

Huyton Wilson Road



RIBA Stage 3
Spatial Coordination

Design and Access Statement

Contents

1 Design Statement

- 1.1 Introduction
- 1.2 Objectives
- 1.3 Application for Approval of Reserved Matters
- 1.4 Planning History
- 1.5 Planning Application Drawings
- 1.6 Technical Reports and Supporting Documents

2 Spatial Context

- 2.1 Location and Context
- 2.2 Character
- 2.3 Topography
- 2.4 Analysis
- 2.5 Ecology
- 2.6 Flood Risk

3 The Proposal

- 3.1 Use and Content
- 3.2 Amount
- 3.3 Layout and Form
- 3.4 Height, Scale and Mass
- 3.5 External Appearance and Materials
- 3.6 Amenity
- 3.7 Landscape
- 3.8 BREEAM
- 3.9 Vehicle Parking
- 3.10 Cycle Parking
- 3.11 Lighting
- 3.12 Crime and Security
- 3.13 Waste Management, Recycling and Service Strategy
- 3.14 Window Cleaning Strategy
- 3.15 Signage

4 The National Design Guide

- 4.1 The Ten Characteristics
- 4.2 Wellbeing
- 4.3 Environmental Focus

5 Access Statement

- 5.1 Introduction
- 5.2 National Guidance
- 5.3 The Social Model
- 5.4 Vehicular Access
- 5.5 Pedestrian Access

6 Summary



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 23m 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.

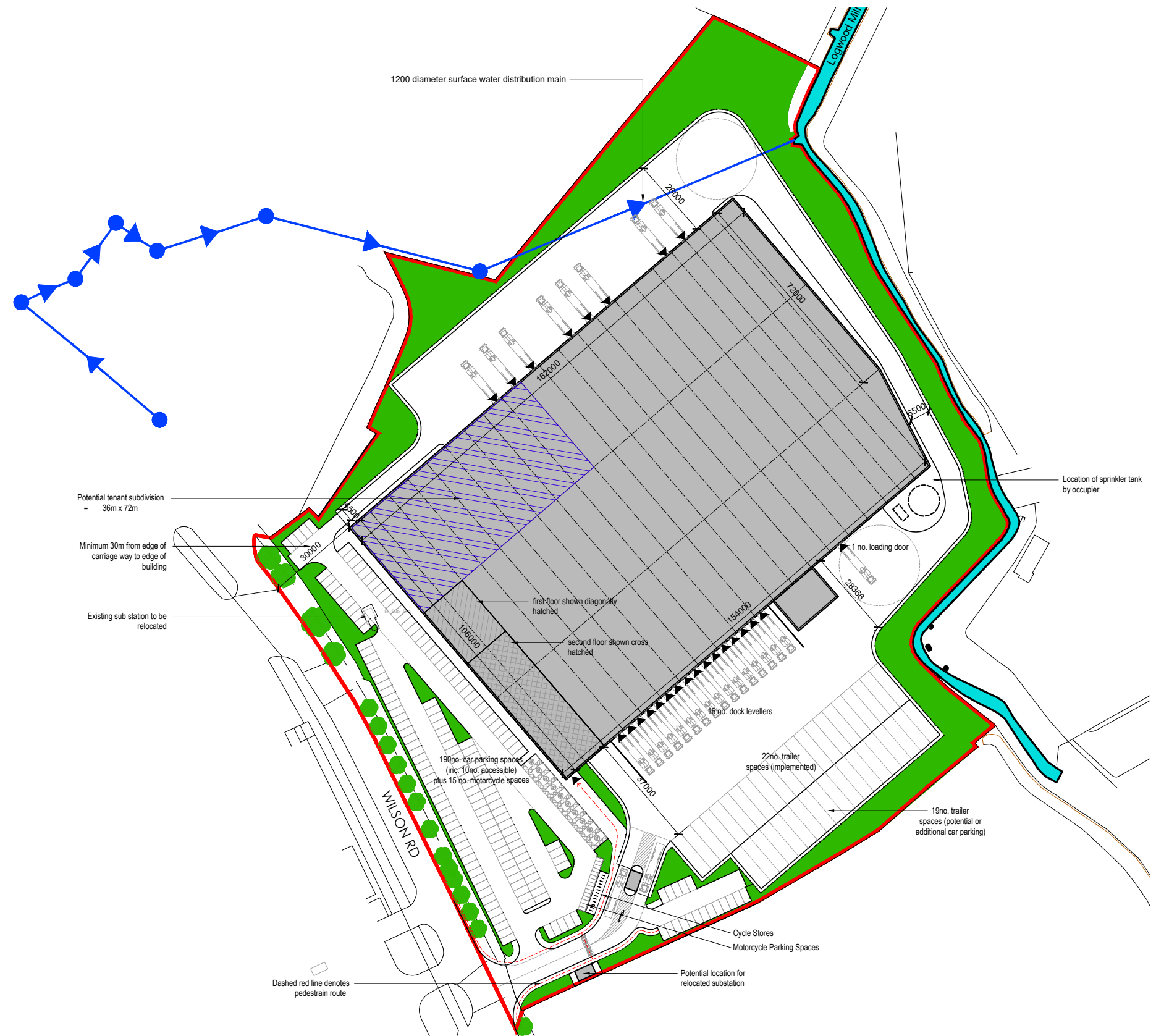
1.4 Planning History

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

| 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-P2)
> 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

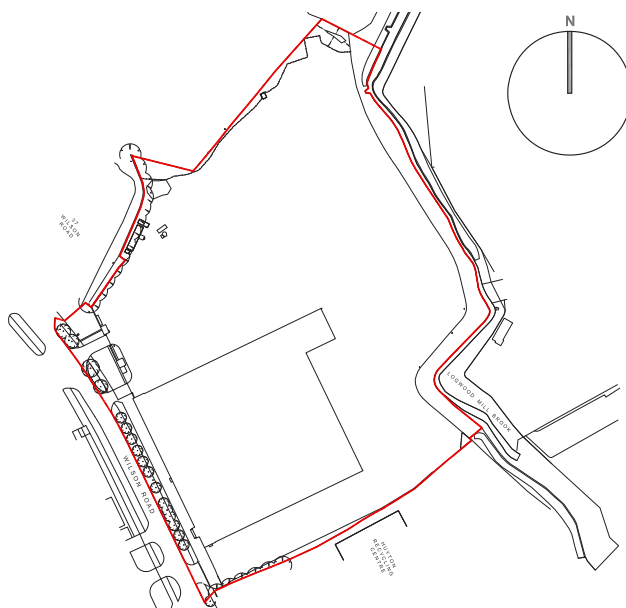
The application site extends to approximately 45,063 sq.m / 11.13 acres / 4.4 hectares and located on the eastern side of Wilson Road and placed centrally within Huyton Business Park.

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



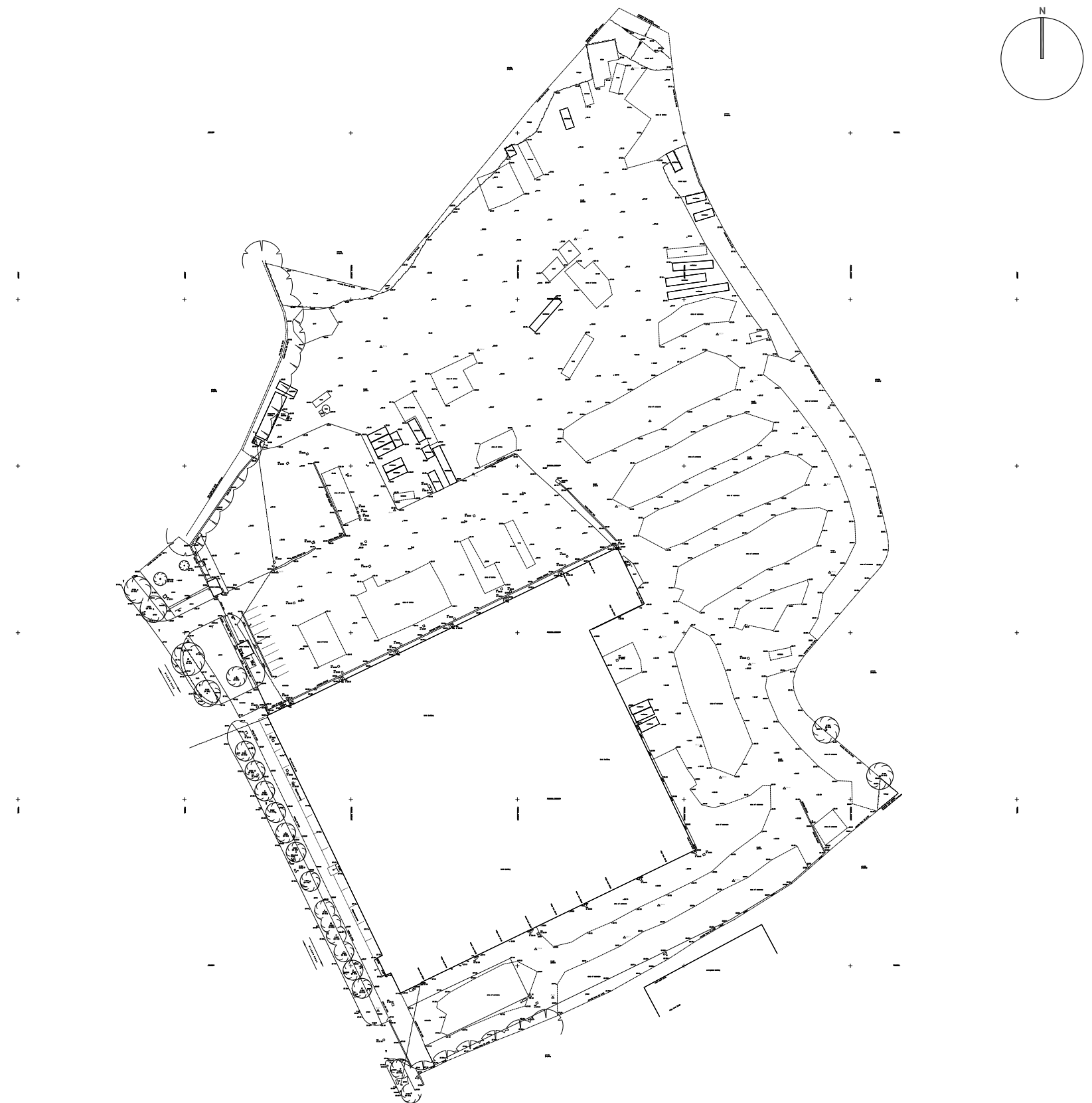
Photograph of boundary treatment

| 2.3 Topography

Linden Hill Capital Assets ALX Limited have commissioned a full Topographical Survey of the development site and its immediate environs.

The site is relatively flat with a change in level of 0.33m north-south and 0.28m east-west.

The part natural landscape boundary to the east provides a landscape screen to the application site with a short level change of between 1.1m north-east and 0.2m south-west.



Excerpt of Topographical Survey

2.4 Analysis

The overall atmosphere and established context presents a clear baseline for new development within Huyton Business Park.

The prevailing industrial character alongside the contrasting landscaped qualities of Wilson Road creates an opportunity for a new large-scale industrial building to integrate sensitively while enhancing local design quality.

By incorporating contemporary materials, improving façade articulation, strengthening boundary treatments, and introducing additional structured landscaping, new development can complement both the robust industrial identity of the area and the more positive visual attributes already present along Wilson Road.

The key opportunities of the application site (developable boundary) as a location for a new industrial building are:

- > **Prominent Positioning.** The site benefits from a highly visible location along Wilson Road within the business park, allowing a new large-scale building to establish a strong presence and contribute to the overall commercial profile of the area.
- > **Generous Plot Size.** The developable boundary provides sufficient area to accommodate a building of significant footprint, larger than the existing building, while still allowing for optimal yard space, HGV circulation, staff parking, landscape and amenity.
- > **Enhanced Access and Movement.** The site is well connected to the wider area via the tree-lined boulevard through the business park, enabling efficient vehicular access for commercial traffic and providing an attractive arrival route for staff and visitors.
- > **Strategic Employment Location.** Situated within an established business park with strong regional connectivity, the site is ideally positioned to support economic growth and accommodate large-scale industrial or logistics operations without placing additional pressure on residential areas.

- > **Opportunity to Elevate Design Quality.** The immediate context of industrial stock, extensive hardstanding, and low-quality boundary treatments creates a clear opportunity for new development to raise standards through contemporary materials, improved façade articulation, and coordinated landscaping.

- > **Natural Buffer to the East.** The adjacency to Logwood Mill Brook and its vegetated corridor along with the introduction of additional high-quality landscape to help contrast positively with the wider industrial character.

- > **Capacity for Public Realm Improvement.** The development can contribute to a more cohesive street scene by introducing structured planting, improved boundary treatments, and coherent site organisation, supporting Knowsley's wider aims for sustainable, modern employment environments.



