

Acornfield Phase 2

DESIGN AND ACCESS STATEMENT

For Erection of 2.No. B8 Industrial Units.

Client

Acornfield Properties Limited

November 2023.

1.0 General

This statement has been prepared to accompany an application for full planning permission to Knowsley Metropolitan Borough Council with for the erection of 2no. industrial units with access to the site located on Acomfield Road and Kirkby Bank Road, Knowsley Industrial Park, Knowsley, Kirkby.

The statement should be read in conjunction with the following drawings by Prime Property Consultancy Limited:

- PPC59-XX-DR-A-F001-Existing Site Location Plan.
- PPC59-XX-DR-A-F002-Existing Site Plan.
- PPC59-XX-DR-A-F010-Proposed Site Plan.
- PPC59-XX-DR-A-F011-Proposed Unit D Proposed Ground & First Floor Plans.
- PPC59-XX-DR-A-F012-Proposed Unit D Proposed Roof Plan.
- PPC59-XX-DR-A-F013-Proposed Unit D Proposed Elevations.
- PPC59-XX-DR-A-F021-Proposed Unit E Proposed Ground First Plan & Roof Plan.
- PPC59-XX-DR-A-F023-Proposed Unit E Proposed Elevations.

2.0 Site

1. Location

The proposed site is located adjacent to both Aconfield Road and Kirkby Bank Road in Knowsley. Drawing PPC59-XX-DR-A-F001 Existing Site Location Plan indicates the application site highlighted in red.

2. Site Description

The site, Aconfield Road site is currently vacant and Kirkby Bank Road site is occupied by a timber pallet company that has two entrances and exits on both roads. There are very good access routes to and from the site on the industrial park.

The surrounding site area is predominantly industrial units and lies approximately 2.5 miles west to Kirkby town centre. The site is considered to be within a sustainable location close to various transport links, shops and local services.



