

DESIGN & ACCESS STATEMENT | SITE 2, IMAGE BUSINESS PARK DECEMBER 2021



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1.0	Introduction
2.0	Site
2.1	Site location
2.2	Site Context
2.3	Site Conditions
2.4	Planning Policy Context
2.5	Levels & Boundaries
3.0	Design Statement
3.1	Proposal
3.2	Proposed Layout
3.3	Areas
3.4	Appearance
3.5.1	Appearance - Office Elevations
3.5.2	Appearance - Loading Elevations
4.0	Access Statement
4.1	General Access to the Plot
4.2	Inclusive Level Access
4.3	Emergency Access
5.0	Supplemental Reporting
5.1	Geo Environmental Report Ph1 & Ph2
5.2	Landscaping Design & Tree Survey
5.3	Floor Risk Assessment & Drainage Statement Summary
5.4	Transport Assessment & Travel Plan
5.5	Ecology Assessment
5.6	Air Quality Assessment
5.7	Energy Statement
6.0	Drawings



Site Location

1.0 Introduction

The Design and Access Statement has been set out to assist in the understanding of the design/planning drawings and supporting material submitted as part of this full planning application for Site 2, Image Business Park, Acornfield Road, Knowsley.

The total site area of the site is 1.39 hectares.

The site is situated on the western boundary of Image Business Park, and has a long history of industrial processes, however it is currently vacant representing an under-utilised brownfield site.

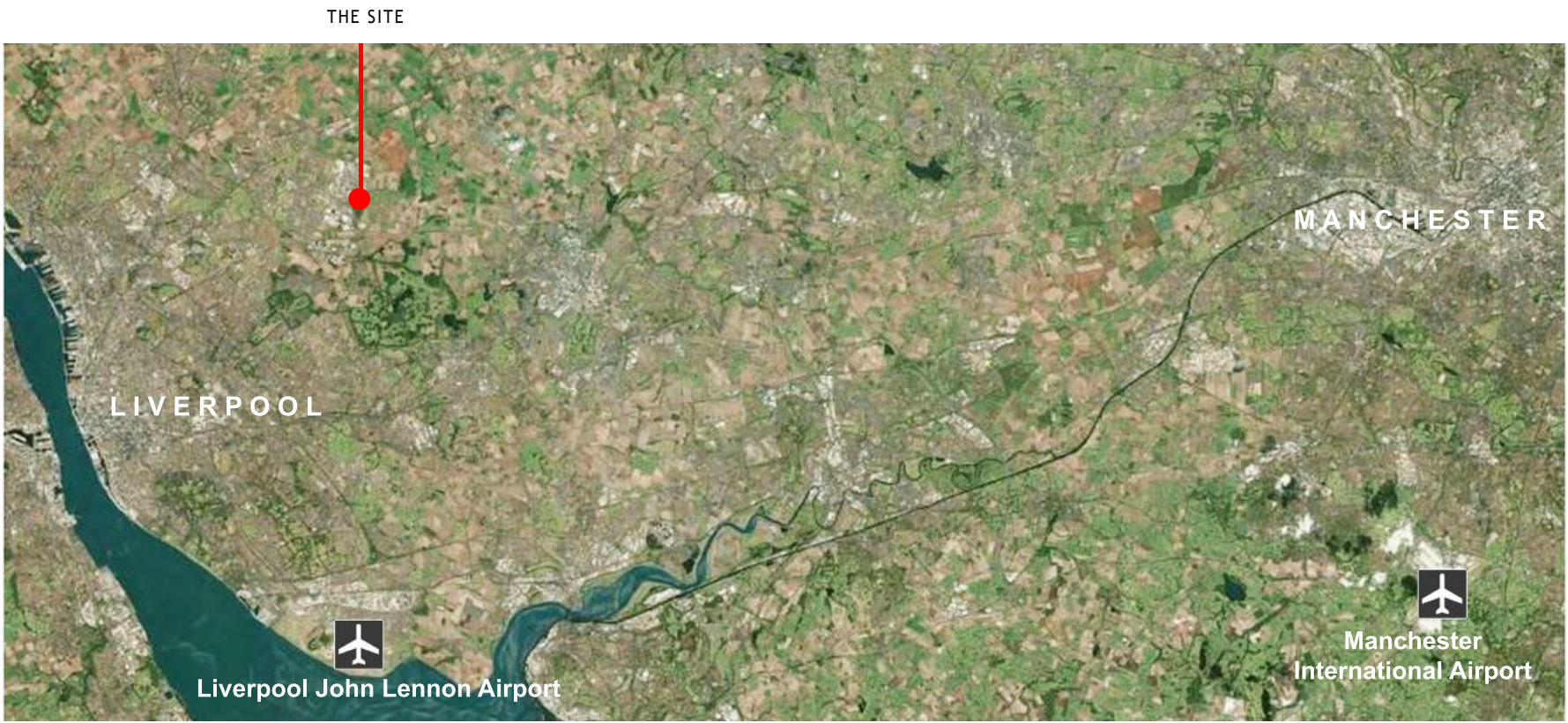
The current scheme comprises the development of a single detached speculative industrial production warehouse unit with E(g)(iii) (previously B1c), B2 and B8 uses in line with the current policy for this key employment area.

The total area of the new development will be 5,574m²/60,000ft² gross internal floor area. The building uses will be as follows:-

- E(g)(iii) – Industrial processes
- B2 - General industry
- B8 - Warehouse & distribution

The Design and Access Statement addresses the design considerations and processes in arriving at the scheme layout and design.





Regional Aerial View



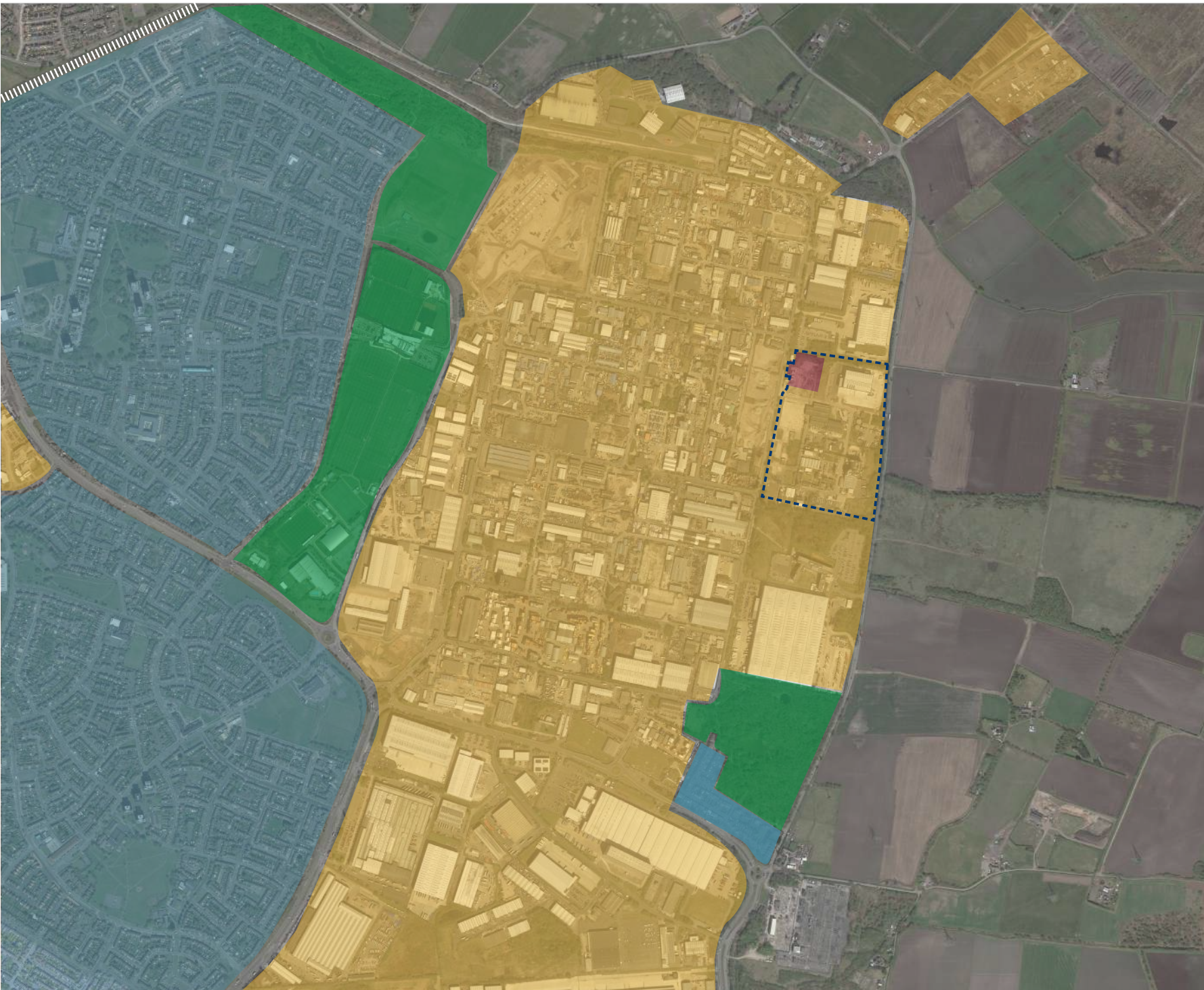
Site Location

2.1 Site Location

The development site is situated within Image Business Park. The Park is located on the eastern outskirts of Knowsley’s industrial area and may be reached via Acornfield Road, a one-way (north-south) road that can be reached via County Road, South Boundary Road, and Moorgate Road.