Tired/dated existing warehouse building on site



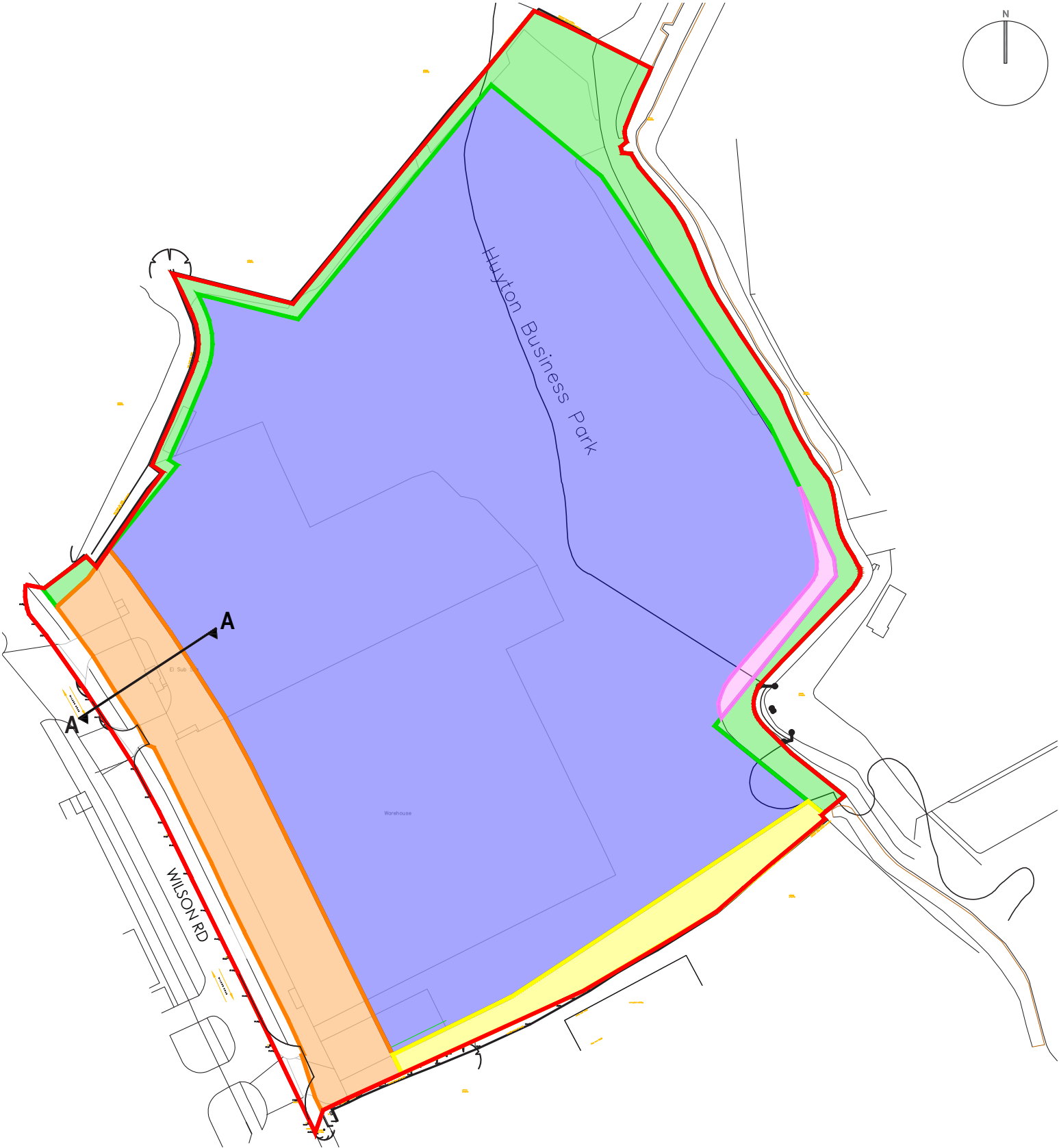
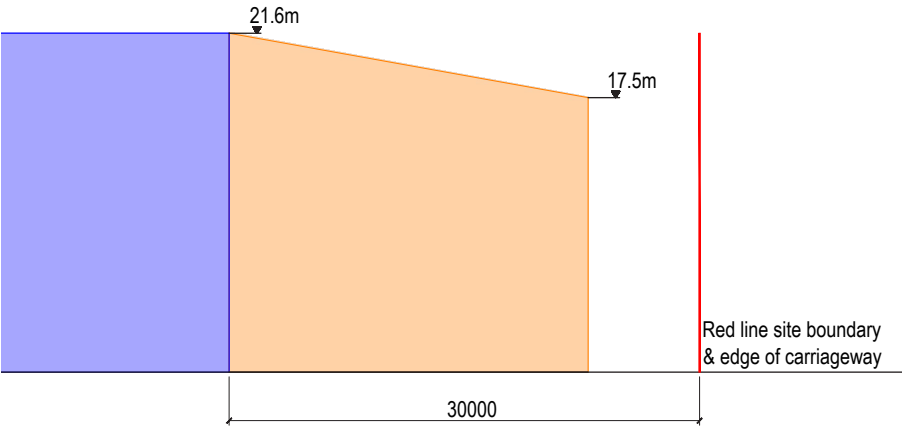
Natural landscaped buffer to Logwood Mill Brook



lack of landscape, extensive hard standing to site entrance

The key constraint's to the development can be summarised as:

- > **Building Parameters.** The site is constrained by the approved parameters set under permissions 22/00284/OUT and 24/00427/FUL, which establish a maximum ridge height range for the front section of the site.
- > **Access Configuration.** The approved variation 25/00205/FUL permits an additional vehicular access from Wilson Road, but also fixes the access strategy for the site.
- > **Planning Commitment.** As a Reserved Matters submission linked to 22/00284/OUT (and subsequent Section 73 applications), the proposed development is bound by the previously approved site-wide layout principles.



Excerpt of drawing ref no. 12156-AEW-XX-XX-DR-A-0503 Parameters Plan approved with planning application ref no. 25/00205/FUL

2.5 Ecology

Bowland Ecology have been commissioned by Linden Hill Capital Assets ALX to undertake a Bat Box Plan and Ecological Enhancement Plan.

These supporting plans are appended to this Reserved Matters submission.

2.6 Flood Risk

Farrow Walsh have been commissioned by Linden Hill Capital Assets ALX to undertake a 'Surface Water Drainage Scheme' and 'Drainage Management and Maintenance Plan'. These technical reports are appended to this Reserved Matters submission.



Excerpt of Ecological Enhancement Plan ref no. BOW17_1593

3.0 The Proposal

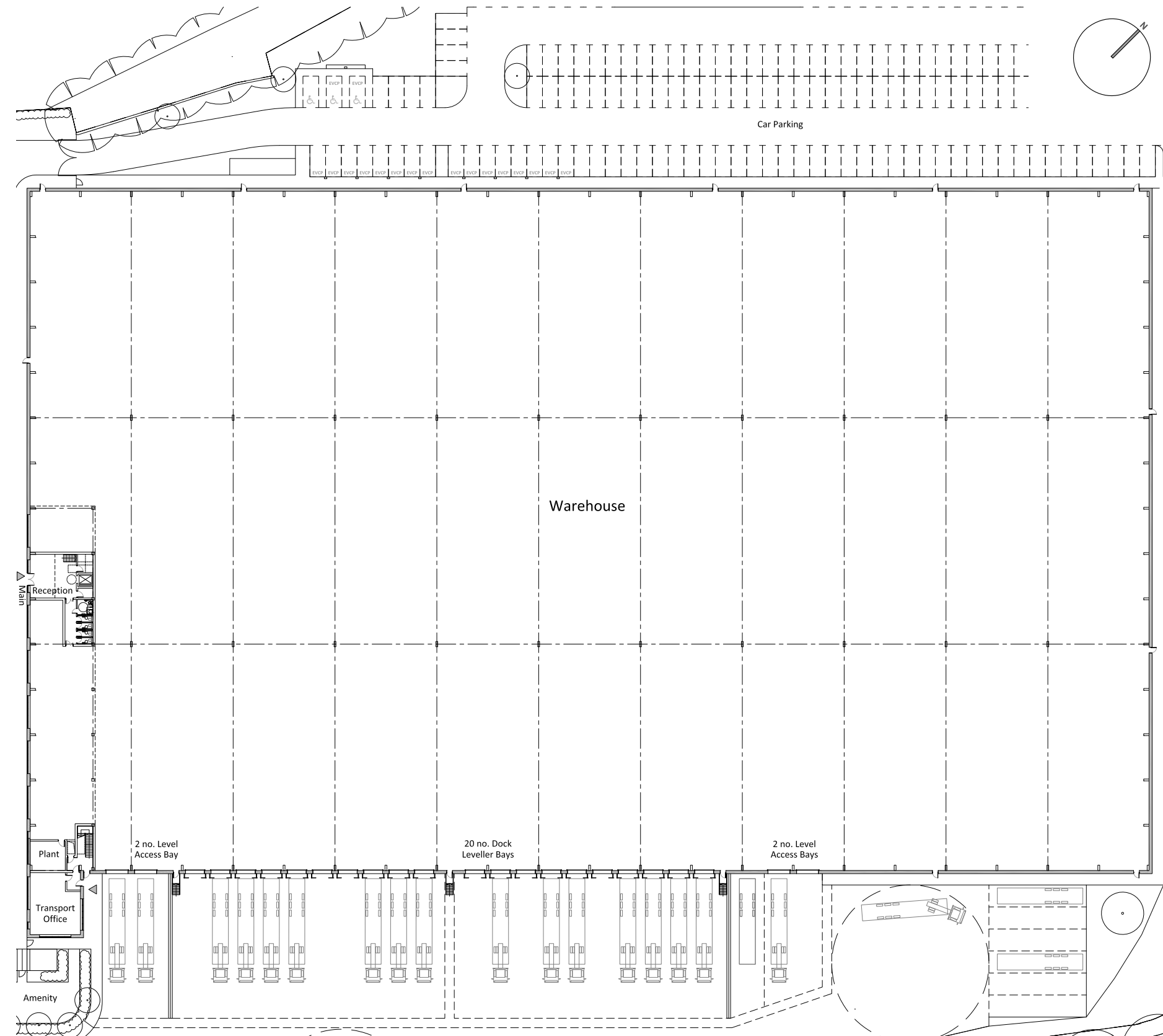
3.0 The Proposal

3.1 Use and Content

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.

The development incorporates the following content:

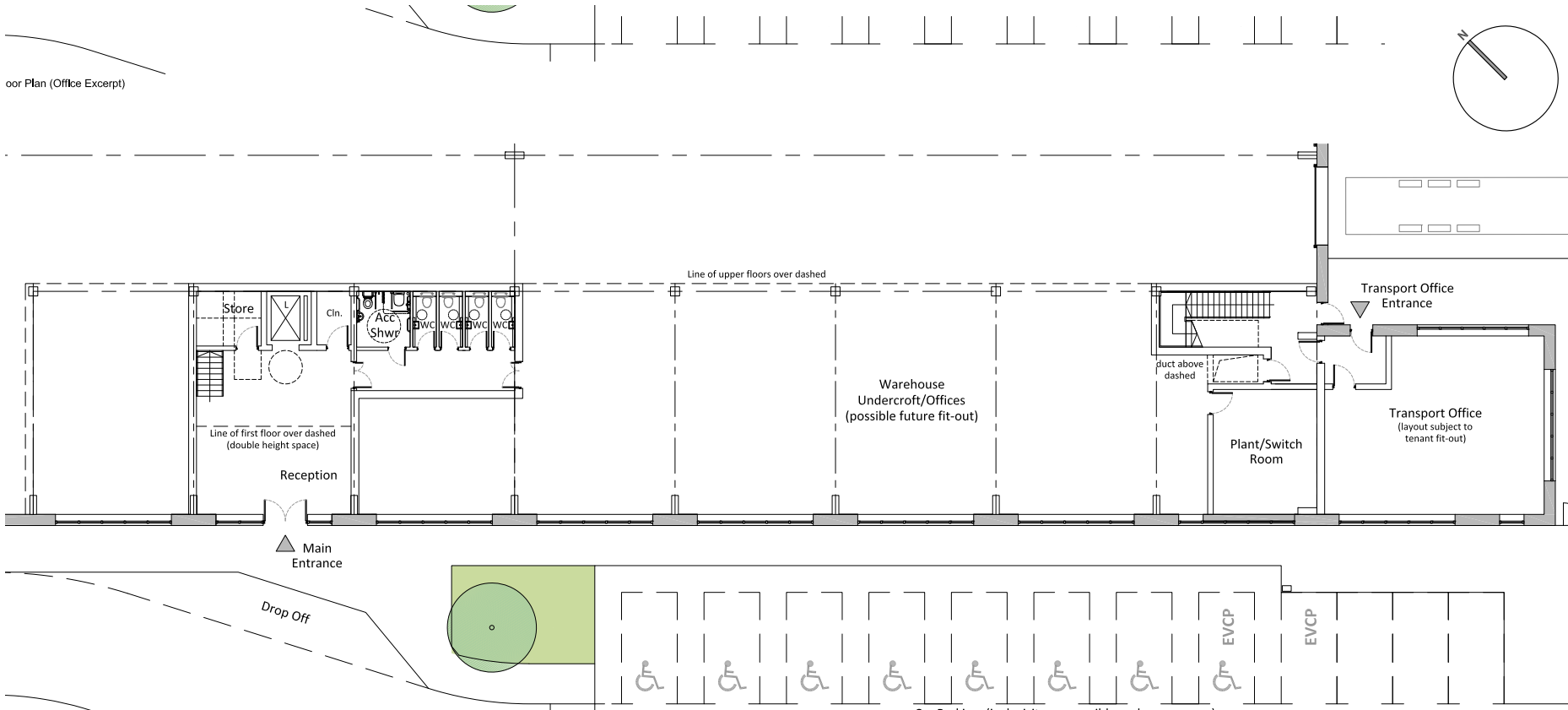
- Ground Floor - Warehouse
 - > Vertical Circulation Core(s)
 - > Warehouse
 - > Transport Office