Aerial view of site and surrounding area



View A - Street view from Aconfield Road



View B - Street view from Kirkby Bank Road

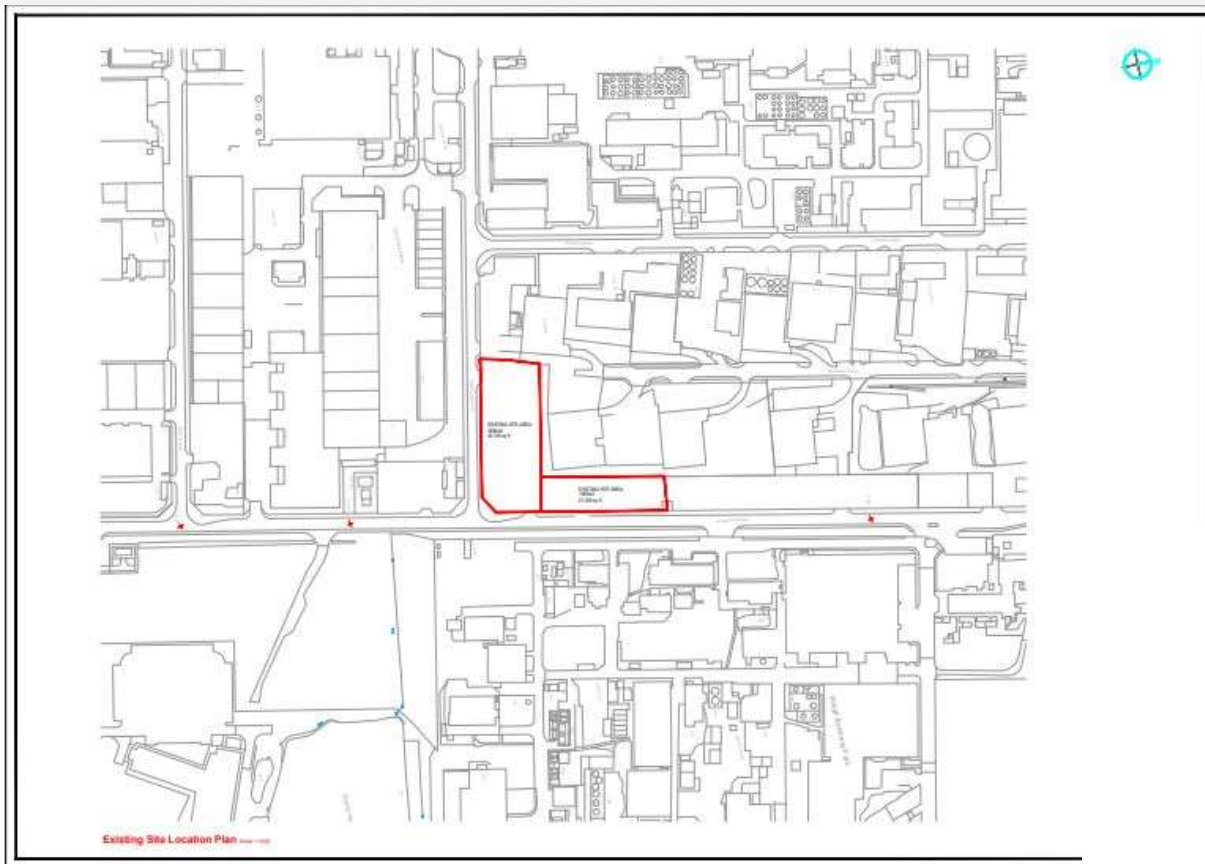
3.0 Use

1. Existing

Acornfield Road site is currently vacant and Kirkby Bank Road site is occupied by a timber pallet company that has two entrances and exits on both roads. There are very good access routes to and from the site on the industrial park.

2. Proposed Use

The proposed development is to erect 2No. B8 industrial buildings to the sites.



4.0 Amount

Drawing PPC59-XX-DR-A-F010-Proposed Site Plan indicates the proposed floor areas for each units.

The proposed site has a total gross development of 0.596 Hectare (1.47 Acre).

The application is for the erection of 2No. industrial units.

Proposed Units:

