

Planning, Design & Access Statement

Knowsley East Hub
South Boundary Road, Knowsley



12877-AEW-XX-XX-DAS-A-0530

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1.0 Introduction

1.1 Design Access Statement

This Design, Access and Planning Statement has been prepared by AEW on behalf of Redsun Projects Ltd in support of a full planning application consisting of a new B2, B8 Use Class, one unit, development (with ancillary offices Use Class E(g) with associated infrastructure, access and landscaping.

This Statement has been written in accordance with the guidance provided within *The Town and Country Planning (Development Management Procedure) (England) Order 2015*. It comprises of twelve further sections that aim to clearly communicate the design process, scheme evolution and rationale underpinning the finalised proposals that seek to create a high quality and inclusive development that will add value to the surrounding area in Knowsley.

1.2 Description of Application

This Application seeks planning permission for the following:

Full application proposing a one unit employment development (Use Class B2 and B8 with ancillary Use Class E(g) floorspace), the provision of associated infrastructure including service yards, car parking, cycle and waste storage, landscaping and site access improvements.

1.3 Drawings

- 12877-AEW-XX-SI-DR-A-0500_Location Plan_P1
- 12877-AEW-XX-SI-DR-A-0501_Existing Site Plan_P1
- 12877-AEW-XX-SI-DR-A-0502_Constraints Plan_P3
- 12877-AEW-XX-SI-DR-A-0503_Proposed Plan_P6
- 12877-AEW-XX-SI-DR-A-0504_Proposed Site Sections_P1
- 12877-AEW-XX-SI-DR-A-0505_Existing Site Sections_P1
- 12877-AEW-XX-SI-DR-A-0506_Boundary Treatment Plan_P2
- 12877-AEW-XX-SI-DR-A-0507_External Finishes Plan_P2
- 12877-AEW-XX-XX-DR-A-0508_Cycle Store Details_P3
- 12877-AEW-XX-XX-DR-A-0509_Refuse Store Details_P1
- 12877-AEW-XX-ZZ-DR-A-0511_GA Floor Plans_P3
- 12877-AEW-XX-ZZ-DR-A-0512_Roof Plan_P5
- 12877-AEW-XX-ZZ-DR-A-0514_Proposed Sections_P4
- 12877-AEW-XX-ZZ-DR-A-0515_Proposed Elevations (Planning)_P3
- 12877-AEW-XX-XX-SH-A-0550_Building Materials Schedule_P1

Supporting Documents:

- Phase 1 Desktop Site Investigation and Phase 2 Site Investigation
- Flood Risk Assessment and Drainage Strategy
- Transport Assessment
- Framework Travel Plan
- Parking, Access and Servicing Details
- Arboricultural Impact Assessment and Tree Survey
- Soft Landscaping Proposals
- Ecological Assessment
- External Lighting Scheme
- Energy and Sustainability Assessment
- Social Value Strategy

1.4 Project Team

- Client / Applicant: Redsun Projects Ltd
- Project Manager: Langton Development Services Ltd
- Architect / Planning Consultant: AEW Architects
- Ecologist / Geotechnical Engineer / Acoustician & Noise Consultant: E3P
- Landscape Designer: TPM Landscape
- Structural and Civil Engineer: Muir Associates
- Mechanical, Electrical & Public Health Engineer: KGA
- BREEAM: Synergy
- Transport & Highways Consultant: Mode Transport

1.5 References

- The Town and Country Planning (Development Management Procedure) (England) Order 2015
- Approved Document M of the Building Regulations, Access to and Use of Buildings, 2013
- BS9999: 2008 Fire Safety Code of Practice for the Design Management and Use of Buildings
- BS8300:2019 and A1: 2010 Design of Buildings and their Approaches to Meet the Needs of Disabled People - Code of Practice

2.0 Planning Statement

2.1 Introduction

This Planning Statement has been prepared by AEW Architects, on behalf of Redsun Projects Ltd, to assist the Council in its consideration of a full planning application on land at South Boundary Road, for one proposed industrial unit (Use class B2 / B8) with ancillary offices (Use class E(g) of a minimum of 50,000 sqft / 4,645 sqm GIA with yard, parking and associated works.

Having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990, this statement considers the proposal's conformity with the Development Plan, relevant national policy and guidance, as well as any other material considerations.

In addition to this Planning Statement, the application is also accompanied by the supporting documents listed at the beginning of this Design, Planning & Access Statement.

2.2 The Site

The application site measures approximately 2.72 acres / 1.10 hectares of currently vacant land in a primarily industrial area on Knowsley Business Park. The site has been cleared and hoarding has been erected following the demolition of a previous development on the site. The topography of the site is relatively flat.

2.3 The Local Area

The extent of the site is defined by South Boundary to the South West, Admin Road to the South, Gale Road to the North West, and existing developments to the North East and South East. The site is located in Knowsley Business Park which comprises of mainly industrial developments. The immediate surroundings, being industrial and business parks, include a variety of uses such as manufacturing, distribution, storage, retail space and offices. A small cluster of residential houses are located immediately East of the site. The site's wider surroundings consist of Green space including farmland, woodland and public park areas are located to the East, and large residential areas are located to the West.

Knowsley town centre is approximately 2.8km to the South and Liverpool City Centre is approximately 13.6km to the East. The Site is well connected by regular bus services and a railway station in the neighbouring towns accessible by bike or bus.

2.4 Allocations

Primarily Industrial Area - EC3 - UDP Policies

2.5 Planning History

18/00520/KMBC1 | DEMOLITION OF BUILDINGS, LANDSCAPING WORKS AND ERECTION OF HOARDING | MHF Cafe/CB Fitness Zone Gale Road And 2-26 Admin Road Knowsley Industrial Park Kirkby Knowsley L33 7YB - Granted November 2018

18/00207/KMBC1 | DEMOLITION OF BUILDING TOGETHER WITH ASSOCIATED LANDSCAPING, AND INSTALLATION OF 2.4 METRE HIGH HOARDING TO SITE BOUNDARY | Business Resource Centre Admin Road Knowsley Industrial Park Kirkby Knowsley L33 7TA - Granted August 2018

2.6 The Proposed Development

This Application seeks full planning permission for a one unit employment development (Use Class B2 and B8 with ancillary Use Class E(g) floorspace), the provision of associated infrastructure including service yards, car parking, cycle and waste storage, landscaping and widened existing access point off Gale Road.

The unit will have a clear internal height (measured from finished floor level to underside of haunch) of 12.5m.

The ground floor level is warehouse space and the first floor will accommodate offices. The associated infrastructure will include, a fenced and gated yard including some car parking within, separate car parking consisting of new and existing parking spaces, motorcycle parking, cycle storage, refuse stores and soft landscaping strip to the north east, south east and south west of the building, in addition to soft landscaping areas to the east of the site along Gale Road and South Boundary Road roundabout.

2.0 Planning Statement (cont.)

2.7 Planning Policy Context

National Planning Policy Framework (NPPF)

The NPPF was recently updated (2021) and is a material consideration. With respect to design, the 'Achieving well-designed places' section details the following:

- Para. 126 - the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development.
- Para. 130 - planning decisions should ensure that developments:
 - a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- Para. 134 - Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design⁵², taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:
 - a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
 - b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

The Design & Access Statement therefore seeks to address these requirements in the following sections.

National Planning Practice Guidance (PPG)

The National Planning Practice Guidance (PPG) provides guidance to support the policies within the NPPF, and in that sense does not provide additional policy but rather more detailed consideration of how policies within the NPPF should be approached and met. The guidance covers all relevant planning policy areas under separate topics and will be updated online as and when required.

Adopted Planning Policy Documents

The Knowsley Local Plan comprises several documents. The Core Strategy part of the Local Plan sets the strategic framework for the growth and development of Knowsley up to 2028 and beyond. It sets out how and where new development and regeneration should take place and therefore promotes, guides, and manages the future development of the borough. The Core Strategy also shapes the investment plans of the Council and other public, voluntary, and private sector organisations.

The Local Plan for Knowsley Council comprises the following documents:

- Knowsley Local Plan: Core Strategy (adopted January 2016)
- Unitary Development Plan (UDP) (adopted June 2006)
- Local Plan Site Allocations and Development Management Policies
- Merseyside and Halton Joint Waste Local Plan (adopted July 2013)
- Local Plan Policies Map (amendments following adoption of Merseyside and Halton Joint Waste Local Plan, July 2013, and Knowsley Local Plan Core Strategy, 2016)
- Local Development Order (adopted March 2013)
- Statement of Community Involvement (adopted 2017)
- Local Development Scheme (updated July 2014)
- Liverpool City Region Spatial Planning Statement of Common Ground (adopted October 2019)

Knowsley Local Plan: Core Strategy

The Local Plan: Core Strategy was adopted in January 2016 and is a key Development Plan Document in the Local Development Framework. The Core Strategy sets out the vision, objectives and policies which will guide development within Knowsley up to the year 2028. Relevant strategic objectives that provide the framework for the Core Strategy includes meeting the needs and demands of existing business while attracting new economic investment to the borough in delivering a stronger and more diverse local economy. It will also facilitate the regeneration of existing town centres, business parks and residential areas, to ensure they are sustainable, vibrant and welcoming.