The site is located approximately 13.4 miles north-east of Liverpool, 15.8 miles north-east of Liverpool John Lennon Airport and 33.4 miles from Manchester. And is easily accessible via the M57 3 miles to the south of the development site.





2.2 Site Context

Site 2 currently is a vacant plot on the western boundary of Image Business Park, and forms the third application for the redevelopment of three vacant plots within Image Business Park, which is zoned in the Local Plan for E(g)(iii) (previously B1c), B2 and B8 employment uses which has the support of the Local Authority.

Access to the proposed development plot is via the existing Image Business Park entrance from Acornfield Road.

Within the Park and to the east and south of Site 2 are existing industrial buildings which have been occupied in recent years by a number of tenants. A new industrial building was completed in the north east corner of the Park earlier this year for Contenur, a Spanish company, this being their first manufacturing facility in the UK. The second application for redevelopment (Site 3) submitted to Knowsley for consideration in November 2021.

To the north, west and south of Image Business Park is Knowsley Industrial Estate with a significant range of industrial occupiers. To the eastern side is Perimeter Road and to the east of that, open land and countryside.

2.3 Site Conditions - Image Business Park



1. View south east from the north west boundary of the site along Acornfield Road



2. Site entrance looking north east from Acornfield Road



3. View west along North Street into site



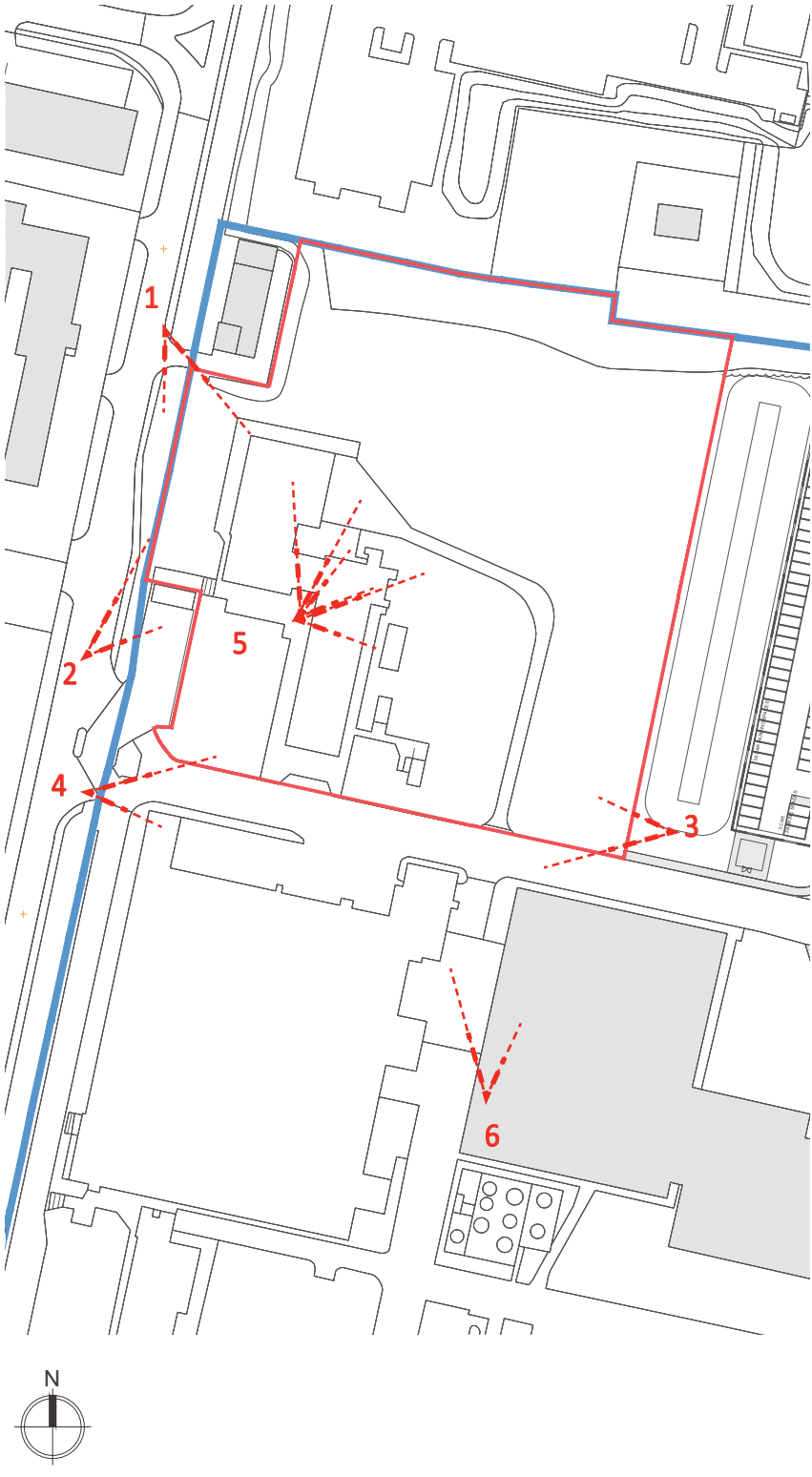
4. View east from Park entrance along North Street, site boundary to left of image

