

P5801 Fleet Factors Ltd, Stretton Way, Huyton.

Design And Access Statement

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Note:

Unless otherwise stated, all diagrams & images are not to scale

1.0 Introduction.

This document is submitted to Knowsley Metropolitan Borough Council as supporting information for the Planning Application for Fleet Factors Pension Fund. It outlines the key principles underlying the design to date and development proposal.

It outlines the design principles and concepts that have been applied to the amount, layout, scale, appearance and landscaping of the proposal. It seeks to demonstrate the design development that has been carried out to date and also explains the proposed accessibility to and around the site.

This document should be read in conjunction with the corresponding application drawings along with additional documents, which also form part of the application.



2.0 Analysis.

2.1 Location.

Site Postcode: L36 6JF

The planning application is for an area of land within the boundary of Fleet Factors existing facility.

The site is bounded to the West and south by Logwood Mill Brook, to the East by Stretton Way and to the North by further industrial units.

The site is located within an existing industrial park and is a quarter of a mile north of the M57/M62 interchange, providing good transport links for users travelling in all directions including West towards the centre of Liverpool, and East towards Warrington and Manchester.

Site Area 0.31Ha (0.75 Acres)



2.2 Adjacent Uses.

The majority of the buildings immediately surrounding the site are mainly industrial in nature and include both manufacturing and distribution centres.

Travelling North via Stretton Way, the buildings remain industrial both in use and appearance. There is a variety of small to medium size units including Corex and Parcelforce distribution centres.



Entrance to Antolin Interiors (Stretton Way)



Corex (Ellis Ashton St)



Select Business Gifts (Stretton Way)

2.3 Existing Site Arrangement.

Existing Site Review

The site comprises of the existing Fleet Factors facility, a tarmac yard and the development plot which mainly consists of a grassed area. Shrubs and long grass line the South and West of the site along the embankment of the brook which is to be retained.

To the east, adjacent the entrance to the site is an existing landscape screen that will be extended and re-planted in accordance with the landscape architects proposals. Existing paladin type security fence and gates secure the site.

There are some established trees to the south side of the site that subject to an arboricultural assessment will be either protected and retained or felled and replaced with new to suit proposals by the landscape architect.

Topographically, the site is relatively flat, with a fall down via the landscaped embankment towards Logwood Mill Brook at the South and West edges of the site.

The proposed building is located to the south of the existing unit over the grassed area. The existing yard area will be retained and extended to service the proposed units and provide additional parking. The mean of access off Stretton Way will be retained as existing.

The development plot of the proposed site is located within flood risk zone 1. For further information please refer to the NSS FRA.



Existing Site Plan

2.4 Existing Site Photographs.

1



2



3



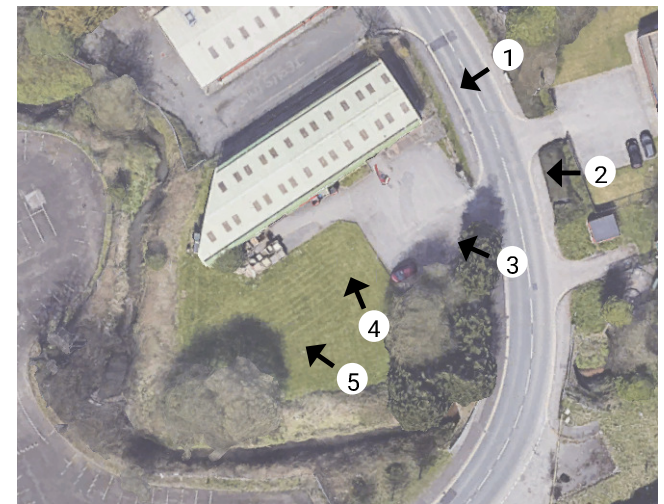
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5



Site Map



3.0 Brief.

3.1 Initial Brief.

Our client Fleet Factors Pension Fund have indicated an immediate requirement for the construction of a new extension to house a purpose built industrial unit to expand their storage and distribution space within the site.

The existing workshop/store is inefficient and is no longer able to cope with current demands. The new workshop will allow Fleet Factors to meet these requirements and fulfill current demand for their products.

Within the scope of works is a new industrial unit which will be made available to a new tenant, offering a functional high quality B8 unit with shared yard space, and dedicated parking on a secure site.