The Core Strategy and UDP policies relevant to this application are as follows:

SD1 Sustainable Development; CS1 Spatial Strategy for Knowsley (1d, 2c, 3d); CS2 Development principles (1b, 2d, 3c, 4c, 4d, 5d); CS4 Economy and Employment; CS11 Principal Regeneration Area - Knowsley Industrial and Business Parks; CS19 Design Quality and Accessibility in New Development; CS22 Sustainable and Low Carbon Development; CS26 Waste Management; CP1 Regeneration and Development Priority Areas (1, 4); CP3 Development Quality; EC1 Strategy for Provision of Employment Land; EC3 Primarily Industrial Areas; DQ1 Design Quality in New Development; DQ2 Security in the built environment; DQ4 Trees and Development (1); MW7 Renewable Energy; ENV1 Control of Pollution in New Development; ENV2 Noise and Vibration; ENV3 Light Pollution.

2.0 Planning Statement (cont.)

2.8 Supplementary Planning Documents

The most relevant Supplementary Planning Documents (SPD) to the proposed development include:

- Ensuring a Choice of Travel SPD (September 2010)
- Design Quality in New Development SPD (January 2016)

2.9 Planning Considerations

Having regard to the relevant planning policy and guidance documents outlined earlier, the material considerations against which the proposed scheme should be considered, and which are discussed in this section, include: Principle of Use, Site Suitability, Access and Travel, Air Quality and Flood Risk and Drainage.

Principle of Use

Under Section 38 (1.5) of the Planning and Compulsory Purchase Act 2004, the starting point in considering an application should be the Development Plan consisting of Knowsley Council's Unitary Development Plan (UDP) (June 2006), Core Strategy (January 2016) and supplementary planning documents.

The proposal is for an employment development located in an existing industrial estate and business park, which is in a location easily accessible via public transport and is in close proximity to the neighbouring towns. The proposal does not result in the loss of any existing use.

The site is allocated as primarily industrial area and is therefore appropriate for the proposed employment uses.

Site Suitability

The application site is in an ideal location for the proposal. It is located within a large business and industrial park, a short bus journey away from Knowsley and Kirkby town centres. Frequent public transport, can be accessed from the nearby the site. This includes bus services from South Boundary Road bus stop immediately next to the site. Services from these bus stops connect the site to near by towns such as Huyton, Knowsley, Kirkby and Liverpool. Trains services are accessible from the nearby station in Kirkby, which connects the area to Liverpool, Wigan, Manchester and Warrington. The proposals relate to the use of an existing industrial plot within an accessible location. Therefore, highways impacts will be very limited.

The proposed employment use sits well besides the adjacent uses including various retail units and offices along Gale Road and industrial units primarily used for storage, distribution and manufacture along Gale Road, South Boundary Road and Gores Road. The provision of an employment development will increase employment opportunities in the area having a positive impact on the local economy.

Access and Travel

The site proposes access from Gale Road, utilising and improving an existing access point to the site. The site has good accessibility by walking, cycling and various modes of public transport. There is good existing pedestrian infrastructure in the vicinity of the site and the site is well located to be accessed from substantial residential areas to the west of the site such as Westvale, Northwood, Southdene and New Hall in the Kirkby Area and Knowsley to the South. The site is located close to bus stops providing access to numerous bus services and the closest train station is in cycling distance or a short bus journey away. Therefore, the site has high accessibility by public transport. This provides staff working at the development the opportunity to access their place of employment by sustainable modes of transport, in accordance with the aims of local policies and national policy in NPPF.

Air Quality

In accordance with guidance on air quality management areas, the local air quality impact of emissions from traffic associated with the proposed development on the road network surrounding the site is predicted to be negligible. Neither is it expected that air quality could significantly change during the construction phase. There is, therefore, no reason for this application to be refused on the grounds of air quality.

Flood Risk and Drainage

The site is categorised as being partially located within Flood Zone 1 on the Environmental Agency's Flood Map and is therefore considered to have a very low risk of flooding. Flood risk should not be a concern in the determination of this planning application. A Flood Risk Assessment and Drainage Strategy have been submitted as part of this planning application.

2.10 Conclusions

The Proposal for an employment development on South Boundary Road will be beneficial to Knowsley. Development of the site will make a positive contribution to the growth of the area, It will create new jobs for residents in the surrounding area, boost the local economy and benefit community sustainability.

The proposals outlined above accords with the principles set out in National Planning Policy Framework, Knowsley Council's Unitary Development Plan and Core Strategy.

Section 38(6) of the Town and Country Planning Act 1990 states that the determination of planning applications must be made in accordance with the Development Plan, unless other material considerations indicate otherwise. This statement has demonstrated that the proposal is in accordance with the development plan and no material considerations can be identified which would weight against the significant benefits associated with the proposal.

AEW consider that the planning application for the proposed development should be approved without delay.

3.0 Existing Site

3.1 Site Location and Context

The application site measures approximately 2.72 acres / 1.10 hectares and is currently vacant land in a primarily industrial area on Knowsley Business Park. The site has been cleared and hoarding has been erected following the demolition of a previous development on the site. The extent of the site is defined by South Boundary to the South West, Admin Road to the South, Gale Road to the North West, and existing developments to the North East and South East.

The site is located in Knowsley Business Park which comprises of mainly industrial developments. The immediate surroundings, being industrial and business parks, include a variety of uses such as manufacturing, distribution, storage, retail space and offices. A small cluster of residential houses are located immediately East of the site. The site's wider surroundings consist of Green space including farmland, woodland and public park areas are located to the East, and large residential areas are located to the West.

Knowsley town centre is approximately 2.8km to the South and Liverpool City Centre is approximately 13.6km to the East. The Site is well connected by regular bus services and a railway station in the neighbouring towns accessible by bike or bus.

There are direct road routes to a number of near by cities and towns including Knowsley, Kirkby, Liverpool, Wigan, Manchester and Warrington. The motorway network can be easily accessed from the site via A5207 or A580 leading south to the M57. The site is also located a short distance away from Kirkby train station which connects the area to Liverpool, Wigan, Manchester and Warrington.

The site proposes access from Gale Road, utilising and improving an existing access point to the site.



3.2 Existing Site Features and Constraints

The existing site is a cleared plot of land accessed off Gale Road. Within the site boundary an existing car park is located to the south, that is accessed via Admin Road.

The site boundary is defined by South Boundary to the South West, Admin Road to the South, Gale Road to the North West, and existing developments to the North East and South East.

The topography of the site is relatively flat.

There are no evident bodies of water in the site. Knowsley Brook is located approximately 1.2km south east of the site. Flood mapping shows that the site sits within flood zone 1.

Other main constraints to the site include a UU clean water distribution main to the south and east of the proposed building, and through the site to the north of the existing car park; a MP gas main that runs along the boundary at the south eastern corner of the site; and a section of adopted highway currently sits in the site boundary where the existing car park is located.

Having identified the key physical features and technical constraints of the site, the professional team investigated the restrictions that would be imposed on any potential development proposals and scope for mitigation. This exercise informed the evolution of the scheme.

3.3 Site Photos



View of existing site access from Gale Road



View from South Boundary Road



View of existing car park from Admin Road



View of existing car park and site from South Boundary Road



View of site from new South Boundary Road roundabout

4.0 Layout

4.1 Proposed Site Layout

Access to the site will be via an existing access point off Gale Road. The existing access will be widened and improved. Both HGVs and cars will use this access. Access to the yards will be restricted by a vehicular gate. Pedestrian access will be via footpaths from South Boundary road and Admin Road.