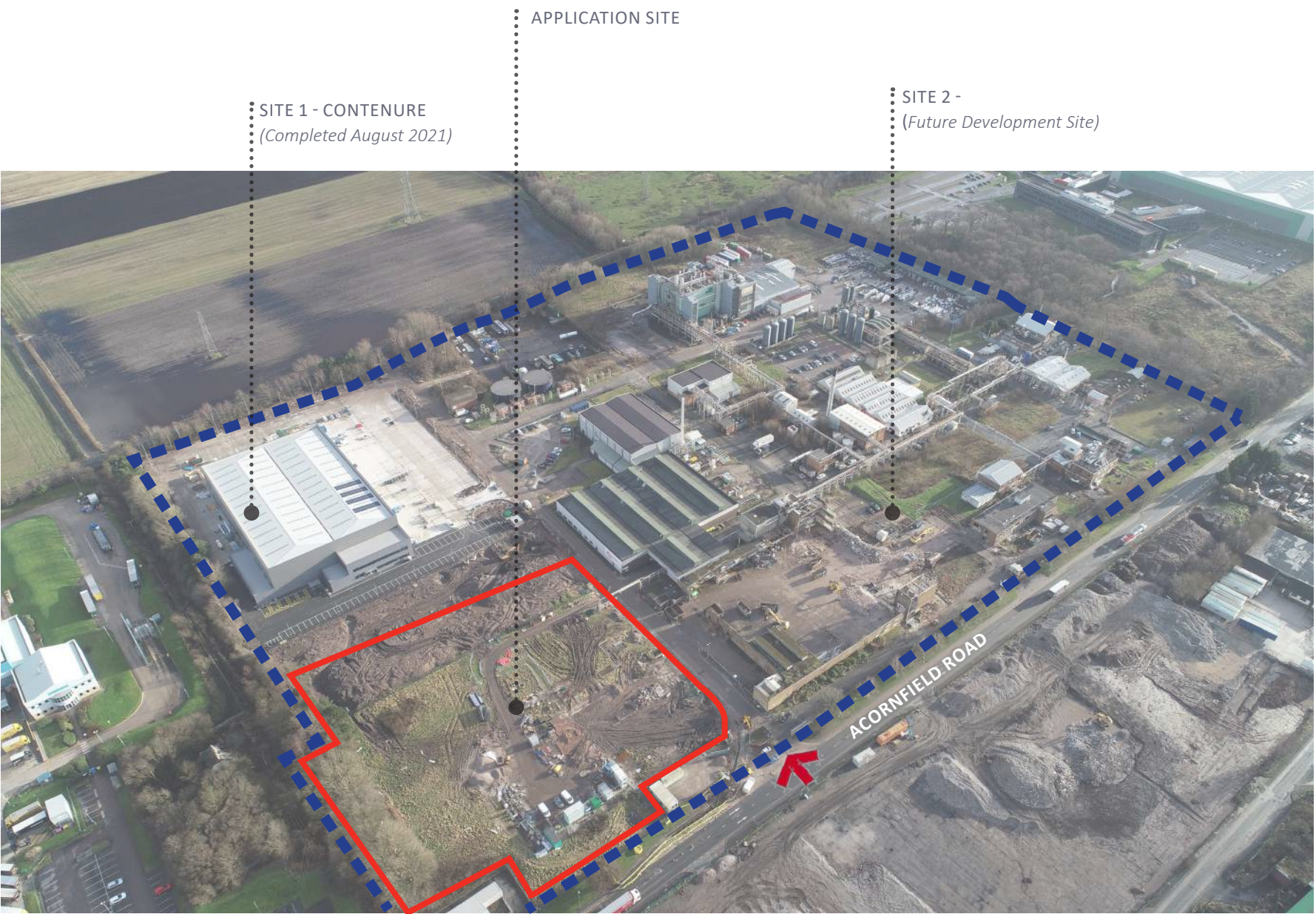


5. View south east from the north west boundary of the site along Acornfield Road



6. Aerial view of Site 2 looking north





— SITE — IMAGE BUSINESS PARK ACCESS

Aerial view looking South West - Taken January 2021 during demolision

2.4 Planning Policy Context

The original occupiers, Kodak, vacated and sold the site in 2007 and it was subsequently re-named Image Business Park. Many of the remaining buildings on the Park have since been re-let to various industrial tenants leaving two remaining vacant plots (Sites 2 & 3), which are due to be redeveloped for industrial purposes.

Site 2, the application site, was formerly occupied by offices used by Eastman, a subsidiary of Kodak who operated the site for many years. However, the office building had been vacant for several years and become derelict and the so was demolished in March 2021 (Demolition consent ref 18/00698/DEMCON, dated 05/12/2018).

Site 1, (formerly known as Plot B), received planning consent in February 2020 (application number: 19/00520/FUL) and was completed on site in May 2021. A separate planning application for the redevelopment of Site 2 is due to be made later this year.



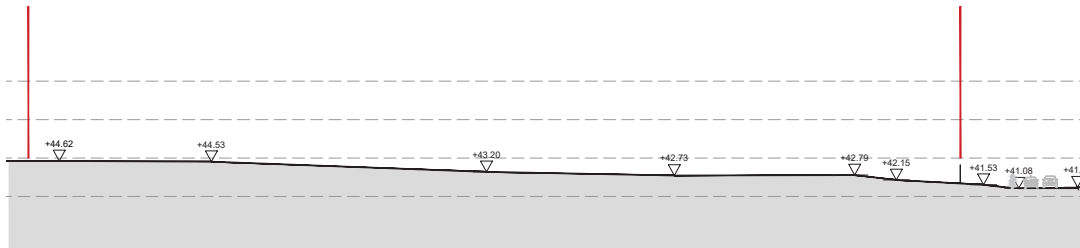
1. View north along eastern boundary



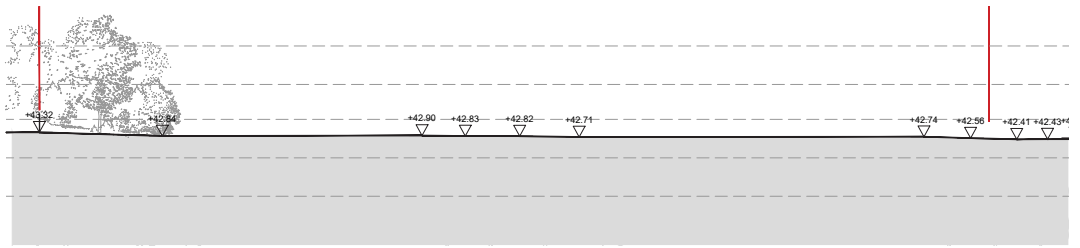
2. View north along western Acornfield Road boundary



3. Existing Site Plan



4. Section A-A



5. Section B-B

2.5 Levels & Boundaries

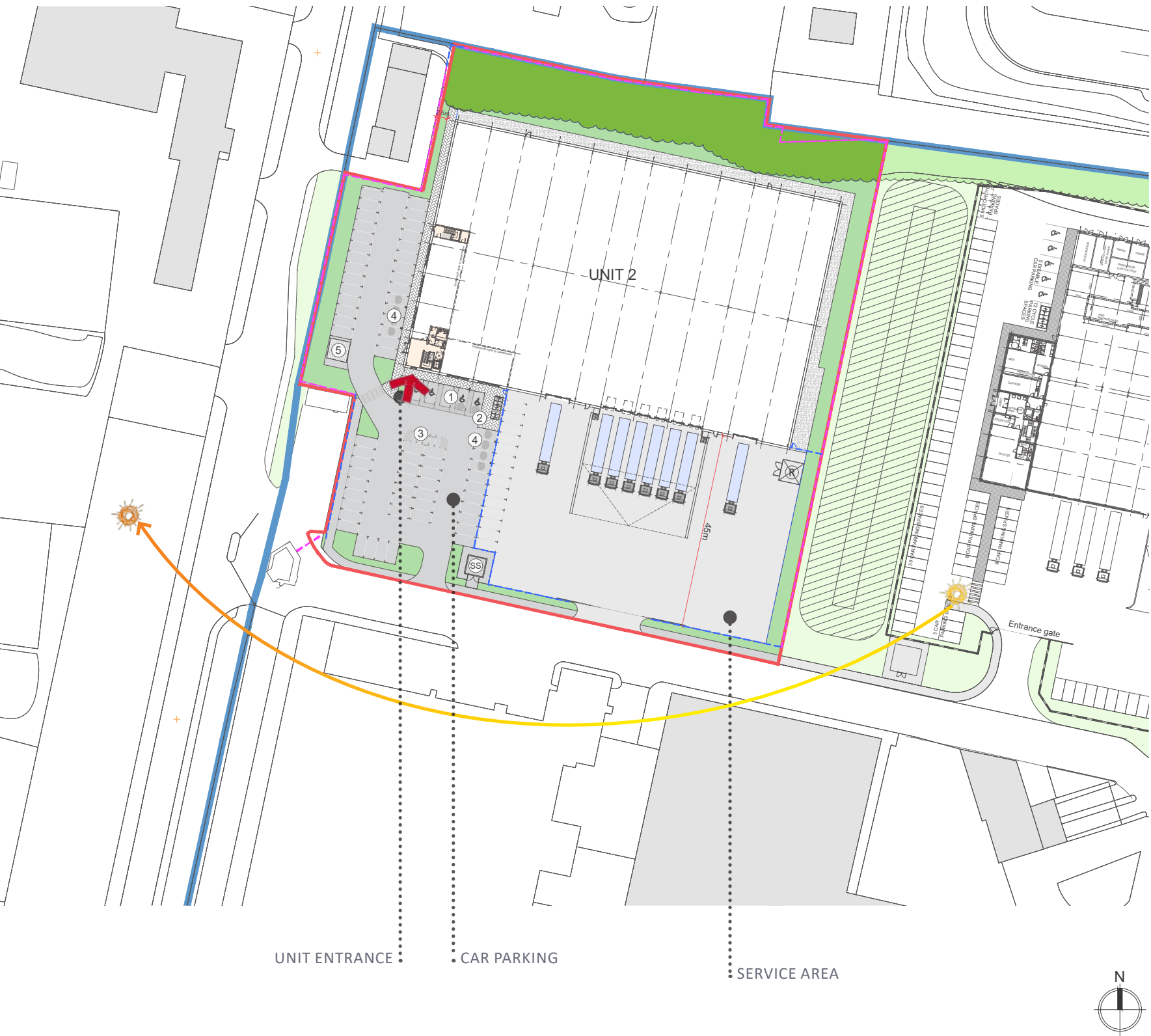
Access to the proposed development site is via the existing Image Business Park entrance, which is located off the one-way (north to south) Acornfield Road.