Historically the site was granted permission for a similar extension in 2008. Ref 08/00406/FUL.



3.2 Site Arrangement.

Site Proposal Review

The site layout has been designed to provide the following;

- Extension to the existing Fleet Factors unit, housing two self contained B2/B8 units, one of which will be utilised by Fleet Factors to increase their storage/distribution capacity to meet current demand.
- Replacement of the failing macadam yard area with a fit for purpose concrete hardstanding with delineated car parking / accessible spaces.
- Dedicated and secure storage for recycling / waste and cycles.
- Permeable gravel surfacing to the rear of the new units to provide external storage within a secure compound.
- Extended and remodelled soft landscaping to perimeter of site with retention of established trees where feasible



Proposed Site Plan

4.0 Amount.

Building & Site

Existing Building

Ground	450 sq/m	4,842 sq/ft
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Proposed Extension

Ground (Unit A)	280 sq/m	3,000 sq/ft
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Ground (Unit B)	280 sq/m	3,000 sq/ft
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TOTAL	<u>1,010 sq/m</u>	<u>10,842 sq/ft</u>
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All areas are GIFA unless noted otherwise.



5.0 Design.

Vertical profiled metal cladding will be utilised on the proposed extension providing a similar aesthetic to the existing unit.

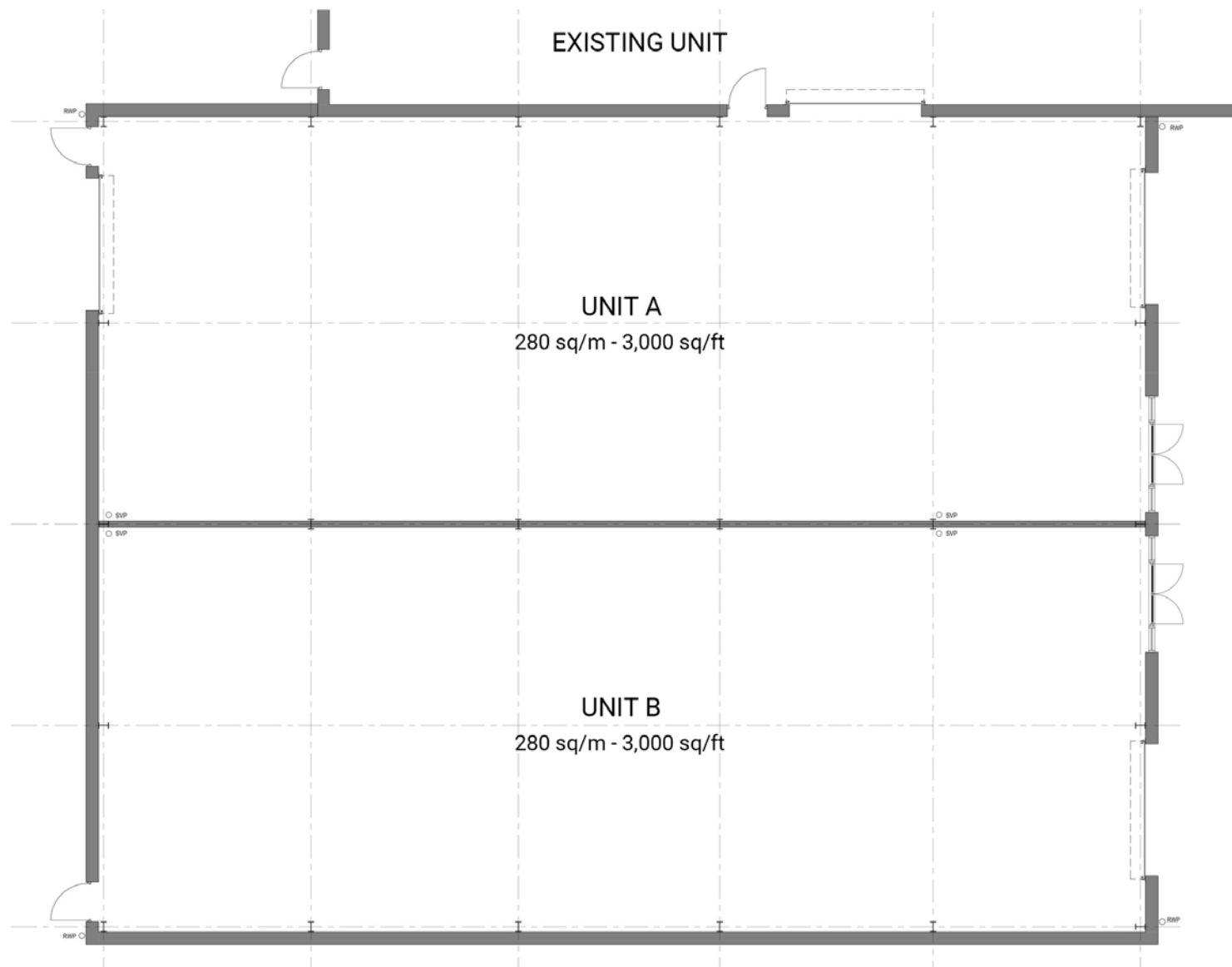
Areas of contrasting cladding wrap at corners, breaking the elevations with a constant high level band adding interest.