SCHEDULE OF ACCOMMODATION UNITS D1 - D3.					
	GIA		GEA		Mezzanine %
UNIT D1	sq. m.	sq ft.	sq. m.	sq ft.	
GROUND FLOOR	434.0	4644.0	457.0	4890.0	
FIRST FLOOR	110.0	1177.0	123.5	1321.5	
TOTAL	544.0	5821.0	580.5	6211.5	27%
UNIT D2	sq. m.	sq ft.	sq. m.	sq ft.	
GROUND FLOOR	562.0	6013.5	586.0	6270.0	
FIRST FLOOR	114.0	1220.0	126.5	1353.5	
TOTAL	676.0	7233.5	712.5	7623.5	24.5%
UNIT D3	sq. m.	sq ft.	sq. m.	sq ft.	
GROUND FLOOR	565.0	6045.5	595.0	6366.5	
FIRST FLOOR	114.5	1225.0	129.0	1380.5	
TOTAL	679.5	7270.5	724.0	7746.5	21.5%
GRAND TOTAL	1899.5	20325.0	2017.0	21581.5	

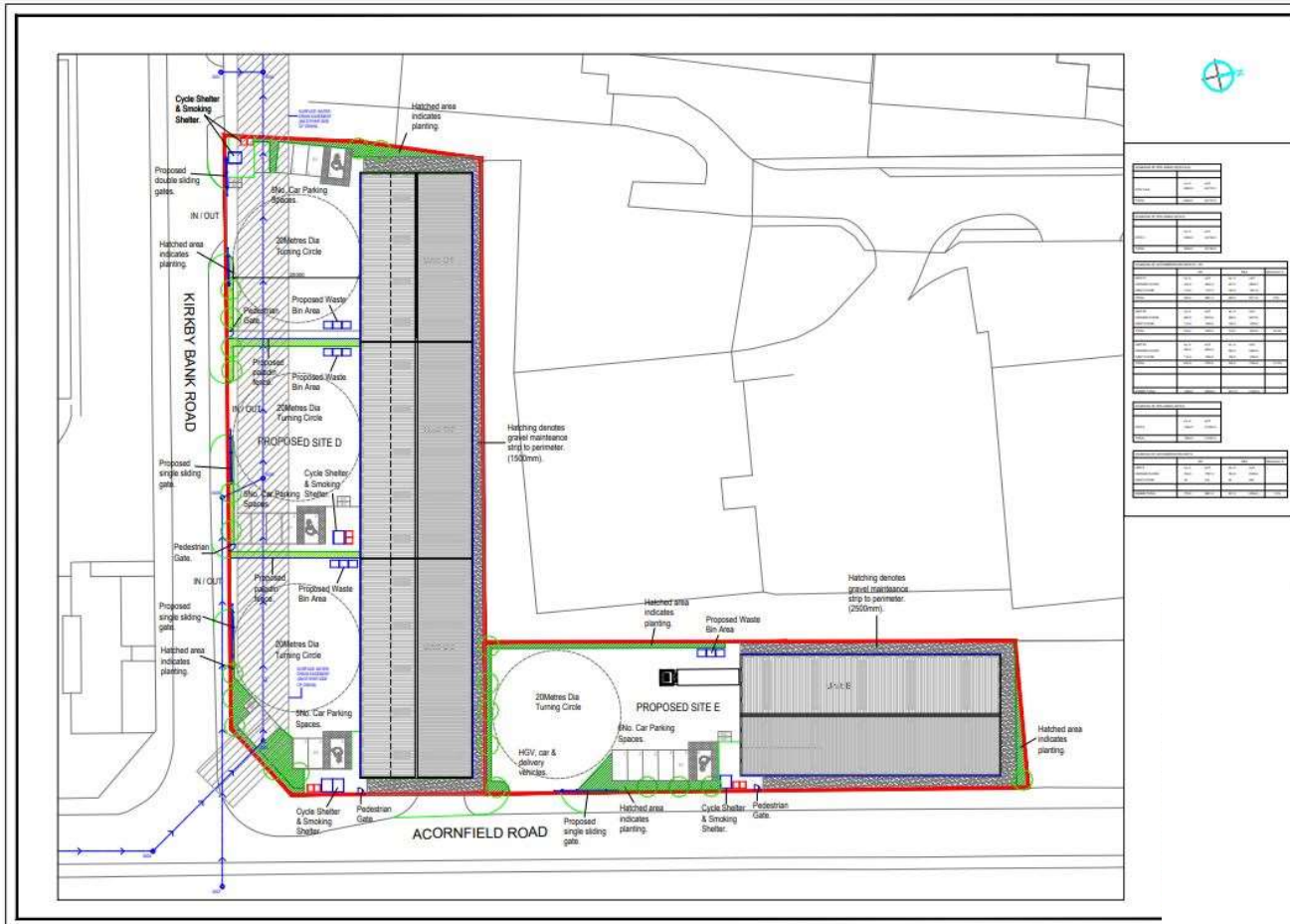
SCHEDULE OF ACCOMMODATION UNIT E.					
	GIA		GEA		Mezzanine %
UNIT E	sq. m.	sq ft.	sq. m.	sq ft.	
GROUND FLOOR	724.0	7747.0	765.0	8185.5	
FIRST FLOOR	48	514	56	599	
GRAND TOTAL	772.0	8261.0	821.0	8784.5	7.5%

