously granted Outline permission which established the principle of development and approved access arrangements.

The proposal is supported by a total 190 car parking spaces including 11 no. accessible and 20 no EVCP spaces, 8 no. motorcycle/scooter parking spaces, landscape and amenity space.

This application follows the approved principles for the design and layout of the site access/egress junction to the application site.

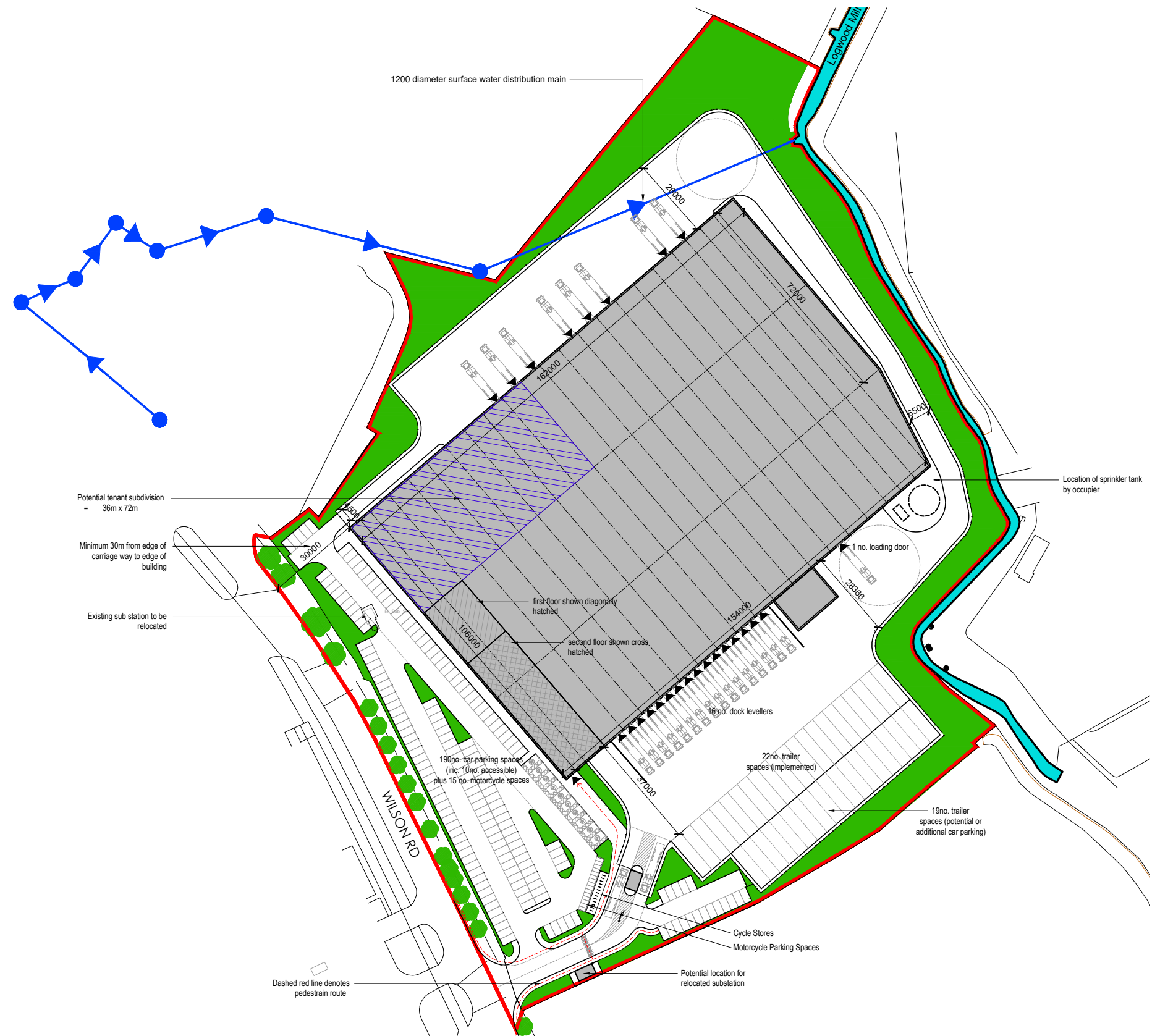
1.4 Planning History

In addition to Outline planning approval reference no. 22/00284/OUT, the relevant planning history associated with this Reserved Matters submission includes:

- > **Reference no.:** 24/00132/FUL
- > **Description:** Variation of Condition 3 attached to outline planning Permission 22/00284/OUT (demolition of existing buildings and outline application for the erection of a logistics warehouse (use class b8) - approval sought for access (appearance, layout, landscaping and scale reserved for future approval) to allow for an amendment to the parameters plan in order to increase the ridge height to a maximum of 21.6m
- > **Decision:** Approved.

