

Design & Access Statement

Link Logistics Park,
North Road, Ellesmere Port.



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Introduction

1.1 Introduction

This Design and Access Statement has been prepared by AEW Architects and Designers Ltd on behalf of our client, Firethorn Developments Ltd in support of a Prior Approval application for the site off North Road, Ellesmere Port.

The application seeks Prior Approval for the erection of 3no. storage and distribution units / general industrial with ancillary offices, associated parking, service yards, landscaping and ancillary structures, and new access from North Road.

The proposal is based on a thorough assessment of the site's immediate and wider context, undertaken through desk-based research, site visits, observations and consultations.

This Design and Access Statement is structured in line with CABEs Design and Access Statements: how to write, read and use them. The statement is set out in three further sections:

Context - provides an analysis of the application site;

Design Statement - describes the scheme in terms of use, amount, layout and appearance; Access & Operational Statement - provides details of vehicle and pedestrian access, sustainability and inclusive access.

1.2 Planning Application Drawings

11915-AEW-XX-XX-DR-A-0501_(P3)(S2)_Proposed Site Plan
11915-AEW-XX-XX-DR-A-0502_(P1)(S2)_Location Plan
11915-AEW-XX-XX-DR-A-0503_(P1)(S2)_Parameters Plan
11915-AEW-XX-XX-VF-A-0001_(P1)(S2)_Proposed Massing Model

1.3 Supporting Technical Reports

Earthworks and Proposed Levels
Landscaping Concept Plan
Transport Assessment
Travel Plan and Access Drawings
Ecology Surveys:
- Phase 1 Habitat Assessment
- Wintering Bird Surveys
- GCN Surveys/Mitigation Strategy
- Bat Surveys
- Shadow HRA
Topographical Survey
FRA/Drainage Strategy
Phase 1 and 2 Site Investigation
Noise Assessment
Air Quality Assessment
Planning Statement
External Lighting Plan
Tree Survey / Arb Impact Assessment
Construction Environmental Management Plan
Remediation Strategy

2. Context

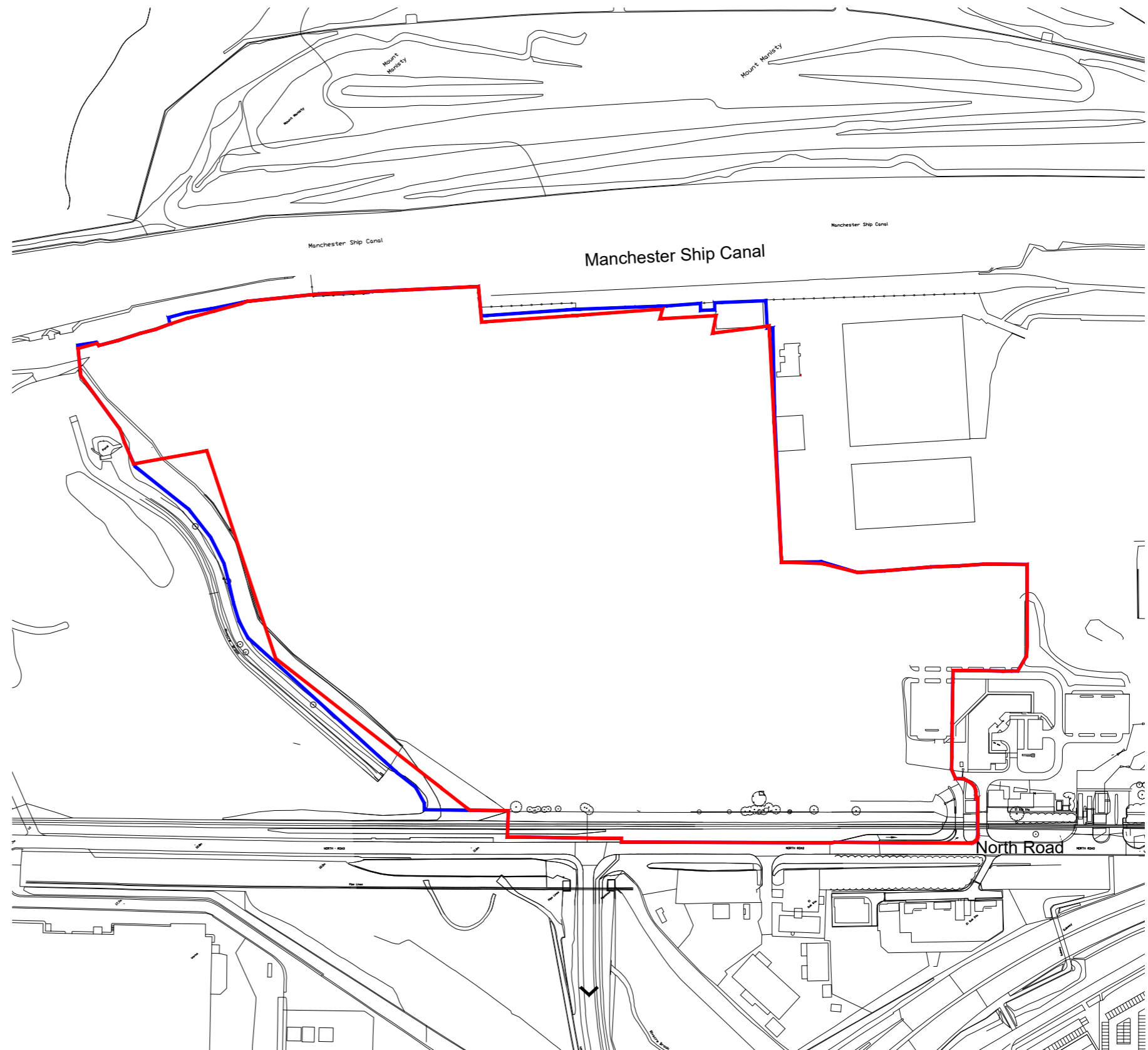
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The application Site