5.0 Layout

The layout of the site has been determined by the existing access points off Acornfield Road and Kirkby Bank Road. The site layout has been designed to ensure the square footage of the units are maximised whilst providing sufficient vehicle movements within the site.

The layout of the site comprises of two units varying from 6,210 – 8,785sqft facing the roads to enhance the kerb appeal and service yards for vehicle access and manoeuvring within the site.

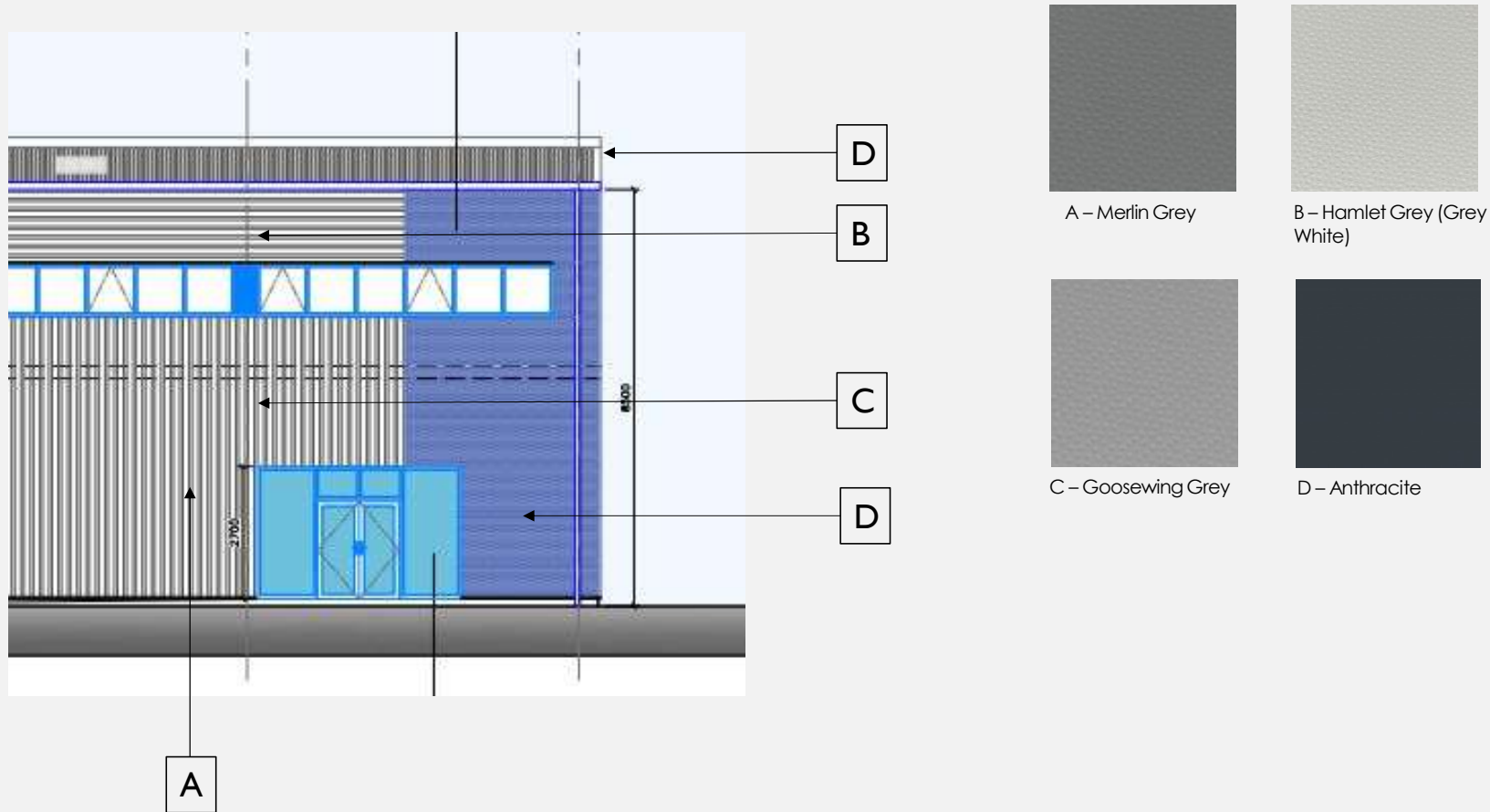
The site will be enclosed by new 2.4m high paladin fence.