Site 2 is located to the north east of the entrance to Image Business Park and shares its western boundary with Acornfield Road. The remainder of the site is bound by the existing park roads with the service yard, car park and pedestrian access area on the south. The entrance to the building is on the southern elevation with HGV loading and servicing to the east.

Site 3 Image Business Park, which is located to the south of Site 2, is also planned for redevelopment with a separate planning application which was submitted in November of this year (2021) and a new industrial building for Contenur was completed on Site 1 in the north east corner of the Park in May 2021. To the east and south of the site, there are existing industrial buildings and occupiers. Perimeter Road runs to the east of the image business park, which bounds Knowsley Industrial Area in general.

The site slopes slightly towards the north-east corner, with a highpoint on the north-eastern side at the start of the existing woodland trees and along the eastern boundary. The site is largely made up of an original concrete floor slab and hard standing which remain after the demolition of the existing derelict office earlier this year, along with a rough grassed area and existing dense woodland trees along the northern boundary.

3.0 | Design Statement



Proposed Site Plan

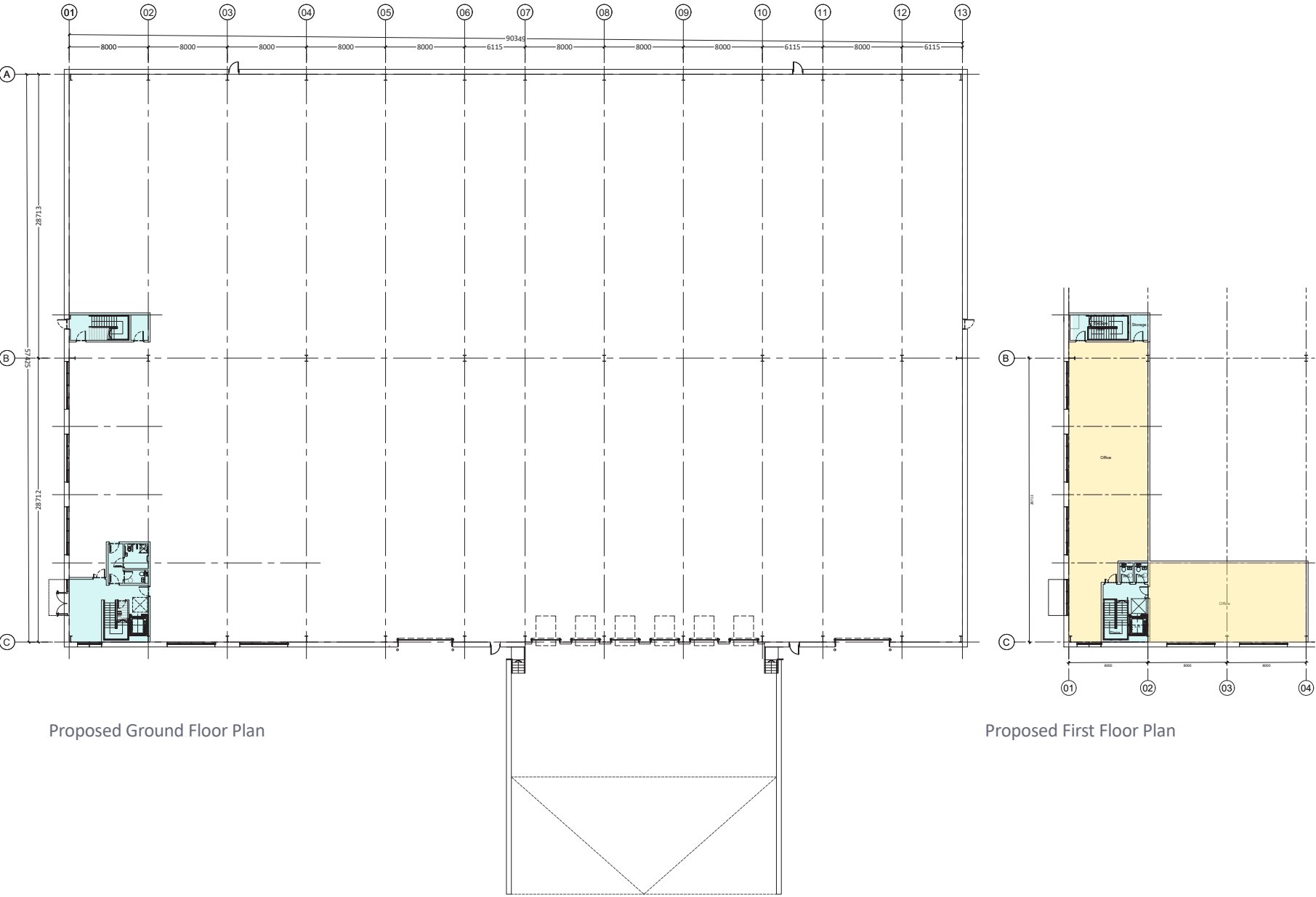
3.1 Proposal

The proposal is to develop the site with the construction of a high quality speculative single detached industrial building for Use Classes E(g)(iii) (previously B1c), B2 and B8 with ancillary offices, associated car parking and service yard areas.

3.2 Proposal Layout

The proposed layout has evolved from a broad analysis of the existing site constraints, such as site access for HGVs & cars and the context of the surrounding existing environment as well as the site topography and boundary conditions in order to provide the best solution for a building of this size, alongside having in mind the demands of the current industrial market.

The site layout has been designed to locate the building toward the northern boundary of the site with service yard, car parking and pedestrian access to the building to the south side. The site layout has been designed to locate the building toward the northern boundary of the site with service yard, car parking and pedestrian access to the building to the south side. The Unit entrance and offices are situated to the western boundary so as to provide high quality visual frontage to the public road and favourable aspects to the office occupants. The car parking area to the building is located nearest to the park entrance to provide direct safe access from Acornfield Road to the unit entrance. The service yard area is situated off to the east via a separate access to the south of the building, to provide safe HGV movements. A new footpath is provided from the Park entrance around the northern and eastern side of the site to give safe pedestrian access to the building entrance on the south side of the building.



3.3 Areas

The total site area is 13,855m² / 1.39 acres.

The total internal floor area (GIA) of the development is 55,574m².

AREA SCHEDULE (GIA)

Unit 1	55,574 m ²	60,000 ft ²
Warehouse	5,184 m ²	55,800 ft ²
Office FF	390 m ²	4,200 ft ²

The proposed layout shows 83 car parking spaces which is under the maximum parking standards set by the Car Parking Guidelines SPD. Car parking spaces are distributed per unit as it follows:

Car Parking Spaces	86
Accessible Bays	5
EV Charging Bays	10
Cycle Spaces	14

Car parking and HGV/LGV movement is dealt with in more detail in Vectos's Transport Assessment submitted with this application.

3.0 | Design Statement

3.4 Appearance

The elevational drawings indicate the general appearance of the building, with the forms being simple and well-proportioned for a building of this type where clear internal heights and internal volumes are required.

The elevational treatment has been developed with clarity in both the design approach and the proposed materials to give the development a simple, well-proportioned and elegant appearance.