2.1 Application Site

The application site is located on brownfield land off North Road, Ellesmere Port adjacent to the Recresco Recycling Centre.

The proposal site is located very close to the M53 giving access to the wider road network and is well located, approximately 12.8 miles from Liverpool. The site is currently vacant and is predominantly flat, and is situated within the Netherpool ward.



The application site is outlined in red with other land in same ownership in blue.

Immediate & Wider Context

2.2 Immediate Context

The site is located in an area consisting largely of petrochemical industrial use. The site is situated surrounded by industrial-style units with delivery yards. Access road North Road forms the southern boundary of the site.

Cheshire West and Chester Council has developed a draft Local Development Order (LDO) for the Ellesmere Port North Road Industrial site. The draft LDO proposes that planning permission is granted for certain types of development in the area

2.3 Wider Context

Ellesmere Port is located on the southern side of the River Mersey and positioned south-east of the city of Liverpool. The site is easily accessible from Exit 7 of the M53, via North Road. The M53 leads to connection with the M56 and the wider national motorway network.

The site is also strategically placed for easy access to Liverpool, Greater Manchester and Leeds amongst other UK population centres.

The site is located in close proximity to the strategic road network and is accessible by bus, with many industrial and employment focussed uses in the wider context.



Application site aerial photograph

3. Design Statement

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Use & Amount

3.1 Use

This application seeks Prior Approval for the erection of 3no. storage and distribution units / general industrial units housed within individual buildings on the site. The proposed use accords with those of the surrounding Industrial area which are typically B1, B2 and B8 uses. It is considered that the provision of new employment units will help reinforce the growth of employment at the Industrial area.

Cheshire West and Chester Council has established a Local Development Order (LDO) for the Ellesmere Port North Road Industrial site. The LDO states that planning permission is granted for certain types of development in the area

3.2 Amount

There will be 3 employment units in total, 2 of which (Units 1 and 2) will contain office space at first and second floor level at the front of the building and general warehouse area to ground floor. Unit 3 will include a first floor level office area. The proposed development is broken down as follows.

Schedule of Accommodation:

– Accommodation	– Sqm	– Sqft
Unit 1		
– Warehouse	– 21,922	– 235,968
– Office	– 1,096	– 11,798
– Gatehouse	– 21	– 226
– Driver Hub	– 80	– 861
Total Unit 1	– 23,119	– 248,853
Unit 2		
– Warehouse	– 36,598	– 393,941
– Office	– 1,830	– 19,698
– Gatehouse	– 21	– 226
– Driver Hub	– 160	– 1,722
Total Unit 2	– 38,609	– 415,587
Unit 3		
– Warehouse	– 9,462	– 101,849
– Office	– 473	– 5,092
Total Unit 3	– 9,935	– 106,941
Total (All Units)	– 71,663	– 771,381

Overall across the three buildings, 74no. loading docks and 12no. level access doors, 802no. car parking spaces (inc. 33 accessible) have been provided.