Excerpt of Proposed Building Plan (Ground Floor) ref no. T1306_HWR_7006

Ground Floor - Undercroft/Office

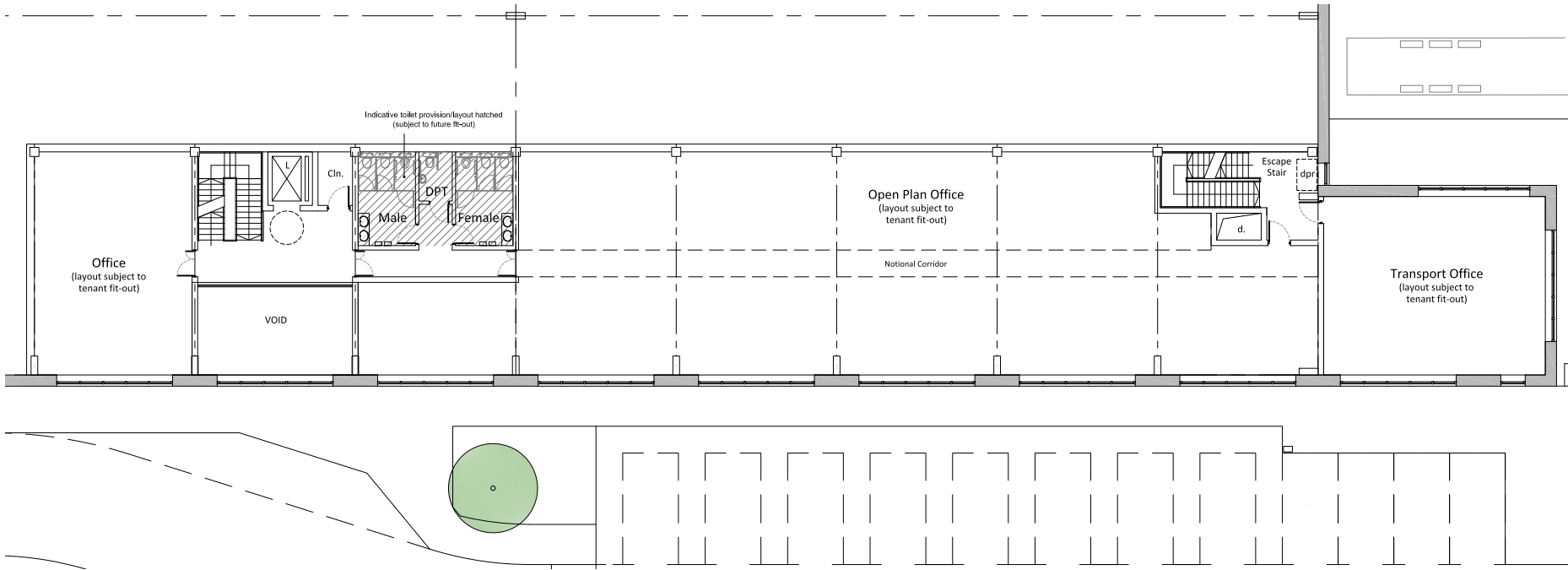
- > Reception
- > Vertical Circulation Core(s)
- > WCs
- > Transport Office



Excerpt of Proposed Ground Floor Plan (Offices) ref no. T1306_HWR_7007

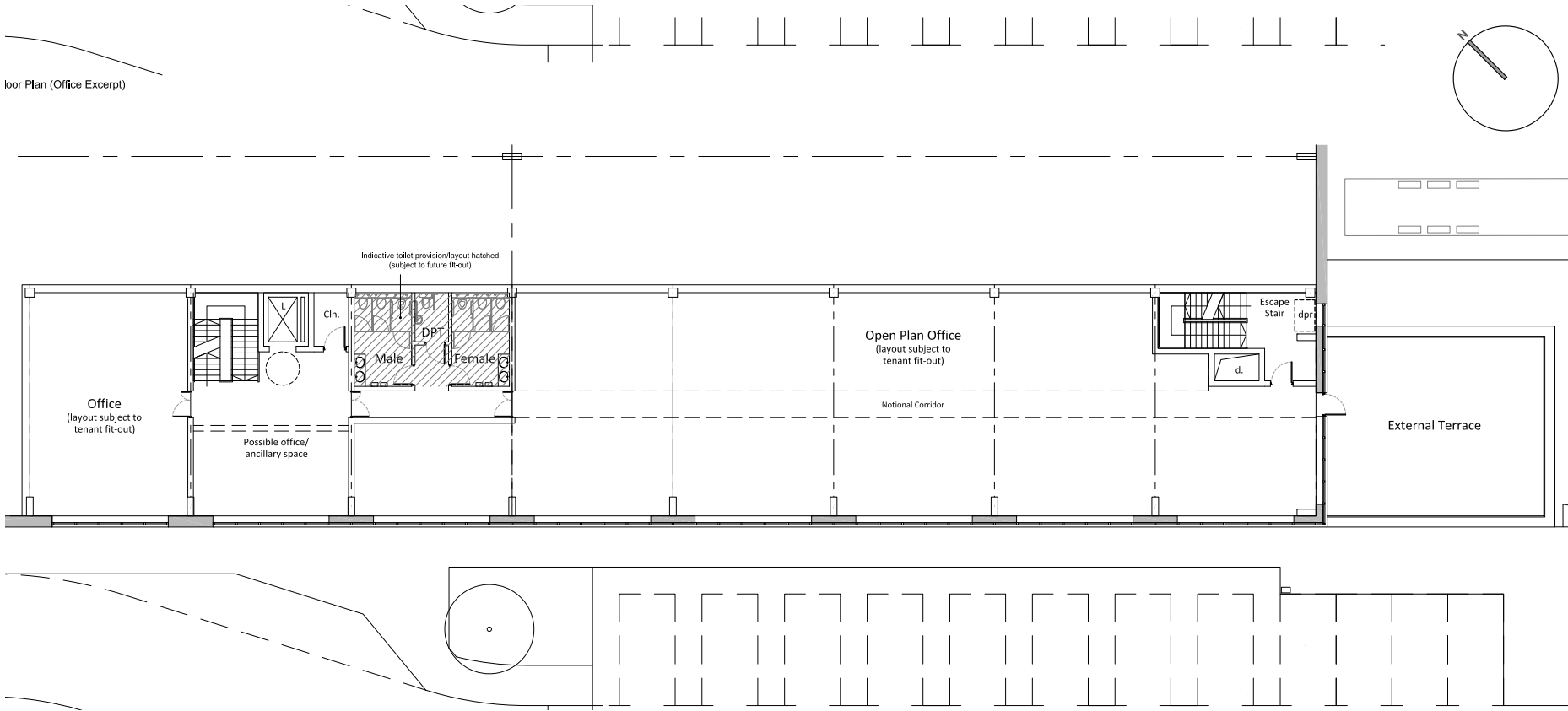
First Floor - Office

- > Vertical Circulation Core(s)
- > WCs
- > Open Plan Office Space
- > Transport Office



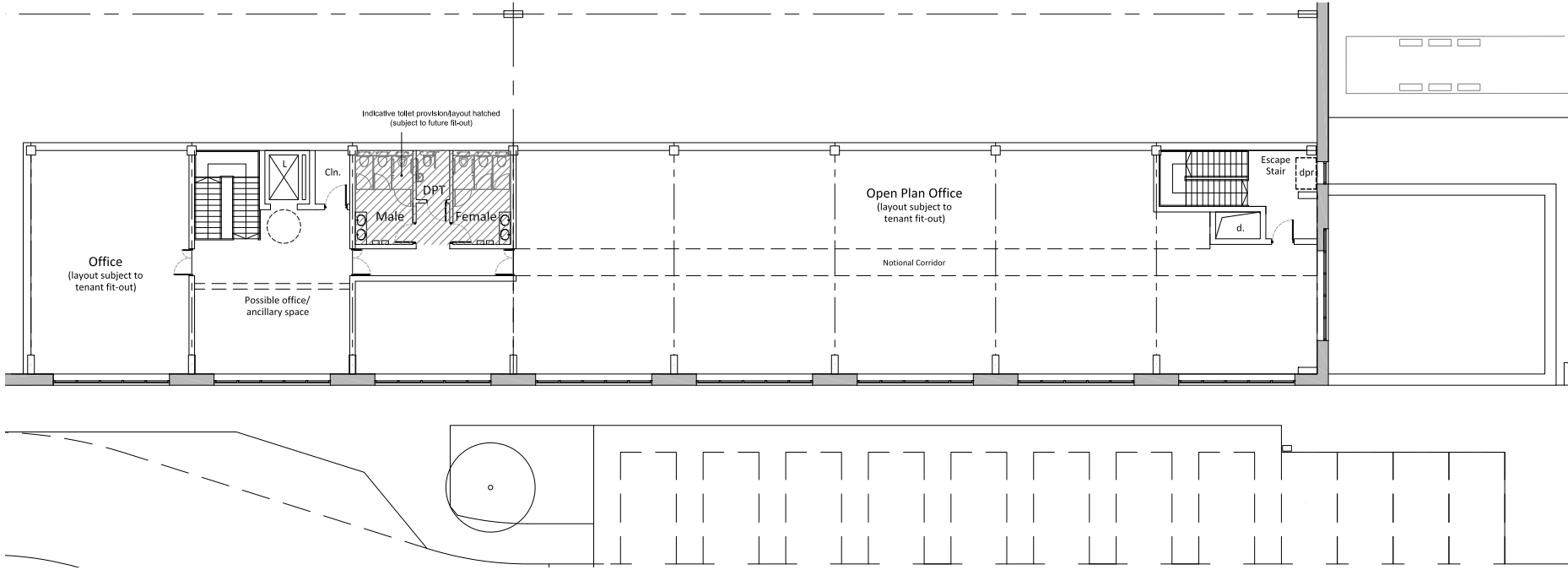
Excerpt of Proposed First Floor Plan (Offices) ref no. T1306_HWR_7007

- Second Floor - Office**
- > Vertical Circulation Core(s)
 - > WCs
 - > Open Plan Office Space
 - > External Amenity Space (staff)



Excerpt of Proposed Second Floor Plan (Offices) ref no. T1306_HWR_7008

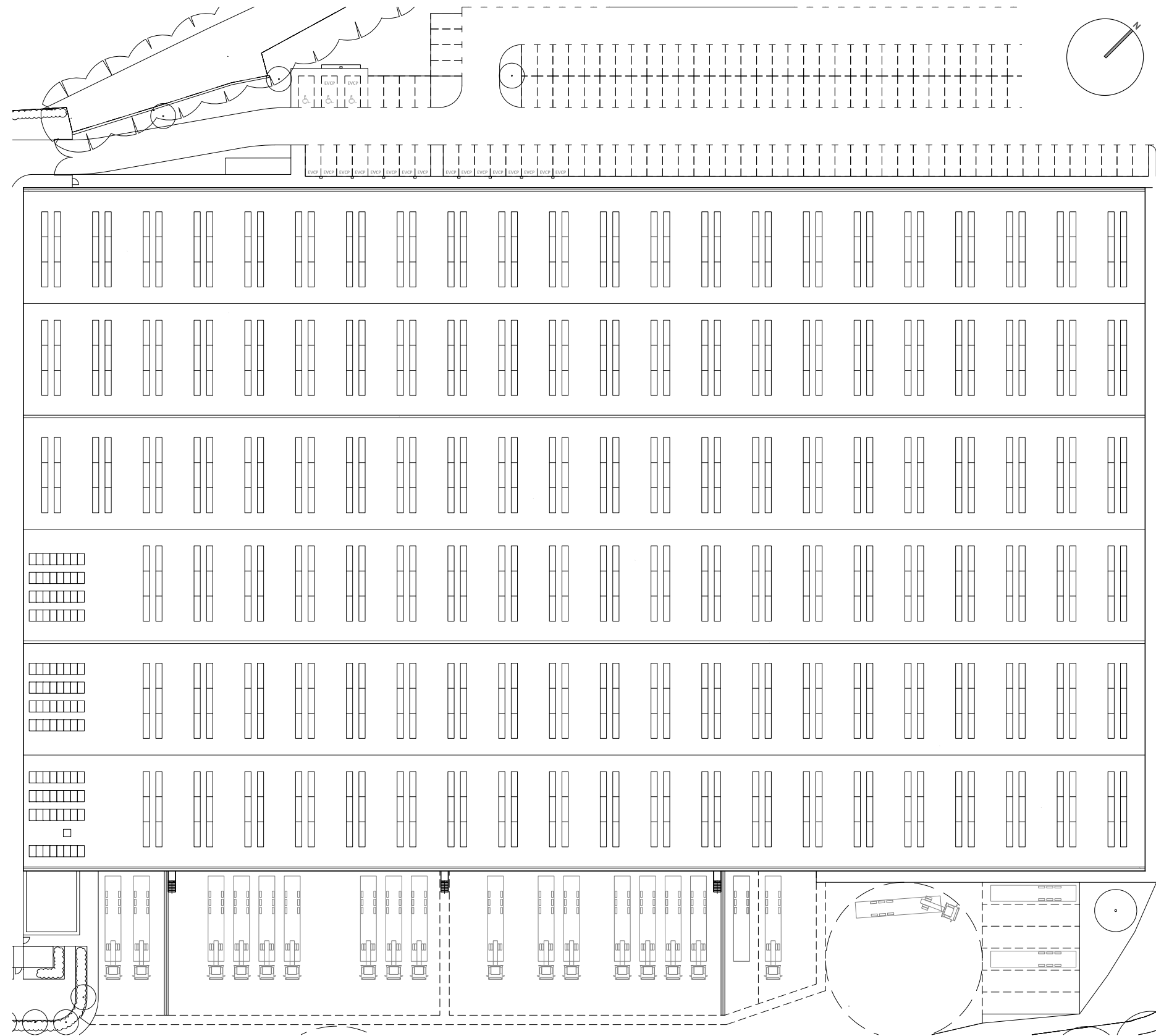
- Third Floor** (Possible future fit out uppermost office floor)
- > Vertical Circulation Core(s)
 - > WCs
 - > Open Plan Office Space



Excerpt of Proposed Third Floor Plan (Offices) ref no. T1306_HWR_7008

Roof Level - Warehouse

- > Solar panels and Rooflights are included on the indicative roof plan - layout, location and amount tbc.