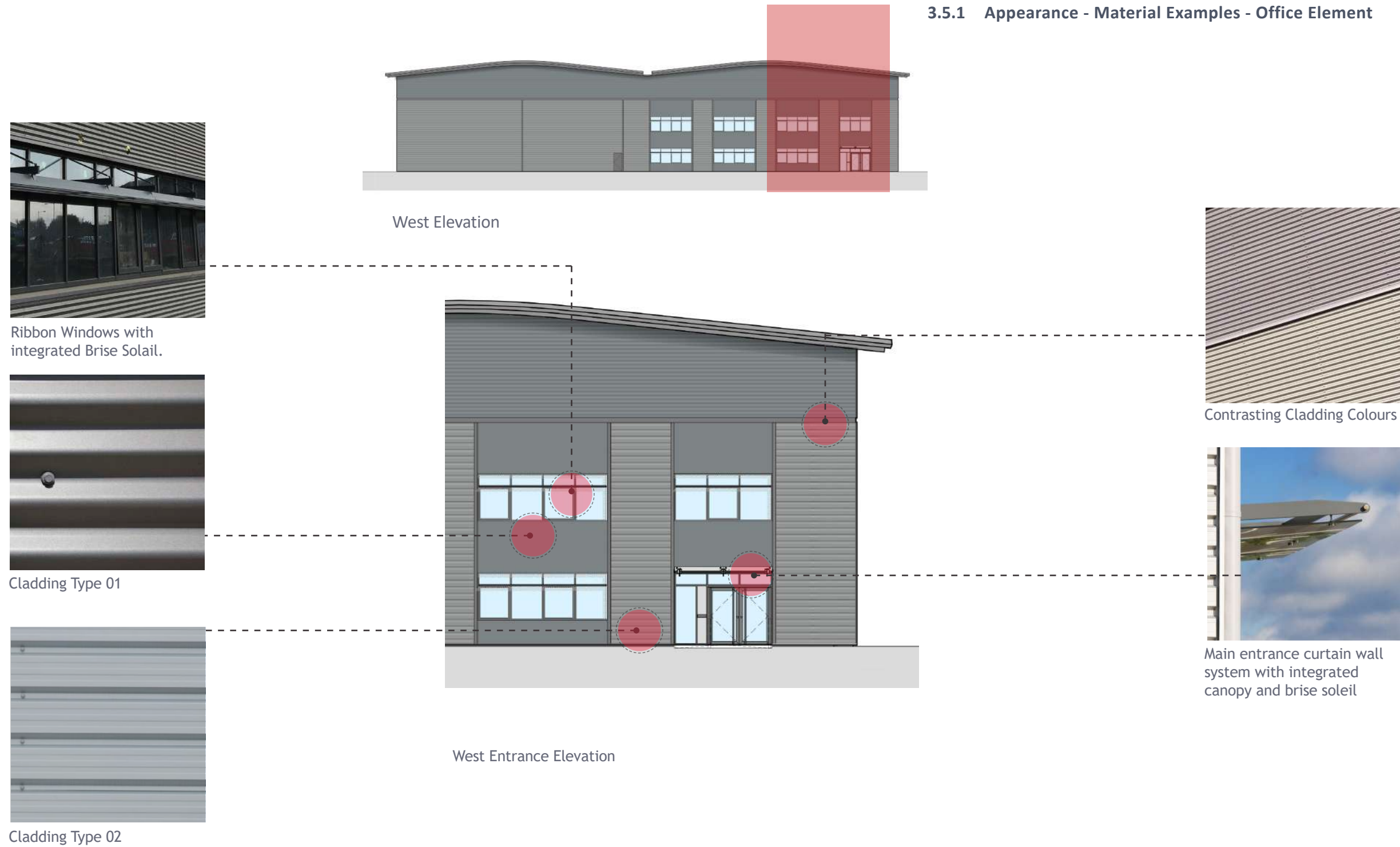
The elevations combine the use of contemporary materials using profiled metal cladding with crisp, modern and simple detailing using a small number of cladding profiles and colours within a considered palette of silver, mid grey and dark grey cladding to create a strong, clear and high-quality appearance together with the offices elements which provide additional visual focus.

The elevations will feature the use of profiled metal cladding with double glazed dark grey aluminium windows to the offices as well as the loading doors. The cladding is used in a simple manner and will feature fine inverted fin detailing to the corners of the buildings and vertical fins within the horizontal cladding itself. This together with the details around the windows to the offices will create a finely detailed elevational treatment with a scale which is clearly discernible to the eye.

The general colour of the cladding will be “Orion” which is a dusky grey colour, and is complimented with a high level band of the slightly darker “Zeus” colour. This combination of cladding tones reflects & compliments the appearance of the Contenur building to the north east corner of the Park and will diminish the apparent scale of the building when compared to the more standard silver metallic finish used extensively in industrial buildings in recent times. The lighter “Sirius” silver cladding is used, however, along the central sections of both the long side elevations of the building to provide some visual rhythm to these elevations and to help reduce their apparent length.



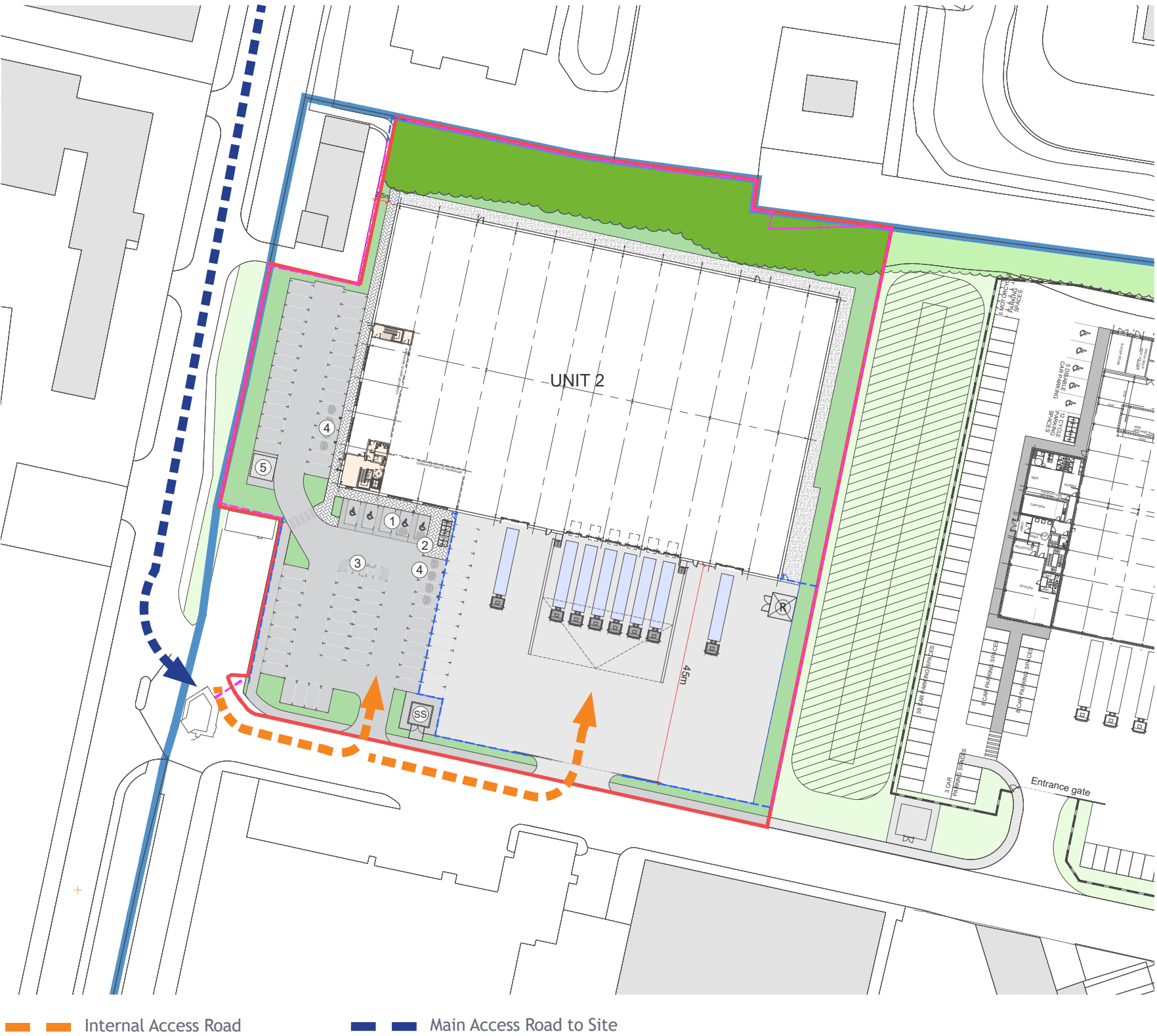
3.5.1 Appearance - Material Examples - Office Element