Full height, aluminium framed curtain walling defines the entrance to the proposed units and internal shutters provide security without being intrusive.

Externally, a new brushed concrete yard replaces the degraded macadam with clearly delineated vehicular parking bays. Cycle parking and refuse areas are provided as indicated on the plans. Paved pedestrian areas adjacent entrances provide areas of safety along with impact protection bollards / rails as necessary.

Existing areas of soft landscaping to the perimeter of the site are to be expanded and replanted in accordance with the landscape architects details.

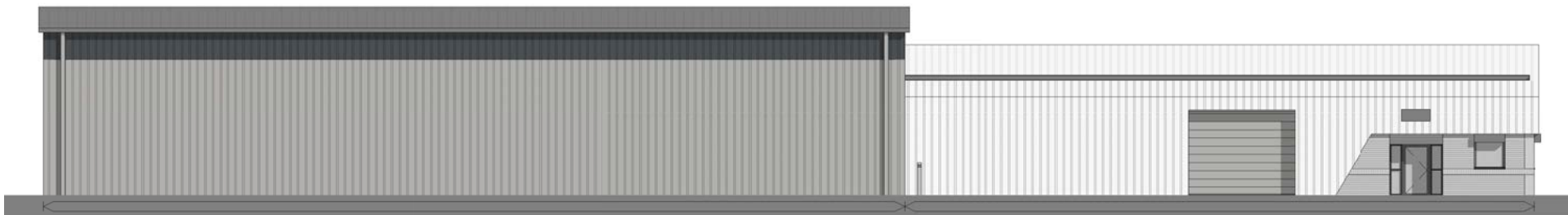
5.1 Ground Floor Plan.



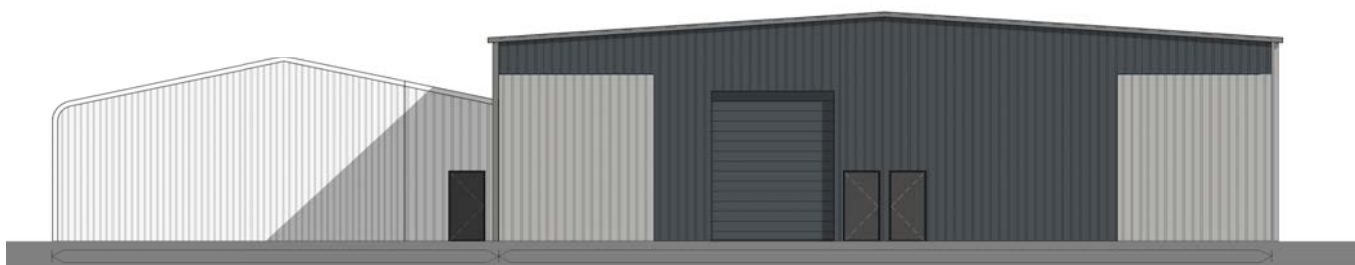
5.2 Elevations.



Proposed North Elevation



Proposed East Elevation



Proposed South Elevation

6.0 Access Strategy.

HGV/Car/Pedestrian access.

The existing bell mouth arrangement at the entrance to the site from Stretton Way is to be retained as existing. Car parking within the site will be incorporated into the new concrete hardstanding to the front and side of the new extension, with car parking spaces (including accessible spaces) clearly delineated.

All loading doors to the new extension, and the existing unit will be fully protected through the use of protective barriers and/or bollards where required.

Pedestrian access from Stretton Way is to remain unchanged.



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