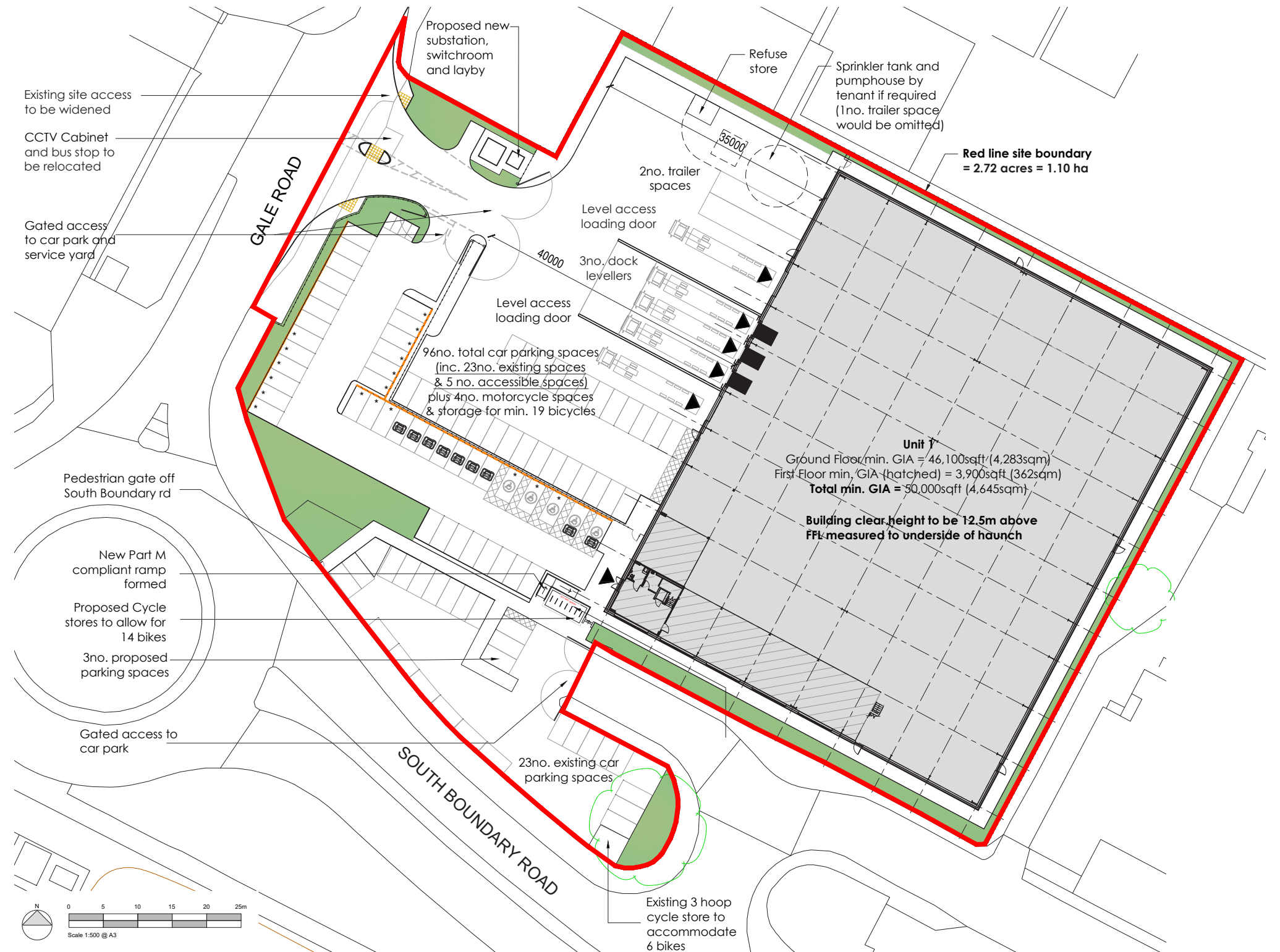
The building runs parallel to the street line of Gale Road to the west but is set back and separated from the road by the car parking and yard associated with the unit. The unit also runs parallel with South Boundary Road to the south but is set back and separated by the existing car park and Admin Road that provides access to the car park. Although the building runs parallel with the west end of Admin Road, this section of the road is only access to the existing car park within the site and a strip of soft landscaping will separate Admin Road and its footpath from the building. This orientation of the building aligns the south elevation with the existing building line creating consistency with the neighbouring developments.

The yard is provided to the west of the building which includes additional parking provisions within it. The yard allows for 3 dock levellers and 2 level access loading doors on the west elevation of the building with adequate area for HGVs to manoeuvre.

The existing car park to the south west, accessed via Admin Road, will be retained and utilised as parking for the development. In addition, a new car park will be provided to the west of the building and accessed via the main vehicular access point to the site off Gale Road.

A maintenance path is provided around the unit where the building is not accessible from either the car parking or yard.

The first floor office content has been located to the south west corner of the building in order to interact with the street-front and to ensure easy and safe pedestrian access. It also creates visual interest from South Boundary Road which highlights the entrance making the building more legible.



5.0 Use and Quantum

5.1 Use

“This Design, Access and Planning Statement has been prepared by AEW on behalf of Redsun Projects Ltd in support of a full planning application consisting of a new B2, B8 Use Class, one unit, development (with ancillary offices Use Class E(g) with associated infrastructure, access and landscaping.”

5.2 Schedule of Accommodation

GIAs

Ground Floor Minimum GIA	= 46,100 sqft / 4,283 sqm
First Floor Minimum GIA	= 3,900 sqft / 362 sqm
TOTAL Minimum GIA	= 50,000 sqft / 4,645 sqm

GEAs

Ground Floor GEA	= 48,190 sqft / 4,477 sqm
First Floor GEA	= 4,489 sqft / 417 sqm
TOTAL GEA	= 52,679 sqft / 4,894 sqm

5.3 Parking Provision

Car Parking Spaces: 97 no. spaces

Including:

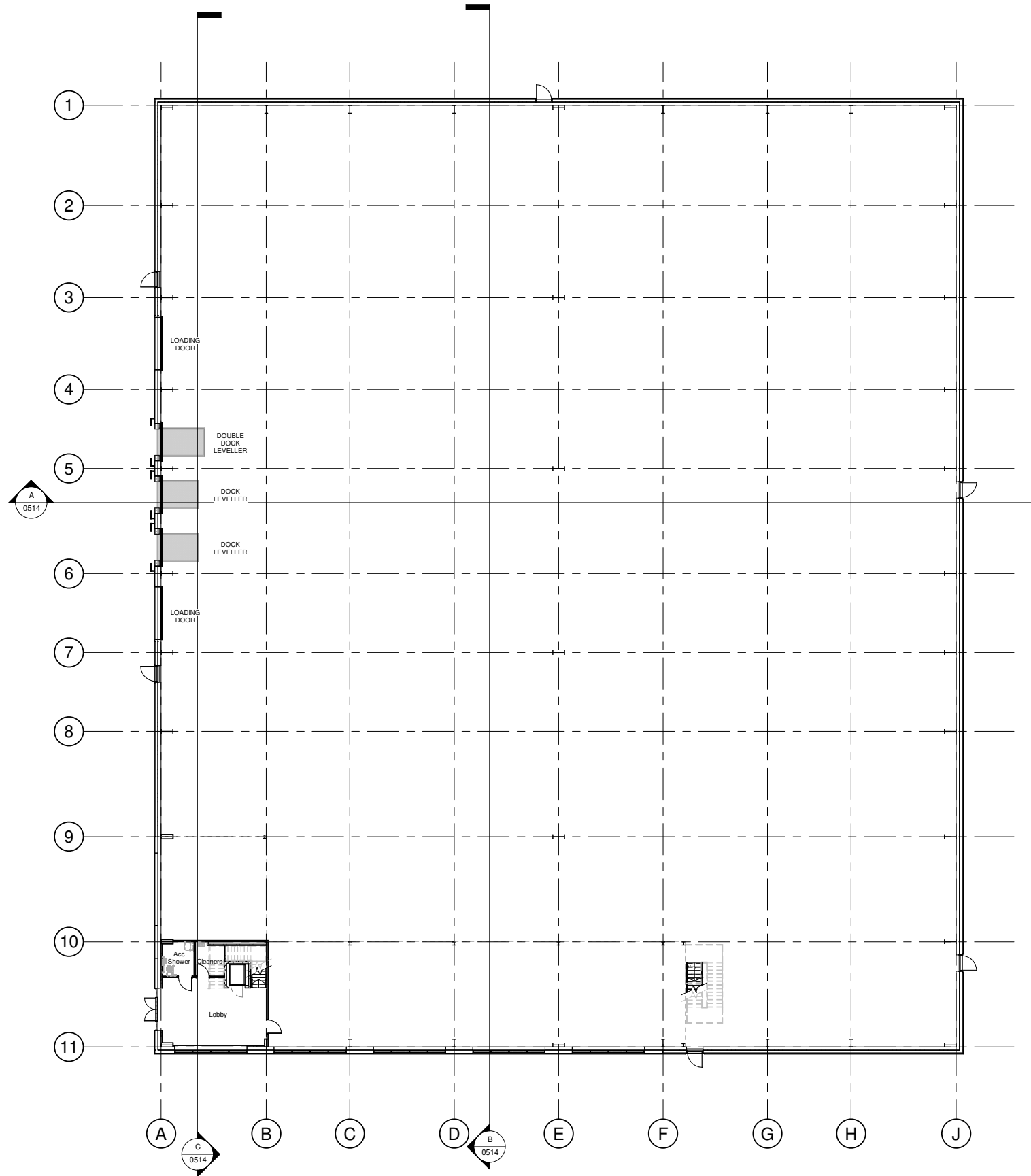
- 23 no. existing spaces
- 5 no. accessible parking spaces
- 9 no. Electrical Vehicle Charging bays

Ducting will be provided to enable pedestals in future to serve additional bays is to be provided thereby safeguarding the future flexibility of parking requirements within the development.