3.5.2 Appearance - Material Examples - Loading Element



4.0 | Access Statement



Site Access

4.1 General access to the plot

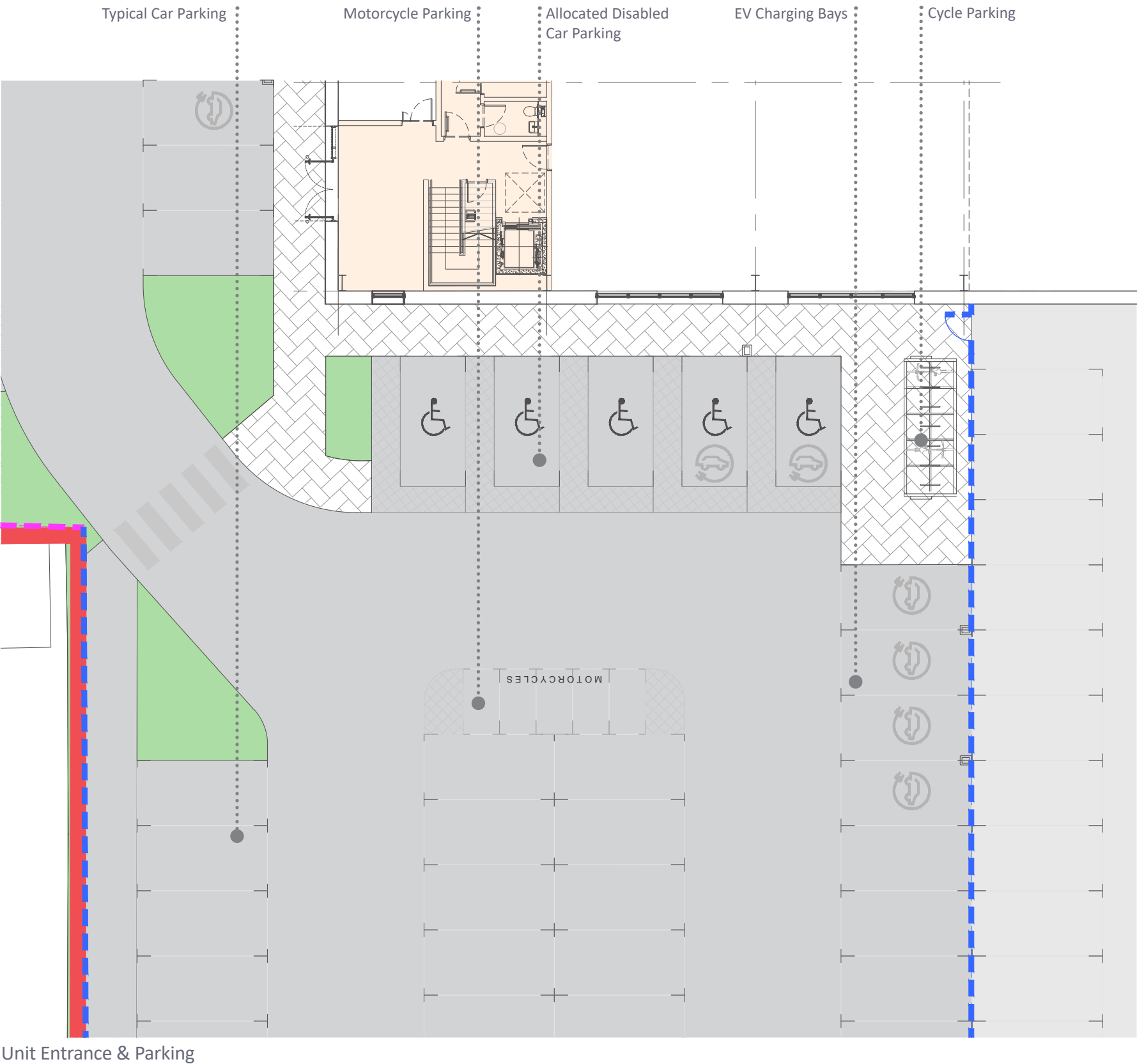
The site is accessed from Acornfield Road which runs north-south along the western boundary of Image Business Park. Both HGV's and cars access the site via the internal estate road North Street, to the south of the development boundary. Parking for cars and bicycles, as well as pedestrian access, will be available at the western end of North Street. Vehicle turning and manoeuvring is provided within the development site for both cars and service vehicles. Safe separate footpaths will be provided from the public footpaths outside the park entrance into site and to the front of the unit.

Aside from the existing security lodge at the Park's entry, secure entrance gates to the service yard area will be installed, and the yard will be fenced.

The site is readily accessible via public transport as it is within close walking distance of bus stops along Acornfield Road, further details of which are provided in the Travel Plan provided by Vectos and submitted as part of this application.



4.0 | Access Statement



4.2 Inclusive Level Access

The buildings will be designed with full level access to all ground floor entrances and exits. Dedicated wheelchair accessible parking bays will be provided close to the main entrance on the southern side of the building. External surfaces will be specified to facilitate easy and safe access.

The buildings and all external works will be designed and built to comply with the Building Regulations (Part B).

4.3 Emergency Access

Adequate emergency access has been designed as part of the scheme design in accordance with Part B of the Building Regulations. Fire Vehicle access to the exterior of the buildings is an integral part of the design of the proposal.



5.1 Geo Environmental Report Ph1 & Ph2

Ph I & Ph II Site Investigation Reports for Site 2 was carried out by Delta Simons and is included in the planning application. The investigation has been carried out in order to provide information on the quality of the soil and groundwater beneath the Site in the context of land contamination and provide information on the ground gas regime beneath the Site for a commercial end use. The assessment is being completed prior to the proposed redevelopment of the Site.

Based on the findings of the report, the following recommendations for supplemental works are made:

- Preparation of a Remediation Strategy, to set out the proposed capping layer, ground gas protection measures and subsequent verification which will be required. Classification of the ground gas regime should be agreed with the Local Authority, who may request additional monitoring or additional protection to mitigate the risk of elevated ground gases and depleted oxygen.
- Provision of analytical data associated with the ground investigation to the appropriate Statutory Undertakers to agree and adopt an appropriate barrier pipe/design for the proposed development.
- Given the reported results some excavation arisings are likely to meet the requirements for disposal at a facility licensed to receive inert waste, however, soils that contain elevated sulphates and total dissolved solids are unlikely to be acceptable at such a facility. Waste disposal classifications and costs should be confirmed with the receiving landfill operator before final decisions are taken to dispose of any excess materials off site. Additional testing may be required in this regard. Appropriate assessment and management/processing of small piles of demolition rubble will be required prior to reuse or off-site disposal.
- Although not encountered during the investigation, hotspots of localised contamination associated with Made Ground cannot be discounted. As with all brownfield sites, groundworkers and sub-surface maintenance workers should be made aware of the possibility of encountering contaminated soils through toolbox talks. Safe working procedures should be implemented, good standards of personal hygiene should be observed and appropriate levels of personal protective equipment (PPE) provided and utilised. This recommendation should be captured in Site health and safety documentation and in maintenance plans.
- Provision of analytical data associated with the ground investigation to the appropriate Statutory Undertakers to agree and adopt an appropriate barrier pipe/design for the proposed development.
- Detailed foundation and road/pavement design by suitably qualified Structural and Civil Engineers.



A soft landscape plan, illustrated to the left, has been prepared by BEA Landscape and reflects the requirements of Clarkson & Woods' Ecology Report.