- > **Reference no.:** 24/00427/FUL
- > **Description:** Variation of Condition 3 attached to outline planning permission 22/00284/OUT (demolition of existing buildings and outline application for the erection of a logistics warehouse (use class B8) - approval sought for access (appearance, layout, landscaping and scale reserved for future approval) to allow for an amendment to the parameters plan in order to change the maximum ridge height of the building at the front section of the site to comprise a gradual maximum ridge height between 17.5m and 21.6m in accordance with the site section on the parameters plan.
- > **Decision:** Approved.

- > **Reference no.:** 25/00205/FUL
- > **Description:** Variation of Conditions 3 & 4 attached to planning permission 24/00427/FUL (variation of Condition 3 attached to Outline planning permission 22/00284/out) to allow for a second vehicular access point to be provided from Wilson Road.
- > **Decision:** Approved.



Excerpt of drawing reference no. 12156-AEW-XX-XX-DR-A-0511 approved with planning application reference no.22/00284/OUT

- > **Reference no.:** 25/00205/NMA
- > **Description:** Non Material Amendment following the grant of planning permission 25/00205/FUL (variation of Conditions 3 and 4 attached to planning permission 24/00427/FUL; variation of Condition 3 attached to Outline planning permission 22/00284/OUT) to allow for a second vehicular access point to be provided from Wilson Road and amendment to the approved southern access point to allow for an alteration to the parameters plan in respect of the maximum building height and set back from the Wilson Road boundary.
- > **Decision:** Approved.

| 1.5 Planning Application Drawings

This Design and Access Statement is to be read in conjunction with the following submitted drawings prepared by Studio KMA:

> Location Plan	(HWR-KMA-XX-XX-DR-A-7000-A3-P1)
> Existing Site Plan	(HWR-KMA-XX-XX-DR-A-7001-A3-P2)
> Demolition Plan	(HWR-KMA-XX-XX-DR-A-7002-A3-P1)
> Proposed Block Plan with Boundary Treatment	(HWR-KMA-XX-XX-DR-A-7003-A3-P5)
> Proposed Site Plan	(HWR-KMA-XX-XX-DR-A-7004-A3-P6)
> Existing and Proposed Site Sections	(HWR-KMA-XX-XX-DR-A-7005-A3-P2)
> Proposed Building Plan (Ground Floor)	(HWR-KMA-XX-XX-DR-A-7006-A3-P2)
> Proposed Floor Plans (Ground/First Floor)	(HWR-KMA-XX-XX-DR-A-7007-A3-P2)
> Proposed Floor Plans (Second/Third Floor)	(HWR-KMA-XX-XX-DR-A-7008-A3-P2)
> Proposed Building Elevations	(HWR-KMA-XX-XX-DR-A-7009-A3-P4)
> Proposed Building Sections	(HWR-KMA-XX-XX-DR-A-7010-A3-P2)
> Indicative Roof Plan	(HWR-KMA-XX-XX-DR-A-7011-A3-P1)

| 1.6 Technical Reports and Supporting Documents

The following supporting documents have been prepared and are to be read in conjunction with the submitted drawings prepared by Studio KMA:

- > Planning Statement (incl. Waste Management Strategy)
- > Low Carbon Strategy
- > Bat Box Plan and Ecological Enhancement Plan
- > Surface Water Drainage Strategy
- > Drainage Management and Maintenance Plan
- > Transport Technical Note
- > Detailed Landscaping Scheme
- > Planting Plan

2.0 Spatial Context

2.0 Spatial Context

2.1 Location and Context

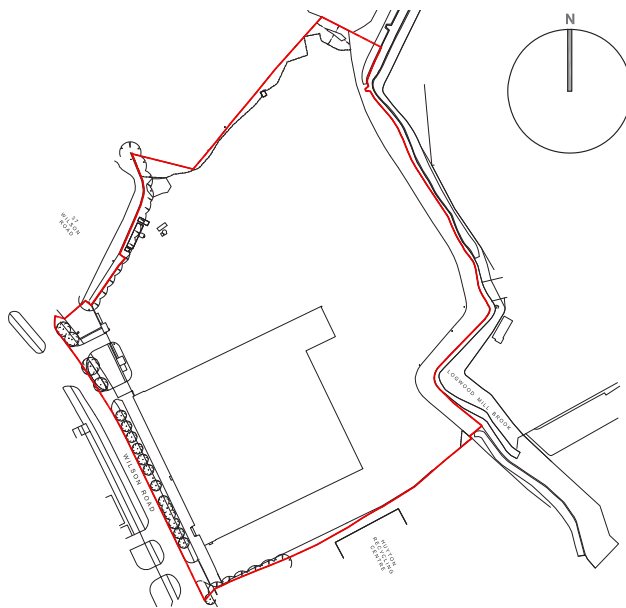
The application site extends to approximately 45,063 sq.m / 11.13 acres / 4.4 hectares and located on the eastern side of Wilson Road and placed centrally within Huyton Business Park.