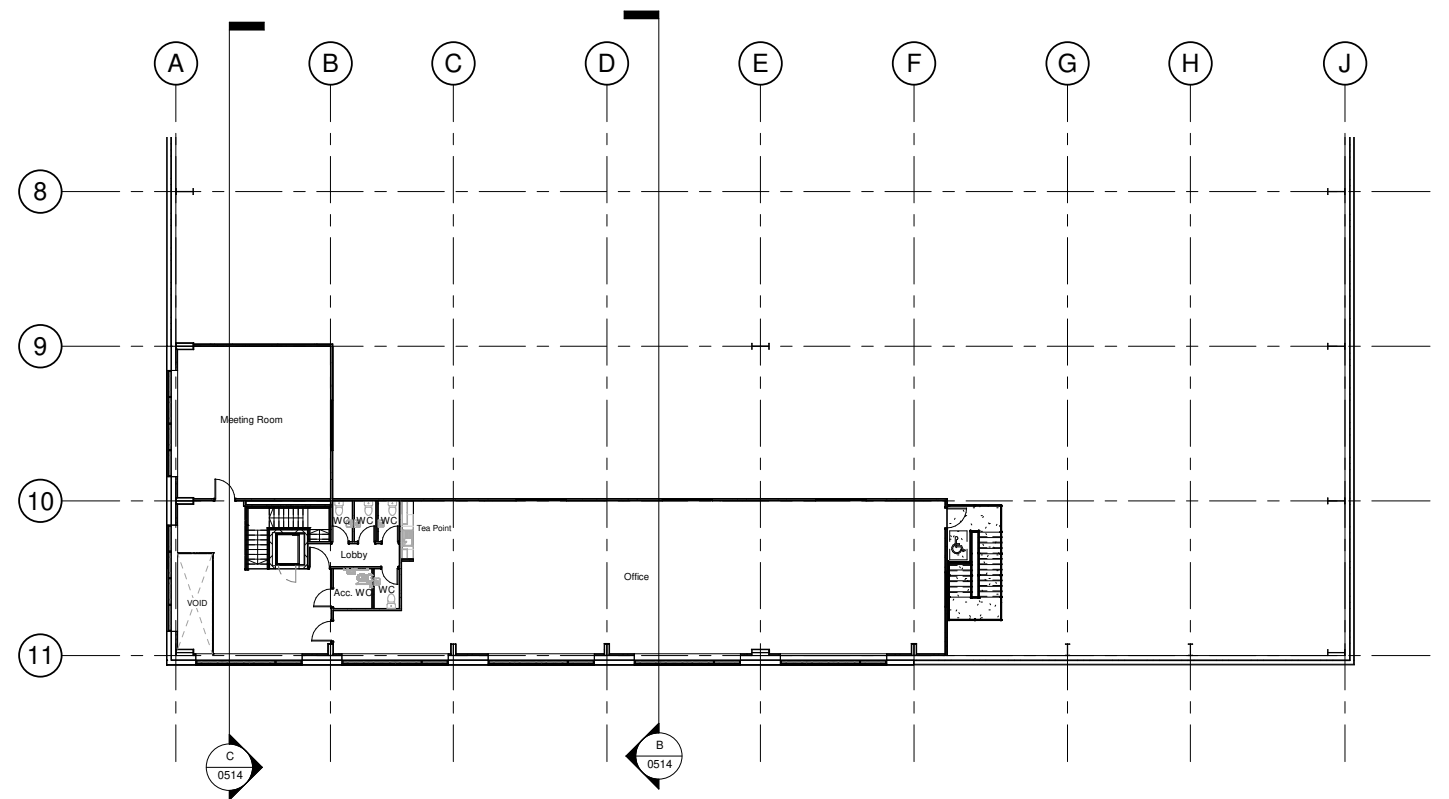
Motorcycle Spaces: 4 no. spaces

Cycle Storage: minimum 20 no. cycles

5.4 Floor Plans

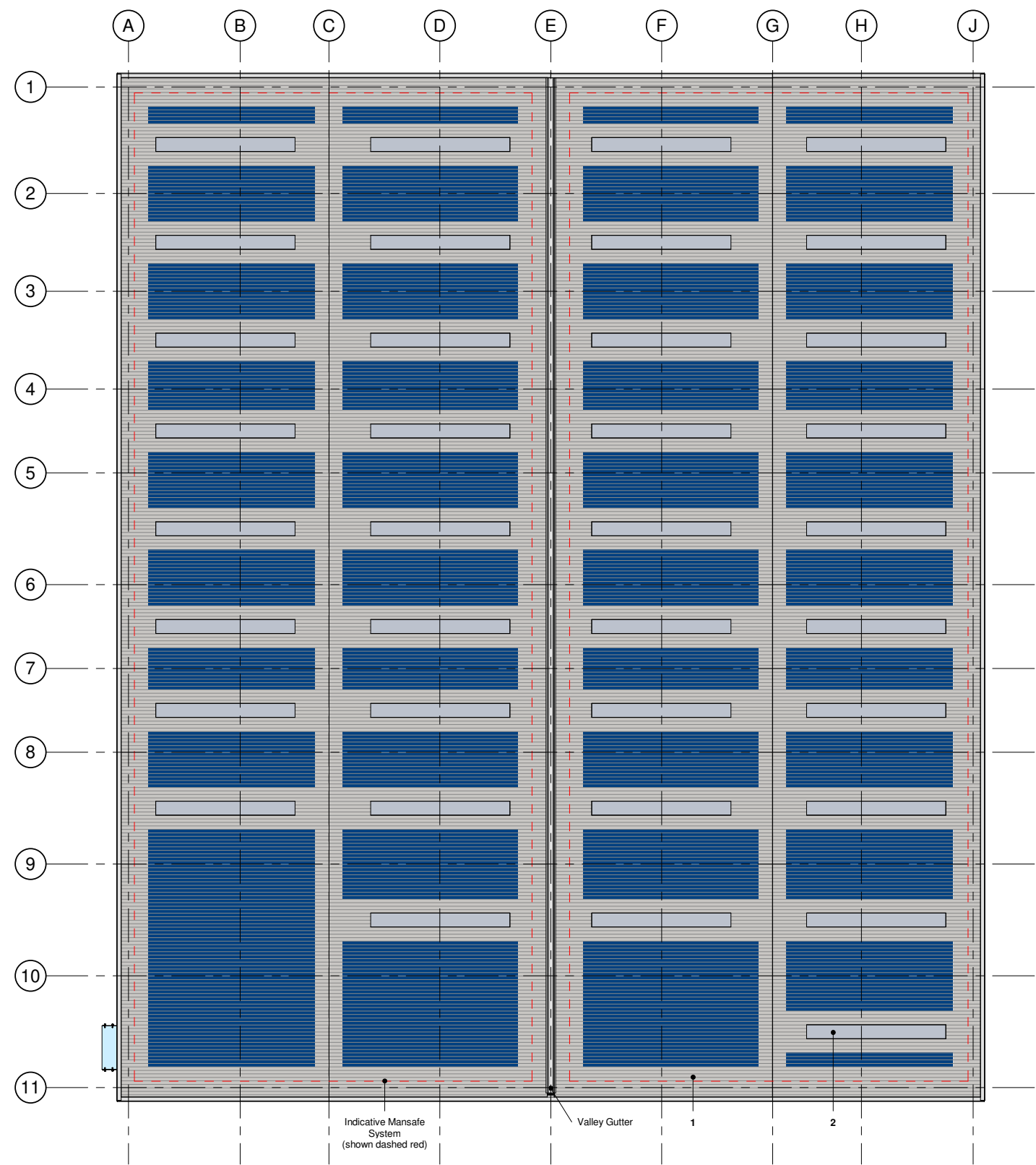


Ground Floor Plan



First Floor Plan

5.5 Roof Plans



- NOTES**
- 1. Profiled trapezoidal built up roof cladding system (Colour: Goosewing Grey - RAL 7038)
 - 2. Proposed rooflights to be provided to approx. 15% of warehouse area.

Mansafe System
Mansafe line system shown indicatively only, subject to specialist sub-contractor design to provide access to all parts of the roof

Location of notional PV Panels only, shown to 100% of the usable roof area. Future installation coverage to be determined.

Roof Plan

6.0 Scale and Appearance

6.1 Design Rationale

The design has evolved to address issues of scale, materiality and creating visual interest where appropriate in line with relevant planning policies.

The architectural language of the unit is in keeping with other industrial units in the surrounding area and incorporates design features widely used within the sector. The use of a range of profiles and colours are consistent with modern industrial developments and establish a sense of place to work and visit. The specification of building materials and finishes are appropriate for the lifetime of the development as durable resilient systems.

The proposed units clear internal height (measured from finished floor level to underside of haunch) is 12.5m and the approximate ridge height (subject to detailed design) is 16.5m

A key consideration of the elevational design is how to create interest and visual breaks particularly on the south and west elevations which are visually prominent from street the adjacent streets and South Boundary Road roundabout.

The south western corner of the building marks the pedestrian entrance to the site as it is visible from South Boundary Road. These façades are also prominent on vehicular approach to the site via South Boundary Road. The south facade is street facing, located directly on Admin Road and set back from South Boundary Road. The office content has been located to the south west which helps to create an active facade as the office glazing to the is situated here. These sections of the facade also feature a dark grey contrasting cladding colour to the rest of the unit's mid grey façades. This highlights the entrance, makes the building more legible and creates visual interest to the appropriate area of building. The upper walls of the building feature a light grey cladding colour which breaks up the facade further and again helps to distinguish between the office content and warehouse.

