

DESIGN & ACCESS STATEMENT

PROPOSED WAREHOUSE UNITS AND SITE ACCESS ALTERATIONS TO HARDWOOD SALES LTD, ELLIS ASHTON ST, LIVERPOOL L36 6BN

REVISION -
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Aspire Design Studio Ltd, 2 Herbaceous Court, Crofton, Wakefield. WF4 1FF
07368544787 philc@aspire-studio.co.uk www.aspire-studio.co.uk

Company registration number: 12240081. Registered in England and Wales. Registered Office: 2 Herbaceous Court, Crofton, Wakefield. WF4 1FF

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1.0 INTRODUCTION

1.1 This Statement is submitted on behalf of Hardwood Sales Ltd in support of their application to construct two new B8 warehouse units to support their existing business practices, and alter the existing goods vehicle access and egress arrangements from Ellis Ashton Street.

1.2 This statement accompanies a full planning application for the proposals.

1.3 This statement is to be read in conjunction with the following documentation:

Aspire Design Studio drawing numbers

25-1141 A(00)-10 Rev - Site block and location plan as existing

25-1141 A(00)-11 Rev - Site plan as existing

25-1141 A(10)-10 Rev - Site block and location plan as proposed

25-1141 A(10)-11 Rev - Site plan as proposed

25-1141 A(10)-12 Rev - Building 1 plans and elevations as proposed

25-1141 A(10)-14 Rev - Building 2 plans and elevations as proposed

STL Projects drawing number

25-6488 DR01 Proposed surface water drainage layout and details for new buildings

Flow Consult Ltd Highways and Transport Technical Note

REC Geoenvironmental Phase 1 & Phase 2 Geo-environmental site assessments

Arbtech Consulting Ltd Preliminary Ecological Appraisal

1.4 The purpose of this statement is to communicate to the Local Planning Authority and other interested statutory parties the process that has led to the development proposals and the design principles in a structured manner within the local physical, economic and social context.

This statement will also serve to demonstrate an integrated approach that will deliver inclusive design, and address a full range of access requirements throughout the design process.

This statement does not serve to be a 'Scope of Works' or Outline Specification document and should not be treated as such for any purposes outside of Planning.

1.5 In preparation of the proposals, this Design and Access Statement, the following documents have been used for guidance:

'Design and access statements. How to write, read and use them', 2006 published by the Commission for Architecture and the Built Environment.

Knowsley Replacement Unitary Development Plan

Knowsley Local Plan: Core Strategy January 2016

National Planning Policy Framework

2.0 BACKGROUND

Hardwood Sales have been operating for 20 years and have operated from the Ellis Ashton Street site for nearly 15 years. They are an importer of hardwood timbers from around the world, and having grown considerably over the last 10 years, now also offer on site milling, timber treatment facilities, amongst many other expanding services from the site.

Through this consistent growth and the increasing demands for timber products, they require further on-site storage space to enable their business to both operate efficiently and expand, and a rationalisation of the goods vehicle access/egress from the site to maintain secure and safe operation of the business.

Previous applications for the site have included the creation of new units, the reopening of former site access points for staff parking access, and amendments to the approved goods vehicle access/egress to allow a shared route with a neighbouring site.

The neighbouring site is no longer under the ownership of Hardwood Sales, and the shared access is no longer viable. The separate entrance/exit arrangement for goods vehicles creates considerable on-site safety issues, and site security issues for Hardwood Sales. They have experienced a number of unlawful access attempts through the remote exit point as it is well hidden/screened from the main day-to-day operational areas of the site.

This application seeks to reconfigure the goods vehicle entry/exit point to a single, central location which would service the existing units, and the proposed units from a central service/loading area. Alterations will be made to the existing access junction with Ellis Ashton Street, to provide an enhanced and safer junction point. Within the site, 2 new additional B8 warehouse units will be formed, to provide further storage space for the existing operations to enable Hardwood Sales to continue to operate from this single location.

3.0 DESIGN AND APPEARANCE

3.1 Context / Use

As the proposal is to redistribute the existing works that already occur as part of the day-to-day operations of the business to new buildings on the same site, the owner does not anticipate any additional jobs being created immediately. The redistribution of their operations between more buildings, does however, give them the facility to expand and grow the business which could lead to new job opportunities in the future.