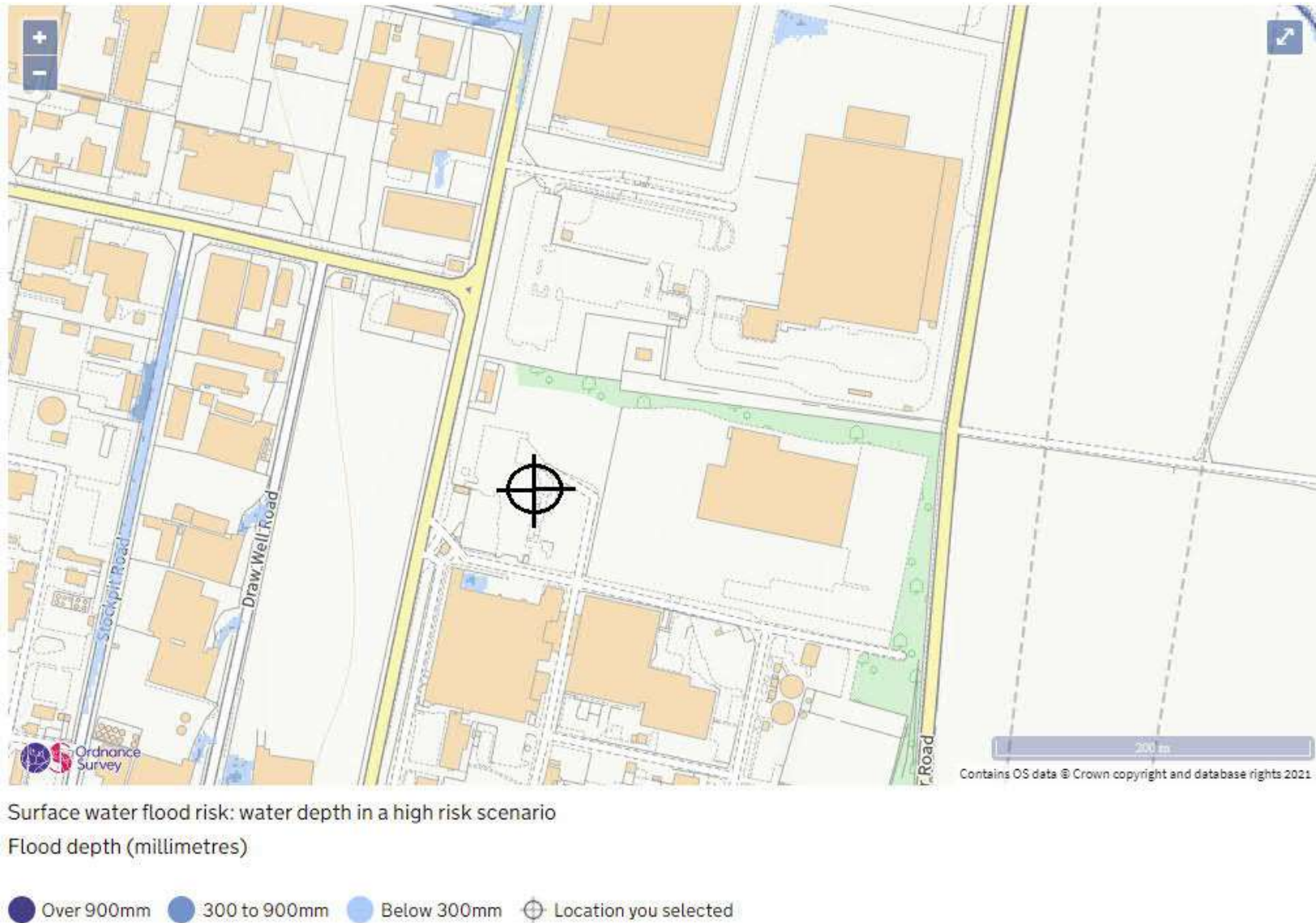
5.0 | Supplemental Reporting

5.3 Flood Risk Assessment & Drainage Statement Summary

A Flood Risk Assessment (FRA) & Drainage Strategy has been prepared by PTA Engineers and is included in this planning application. This concludes that:-

- The development is located in Flood Zone 1.
- The site flood risk is considered low or very low from all sources.
- The development drainage system and levels are designed to accommodate the 100-year rainfall event with a 40% allowance for climate change.
- The proposed development’s drainage regime will reduce the onsite and offsite flood risk by having a more resilient surface water drainage system and reducing the peak surface water runoff rates.

Therefore, the FRA & Drainage Strategy concludes that overall this development has a low flood risk both on and offsite.



vectos.

TRANSPORT STATEMENT

Knowsley (Image Business Park (Ltd)

Unit 2, Image Business Park, Knowsley

October 2021

Transport Statement

vectos.co.uk

6.4 Transport Assessment & Travel Plan

A Transport Statement, which includes a Travel Plan, has been prepared by Vectos in support of this application. Their report can be summarised as follows:-

- There are good walking and cycling facilities around the site, with a cycle route running to Kirkby Railway Station. It is observed that during the week, there are frequent public transport routes serving the site and the surrounding Industrial Park. There are bus routes running between the site and Kirkby Railway Station in the mornings and evenings. It is therefore considered that the site is located within a sustainable location regarding sustainable modes of travel and accessible to all.
- The development proposals seek to apply for outline planning permission for flexible E(g)(iii) (previously B1c) /B2/B8 land floorspace of approximately 5,574sqm. It is proposed to create a new access to the site from the private road leading from the Gate House on Acornfield Road. This will take the form of a priority T-junction.
- A total of 86 car parking spaces, 5 of which will be for blue badge holders will be provided at the development. Moreover, 10 car parking spaces will have the capacity for electric vehicle charging. It is considered that this level of car parking provides a reasonable balance between minimising the potential for overspill parking and encouraging future employees to travel by non-car modes of transport.

- A total of 14 cycle spaces are proposed at the development as well as 5 motorcycle parking spaces.
- Following a trip generation assessment of the development proposals it is seen that the number of total vehicle trips forecasted to be generated by the proposed development is minimal. Once these vehicle trips have been distributed over the surrounding local highway network the impact will be negligible.
- A review has been undertaken of the relevant local and national policy. It is considered that the site complies with the transport tests set out in NPPF, i.e.
- The opportunities for sustainable transport modes have been taken up;
 - Safe and suitable access can be achieved for all people; and
 - The residual cumulative impacts of the development are not severe.

As a result of the above, there are no highway or transport reasons why the proposed development should not be permitted.

5.0 | Supplemental Reporting

5.5 Ecology Assessment

An Ecological Survey has been carried out by Clarkson & Woods and is submitted as part of this application. The report discusses the likely effects of the proposed development on the ecology of the site using information collected during two site visits, one prior and one post demolition of the existing industrial buildings on site (in 2018 & May 2021 respectively).

The report aims to identify and describe all potentially significant ecological effects associated with demolition of the buildings. To outline mitigation measures that are needed to ensure compliance with nature conservation legislation and to address any potentially significant ecological effects. To identify appropriate enhancement measures.

The report concludes that;

- The proposed development will result in minor adverse impacts upon few ecological features of Site to Local importance. Avoidance and mitigation measures have been proposed to ensure that these adverse impacts are reduced as far as possible, which include a Tree Protection Plan, RAMS for GCN / Toad, and a LEMP. Landscaping will include native and species-rich planting, including grassland margins.
- A walkover survey for badgers is recommended within two months prior to the outset of Site clearance and construction activities to ensure their continued absence from the Site, and a toolbox talk is recommended to be provided at the outset of works with regard to great crested newts and toad. The removal of suitable nesting bird habitat will be timed to avoid the nesting season and the provision of bird and bat boxes is recommended as an enhancement for the Site, which is in line with the NPPF.

Assuming the successful implementation of the measures described above the proposed development can be considered in line with planning policies CS8 and CS11 due to the provision of green infrastructure.