The application site area is approximately 173,500sqm (17.35 ha) therefore the footprint of the proposed unit occupies just over one third of the site. The remaining areas of the site will be utilised as a car park, yard / loading areas and landscaping. Since only one third of the plot is to be occupied by the building the proposal is not considered to be an over-development and is less dense than typical industrial areas.

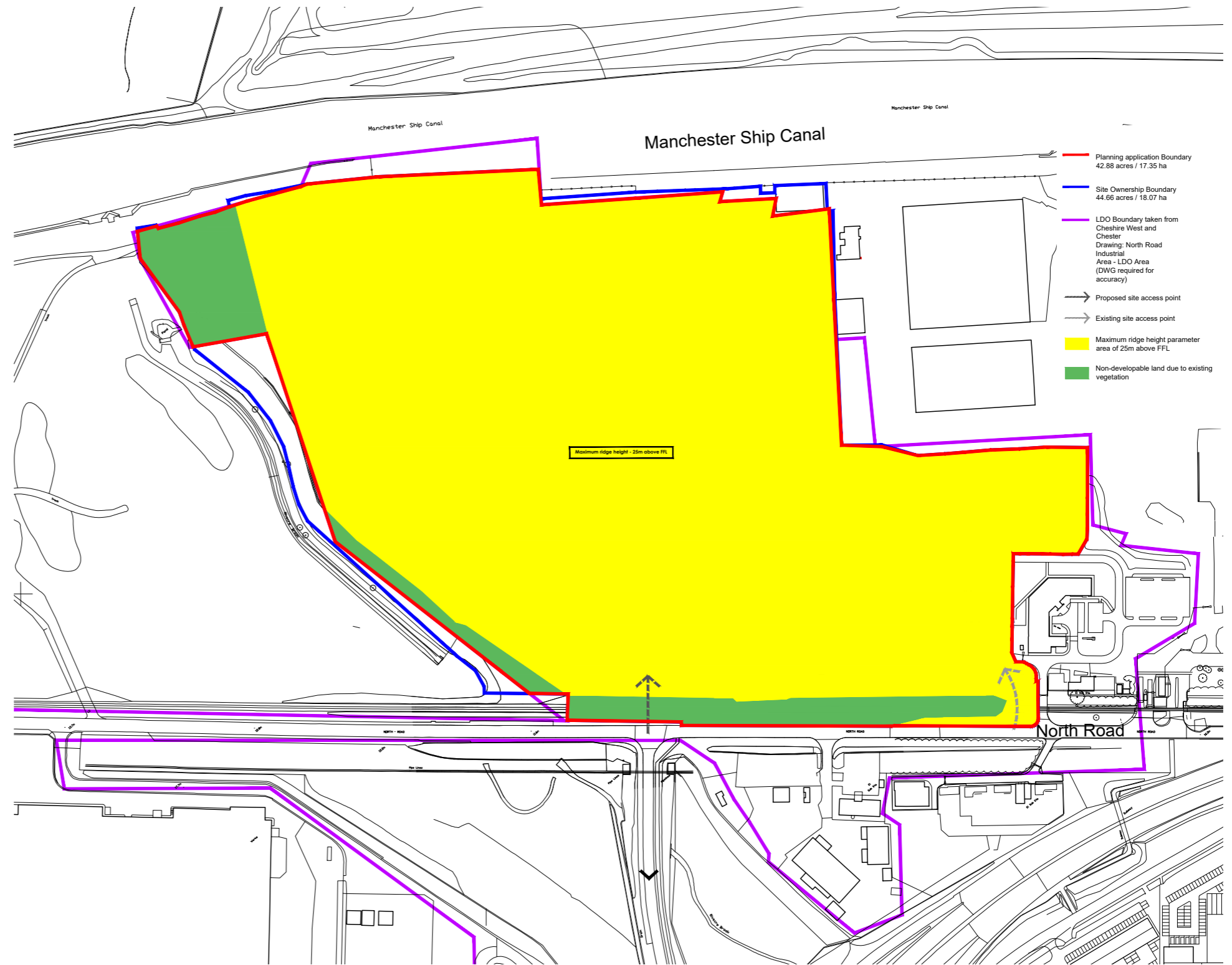
There is no prevalent development to plot ratio within the surrounding industrial area. It is therefore considered that the proposed development is suitable within this context.