Excerpt of Indicative Roof Plan ref no. T1306_HWR_7011

| 3.2 Amount

The proposed Gross Internal Floor Area (GIA) amounts to:

Ground Floor

- > GIA 19,300 m² / 207,743 ft²

First Floor

- > GIA 658 m² / 7,085 ft²

Second Floor

- > GIA 576 m² / 6,200 ft²

Third Floor

- > GIA 576 m² / 6,200 ft²

Total

- > GIA 21,110 m² / 227,228 ft²

Note:

- > All areas shown are approximate and subject to technical design.

This Reserved Matters submission also includes for:

- > 190 car parking spaces including 11 no. accessible and 20 no EVCP spaces.
- > 8 no. motorcycle/scooter parking spaces.
- > 20 HGV dock levellers.
- > 4 HGV level access bays.
- > 38 HGV trailer parking bays.
- > 32 secure bicycle parking spaces.

3.3 Layout and Form

The proposals have been drafted with an understanding of the immediate area, its character and identity.

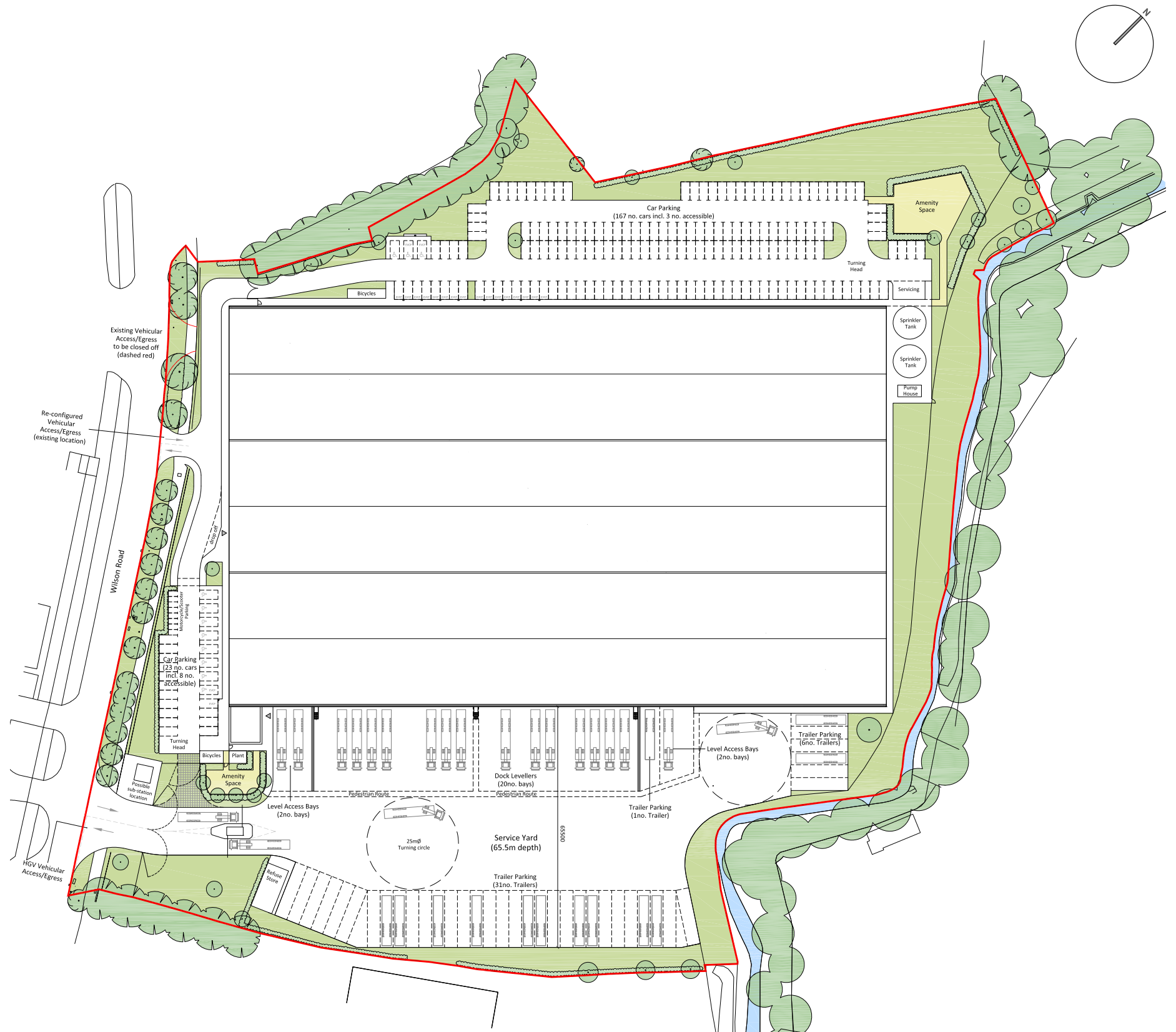
The layout of the proposed industrial unit has been designed to respond directly to the outline consent and subsequent variations. The building is arranged in a logical, operationally efficient configuration that reflects both the functional requirements of a modern B8 logistics facility and the site-specific constraints set out in planning approvals 22/00284/OUT, 24/00427/FUL, and 25/00205/FUL.

The footprint of the proposed building, extending to approximately 19,602 sq.m. (211,000 sq.ft.) sits comfortably within the application site while ensuring an appropriate set-back to Wilson Road, Logwood Mill Brook, and adjoining industrial plots. This approach provides sufficient space for circulation, service yards, HGV manoeuvring, parking, landscape and amenity.

The internal layout, external service yard and car parking organisation have been configured to make efficient use of the site while presenting clear, ordered, and legible site planning principles. The service yard has been positioned along the side elevation away from the site's most sensitive edges. This helps to ensure that the operational activity is screened from the public highway as best as is practicable.

The staff car parking area has been located on the opposite flank elevation to minimise potential conflicts between HGV and private vehicle movements. This helps to maintain safe, direct pedestrian routes from parking areas to the main building entrance.

These arrangements remain consistent with the access strategy secured through 25/00205/FUL, which permits two vehicular access points from Wilson Road. The dual-access solution supports effective circulation, improves traffic distribution, and contributes positively to the overall functioning of the development.



Excerpt of Proposed Site Plan ref no. T1306_HWR_7004

A uniform building envelope is essential to delivering the internal clearances, racking efficiencies, and operational floor-to-eaves continuity required for a building of this size. Large-scale logistics buildings depend on consistent internal volumetric space to facilitate modern automation, high-bay storage, and advanced material-handling systems.



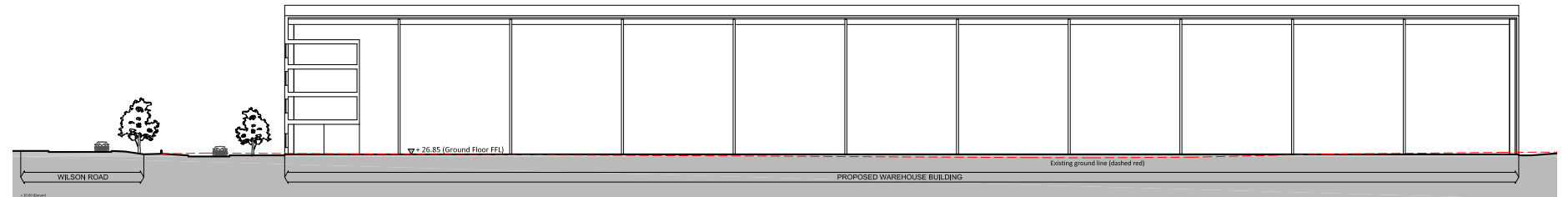
Proposed 3D Visualisation for illustrative purposes only

3.4 Height, Scale and Mass

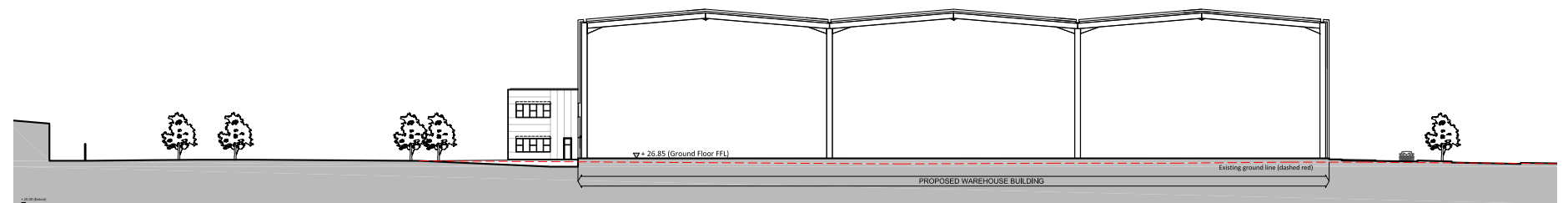
Studio KMA acknowledge that:

- > **Height** refers to the vertical measurement of the building, specifically the ridge, eaves, and overall roof profile. It determines how tall the building appears relative to its surroundings and is the most directly quantifiable dimension.
- > **Scale** refers to the building's perceived size in relation to neighbouring structures, landscape features, and human activity. A building may be tall yet still appear appropriately scaled if its design and articulation help moderate how large it feels within the street scene.
- > **Mass** describes the overall three-dimensional volume of the building, including its footprint, depth, and the solidity of its form. Massing considerations seek to ensure that large volumes are visually broken down or managed to avoid overly dominant or monolithic appearances.

Each plays a different role in shaping how the proposed development will be perceived and how it sits within Huyton Business Park.



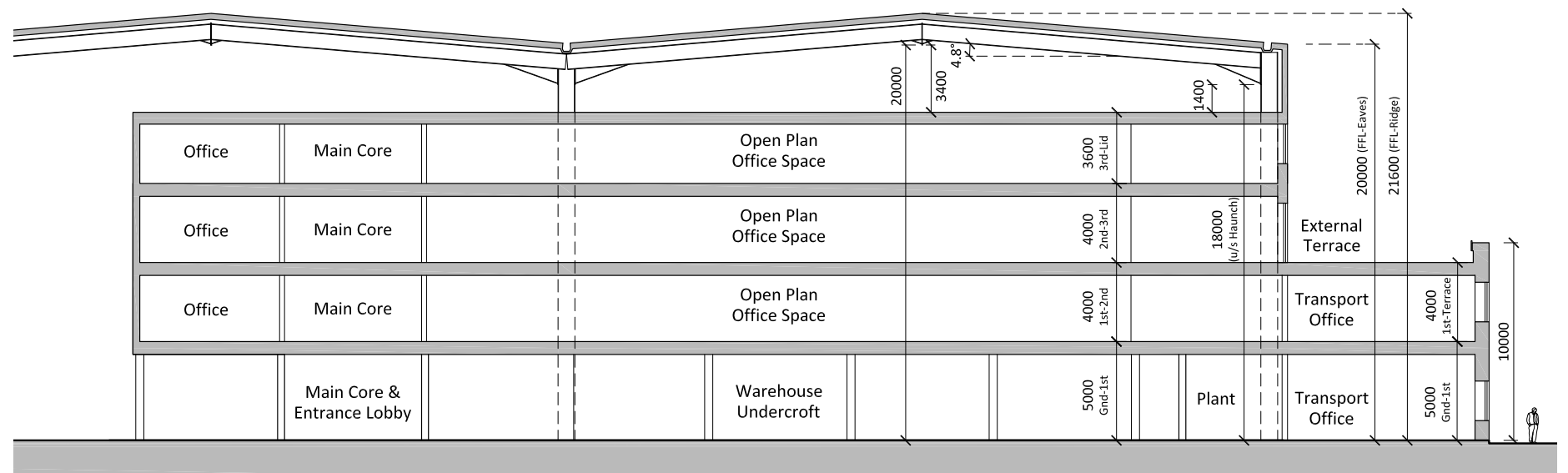
Excerpt of Proposed Site Section ref no. T1306_HWR_7005



Excerpt of Proposed Site Section ref no. T1306_HWR_7005

The proposed building incorporates a consistent eaves height of 20m and ridge height of 21.6m.