The loading doors, dock levellers and surrounding area on the west facade are highlighted by using a darker cladding colour. This colour relates back to the colour of the office cladding and contrasts with the mid grey cladding to the warehouse. This helps to break up the less active façades by creating visual contrast and helps with legibility. This is important as the west facade is visible from Gale road and the vehicular access point to the site.

Colour Scheme



6.2 Schedule of Materials

Warehouse

Roof:

Built up insulated trapezoidal profiled cladding system
Colorcoat HPS200 Ultra Goosewing Grey (RAL 7038)

Lower Walls:

Vertically laid built up insulated trapezoidal profiled wall cladding system
Colorcoat HPS200 Pure Grey (RAL 00 55 00)

Upper Walls:

Vertically laid built up insulated trapezoidal profiled wall cladding system
Colorcoat HPS200 Hamlet (RAL 9002)

Loading and dock door surrounding cladding:

Horizontally laid composite cladding panels
Colorcoat HPS200 Ultra Anthracite (RAL 7016)

Level Access Loading Doors:

Loading doors to be electrically operated vertical high lift insulated sectional panel doors
Anthracite (RAL 7016)

Dock Leveller Doors:

Anthracite (RAL 7016)

Fire Exit Doors:

Fire exit/personnel/plant room doors to be steel faced solid core doors
PPC (colour to match adjacent cladding where built up) Pure Grey (RAL 00 55 00)

Fascias, Gutters and downpipes:

Aluminium
Hamlet (RAL 9002)

Offices

Cladding System:

Horizontally laid composite cladding panels
Colorcoat HPS200 Ultra Hamlet (RAL 9002) and Anthracite (RAL 7016)

Curtain Walling System:

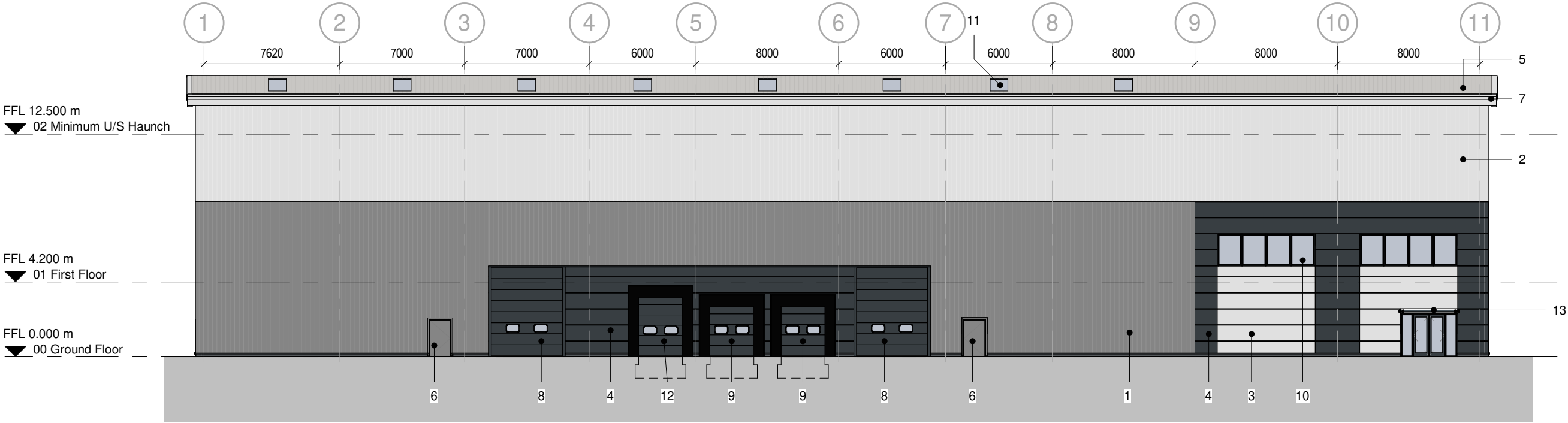
PPC Aluminium framed curtain walling
External frame colour: Anthracite (RAL 7016)
Internal colour White (RAL 9010).