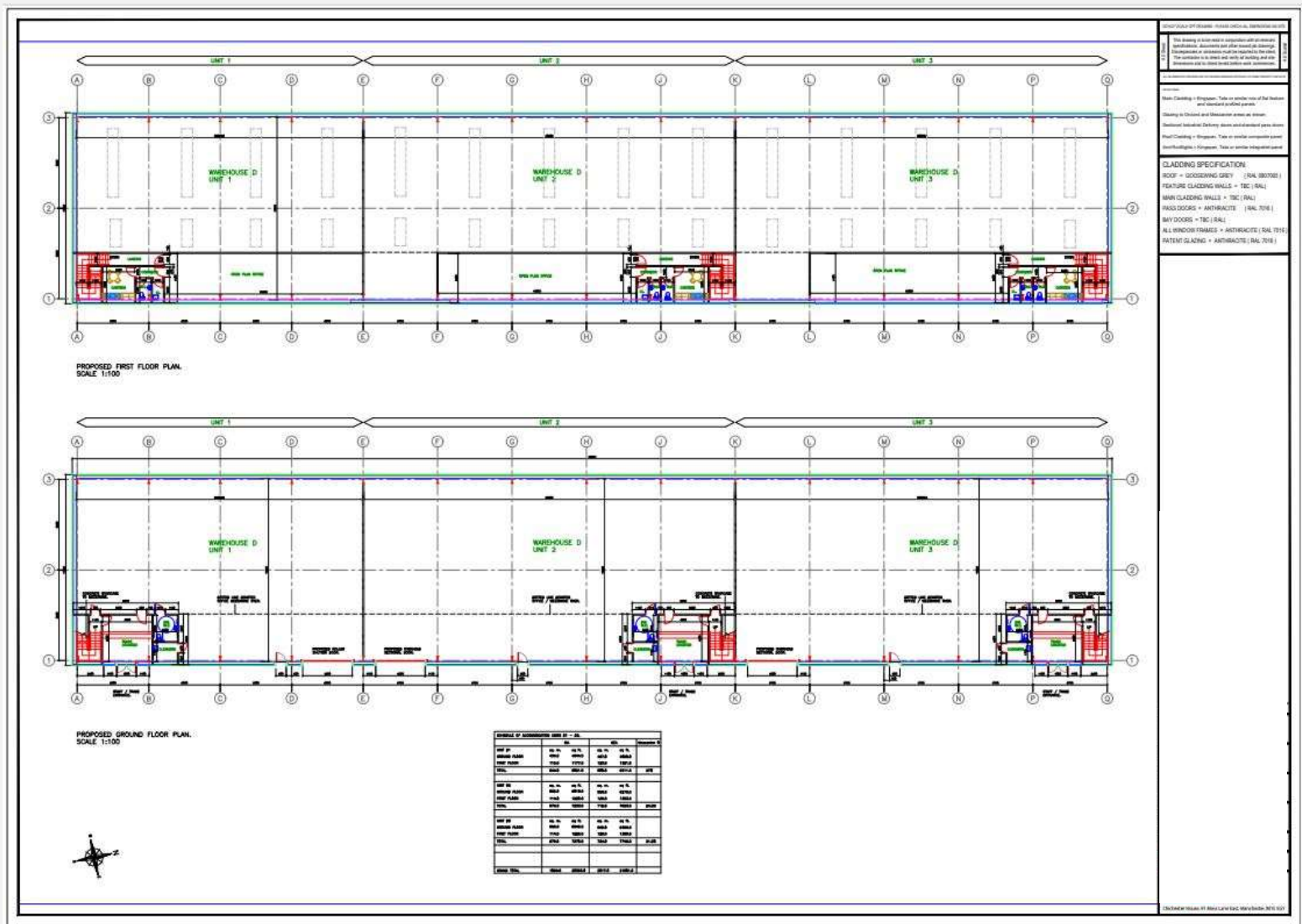
6.0 Appearance

The units will be constructed of steel portal frames. The materials used will consist of horizontal and vertical trapezoidal cladding for the walls punctured with aluminium framed windows and doors. Corners of each building will consist of a flat cladding panel. Roof will be a shallow pitched roof (6 degrees) finished in insulated roof cladding and will be articulated with glazed rooflights, which will comprise 10% of the roof area.