Delivering a uniform height is essential to achieving the internal clearance, high-bay storage capacity, and efficient movement systems necessary for contemporary distribution and warehousing operations.



Excerpt of Proposed Building Section ref no. T1306_HWR_7010

Managing Mass Through Design and Articulation.

The massing of the proposed building has been deliberately moderated through a series of design and material strategies set out in the approved Design Code to help ensure that the volume of the structure is visually broken down despite its footprint.

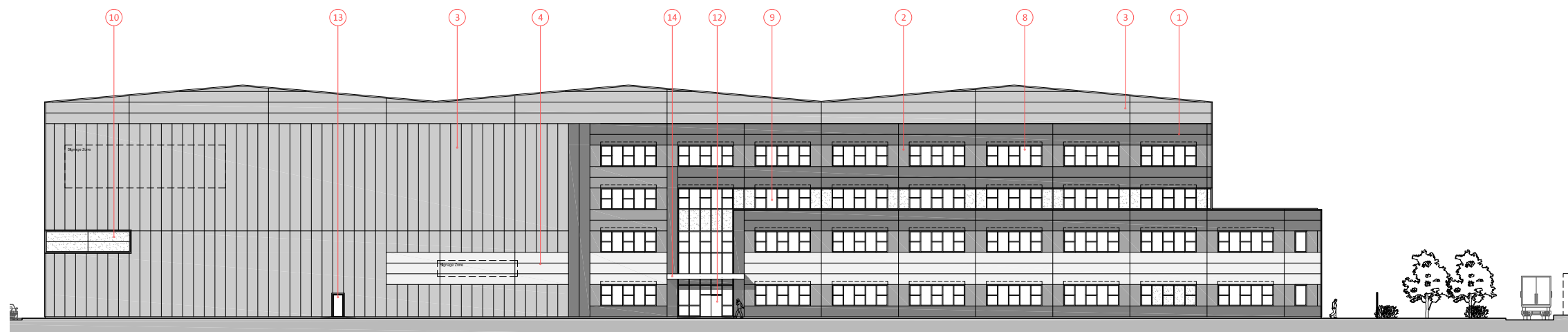
Central to this approach is the use of a graduated cladding palette, where the office accommodation, the most publicly visible use and human-scaled element of the development, is wrapped and presented in darker tones. This anchors the office component firmly within the elevation and provides a strong visual base that

emphasises activity, legibility, and a clear point of arrival. Above this, the majority of the wider building envelope transitions to lighter tone cladding, which helps the upper mass recede visually against the sky, thereby reducing the perceived height and bulk of the overall structure.

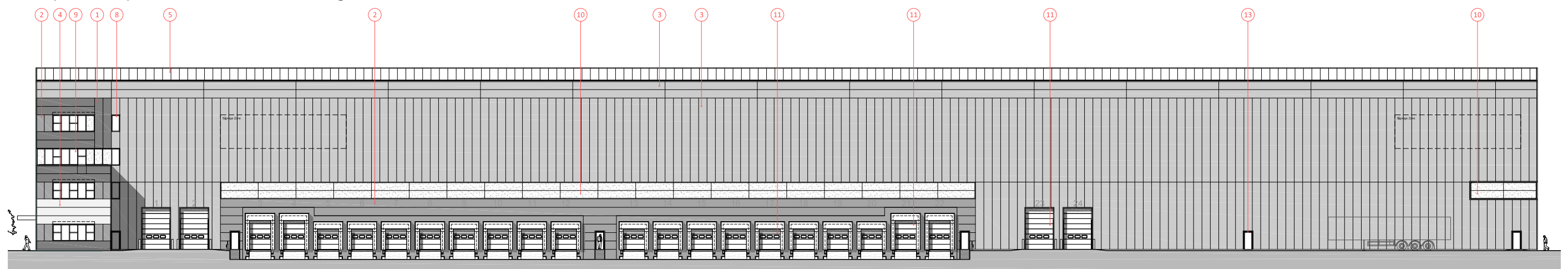
To further break up the apparent mass, the façade incorporates a subtle feature coloured panel band positioned between the ground floor and first-floor levels. This horizontal accent introduces a deliberate visual 'cut' through the elevation, drawing the eye laterally and lowering the perceived centre of gravity of the building. The feature band acts as a unifying datum that ties together the office and warehouse elements, providing

a clear architectural device that disrupts the large-scale uniformity typically associated with logistics buildings of this size. The position and colour differentiation of this band create visual depth and articulation, improving the building's proportion when viewed from both near and distant vantage points.

The massing strategy is also shaped by the principle that form follows function. As a modern logistics unit, the building requires a large and uninterrupted internal volume to achieve operational efficiency, racking capacity, and automated handling systems. The external envelope therefore reflects this internal functional logic via vertically positioned panels in consistent light tone cladding.



Excerpt of Proposed Southwest Building Elevation ref no. T1306_HWR_7009



Excerpt of Proposed Southeast Building Elevation ref no. T1306_HWR_7009

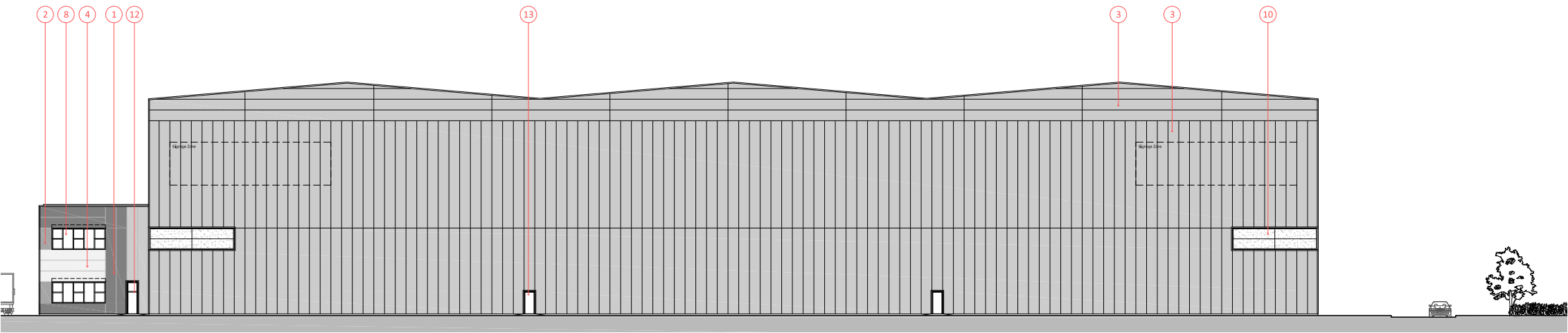
However, the design ensures that this functional mass is visually alleviated through the horizontal emphasis of the office and public frontage areas. The horizontal character of the glazing, extending across the office façade in continuous ribbon-style arrangement, reinforces this emphasis and helps visually elongate the elevation. When viewed on the oblique, this horizontal arrangement significantly reduces the perception of overall verticality, softening the mass and ensuring the building integrates more comfortably within the broader context of Huyton Business Park.

Together, these measures - the darker tones for the office, lighter cladding for the warehouse volume, a strategically placed feature panel band, and a horizontal glazing composition - work collectively to break down the building's mass in a clear and coherent manner.

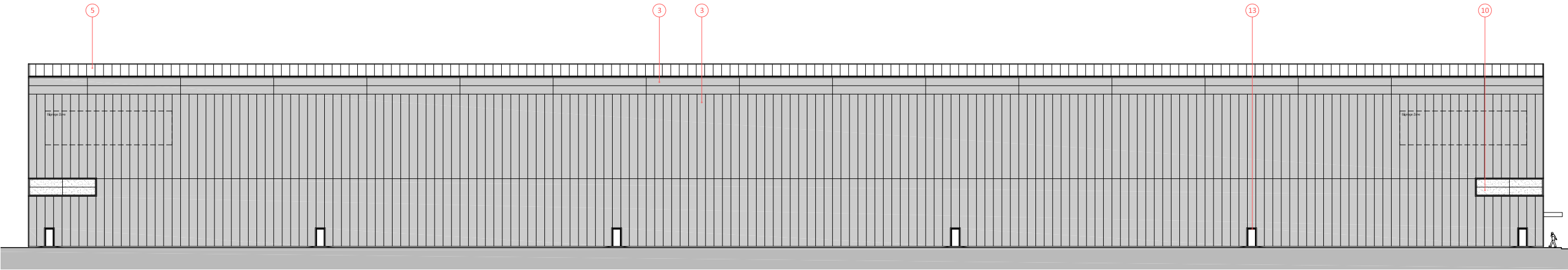
The result is a form that remains functionally efficient while achieving a considered architectural response appropriate to its scale, operational role, and prominent position within Huyton Business Park.



Proposed 3D Visualisation (for illustrative purposes only)



Excerpt of Proposed Northeast Building Elevation ref no. T1306_HWR_7009



Excerpt of Proposed Northwest Building Elevation ref no. T1306_HWR_7009

| 3.5 External Appearance and Materials

The external appearance of the proposed industrial building has been developed to deliver a contemporary, coherent, and high-quality architectural solution that aligns with both the functional requirements of a modern logistics facility and the design expectations established through the outline permission and subsequent variations.

The building adopts a refined and minimalist design philosophy, ensuring the appearance is visually calm, well-proportioned, and appropriate for a large-scale industrial structure within Huyton Business Park.

One key element of the façade strategy is the use of a single, consistent light grey tone across the majority of the warehouse envelope, extending from the base of the elevation to the roofline. This deliberate restraint reflects a “less is more” design approach, promoting clarity, crispness, and contemporary simplicity.

Light grey provides a cool and neutral backdrop that reduces visual complexity and mass, allowing the building to sit comfortably within its surroundings. Its subtle reflectivity enables the elevation to respond sensitively to natural light throughout the day, softening the perception of height and producing a sleek, modern

finish that elevates the architectural quality of the scheme. This consistency also reinforces the principle that large industrial buildings benefit from clean, uninterrupted façade treatments that express functional efficiency rather than stripy, coloured decorative excess commonly seen in industrial architecture.

Another key element of the façade strategy is to introduce visual structure and human scale detail at the lower level of the building by incorporating a green feature band positioned between the ground and first floor of the office accommodation. This element adds a carefully considered accent colour, chosen for its positive psychological associations with nature, balance, and wellbeing.



Proposed 3D Visualisation (for illustrative purposes only)

In an environment dominated by hardstanding and industrial infrastructure, the green band offers a welcome visual cue that draws the eye horizontally, creating a sense of calm and grounding at pedestrian level. This band strengthens the architectural hierarchy of the façade, marking a clear transition between office and warehouse, while also helping to lower the perceived centre of gravity when viewed from Wilson Road.

The office accommodation is also deliberately expressed using darker tones and horizontal glazing to reinforce legibility and present a clearly defined entry and administrative hub. The contrast between the darker base and lighter warehouse volume establishes a strong grounding effect, emphasising the human-scale components of the building and improving wayfinding.

The horizontal emphasis of the glazing further contributes to the visual modulation of the façade, breaking up the mass and creating long, elegant sightlines, particularly effective when the building is experienced on the oblique, where horizontal bands help reduce the sense of verticality associated with a 21m ridge height.

All façade materials, including the expressed building entrance position, glazing systems and cladding panels, have been selected for their long-term aesthetic stability. The proposed materials adopt a clean, contemporary industrial palette that reflects the building’s function while ensuring a high-quality and professional external appearance consistent with modern employment development.

Collectively, the proposed external appearance and materials present a confident, refined, and visually balanced solution. The combination of a unified light grey façade, green feature banding, darker office tones, and horizontal glazing creates a building that is both functionally efficient and architecturally composed.

These design choices ensure that the development integrates sensitively within Huyton Business Park, enhances the visual environment, and delivers a robust and contemporary industrial facility aligned with the overall design vision for the site.



Proposed 3D Visualisation (for illustrative purposes only)

The proposed palette of materials include:

> **Walls**

PPC Profiled metal cladding panels
(colour: Merlin Grey, RAL 180 40 05).

PPC Flat metal cladding panels
(colour: Goosewing Grey, RAL 7038)

PPC Profiled metal cladding panels
(colour: Grey White, RAL 9002)

PPC Flat metal cladding panels
(colour: Pastel Green, RAL 6019)

> **Windows**

Aluminium p/c double glazed windows
(frame colour: Anthracite, RAL 7016)

Aluminium p/c double glazed curtain walling system
(frame colour: Anthracite, RAL 7016)

Translucent wall panel system

> **Doors**

Steel roller shutter doors
(colour: Goosewing Grey, RAL 7038)

Aluminium powder coated double glazed doors
(colour: Anthracite, RAL 7016; with toughened glass)

Galvanised steel escape/access doors
(colour:Anthracite, RAL 7016)

> **Roof**

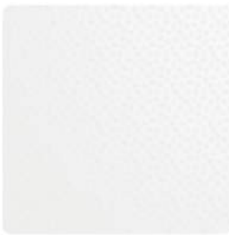
PPC Profiled metal roof cladding System
(colour: Grey White, RAL 9002)

Trapezoidal Rooflight System and Photovoltaic Panels
(location, layout and amount tbc).