Layout

3.3 Parameters Plan

The Parameters Plan layout submitted as part of this Prior Approval application indicates (in yellow) the area where the maximum building ridge height will be 25m above FFL. Areas hatched in green cannot be developed due to the presence of existing vegetation.

Both the existing and proposed site entrances are indicated by arrows and the planning, site ownership and LDO area boundaries explained in the drawing's key.



Parameters Plan

Layout

3.4 Site Layout

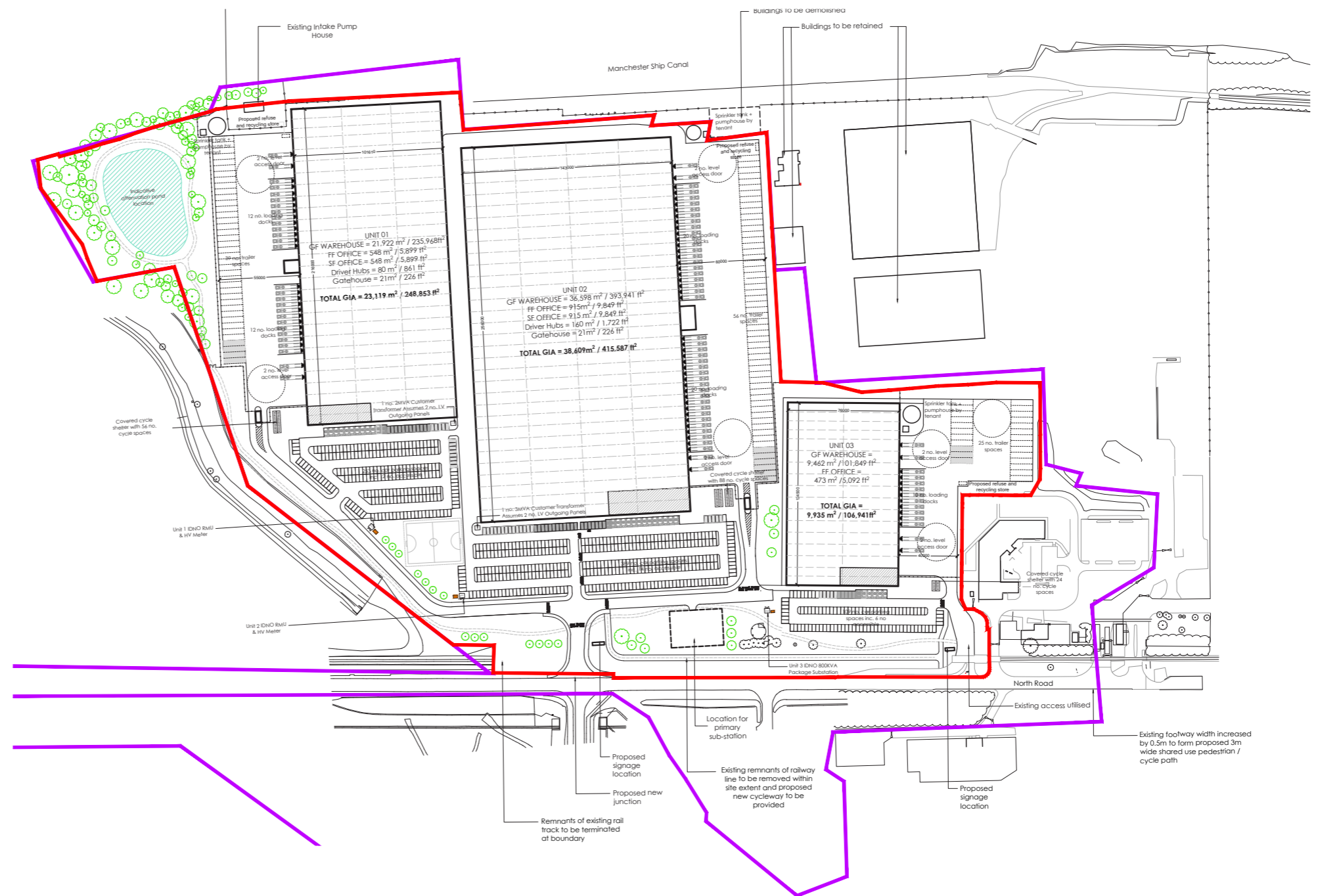
The site layout has been subdivided to accommodate 3 separate units. Both Unit 1 and Unit 2 are positioned to the north of the site, requiring the provision of a new site access point from North Road. The proposed buildings are aligned parallel to the northern site boundary and have been positioned to make best use of the site.