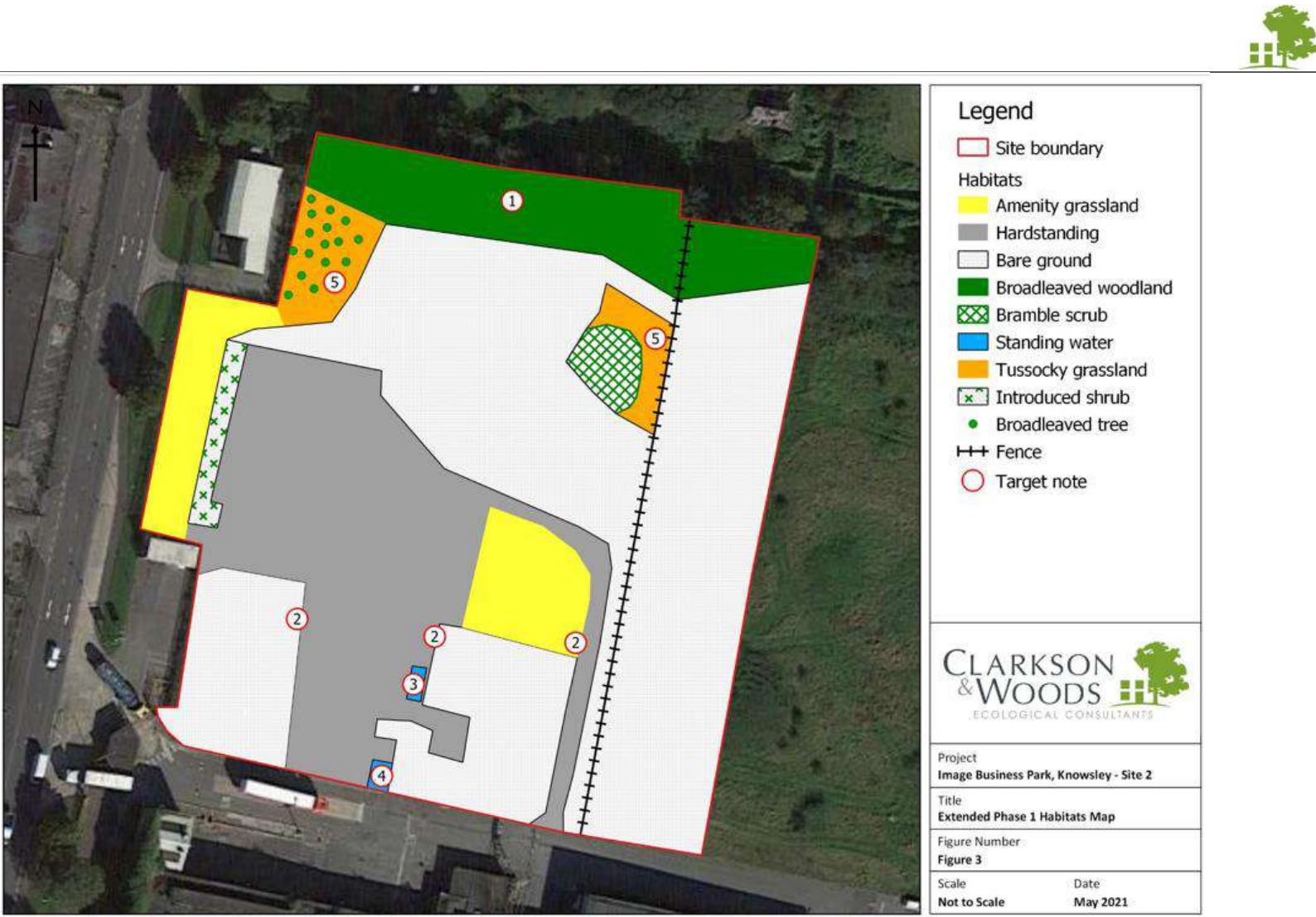


Figure 3: Extended Phase 1 Habitat Plan

5.0 | Supplemental Reporting

5.6 Air Quality Assessment

An Air Quality Assessment has been prepared by Hoare Lea and is included in this planning application.

This report details the potential air quality impacts associated with the construction and operation of a proposed commercial development at Image Business Park, Knowsley.

The findings of the assessment are as follows:

- A qualitative assessment of the potential dust impacts during the construction of the Proposed Development has been undertaken. Through good practice and implementation of appropriate mitigation measures, it is expected that the release of dust would be effectively controlled and mitigated, with resulting impacts considered to be ‘not significant’. All dust impacts are considered to be temporary and short-term in nature;
- The traffic data provided by Vectos, the Transport consultants for the proposed development, indicates that the predicted trip generation associated with the proposed development does not exceed the EPUK and IAQM criteria for developments outside of an AQMA. As such, a detailed assessment is not required, and air quality impacts are considered to be not significant; and
- A site suitability review has been undertaken to assess the suitability of the application site for the proposed commercial use. No exceedances of the 1-hour mean NO2 AQO have been predicted and therefore no mitigation is required.

Based on the information above, it is considered that air quality should not be viewed as a constraint to planning and the proposed development conforms to the principles of National Planning Policy Framework and the KMBC Local Plan Core Strategy.

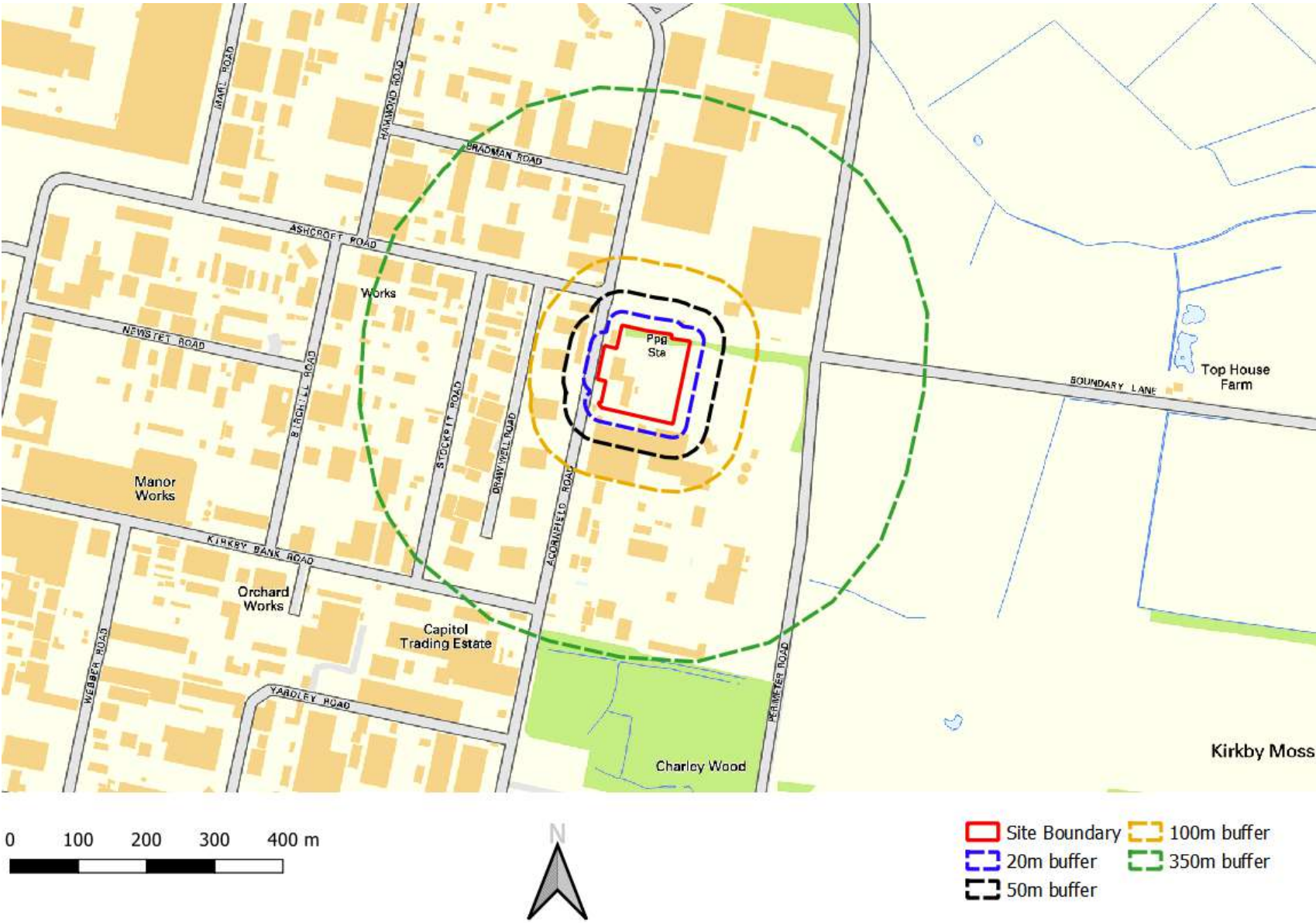


Figure 4: Construction Dust Band Criteria from Application Site Boundary. Contains OS Data © Crown Copyright and Database rights 2021.

Construction dust band criteria from application site



Knowsley
(Image Business Park) Ltd

Planning Application
for Development
at
Site 2
Image Business Park
Knowsley

Energy Strategy

Issue 2

5.7 Energy Statement

An Energy Strategy has been prepared by Watkins Payne and is submitted as part of the application.

In line with the relevant planning policies and guidelines, the energy strategy for the proposed development has adopted a hierarchical approach of using passive and low energy design technologies to reduce the baseline energy demand, and hence CO2 emissions, followed by the application of low and zero carbon technologies as appropriate.

The focus of the energy strategy is on CO2 reduction from the building by adopting a highly efficient building envelope solution together with high efficiency mechanical and electrical services incorporating heat recovery. The renewable energy technologies assessment is based on using solutions that are technically proven with low maintenance implications taking into account the energy efficiency strategies being proposed in the current design.

The following passive and low energy design measures have been incorporated into the proposed development:

- High performance glazing
- Improved building fabric
- Low building air leakage rate
- Variable speed fans and pumps.
- Low energy lighting.
- Automatic lighting control with occupancy sensors (auto on, auto off).

The decentralised heating, cooling and power assessment has indicated that no district energy network connections are viable for the scheme. However, a safeguarded route has been noted from the site boundary to the likely position of a boiler room within the unit to facilitate a connection with minimal impact should a heat network become available in the future.

The potential renewable energy technologies have been assessed taking into account the particular development constraints. Passive and low energy design measures proposed for the lean scheme provide a significant improvement over the Building Regulations Part L2A:2013 baseline. However, additional renewable energy technology in the form of photovoltaic (PV) panels are proposed for the project to provide a further 10% carbon saving

6.0 Drawings Submitted

21065	PL1000	Site Location Plan
21065	PL1001	Existing Site Plan
21065	PL1002E	Proposed Site Plan
21065	PL1003A	Proposed Block Plan
21065	PL1005	Waste Management Plan
21065	PL1010B	Unit 2 GA Ground Floor Plan
21065	PL1011A	Unit 2 GA GF Main Entrance & FF Office Plan
21065	PL1012B	Unit 1 Elevations
21065	PL1013A	Unit 1 Roof Plan