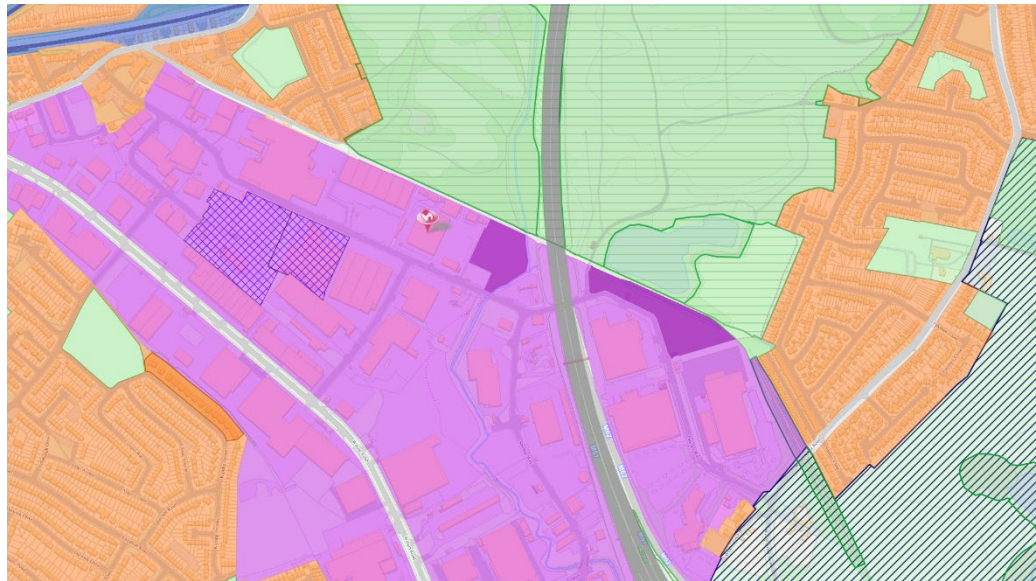
The site is designated as a primarily industrial area in the local plan (see below plan extract), with policy CS4 of the local plan and EC3 of the UDP specifically applicable to this area.

Policy EC3 states that; *“Primarily industrial areas are identified on the Proposals Map and are appropriate locations for Business (Class B1); General Industry (Class B2); and Storage and Distribution (Class B8) uses.”* As the proposed use is for a B8 use, on an established industrial site, the proposals fit perfectly with the requirements of this policy.

Policy CS4 revolves around Economy and Employment. In part it states that; *“Planning, site assembly and other available interventions will be used to: a) Support sustainable economic growth and meet the development needs of established and emerging employment sectors, including the Liverpool City Region key economic sectors; b) Provide sufficient land to meet employment development needs to 2028; c) Enhance the quality and efficiency of land use within existing employment areas...”* Essentially it looks to safeguard existing employment areas, encourage growth, and increase employment opportunities. As discussed above, whilst the new storage/warehouse unit will not immediately create any additional employment directly through the company, it does mean that they can grow their business on site without having to look to relocate some services off-site and potentially out of area. The increase in space, and the redistribution of company works that this enables, allows the company to continue to thrive and expand, which may in the future lead to additional job opportunities.

Other policies within the local plan relating to design and sustainability also effect the proposals. As the building will be for storage of timber products associated with the client’s business, it will be an unheated space with limited levels of lighting. The building will be designed to meet and exceed building regulation requirements for the type of structure proposed in terms of thermal properties, and all lighting will be provided via low energy fittings. The proposed building will assist in enhancing the appearance of the site, through the removal of a tired looking and obsolete existing building and the many associated external storage units which are in varying states of repair. By matching the materials to the previously constructed units on the site, a continuity of appearance will be maintained from the roadside, helping to delineate the applicant’s ownership and brand.

The secure controlled single access/exit point will prevent access/use of the land by 3rd party individuals who may cause anti-social issues in the area, and security issues for the company. The access area is in full visibility of all units and to an area which has natural surveillance during the hours of operation. Outside the operating hours of the site, the access will be secured by security gates to match the existing.



Local Plan Proposals Map Extract

3.2

Amount

The proposed warehouse space will be formed as two units adjacent to each other, positioned to the east of the site. The proposals comprise a 694sqm unit in a portrait orientation, and a 580sqm unit in a landscape orientation. Both units, as will all the existing units on the site, will be serviced via a central service yard/loading/external storage space, which is then secured by having only a single vehicular access point, from Ellis Ashton Street.