6.3 Elevational Treatment



South Elevation

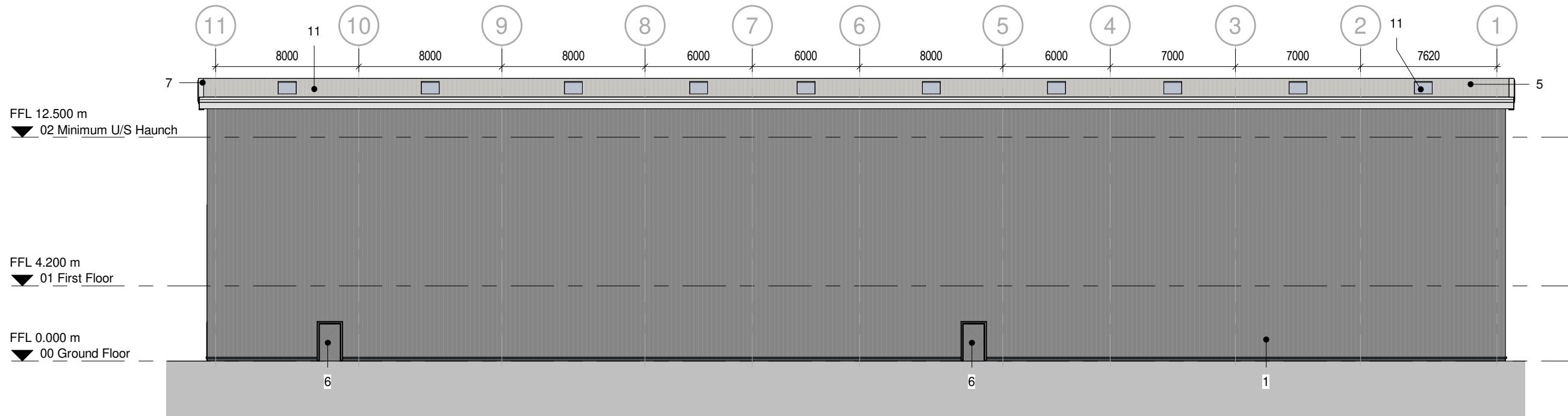
Scale @ 1 : 200



West Elevation

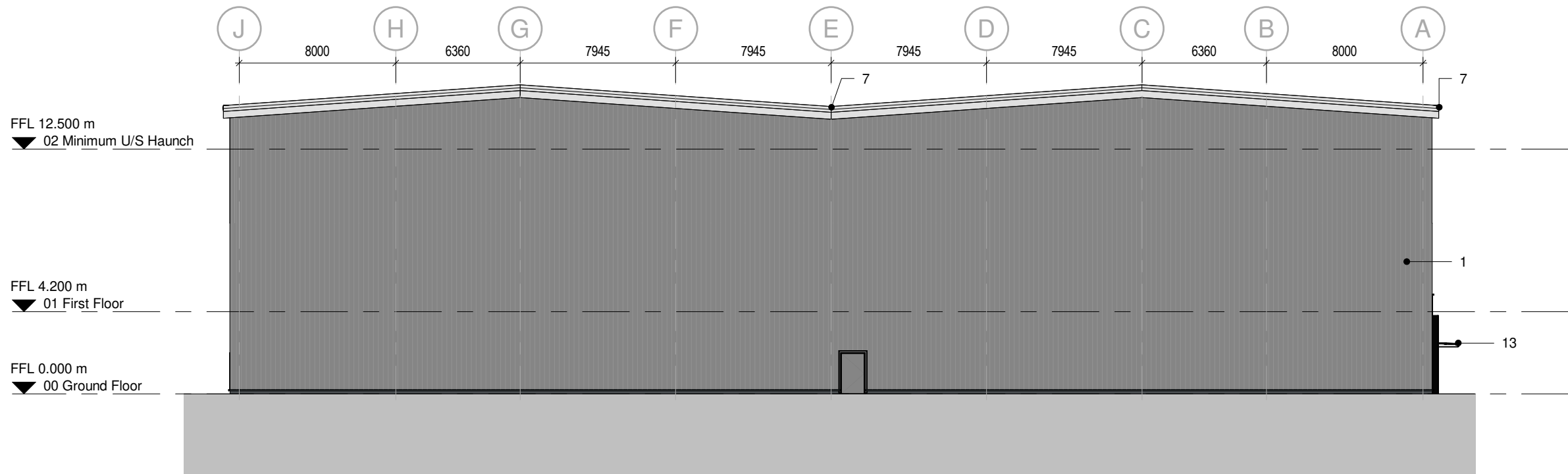
Scale @ 1 : 200

6.3 Elevational Treatment



East Elevation

Scale @ 1 : 200



North Elevation

Scale @ 1 : 200

6.4 Illustrative View



Street view from roundabout at Gale Road exit

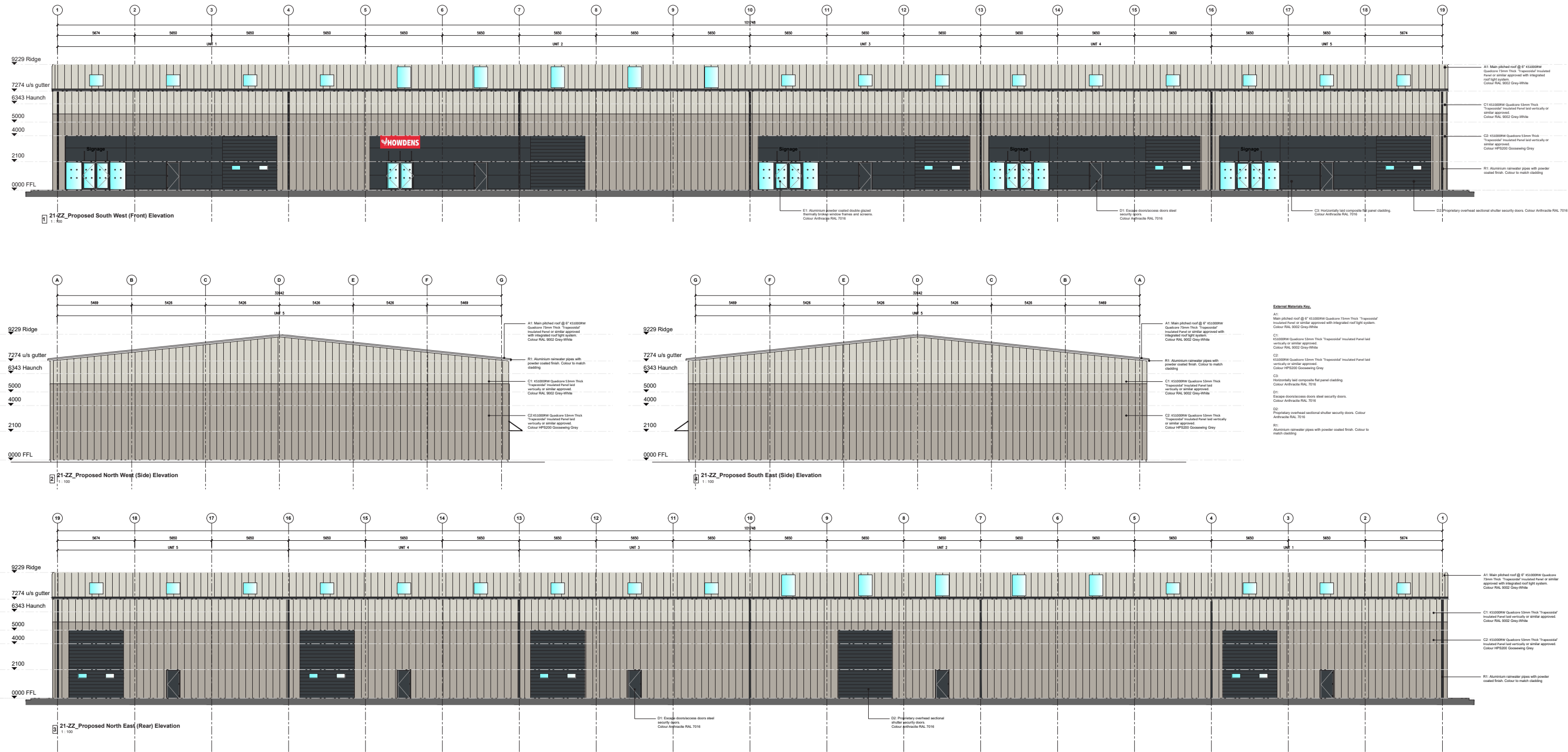
6.4 Illustrative View



Street view from South Boundary Road

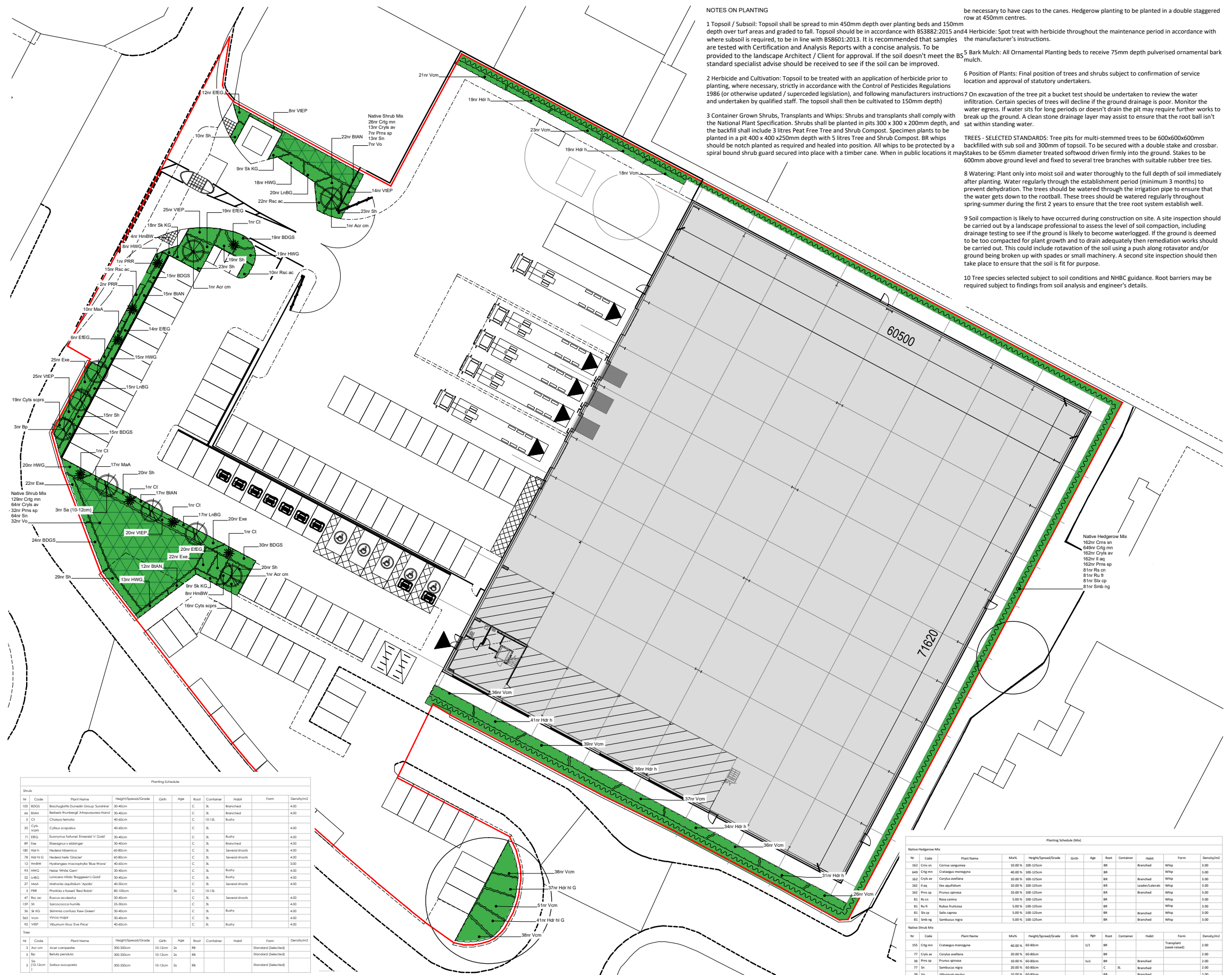
6.5 Example of Adjacent Development

This example is Knowsley West Hub by Redsun Projects Ltd. It is located adjacent to the application site on the land to the west, across Gale Road. The planning application for this development (application number 20/00379/FUL) was granted consent on 24th March 2021 and has since been constructed. The application was for ‘demolition of existing building and the erection of 2 no. industrial buildings (use class B1/B2 and B8 with ancillary trade counter) together with vehicular access, car parking and service area.



7.1 Landscape Proposals

This level of landscaping is consistent with adjacent developments and greenery along South Boundary Road.



8.0 Movement and Accessibility

8.1 Vehicular Access, Egress and Parking

Access to the site will be via an existing access point, to be widened and improved, off Gale Road that will serve cyclists, cars and HGVs. Access to the yard will be restricted by a vehicular gate.

The provision of parking equates to approximately 1 in every 48m² which meets the Knowsley Council parking standards for Use Class B2/B8.

Knowsley Parking Standards:

B2 - 1 per 48m² (district and local centre) or 1 per 45m² (other areas)

B8 - 1 per 100m²

The proposed Parking provisions are: 97 no. car parking spaces (Including 5 no. accessible parking spaces and 9 no. Electrical Vehicle Charging bays)

8.2 Access by Public Transport

The site is located immediately next to various bus stops on Gale Road and South Boundary Road.