Upon entering the site, turning left leads to Unit 1 and its associated car park which has been located to the front of the building for ease of access and adjacency to the office entrance area. The proposed car park provides 269 car spaces, including 12 accessible and 56 bicycle spaces.

Driving straight ahead from the site entrance leads to the car park of Unit 2. Unit 2 features warehouse space on the ground floor with an area of office space on the first and second floors overlooking the car park to the south, which provides 419 car parking spaces including 15 accessible and 88 bicycle spaces. A gatehouse controls access to the secure yard which provides 4 level access doors and 40 loading docks on Unit 2's east elevation.

Unit 3, the smallest of the three proposed units is positioned at the south east corner of the site. The existing site access is to be utilised from North Road. This provides access to Unit 3 only. This unit of 9,935sqm, like Units 1 and 2, features an area of car parking on its southern side while an access yard is proposed to the east. The warehouse unit includes an office area at first floor level while the car park provides parking for 109 car spaces including 9 accessible and 24 covered bicycle spaces.

The office areas of all three buildings have been positioned on the south facades of the units so they are facing onto North Road, which will help to create visual interest as visitors and staff enter the site. A new sub-station to facilitate all three units is proposed at the southern boundary of the site.



Proposed Site Plan

Height, Scale & Massing

3.5 Massing Model

The Massing Model illustrates how the site layout has been subdivided to accommodate 3 separate buildings in an efficient manner.

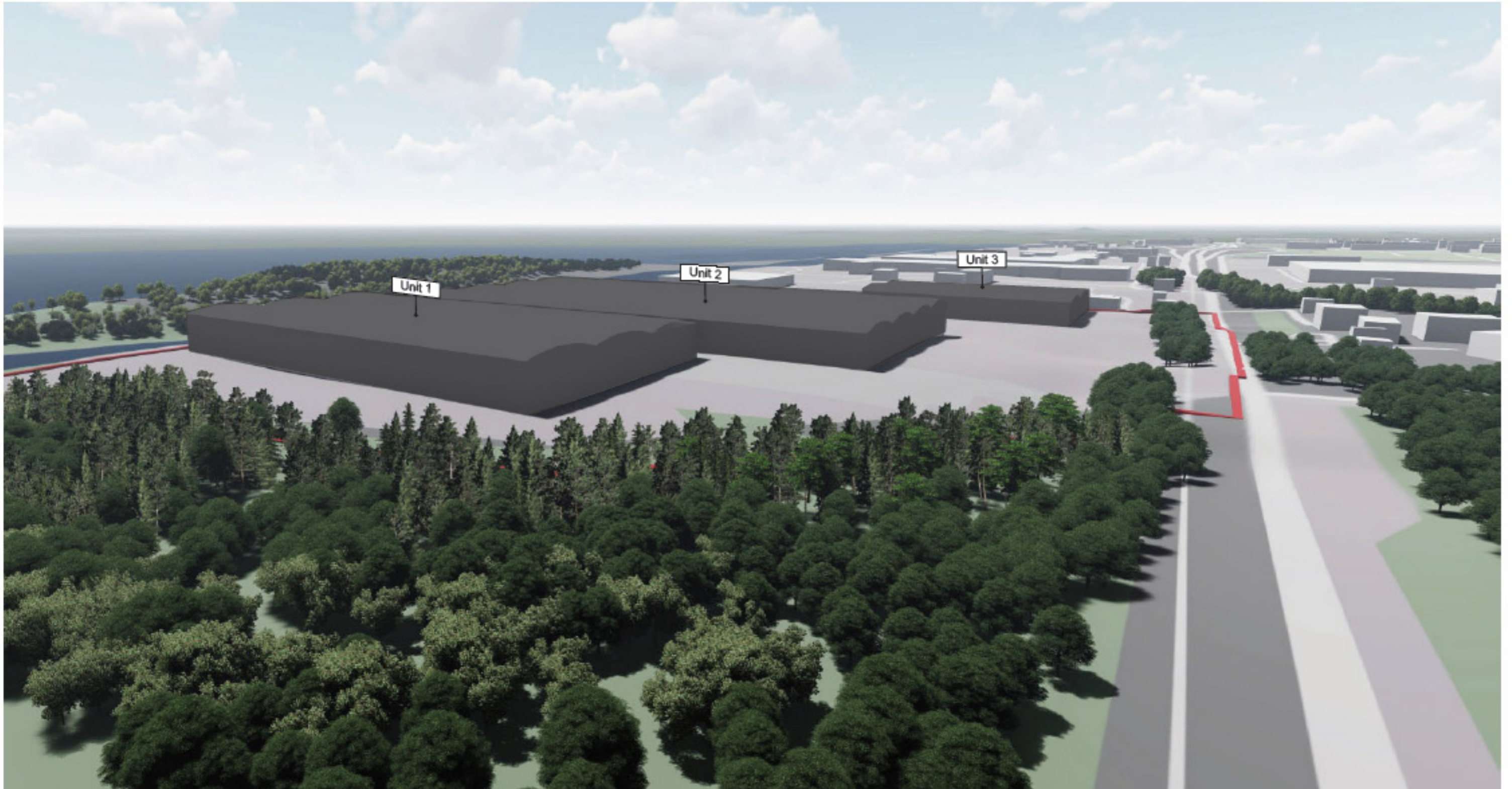
As can be seen from the image on this page Unit 2 has been positioned centrally within the site with Unit 1 located at the north-western boundary. Unit 3, the smallest of the proposed units has been located at the south-eastern corner to make the most efficient use of the available land.