See drawing PPC59-XX-DR-A-F013 Proposed Elevations & PPC59-XX-DR-A-F023 Proposed Elevations.

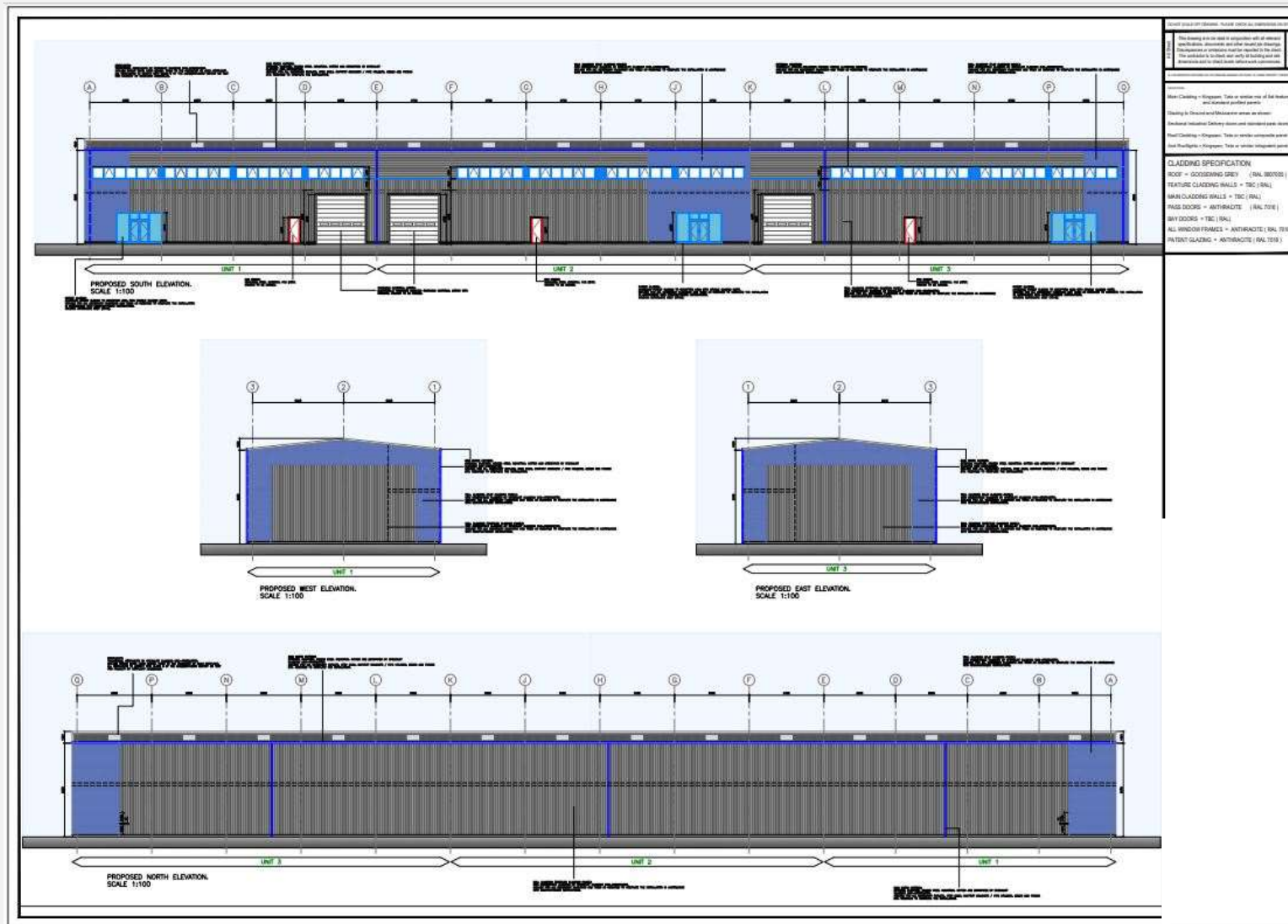


7.0 Design



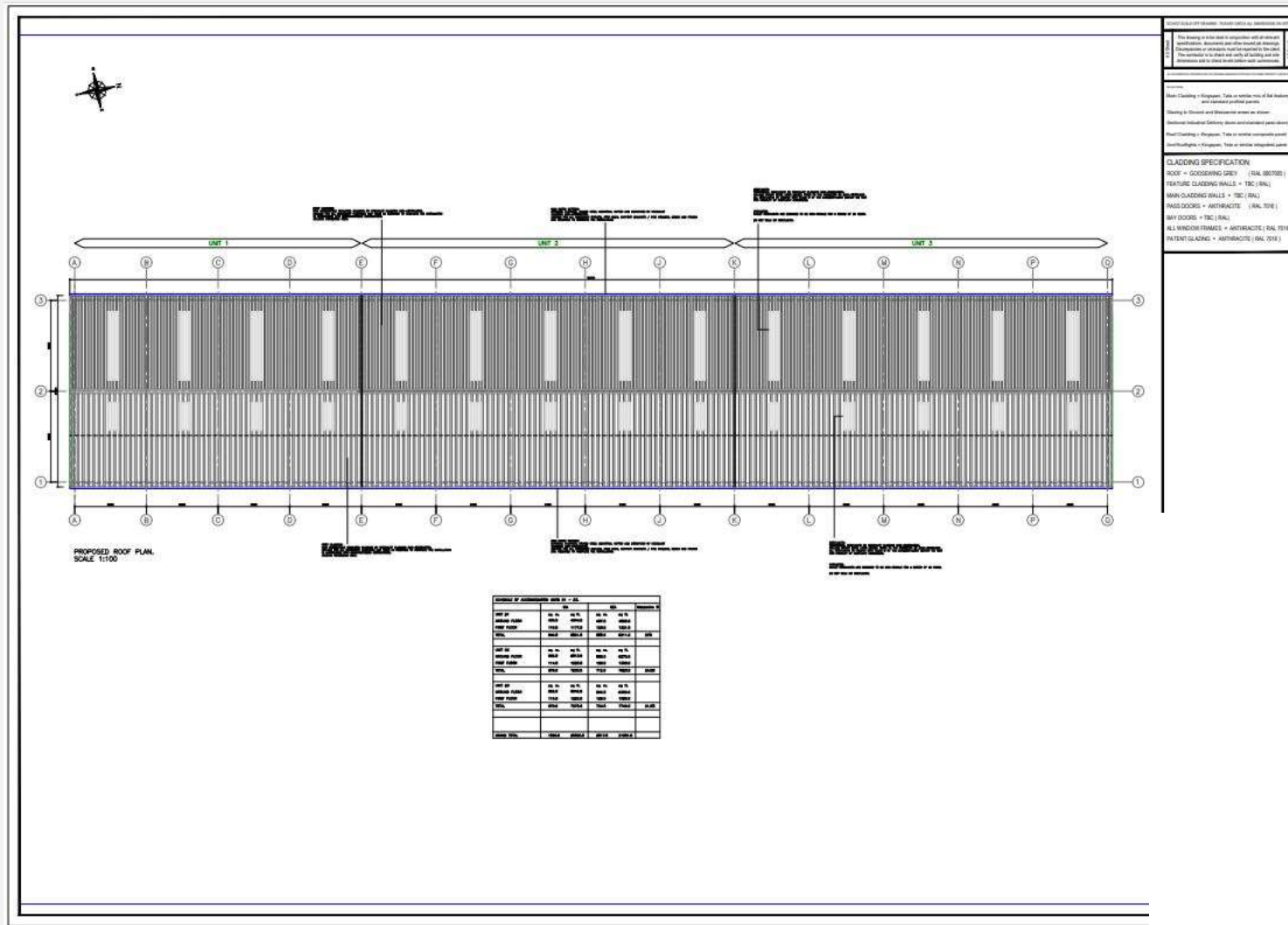
Unit D - Proposed Building and Office Plan - NTS