This bus stop is served by various bus services including: 14A, 14X, 17, 19, 97A, 133, 217, 217A, 289, 297, 827, 897, 898, 899. These services connect the site directly to Liverpool, Woolfall Heath, Knowsley Industrial Park, Tower Hill, Kirkby, Waterloo, Westvale, Huyton and St Helens.

Kirkby train station is a short bus journey or short cycle away. This train line connects the area to Liverpool, Wigan, Manchester and Warrington. .

It can be concluded that the site is accessible by public transport means, giving staff a choice about how they travel.

8.3 Cyclist and Pedestrian Access Strategy

Access to the site on foot or bicycle is via footpaths from South Boundary Road or Admin Road. The footpath from Admin Road is existing and will be retained, and the footpath from South Boundary Road is existing but will be improved and extended. The existing and improved vehicular access point off Gale Road will feature dropped kerbs which ensures an accessible route for pedestrians from Gale Road to the dedicated pedestrian access on South Boundary Road.

Generally a distance of 5km is acknowledged as an acceptable distance for cycling to potentially replace short car journeys. This radius encompasses areas such as Westvale, Northwood, Southdene and New Hall in the Kirkby Area and Knowsley to the South.. Therefore, the site is considered to be accessible by cycle.

8.4 Cycle Parking and Facilities

The provision of sheltered cycle parking spaces will exceed Local Authority Standards and meet BREEAM criteria as a minimum.

Storage for a minimum of 20 bicycles will be provided.

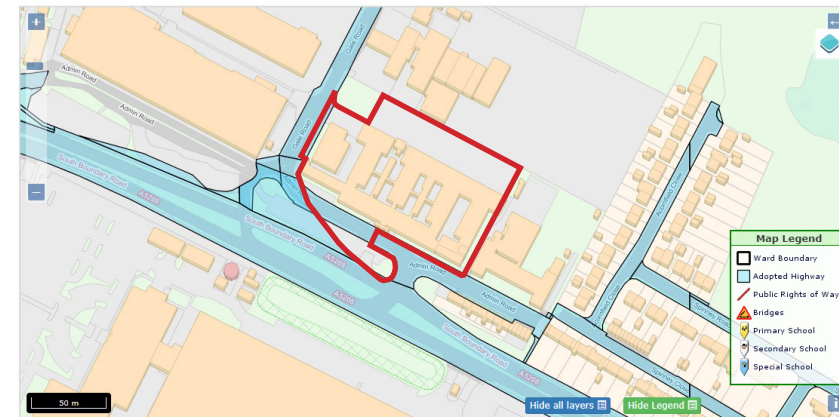
This includes retaining existing cycle stores in the existing car park and adding new cycle stores located next to the entrance of the building in the car park.

8.5 Public Rights of Way

No public rights of way traverse the application site.

8.6 Adopted Highways

Part of the site is currently adopted highway and an application to stop up a small section of the adopted highway will be submitted in due course.



Source: Highways Information in Knowsley Definitive Map

8.7 Inclusive Design

In summary, the administration areas will offer the following facilities for inclusive access:

- Disabled parking
- Level access
- Lift access to Upper floors
- Ambulant designed staircase
- Wheelchair compliant toilet facilities

Further provision could form part of the end user fit-out scheme but the base provision is to be delivered speculatively.

9.0 Safety, Security & Waste Management Strategy

9.1 Boundary Treatments

The service yard and parking area will be secured by 2.4m high black paladin / plastic coated weldmesh fencing with manual swing gates.



Indicative example of weld-mesh fencing and manual swing gates at vehicular access point.

9.2 Cycle Stores

Cycle racks will be provided with a shelter.
Full details of the cycle shelters will be provided via condition as necessary.



Indicative example of typical cycle shelter

9.3 Refuse Stores

All refuse/recycling bins will be securely anchored and locked or set within a secure compound.
Full details of the cycle shelters will be provided via condition as necessary.



Indicative example of refuse and recycling store

9.0 Safety, Security & Waste Management Strategy (cont.)

9.4 Secured by Design Principles

Other practical measures for ensuring the safety and security of development will generally be based on Secured by Design principles. Potential features likely to be included are as follows:

Any rainwater pipes will be square in profile and fixed back to the building fabric to prevent climbing onto the roof.

External doors, main entrances, any secondary staff entrances and all fire escapes, will be compliant with and certified to relevant standards and be to the satisfaction of Building Control. External escape-only doors will be steel doors in steel frames, fully certified with multi-point panic hardware to all leaves. These doors will also have hinge bolts. External personnel doors (i.e. adjacent to level access loading doors where access into a warehouse from the yard is desirable) will be fitted with mechanical digi-locks or similar for employee access only for security.

Windows will be lockable with a key as required and have opening restrictors (100mm maximum) fitted.

Low planting will not exceed 1000mm in height around entrances and parking areas. This is in order to allow people to see their surroundings better and eliminate hiding places.

Loose surface materials are to be avoided where practical since fragments of ground covering can be used as missiles against people and premises (both to gain entry and to commit criminal damage).

There will be no hard landscaping that could inadvertently create seating or loitering spots (except within secure designated or otherwise-controlled areas). These features can encourage anti-social behaviour and raise the fear of crime.

Clear signage as required to direct visitors to any parking areas or building receptions.

Promotion of natural surveillance where appropriate.

9.5 Waste Management Design Principles

At detailed design stage, the design team shall identify and implement options to eliminate or reduce waste, achieved through careful and considered design principles from the outset. Where elimination is not an option, the design team will aim to minimise the amount of waste created, which could be achieved by:

Selecting standard component sizes, for instance, the elevational treatment of offices could be coordinated to standard composite panel dimensions on plan and in elevation.

Encouraging modular / off site construction of elements within controlled factory conditions.

Material selection and specification.

Providing clear and concise drawing and specification information to contractors

Considering the work sequences on site, involving contractors / subcontractors early in the process and ensuring buildings can be constructed efficiently.

10.0 Sustainability

10.1 Solar Design

Consideration has been given within the overall design strategy to incorporate passive design principles where possible such as building orientation, form, layout / internal organisation, solar gain / shading, daylighting and the size and position of apertures to minimise energy use and thereby reduce carbon emission. This includes utilising low u-value triple skin factory assembled non-fragile rooflights to warehouse spaces and optimising the rooflight percentage to maximise daylight relative to solar gain.

Whenever possible, therefore, the dependence of the building's mechanical and electrical plant to maintain internal environmental conditions shall be reduced by passive design.

10.2 Water Use

A series of measures shall be considered to reduce water consumption in the building. These include:

- Low flow percussion / spray taps
- Dual flush cisterns to toilets
- Low flow showers
- Water meter on the main incoming supply to the building
- Leak detection on all main water supplies within the building
- Potential use of rainwater harvesting in bunded tanks for use in toilet facilities and other non-potable applications if feasible and cost-effective.

10.3 Lifetime Buildings

Consideration will be given to life cycle design, with external finishes selected for durability and designed to last for 25+ years. As such the use of paints and other products requiring frequent maintenance will be minimised. Buildings and the associated mechanical and electrical services are to be designed such that lightweight internal partitions can to an extent be reconfigured to allow flexibility of internal subdivision to suit the evolving requirements of building Tenants.

10.4 Embodied Energy

Where possible the online BRE Green Guide to Specification (A and A+ ratings) will be followed for the selection of materials, including consideration of their embodied energy and the incorporation of as much local sourcing as possible to reduce transport costs, environmental impacts and support the local economy. All the phases of a product's life cycle (e.g. production, transportation, maintenance, running costs and disposal etc.) shall be considered when determining its cost and environmental impact where possible.