> **Canopy**

Metal box section canopy over main entrance
(colour: Pastel Green, RAL 6019)

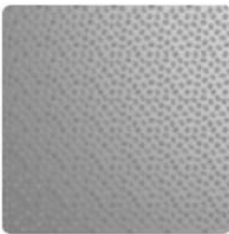
Colour Palette 1



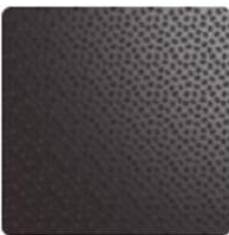
White
RAL 9003



Gull Grey / Albatross
RAL 240 80 05



Pure Grey
RAL 00 55 00



Anthracite
RAL 7016

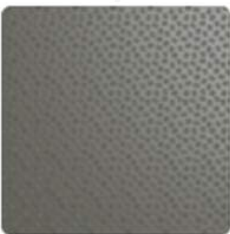
Colour Palette 2



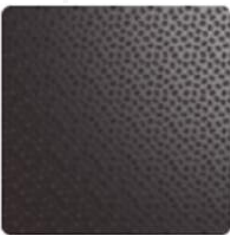
Grey White / Hamlet
RAL 9002



Goosewing Grey
RAL 7038



Merlin Grey
RAL 180 40 05

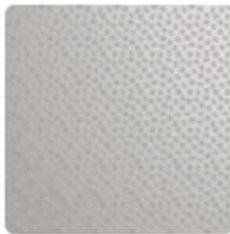


Anthracite
RAL 7016

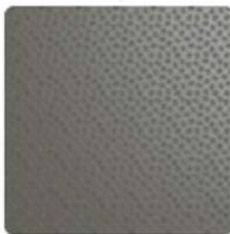
Example colour palettes (Design Code excerpt)



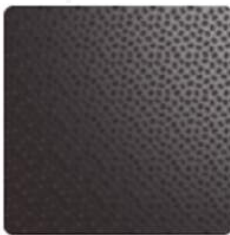
Grey White / Hamlet
RAL 9002



Goosewing Grey
RAL 7038



Merlin Grey
RAL 180 40 05



Anthracite
RAL 7016



Pastel Green
RAL 6019

Proposed colour palette

3.6 Amenity

The proposed site plan identifies the creation of new external staff amenity space considered essential for modern warehouse and industrial developments.

This landscaped, dedicated space will provide a safe, attractive outdoor area for breaks, social interaction and respite from the working environment to help reduce fatigue, improve morale and enhance productivity - especially in physically demanding or shift-based roles.

3.7 Landscape

Site planning has been carefully considered and developed with the landscape architect to ensure that the landscape design has been an integral part of the design process.

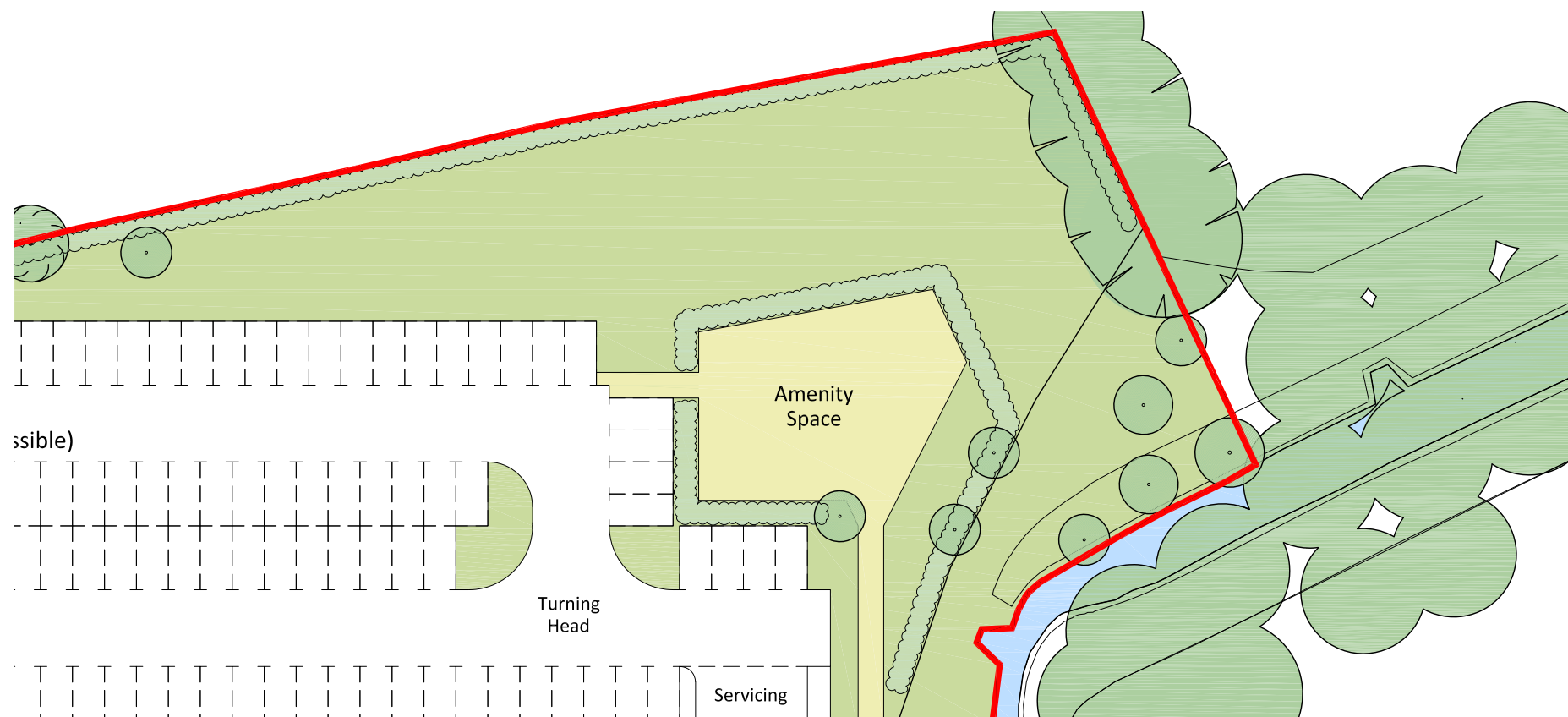
The planning of the building, the arrangement of internal roads, pedestrian and vehicle movements and car parking arrangement including for elements of hard and soft landscaping has been developed as part of a coherent strategy for the site.

A detailed landscape proposal is submitted with this Reserved Matters submission demonstrating an enhancement of the existing landscape character of the development site.

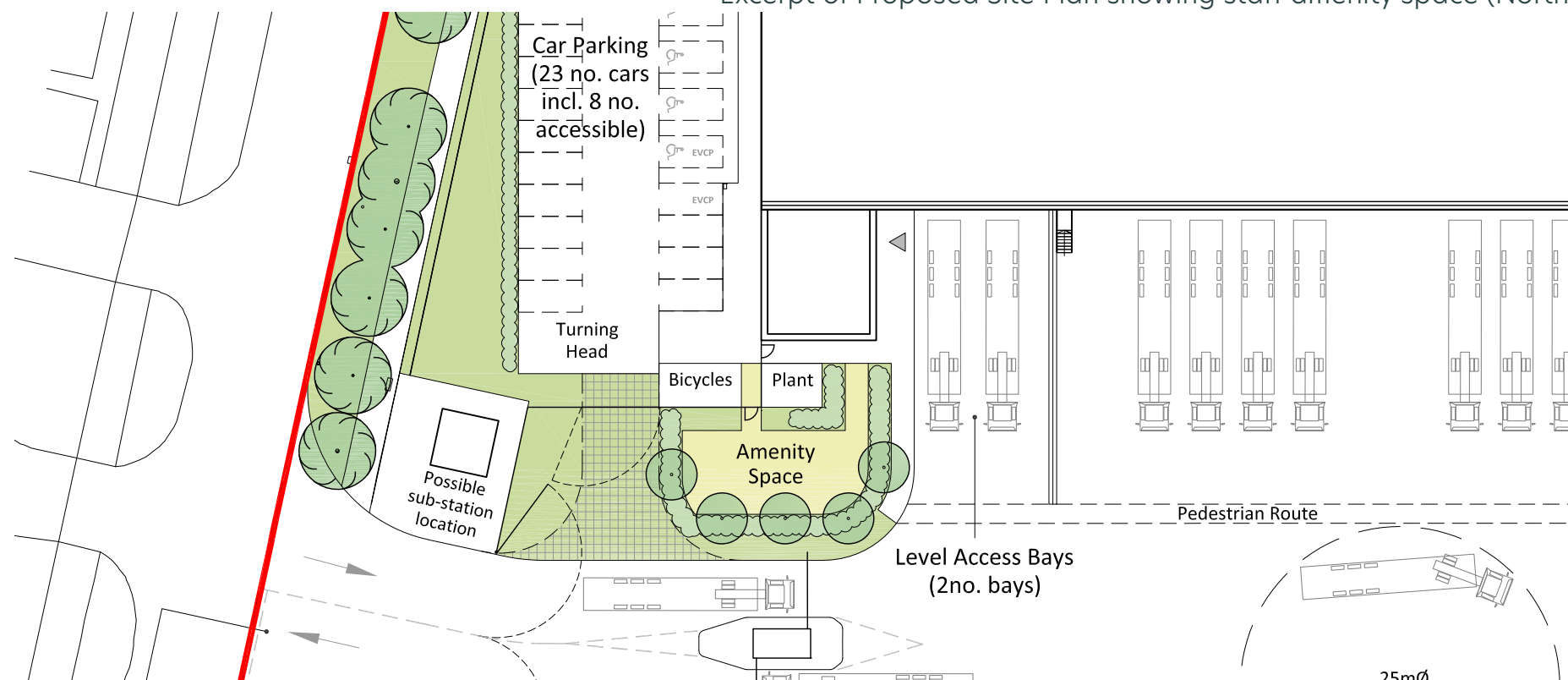
3.8 BREEAM

A BREEAM pre-assessment accompanies this Reserved Matters submission.

The findings of the BREEAM pre-assessment conclude that the development achieves BREEAM excellent.



Excerpt of Proposed Site Plan showing staff amenity space (North)



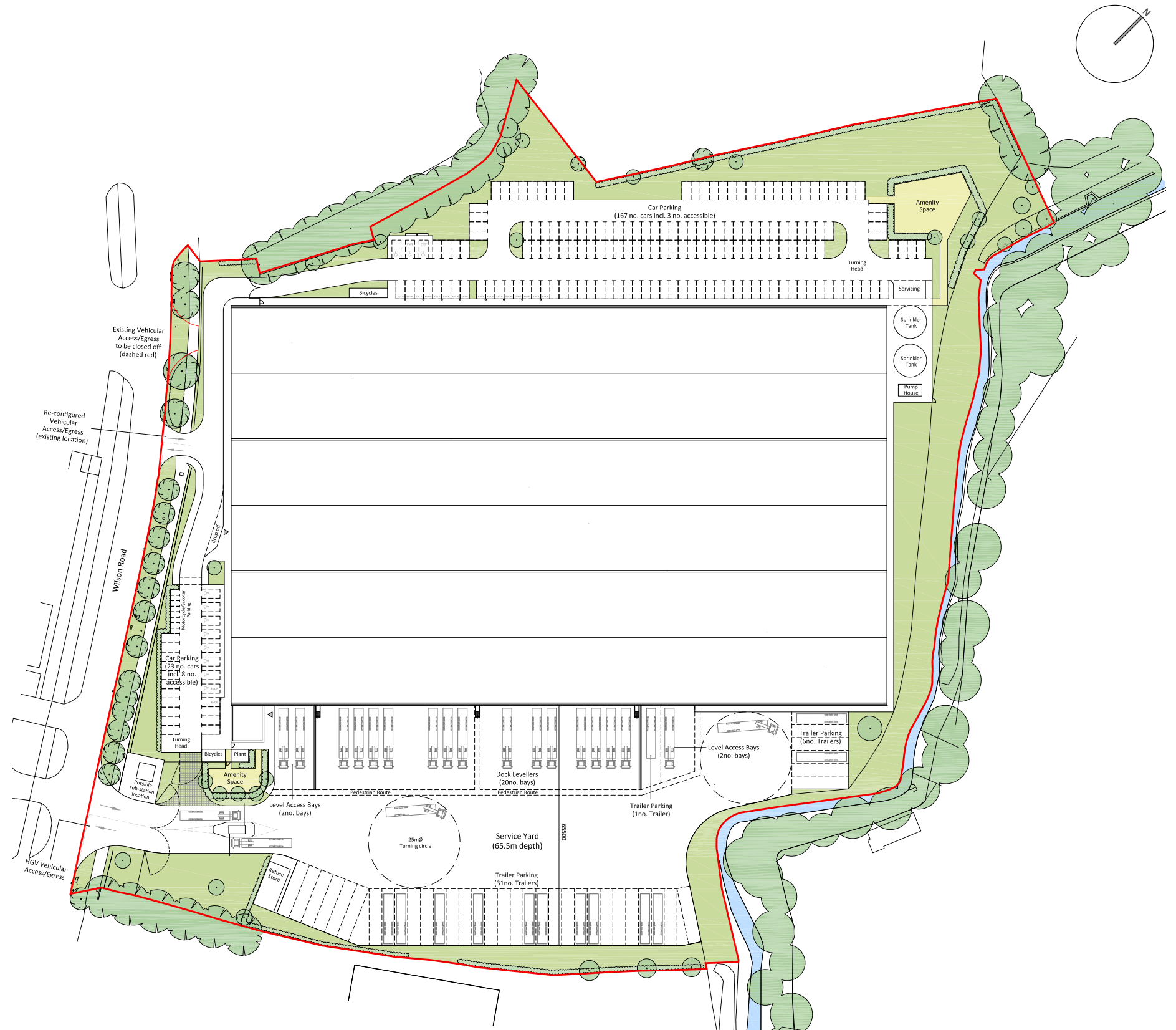
Excerpt of Proposed Site Plan showing staff amenity space (South)

3.9 Vehicle Parking

The proposal is supported by:

- > 190no. car parking spaces (inc. 20no. electric vehicle charging points).
- > 11no. accessible car parking spaces.
- > 8no. motorcycle/scooter parking spaces
- > 32no. bicycle spaces - outlined blue opposite.
- > Up to 38no. HGV parking bays.