7.0 Design



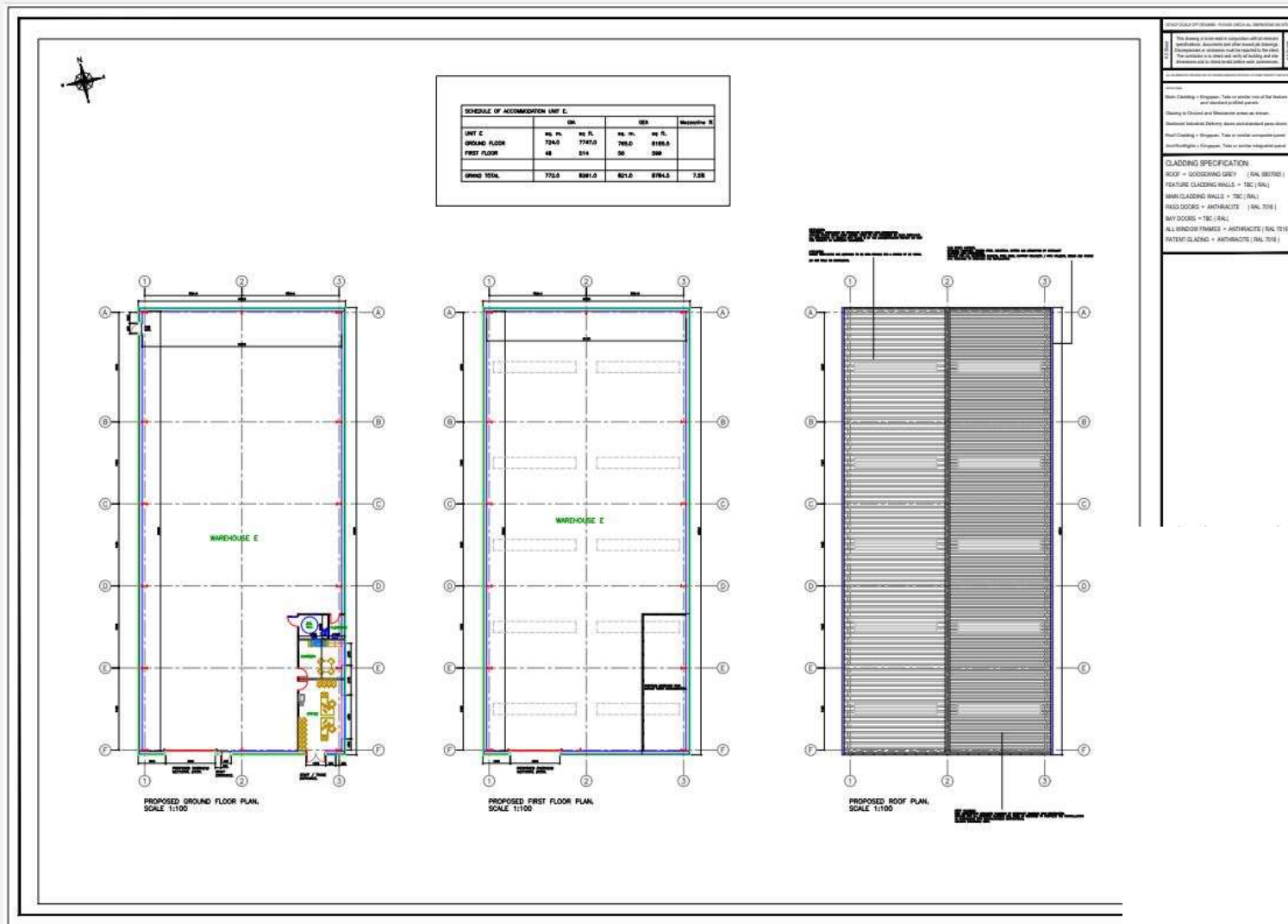
Unit D - Proposed Elevations - NTS

7.0 Design



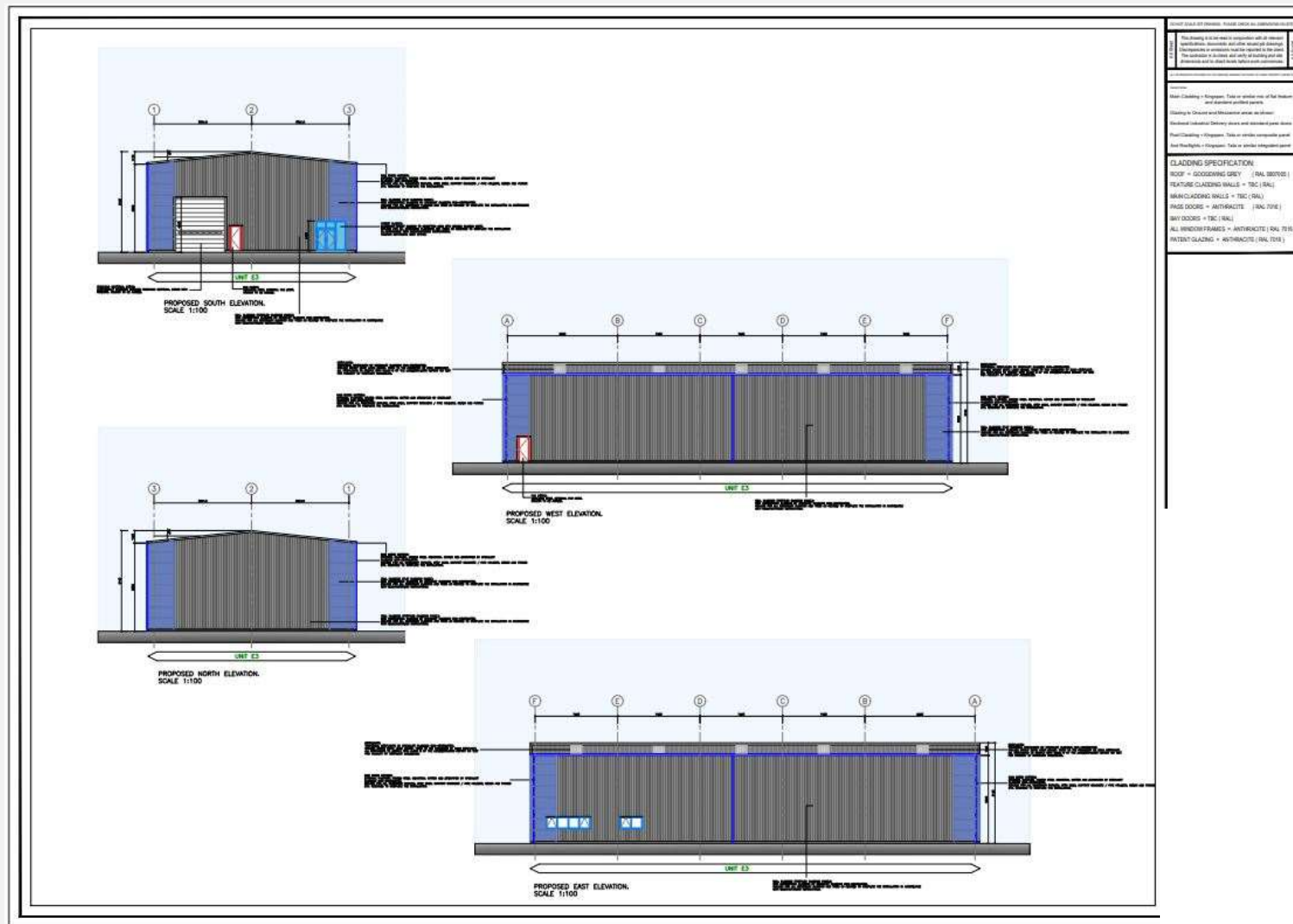
Unit D - Proposed Roof Plan - NTS

7.0 Design



Unit E - Proposed Building ,Office Plan & Roof Plan - NTS

7.0 Design



Unit E - Proposed Building and Office Elevations - NTS

8.0 Scale

The scale of the proposed units has been developed to help maximise the potential square footage of the units whilst being appropriate in the context of its surrounding area.

The height of the units will have a proposed haunch height of 8.0m and a ridge height of approximately 9065mm (Unit D) and 9140mm (Unit E) from GFL.

9.0 Sustainability

The client of this development is committed to ensuring the development employs best practice sustainable design principles. This will be achieved through the prioritisation of highly efficient building materials and construction techniques such as

- Maximising levels of insulation
- Optimising levels of air tightness
- Good practice junction detailing to reduce thermal bridging
- Best use of natural lighting

As the development is currently a speculative development, further sustainable design principles will be considered at detailed design stage.

10.0 Crime Impact Statement

The proposed site benefits from a prominent position on Acomfield Road & Kirkby Bank Road which is well lit and highly visible from the road network providing a deterrent from potential intruders. The site will be protected by a locked gate and 2.4m high anti climb boundary fence.

In an attempt to deter intruders or vandalism access into the site is restricted. The site will be fitted with CCTV cameras which cover entrances and potential dark spots. Robust materials have been specified for the doors and windows in accordance with PAS 24/2012(16). Opening windows will be restricted lockable aluminium double glazed ribbon window with toughened glass panes.