10.5 Reuse and Recycling

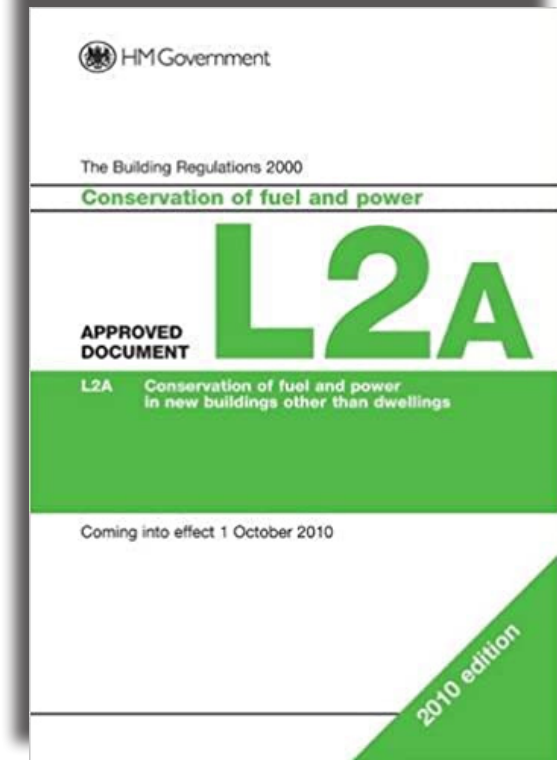
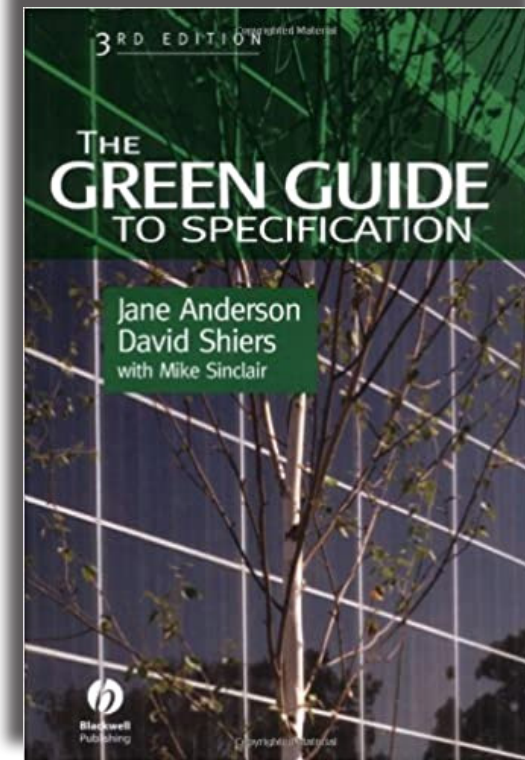
Consideration will be given to the future demolition and recycling of the building envelope and structure.

10.6 Local and Sustainable Sourcing

Where practical, materials and labour will be sourced from local suppliers to minimise transportation and enhance benefits to the local economy. Contractors will be Environmental Management Systems accredited.

10.7 BREEAM

This development will be targeting a BREEAM Very Good rating.



11.0 Health Impact Assessment

11.1 Introduction

This Health Impact Assessment (HIA) has been written to detail the effects of the proposed development on nearby communities and immediate context through a high-level assessment of its likely impact on general health.

This Application seeks full planning permission for a one-unit employment development (Use Class B2 and B8 with ancillary Use Class E(g) floorspace), for minimum 50,000sqft Gross Internal Area plus the provision of associated infrastructure including service yards, car parking, cycle and waste storage, landscaping and widened existing access point off Gale Road.

The extent of the site is defined by South Boundary to the South West, Admin Road to the South, Gale Road to the North West, and existing developments to the North East and South East. The application site measures approximately 2.72 acres / 1.10 hectares and is currently vacant land in a primarily industrial area on Knowsley Business Park which comprises of mainly industrial developments. The immediate surroundings, being industrial and business parks, include a variety of uses such as manufacturing, distribution, storage, retail space and offices. A small cluster of residential houses are located immediately East of the site. The site's wider surroundings consist of Green space including farmland, woodland and public park areas are located to the East, and large residential areas are located to the West.

11.2 Scope of Health Impact Assessment

As a major development proposal, this HIA will assess the proposal's impact on the immediate context, as follows:

Supporting active healthy lifestyles that are facilitated by:

- a. The pattern of development, good urban design, good access to local services and facilities;
- b. Green open space and safe places for active play and food growing, and
- c. Accessibility by walking, cycling and public transport.

Given the Use Class of the proposals, it is not expected that young people or the elderly (post-retirement) would be building users, where special measures for social interaction or design for sensory or mobility impairments, such as dementia, are necessary and integral to the design. However, as detailed within this Design and Access Statement, inclusive design is fully considered to ensure the proposals are appropriate and adequate..

11.3 Identification and Assessment of Measures Impacting Health

- Connectivity - Knowsley town centre is approximately 2.8km to the South and Liverpool City Centre is approximately 13.6km to the East. There are direct road routes to a number of nearby cities and towns including Knowsley, Kirkby, Liverpool, Wigan, Manchester and Warrington. The motorway network can be easily accessed from the site via A5207 or A580 leading south to the M57. The site is also located a short distance away from Kirkby train station which connects the area to Liverpool, Wigan, Manchester and Warrington.

- Accessibility by Road - The site is located immediately next to various bus stops on Gale Road and South Boundary Road. This bus stop is served by various bus services including: 14A, 14X, 17, 19, 97A, 133, 217, 217A, 289, 297, 827, 897, 898, 899. These services connect the site directly to Liverpool, Woolfall Heath, Knowsley Industrial Park, Tower Hill, Kirkby, Waterloo, Westvale, Huyton and St Helens. Kirkby train station is a short bus journey or short cycle away. This train line connects the area to Liverpool, Wigan, Manchester and Warrington. It can be concluded that the site is accessible by public transport means, giving staff a choice about how they travel.

- Sustainable Means of Travel - Access to the site on foot or bicycle is via footpaths from South Boundary Road or Admin Road. The footpath from Admin Road is existing and will be retained, and the footpath from South Boundary Road is existing but will be improved and extended. The existing and improved vehicular access point off Gale Road will feature dropped kerbs which ensures an accessible route for pedestrians from Gale Road to the dedicated pedestrian access on South Boundary Road. Generally a distance of 5km is acknowledged as an acceptable distance for cycling to potentially replace short car journeys. This radius encompasses areas such as Westvale, Northwood, Southdene and New Hall in the Kirkby Area and Knowsley to the South. Therefore, the site is considered to be accessible by cycle.

- Promoting Sustainable Travel - The provision of sheltered cycle parking spaces will exceed Local Authority Standards and meet BREEAM criteria as a minimum. Storage for a minimum of 20 bicycles will be provided. This includes retaining existing cycle stores in the existing car park and adding new cycle stores located next to the entrance of the building in the car park.

- Inclusive Design - The administration areas will offer the following facilities for inclusive access: Disabled parking, Level access, Lift access to Upper floors, Ambulant designed staircase, Wheelchair compliant toilet facilities. Further provision could form part of the end user fit-out scheme but the base provision is to be delivered speculatively.

- Facilities and Open Space - The site's wider surroundings consist of green space including farmland and woodland to the north and east, public parks and a leisure centre to the west, and facilities such as playing fields to the north-west.

- Sustainability – The development will target a BREEAM Very Good rating.

11.4 Conclusions and Recommendations

In conclusion, it should be recognised that the proposals are for employment uses and the application site is an existing brownfield site allocated for employment uses, on a large and very well-established industrial estate. Therefore, the nature and scale of the proposal is likely to have only a negligible additional adverse impact on its immediate surroundings and the health profile of the surrounding population or community in terms of air quality and noise, the assessments of which were scoped out at pre-application stage with the Local Planning Authority. The development benefits from the level of access to services, facilities and means of sustainable travel that currently serve the wider industrial estate, as set out within this Design and Access Statement. A comprehensive analysis of the development's accessibility via road and means of sustainable travel, included measures to promote this, is provided within the supporting Transport Assessment. Further measures around sustainability are detailed within the supporting Energy and Sustainability Assessment. Inclusive design for building users has been considered throughout the design process as detailed in this Design and Access Statement. Overall, it is the considered view of the professional design team that the proposals are appropriate and adequate, complying with National and Local Planning Policy, with negligible impact on health.

12.0 Equality and Diversity Impact Assessment

This section of the Design and Access Statement provides an assessment of the inclusive design standards incorporated into the proposals, as appropriate for this building type and building users and in accordance with Building Regulations and The Equality Act 2010.

As summarised in Section 8.7, the development will offer the following provisions for inclusive access for the less mobile or those with sensory impairment:

- Disabled parking provision in close proximity to the building entrance with dropped kerbs, external lighting and suitable gradients.
- Level access at the building entrance threshold, which is to include power assisted double doors
- Lift access to upper floor office accommodation and disabled refuge call points at both main and secondary staircases.
- Ambulant designed staircases with contrasting nosings to the edge of risers and handrails.
- Sufficient Light Reflectance Values to door ironmongery and the like for suitable contrast to fixtures as required.
- An Accessible WC and Shower at ground floor plan and Accessible WC at first floor level (i.e. 'Doc M pack'), providing appropriate facilities for wheelchair users.

An Access Strategy is to be provided for the building and kept on record within the Health and Safety File at completion of the building contract, subject to obtaining planning consent, to communicate the design philosophy of the building and the above measures.

As this scheme is currently speculative, further provision of inclusive design principles and measures could form part of the end user fit-out scheme post-completion of the base build once a tenant is secured, which would be subject to a separate Building Regulations application.

11.0 Conclusion

This Design, Access and Planning Statement has been prepared by AEW on behalf of Redsun Projects Ltd in support of a full planning application consisting of a new B2, B8 Use Class, one unit, development (with ancillary offices Use Class E(g) with associated infrastructure, access and landscaping.

The drawings submitted for approval detail the proposed layout, use, quantum, scale and appearance of the scheme with considerations around transport, accessibility, security, waste management and sustainability.

The statement identifies the existing site context and describes the principles used to influence the proposals through the initial design process. The proposed development will provide a high-quality employment scheme through incorporating a number of design measures and considerations. In the view of the professional team, there are no design-related policies which would preclude against positive support for the scheme when weighing up the planning balance in determination.



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