The size and scale of the proposed units sit well on the site, particularly when viewed in the context of the size and scale of the existing surround buildings. The LDO requires a maximum ridge height of 25m above FFL. Image 3.6 on the next page shows an aerial view of the proposed development from the west, looking eastward.



Height, Scale & Massing

3.6 Birdseye View from West



4. Access & Operational Statement

Access & Operational Statement

4.1 Accessibility

The local area has access to public transport (bus and rail), but primarily accessed via excellent road links to Liverpool, Manchester and the principle road network. The site is located approximately 12.8 miles to the south-east of Liverpool city centre, is easily accessible from North Road which offers direct access to the M53 and M56 via motorway exit 7. Further details of public transport services are detailed in the accompanying Transport Assessment

4.2 Vehicle Access

The existing point of vehicle access is to be utilised to access Unit 3 while a new access point to service Unit 1 and Unit 2 will be provided into the application site, both via North Road.

4.3 Car Parking

The car parking areas for the proposed development provide 802no. car parking spaces, including along with 168 covered bicycle spaces. The car parking equates to 1no. car parking space per 89sqm of gross internal floor area, in line with local authority parking standards.

33 no. accessible spaces have been provided, which is 4% of the overall parking spaces and in line with local authority standards. Accessible parking spaces are positioned closest to the entrances into the units and will be correctly marked out in yellow thermoplastic material.

4.4 Pedestrian and Cycle Access

A public footpath runs along North Road leading into the site allowing for ease of pedestrian access to the units. Cyclists can gain direct access to the proposed car parks where sheltered cycle spaces will be provided. A new cycle path is proposed along part of North Road, linking the site to the subway under the motorway.

4.5 Sustainability

The proposal is to redevelop an existing employment site, and the scale of the development makes for an efficient use of the site. The units have been designed to maximise efficiency in accordance with end user requirements, building access, servicing and site circulation. Good visibility and the

provision of sheltered cycle spaces promote access by bicycle.

Roof lights to 15% of the warehouse areas will be provided to allow natural light to penetrate the buildings and reduce artificial lighting and energy consumption. Materials have been selected based on their high quality, robust nature and low maintenance requirements.