A Transport Technical Note accompanies this Reserved Matters submission.

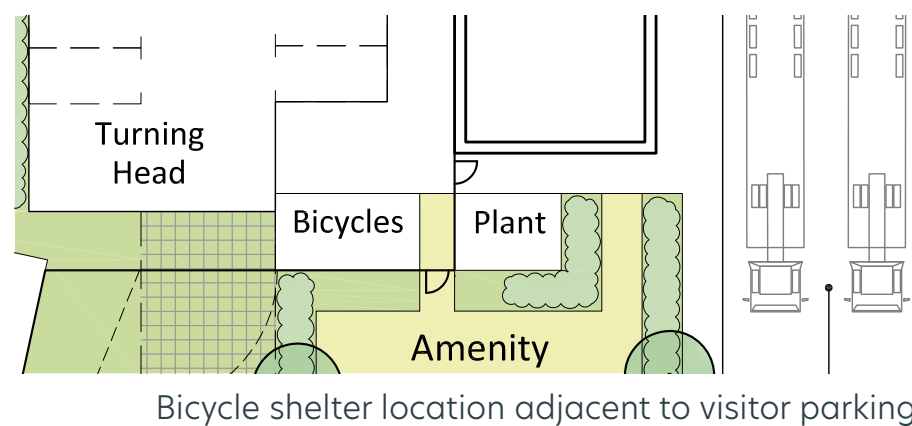
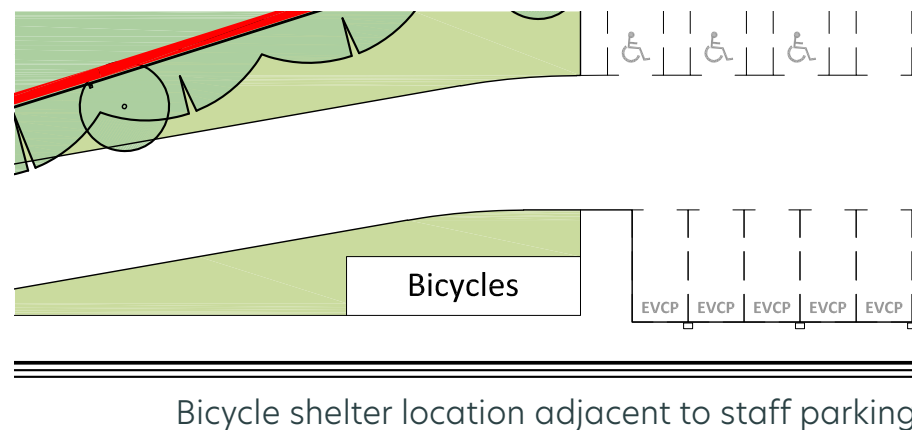


Excerpt of Proposed Site Plan ref no. T1306_HWR_7004

3.10 Cycle Parking

The proposal includes for 32 secure bicycle parking spaces.

A Transport Technical Note accompanies this Reserved Matters submission.



Example of bicycle shelter (for illustrative purposes only)

3.11 Lighting

Studio KMA are aware that lighting can be used to enhance and bring to life buildings at night-time with either a striking or more subtle external lighting design.

Whilst we would expect the detail of lighting design to be conditioned as part of a future planning approval, at this stage consideration to the appropriate choice of external lighting will include:

- > The colour and reflectivity of the building surface (and adjoining surfaces).
- > The desired colour rendering and their effects (operating temperature) on the building materials.
- > Security.
- > Light pollution of the adjoining landscape boundary and ecological enhancement features.
- > Maintenance.

3.12 Crime and Security

Our approach as architects and designers has been to design a layout which is safe and takes account of public health, crime prevention and community safety.

We demonstrate within this Reserved Matters submission how the proposed site and building is accessed. High standard, physical security measures are to be incorporated at Technical Design stage. At this Spatial Coordination stage, Studio KMA have approached the detail of the site and building to include:

- > Secure staff and visitor parking.
- > Secure service areas.
- > Low level landscaping.
- > To ensure that the building is well-lit.
- > Strict security standards for all windows and doors.
- > Well-lit staircases and lift lobby.
- > Good signage to deter unauthorised access.

In addition to these principles, the building will incorporate CCTV to provide a safe, secure environment.

3.13 Waste Management and Service Strategy

The proposed site plan and ground floor plan identifies areas for the storage of refuse and recycling material for the proposed building.

By incorporating the refuse and recycling areas away from the site entrances and building approach, this ensures that waste storage does not detract from the character of the development and the area in general.



Excerpt of Proposed Site Plan showing location of refuse and recycling storage area

| 3.14 Window Cleaning Strategy

The window cleaning strategy envisaged for the new building will be one or a combination of two different methods:

- Cherry pickers.
- Reach and Wash system.

The building manager/operator will select the most appropriate approach to maintaining the cleaning of glass and façade allowing them to decide the most cost-effective solution to cleaning the building.

| 3.15 Signage

The end-user brand standards should provide general criteria for the selection, sizing and placement of exterior signs.

Within this Reserved Matters submission, we have identified 'potential signage zones' on each proposed elevation.

A separate Advertisement Consent application will be made to the local planning authority to consider location, size, colour, material and format at the right time.

4.0 The National Design Guide

4.0 The National Design Guide

4.1 The Ten Characteristics

On 1st October 2019, the Secretary of State for Housing, Communities and Local Government, launched a new National Design Guide (the Guide) and revised the National Planning Practice Guidance (NPPG).

The Guide has influenced our approach to the proposed development and this section of the document aims to set out how Studio KMA have approached the ten characteristics necessary for creating a well-designed place.

1. Context. Enhancing the surroundings.

The proposed development responds to its context by respecting the industrial character of Huyton Business Park using appropriate scale, massing, and materials that integrate with the established employment setting.

2. Identity. Making places distinctive.

The proposal provides a clear identity through high-quality, contemporary industrial architecture with the office frontage expressed differently, and strong landscape design to the back of pavement.

3. Built Form. A coherent pattern of development.

It meets this characteristic by organising buildings, yards, and offices into a legible and efficient layout with well-defined frontages, clear entrances, and logical circulation patterns.

4. Movement. Accessible and easy to move around.

The proposed development ensures a coherent movement pattern to provide safe, separated routes for HGVs, cars, cyclists, and pedestrians, reducing conflict and ensuring smooth operational flow.

5. Nature. Enhanced natural environment.

The proposal delivers biodiversity enhancement through native planting, habitat areas, green buffers, and SuDS features, all contributing to ecological value and environmental resilience.

6. Public Spaces. Introduction of open green areas.

The development delivers staff amenity space by creating a high-quality external landscaped environment.

7. Uses. A use that is supported by local activity.

The proposed industrial use integrates with the existing Huyton Business Park environment.

8. Homes & Buildings. Functional, healthy and sustainable places. The proposed industrial building meets this requirement by being well ventilated, energy efficient, safe, and compliant with modern standards, supporting the health and comfort of building users.

9. Resources. Efficient and resilient resource use.

The proposed development supports resource efficiency through modern construction methods, energy-efficient systems, solar panels, EV charging, and sustainably sourced materials, lowering environmental operational impact.

10. Lifespan. Well-managed and adaptable places.

The design of the proposed industrial unit is inherently flexible, providing adaptable internal layouts via a standardised structural grid that can accommodate evolving tenant needs over time, supporting long-term viability.

4.2 Wellbeing

The proposal identifies the importance we have placed upon the development to deliver thoughtful and inclusive wellbeing principles that meet the needs of a diverse range of future occupiers.

Each of the ten characteristics identified demonstrate our approach which has included:

- The creation of a positive sense of place that people can identify.
- The promotion of activity and social interaction.
- The provision of attractive external space.
- The provision of a high quality internal and external environment.

4.3 Environmental Focus

As we move towards the Government's strategy of Net Zero Carbon by 2050, there has been a significant focus on how we can deliver a reduction of energy usage and the carbon footprint of the proposed building.

5.0 Access Statement

5.0 Access Statement

5.1 Introduction

Studio KMA are committed to a policy of equality, inclusion and accessibility in the delivery of a building. We fully recognise the diversity of cultural, religious and individual abilities of future customers, visitors and employees and are active in ensuring that any potential sources of discrimination are addressed.

Against that background, this section of the document will set out the measures that have been employed in order to ensure inclusive access throughout the proposed development.

Access for disabled people to the built environment, services, employment, transport and education is playing an ever increasing role in the development of new buildings. Legislation, regulation and planning requirements are continually changing and expanding.

Studio KMA have adopted an inclusive design strategy that embeds measures to facilitate access and ease of use for all individuals who may visit, work within, or move around the proposed industrial development. This approach prioritises the needs of people with mobility, sensory, and cognitive impairments to ensure a safe, legible, and welcoming environment.

- **Inclusive Access for All Staff and Visitors.** To ensure the building can be accessed by all potential employees and guests, irrespective of age, gender, or any physical or cognitive disabilities they may have.
- **Legible and Accessible External Environment.** To ensure the external environment, including the position, visibility, and orientation of the main entrance, is clearly legible upon entry to the site, and does not create barriers for any users.

- **Safe and Functional Internal Environment.** To ensure the internal layout is intuitive, safe, and fully usable for all individuals who may occupy or pass through the proposed building.
- **Enhancing Legibility Through Materials and Design.** To ensure that colour contrasts, materials, textures, and spatial treatments are used wherever possible to improve legibility, support wayfinding, enhance aesthetic quality, and elevate overall design standards.



Excerpt of Proposed Southwest Building Elevation

5.2 National Guidance

Statutory Regulations at the national level on the provision of disabled access are set out in;

- Building Regulations Approved Document M - Access to and use of buildings: Volume 2 - Buildings other than dwellings, 2024.
- BS 8300-2:2018: Design of an accessible and inclusive built environment. Buildings. Code of practice.
- The Equality Act 2010.

5.3 The Social Model

The model requires that instead of grouping disabled people into categories such as deaf, blind or wheelchair users, solutions should be sought for individuals to the common barriers which exclude disabled people from mainstream activities and services, which can generally be grouped under three main headings:

- **Physical.** Steps, stairs, inadequate signs.
- **Organisational.** The systems and processes that exclude disabled people.
- **Attitudinal.** The traditional view of disabled people as passive and dependant.

5.4 Vehicular Access

Visitor access is provided via two controlled vehicle access/egress points from Wilson Road.