3.3

Layout

Goods vehicle access and egress will be from the existing one-way site access (with associated improvements). The junction will be widened to accommodate articulated vehicles turning both from and onto Ellis Ashton Street. The existing boundary wall and security fencing will be amended to ensure a 2.4x43m visibility splay is achieved. The new wall and fencing will be set back to form a 2m wide pedestrian footpath to the new pedestrian access gate which will have a remote operational/intercom system for security. New 2.1m high security gates will be formed which will prevent unauthorised vehicle access outside of operational hours. During working hours, these gates will be kept open, with a further control barrier set within the site, controlling goods/service vehicle entry and exit to the service yard space. A new central service space is then formed, which will be surrounded by the existing and the 2 new buildings. This creates a natural security to the area, and also helps to shield noise etc. All operational units are then serviced from this space, which also provides manoeuvring space for refuse and emergency vehicles.

The new building's locations are positioned to the east of the site in an area occupies by old cement service roads, containers and sheds, and an existing level change on the site. By positioning the new buildings here, they remain clear of the revised vehicular access, movement and loading areas set out by Flow Consult in the supporting/planning documentation submitted with the application.

To the rear and side of the building perimeters access paths are formed, which will facilitate maintenance access, and provide a safe route for emergency escape from

within the buildings. The paths will be formed from concrete, to give a long-lasting hard surface which is safe to navigate for people and maintenance vehicles.

As the applicant does not intend to employ any additional staff as part of this expansion, there will be no additional parking spaces/areas provided to those which already exist. The existing car park is located to the front of the site, meaning that the crossover of commercial/goods vehicles and cars is restricted.

3.4

Appearance / Materials

The proposed fencing and security gates will be 2.1m overall in height, to tie through with the palisade fencing to the back of footpath/perimeter to Ellis Ashton Street. This will tie in with the secure industrial nature of the site and use. Boundary walls will be dark brown brick to match existing with a coping finish. The enlarged junction will utilise construction materials in accordance with Local Highways Authority standards.

The proposed buildings will have an overall height of circa 8.8m with eaves heights of 6m and are designed to be a simple portal framed structure with a 15degree pitched roof. The height of the units is comparable to the newer warehouse units to the north of the site, and allow for increased storage capacity within the units, using modern 'stacked' storage techniques. Internally there will be sufficient space for storage of goods and the manoeuvring of fork-lift trucks etc. The buildings have footprints similar to these smaller existing warehouse units on the site.

The buildings have been designed with two service/goods entry points to unit 1 and one service/goods entry point to unit 2, to allow the applicant to arrange and access their products in line with their internal processing procedures, but this also offers the flexibility in the future that the unit could be sub-divided. This would enable the unit to be used for the storage of alternative produces/materials as the applicant's business continues to grow.

The buildings will be constructed from powder coated, metal insulated composite panels to the walls and roof, in accordance with the neighbouring buildings which were constructed on the applicant's site. The walls and roof will be finished in the same dark grey colour as these buildings, to maintain the harmonious aesthetical appearance to the site's buildings.

The roof will receive GRP rooflights to ensure that natural lighting/illumination is maximised within the storage building, reducing the need for mechanical lighting. Service/goods access doors will be formed from powder coated metal for longevity, and personnel doors will be finished to reflect the main building colour.

The finished colour of the building will ensure that it sits comfortably with the existing site structures and does not detract from the neighbouring tree lined areas.

4.0 SUMMARY

The scheme has been developed, to ensure that it complies with the following statement;

(Planning Policy Statement 1: Delivering Sustainable Development (ODPM 2005))

“Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning. Planning authorities should plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.”

The proposals will have minimal impact on the safety and day-to-day operation of Ellis Ashton Street, but will have a significant positive impact on the day-to-day operation of Hardwood Sales and the ongoing viability of the site.

Due attention has been paid to the Local Plan and UDP Policies, and the proposals conform to the policies contained within these documents.

Furthermore, the new building will be a positive enhancement on the appearance of the site, through the removal of a unused/untidy area of land, and the construction of modern storage units in keeping with the other recent structures on the site.

It is considered that the proposals will enable an existing business to expand and remain in the existing area. They will retain an existing workforce and also introducing the possibility of future workforce growth, in accordance with the Local Plan.