With regards to the conservation of energy, the office areas of the buildings have been designed to comply with Part L2a 2013 of the Building Regulations, utilising enhanced envelope insulation and efficient building services. The warehouse areas may not need to be assessed under part L if they have no heating, being classified as low energy demand buildings. However, to ensure flexibility for tenants, the warehouse areas will also be designed to comply with Part L2A, based on an assumed heating spec and assessed in conjunction with the office areas. A BREEAM rating of 'Excellent' is now being targeted for all units.

To reduce water consumption appropriate water efficient sanitary ware fittings and appliances including low flow aerating taps along with a means of control by PIR or push top, and dual flush WCs will be used. Water use will be metered to ensure occupier information can be made available.

The structural frame of the buildings will be designed to allow for the weight of PV cells at roof level, allowing for future tenants to install these and further improve the sustainability of the buildings. The car parks will also be provided with EV chargers to 5% of spaces, with a further 5% of spaces to receive ductwork for future installation of these.

4.6 Entrance Doors

The main entrances of the units are to be aluminium framed glazed doors with safety glazed panels, to give a minimum 1000mm clear width opening. The doors shall be fitted with a closer providing an opening force of no greater than 30N at the leading edge.

Level thresholds shall be provided, with no upstands exceeding 15mm in height. Manifestation shall be provided to the entrance screens in accordance with paragraph 2.24 of Approved Document M.

Floor matting will be chosen to allow smooth transition whilst reducing risk of slipping and keeping entrances clean.

4.7 Emergency Exit Doors

All features and materials to comply with Part B of the Building Regulations. Fire doors at various locations will be fitted with large panic bars with 'push down to open' signs. In addition the building's user will need to consider a plan for evacuation including the preparation of a personal egress emergency plan.

Fire doors designed to provide a minimum 850mm clear width opening and have level means of escape.

4.8 Internal Circulation: Horizontal

All doors offer an effective clear width of 850mm, ensuring they are usable by disabled visitors and staff members alike. All single leaf doors have the required 300mm leading edge and will have accessible easy to use ironmongery.

1500mm minimum wide corridors allow easy access for general use and emergency egress. The corridors will have good visual contrast between the walls, floors, ceiling and door areas. The lighting in all corridors will also provide a good environment for both employee functions and visitor activities.

4.9 Internal Circulation: Vertical

All stairs will have visually contrasted nosings on the riser and going of each tread and will have tactile indicators at the top of each flight the stair is not within a core. Lighting and finishes on the stairs will be non-reflective to assist people with visual impairments.

The buildings will be designed to include passenger lifts to be installed to provide accessibility to the upper floor office areas.

Access & Operational Statement

4.10 Sanitary Accommodation & Provision

In addition to other toilets, an accessible WC is provided within all units. The space, layout and provision of this shall meet the requirements of Approved Document M 2004 of the Building Regulations and BS 8300:2001, and shall generally include:

- Light action privacy bolts and lever action fittings where possible
- Doors capable of being opened outwards in an emergency
- Sanitary fittings that contrast visually with the wall/ floor finishes (which shall also contrast)
- Emergency alarm systems within the accessible toilet
- Grab rails and clear manoeuvring spaces
- Flushing mechanisms shall be located on the transfer side of the accessible WC.

4.11 Signage & Communication

All signage will be designed with reference to current good practice guidance and will form part of an integrated communication scheme that gives clear directions, information and instructions for the use of the building. External company signage will be subject to separate planning applications where required.

4.12 Waste Management Strategy

All waste generated by the development will be stored within an assigned refuse and recycling area immediately adjacent to each unit. On collection days all waste will be collected by a waste management company.

4.13 Lighting Strategy

Artificial lighting will be installed to provide lighting levels as required during the hours of darkness. Light pollution will be avoided through the careful selection, positioning and orientation of luminaires. The external lighting installation will be controlled by a photocell and time clock arrangement.

Photocell control will ensure external lighting is switched off during daylight hours. Time clock control will enable selected circuits to be switched off during the night. A manual override switch will be provide to allow the lighting to be turned on / off.

4.14 Conclusion

This application seeks Prior Approval for the erection of 3no. storage and distribution units / general industrial with ancillary offices, associated parking, service yards, landscaping and ancillary structures, and new access from North Road.

The proposed use accords with those of the surrounding industrial area and planning policy. It is considered that the provision of new employment units will help reinforce the growth of employment at this location and we encourage the local authority to approve this planning application without delay.



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