Personnel doors and fire exits to be steel door sets free from external hardware and illuminated with anti-vandal 'dusk till dawn' lights to promote natural surveillance and viewed by CCTV which will be linked to the intruder alarm.

The buildings will be fitted with an intruder alarm that is monitored via an alarm receiving centre installed by a certified installation company.

11.0 Landscaping

Associated landscaping and car parking will be formed as part of this application.
Refer to Landscape Strategy from KOVA Landscapes for information.

The external circulation spaces will be formed as concrete hard standings; paths along the front of the units will be in tarmacadam.

12.0 Access Landscaping

The site has good access links that leads to the nearby A580 (East Lancashire Road) and M57 Motorway as well as the route to Kirkby Town Centre.

The existing pedestrian and vehicular access to and from the site will be created to line in with the development and arrangement of the sites.

Car parking for the proposed units will be provided within the development site in accordance with Knowsley Metropolitan Borough Council with parking standards. The layout demonstrates a total of 21 parking spaces.

Unit D1 – 5 parking spaces (Inc. 1 disabled bays). (2No. Motorcyle Bays).

Unit D2 – 5 parking spaces (Inc. 1 disabled bays). (2No. Motorcyle Bays).

Unit D3 – 5 parking spaces (Inc. 1 disabled bays). (2No. Motorcyle Bays).

Unit E – 6 parking spaces (Inc. 1 disabled bays). (2No. Motorcyle Bays).

1No. 5 bay Covered Cycle Shelter to each unit.

1No. Smoking Shelter to each unit.

Area on site location for refuse bins to each unit.

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