The site is currently occupied by John Mason International Ltd, an international removals, storage and shipping company occupying a two-storey building with external vehicle parking comprising HGV's, caravans and campervans.

The site is irregular in shape and bounded to the north and north-west by Huyton Travel, who provide bespoke transport solutions, and FS Trade, a leading construction render supplier.

To the east and on the opposite side of Wilson Road, North West Trucks, a leading Commercial Vehicle Dealer is located. To the south and south-east, Huyton Household Waste Recycling Centre abuts the application site boundary and to the east, the site is bound by Logwood Mill Brook.

In general, the surrounding area comprises of large scale industrial buildings and employment land within Huyton Business Park.



Location Plan (excerpt)



Aerial photograph of site

Huyton town centre is approximately 1 mile / 1.6 km from the site via Wilson Road heading north and Liverpool city centre is approximately 9 miles / 14.5 km from the site via the M62. There are direct road routes to a number of nearby towns and cities including Liverpool, Manchester, Warrington, Southport, Speke, Ellesmere Port and Chester.

The motorway network can be easily accessed as the junction to access M62 and M57 is just south down Wilson Road, less than half a mile away. The site is also connected by rail to Liverpool and Manchester via Huyton Train Station which is approximately 1.7 miles / 2.7 km from the site.



Wider Context Aerial photograph

| 2.2 Character

Urban character, like its cousins (place, home, community, neighbourhood) is not easily defined. Character is often described as a 'general atmosphere' or 'ambience' that is seen to be manifest in both the 'physical' environment and the 'social' environment. Notwithstanding this, architects and local planning authorities tend to clarify character as a set of formal elements that are embedded in built fabric.

Huyton Business Park is made up of a distinctly utilitarian urban character shaped by its long-standing industrial and employment-focused role within the Liverpool City Region. The general atmosphere is one of operational activity, where large-scale industrial buildings, expansive yards, and significant vehicle movements dominate the physical and visual environment.

Buildings are typically substantial in footprint, rectilinear in form, and finished in a mixture of profiled metal cladding, masonry panels, and other durable but visually modest materials. Their scale and repetitive frontage patterns establish a consistent yet often stark townscape.

The external environment is heavily defined by extensive areas of hardstanding. Tarmac and concrete forecourts and service yards and open storage areas form the primary foreground to most buildings, resulting in wide expanses of engineered surfaces. Commercial vans, HGVs, and high levels of staff and visitor parking are commonly visible from the public highway, reinforcing the vehicle-dominated nature of the area.

Boundary treatments are generally of low visual quality, frequently consisting of steel palisade fencing, chain-link enclosures, and various security railings. While functional, these elements create fragmented site edges and offer limited contribution to the overall streetscape.



Photograph of site adjacent, large units with extensive hard standing



Photograph of site adjacent, large units with extensive hard standing



Photograph of boundary treatment to neighbouring site



Photograph of site adjacent, extensive hard standing



Photograph of neighbouring site, large unit with extensive hard standing and lack of landscaping to frontage



Photograph looking southeast down Wilson Road, industrial units fronting the highway



Photograph of neighbouring site

In contrast to this predominantly utilitarian industrial setting, Wilson Road itself provides a strikingly different character within the business park. As the main spine road, the highway is unusually generous in its visual composition, presenting a broad, tree-lined boulevard with mature planting and well-maintained grass verges. These green elements soften views through the area and offer a welcome sense of structure and order.

The rhythm of mature trees and wide landscaped verges creates an attractive linear corridor, which sits in marked contrast to the surrounding industrial façades, large areas of hard surfacing, and functional boundary treatments described elsewhere in the park.

This juxtaposition highlights the dual character of Huyton Business Park: on one hand a robust, utilitarian employment area dominated by industrial operations, and on the other a landscaped primary route that acts as a visual anchor and enhances arrival experience. The presence of Wilson Road’s boulevard setting provides a valuable framework for improving the quality and coherence of future development.



Excerpt of Google Street View (July 2022) Identifying trees and landscaping along Wilson Road



Excerpts of Google Street View (July 2022) Identifying trees and landscaping along Wilson Road

Socially, the environment remains focused on business activity, with the area largely occupied during working hours. Pedestrian movement is limited, and the public realm is shaped primarily around vehicular circulation and operational access.

Along the eastern edge of the application site, Logwood Mill Brook provides a contrasting feature that forms a natural landscape boundary to the otherwise industrial landscape in the area. The brook is flanked by a corridor of unmanaged, self-seeded trees and scrub vegetation.

This green buffer creates a sense of separation between the application site and neighbouring industrial uses to the east, but its unmanaged nature also contributes to a perception of neglect, with uneven 'self seeded' tree growth, overhanging branches, and seasonal leaf fall adding to a generally unmaintained appearance.

Despite this, the presence of this vegetation offers ecological value and enhances the visual character of the application site.



Photograph of boundary treatment



Photograph of boundary treatment



Photograph of boundary treatment