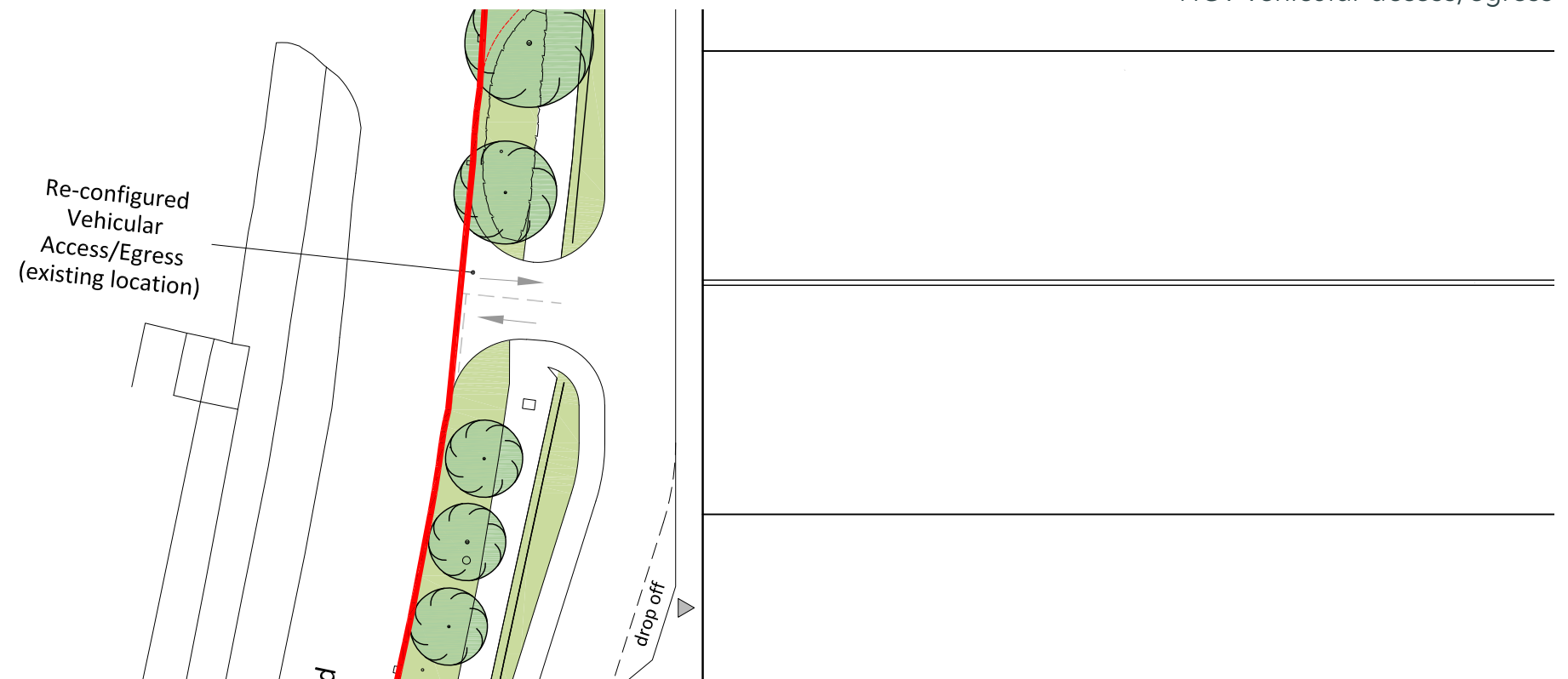
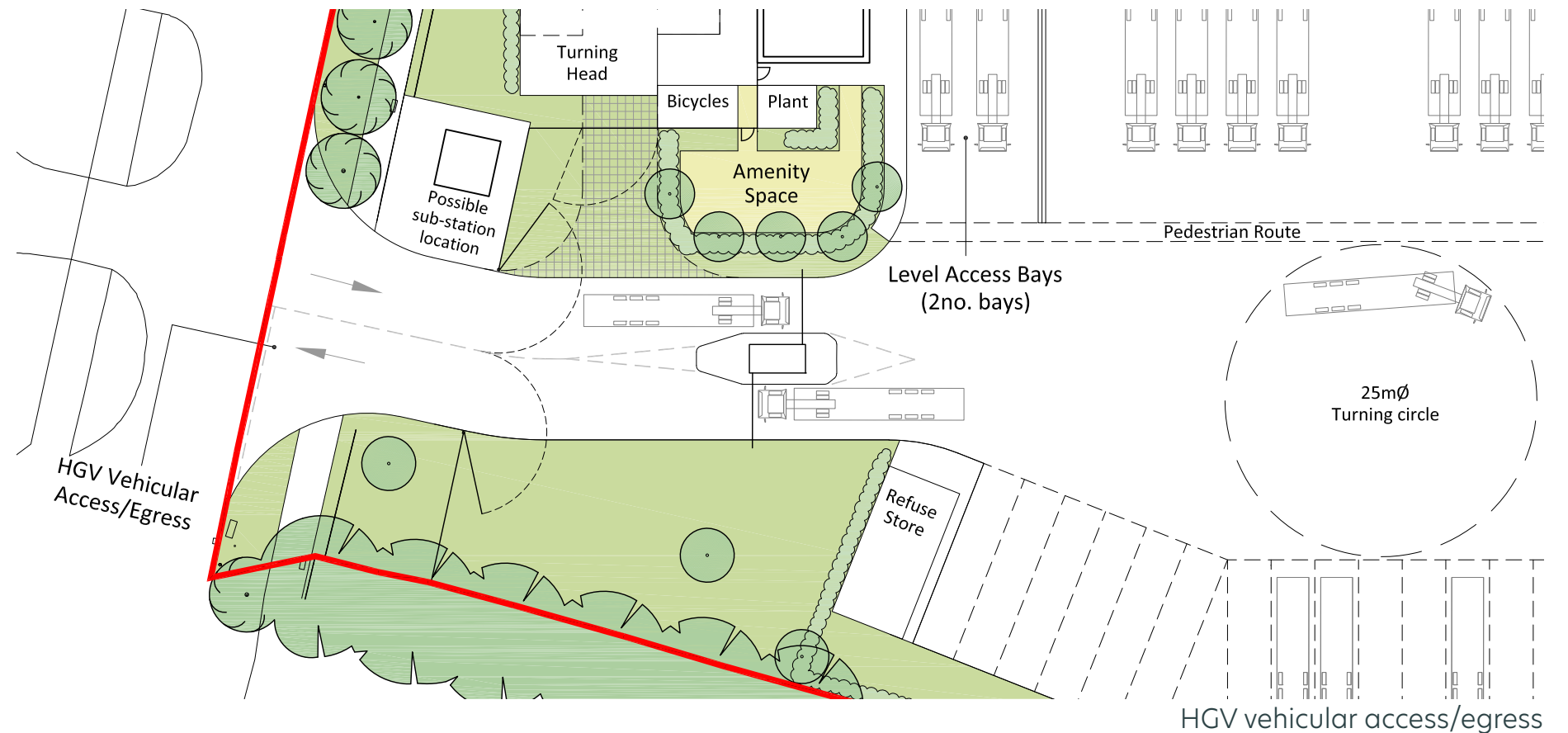
1. HGV Access / Egress. HGV access and egress is to be managed via a dedicated gatehouse and barrier-controlled entrance to ensure safe, efficient and controlled vehicle movements at all times. The proposed system will be designed to allow on-site staff to monitor arrivals and departures, with the option for remote operation from the transport office to maintain operational flexibility. This controlled access arrangement ensures that only authorised vehicles enter the service yard, supporting both security and the smooth functioning of logistics activities.

2. Visitor and Staff Car Parking. Visitor and staff parking is provided within clearly defined areas separated from the HGV service yard. Visitor spaces are provided adjacent to the main entrance and staff parking is provided to the northwest of the site, access to the staff car park is controlled by a security gate which is kept open during office operational hours. This ensures that only authorised personnel can enter this area. The access location along Wilson Road also maintains convenient pedestrian access for visitors.

For navigation purposes both vehicular entrances will be clearly legible on approach to the application site.

A dedicated pick-up, drop-off and short-stay waiting lay-by is positioned adjacent to the main entrance of the office element, allowing convenient access for visitors. Vehicles can depart safely in forward gear by utilising the turning head located at the end of the car park. In addition, the turning head also serves as the designated emergency access and egress point for fire and rescue appliances, ensuring that fire safety vehicles have unobstructed, direct access to the building in accordance with emergency response requirements.

The service yard has been designed to accommodate a 25m turning circle, enabling HGVs to enter, manoeuvre within, and leave the site safely in forward gear without the need for complex reversing movements.



Visitor/staff vehicular access/egress

5.5 Pedestrian Access

Pedestrian access to the building is provided entirely at grade, ensuring step-free entry for all staff and visitors.

All principal entrances are designed to be clearly identifiable, easily navigable, and fully accessible to individuals with mobility, sensory, or cognitive impairments.

Within the ground floor accommodation, there are no internal changes in floor level, allowing uninterrupted and safe pedestrian movement throughout the industrial building.

Access to all upper-storey office areas is provided via a suitably sized passenger lift, with each floor offering level circulation routes that support inclusive and barrier-free use.

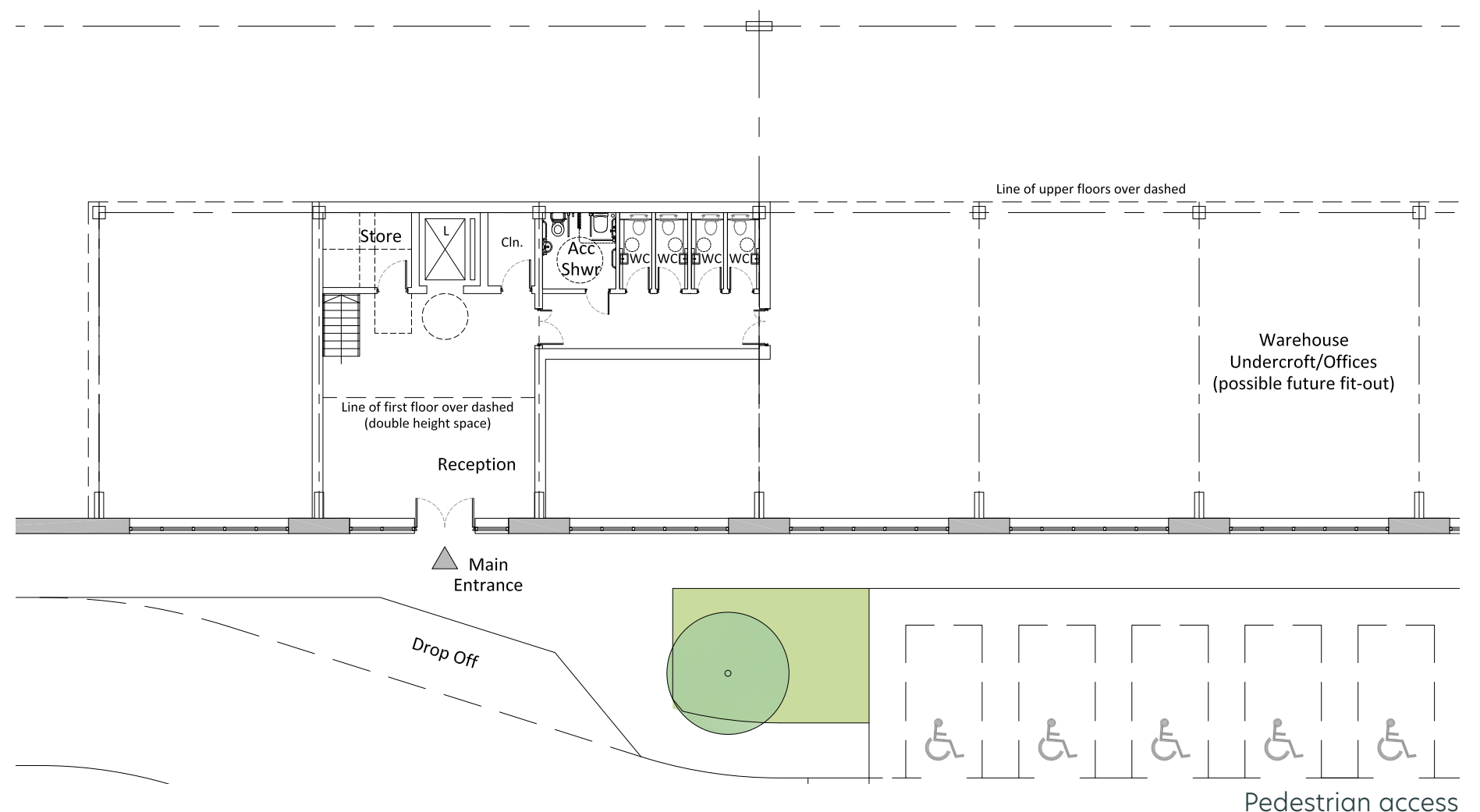
The overall design complies with the relevant Statutory Regulations and reflects best practice principles for accessible and inclusive pedestrian environments.

Access for the disabled has been considered as an integral element of the design process and will be central to the design process at all stages in the development and construction of the new building and its surrounding environs, as well as during its subsequent operation.

Detailed measures, such as services, introduction of wall colours, floor surfaces, height of door handles etc will be introduced specifically to meet the requirements of blind, deaf and ambulant disabled occupants and will be set out in a Building Regulations Application.

The building will be designed to be legible and easy to navigate and accessible to all users with mobility, hearing and visual impairments. This will be assisted through the lighting design and the use of signage and colour in the building.

All hand controls such as buttons, grab rails etc will be a size and shape sufficient to ensure maximum usability. All stair handrails and balustrades will be continuous and designed with all user groups in mind. Self closing doors will not exceed the recommended closing force at the leading edge. Fire exit doors will be provided with a one way push action not exceeding the recommended force.



6.0 Summary

6.0 Summary

This Reserved Matters submission demonstrates Studio KMA's commitment to delivering a high-quality, sustainable and well-considered development that aligns with national and local design expectations.

The proposals have been shaped by the principles set out within the National Design Guide and the updated National Planning Practice Guidance, ensuring that the scheme responds positively to its context, supports a sense of place and community, and addresses the environmental responsibilities expected of modern industrial development.

The ten characteristics of good design have informed the evolution of the layout, the appearance of building, the movement framework, landscape strategy, and the long-term adaptability of the site.

The development promotes safe and inclusive access, supports efficient operation, and prioritises the wellbeing of future occupants and visitors through clear circulation routes, high-quality external spaces, and a robust approach to sustainability. Consideration has also been given to the need for a resilient, future-proof building that can adapt over time, in accordance with best-practice design principles.

This Design and Access Statement provides the framework necessary for assessing the Reserved Matters against the aspirations established at outline stage. The proposals maintain the design quality, intent and parameters previously approved, ensuring that the development remains coherent, functional and visually appropriate as it progresses towards delivery.

Studio KMA remain committed to working collaboratively with the local planning authority and relevant stakeholders to secure a development that contributes positively to the area and reflects the high standards expected for new industrial employment sites.



Proposed 3D Visualisation (for illustrative purposes only)



Studio KMA

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