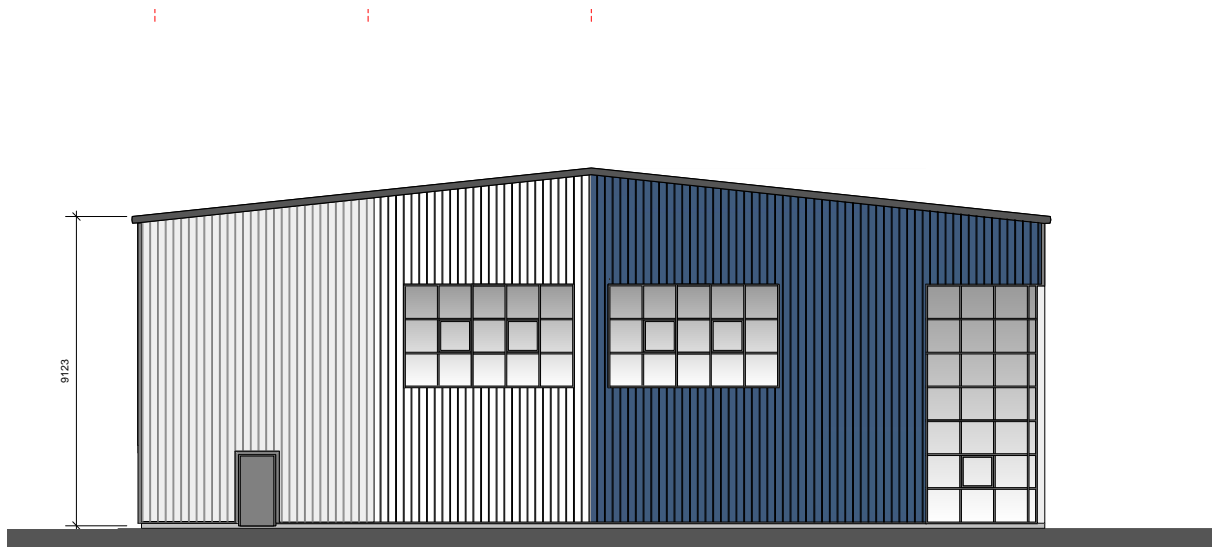


# Proposal for demolition of units 9-10 and construction of replacement B2/B8 Employment building and associated site works

at

**Fishwicks Industrial Estate, Kilbuck lane, St Helens, WA11 9SZ**

## Design and Access Statement



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## 1.0 BACKGROUND

- 1.01 This Design and Access Statement is prepared by Tony Hills of Damson Consultancy Architects on behalf of the property owners and Applicants William Fishwick & Son Ltd
- 1.02 This Design and Access Statement in compliance with the requirements of The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 and in accordance with guidance published by CABE.
- 1.03 The design and access statement shall:
- (a) explain the design principles and concepts that have been applied to the development;
  - (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
  - (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
  - (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
  - (e) explain how any specific issues which might affect access to the development have been addressed.
- 1.04 This Design and Access Statement is to support the Detailed Planning Application for the demolition of existing buildings and their replacement with a new employment building.
- 1.05 The site is located at the western end on the existing Fishwicks Industrial Estate on Kilbuck lane, Haydock WA11 9SZ.
- 1.06 The site is a brownfield site within the established Haydock Industrial Estate. St Helens Local Plan Policy CAS4 states that Economic development will continue to be focused on the Haydock Industrial Estate, through development of remaining sites in the Economic Land Supply. The Industrial Estate will be safeguarded for employment generating uses.
- 1.07 The site was developed as an Industrial Site and occupied by GKN in the 1950s. Many of the buildings on the site have been converted and adapted to suit more modern requirements. Units 9-10 were constructed as canteens for the original GKN factory on the site and is less easily adaptable for modern employment requirements.
- 1.08 Options to convert the building to provide basic employment space have been considered. The issues associated with embedded steel, decayed asphalt roof and brick parapet defects have rendered refurbishment an unviable option.
- 1.09 The proposal is therefore to demolish the existing buildings and construct a new industrial unit to 21st Century standards. The letting surveyors have advised the internal eaves height should be 8m to meet current market requirements with two storey offices.
- 1.10 The access road will remain as existing.
- 1.11 Drawings and reports accompanying the Detailed Planning Application:
- Design and Access Statement including Construction Management Plan  
Drainage strategy

Transportation assessment

Ecology survey

Phase 1 and 2 site investigation including Coal Mining Report

Drawings:

20011 P101 Existing Site and Location Plan

20011 P102 Proposed Site Plan

20011 P103 Existing Floor Plan and elevations

20011 P104 Proposed Floor Plan and elevations

## 2.00 DESIGN COMPONENT

### 2.1 Site Location and Context

2.1.1 The site is at the entrance to the Fishwick Industrial Estate. This is the start of an extensive Employment area located around Kilbuck lane and Haydock Cross.

2.1.2 Photos below show the existing building in context along with a photo of the modern building facing the site on the roundabout of Millfield Lane and Hall Wood Avenue.



Photo of existing building from Millfield lane



Photo of existing building on corner of Millfield lane and Kilbuck Lane



Photo of existing building from Kilbuck Lane



Photo of existing building from within the site looking towards Kilbuck Lane



Photo of side of existing building



Photo of rear of existing building



Photo of modern building opposite roundabout at Millfield Lane

## 2.2 Use

- 2.2.1 The current use of the site is as employment building. The building has been vacant for the past 5 years but occasionally let for short term storage.
- 2.2.2 Photos show the internal space which is not easily adaptable for modern industrial use.





## **2.3 Amount**

- 2.3.1 The present buildings have a combined footprint of 795 sq m. Much of the accommodation is in small rooms and not straightforward to convert to meet modern day requirements.
- 2.3.2 The proposals will provide 929 sq m (10,000 sq ft) ground floor accommodation including an area for office and welfare as well as an accessible service yard. There would be 100 sq m of first floor office and circulation space.

## **2.4 Layout and Proposed Works**

- 2.4.1 The proposed new building will replace the existing buildings and be serviced from the existing site access road.
- 2.4.2 The site layout is constrained by the existing utilities adjacent to the site.
- 2.4.3 The position of the proposed building on site locates the glazed office section to the corner of Kilbuck Lane.
- 2.4.4 The service yard will be fenced with a 2.4m high Paladin mesh fence with 13m wide sliding gates. Refer also transport assessment and service vehicle tracking.

## **2.5 Scale and Appearance**

- 2.5.1 The new building is of simple gabled design similar to others in the immediate vicinity.
- 2.5.2 The east gable has the main roller shutters located on the gable with a contrasting section of blue cladding emphasising the entrances. The northern service door aligns with a position for articulated vehicles which is shown on the tracking within the transport assessment.
- 2.5.3 The corner facing Millfield Lane and Kilbuck Lane will have the double height glazed office element and use of the blue cladding to provide visual emphasis
- 2.5.4 The eaves line of the new building will be approximately 2.3m higher than the present parapet line. This higher eaves will meet the requirements of present day tenants.

## **3.00 ACCESS STATEMENT**

- 3.01 The new building has a level entrance threshold.
- 3.02 A lift will provide first floor wheelchair access. the stair is designed for ambulant disabled use.
- 3.02 There are rear fire exits capable of use by all.



## 4.00 CONSTRUCTION METHOD STATEMENT

### 5.01 Site working hours:

Anticipated as 7.30 - 6.00pm Mondays to Fridays

5.02 The main vehicular access points will be at the present site entrance off Kilbuck Lane. The main access to site will be monitored by a gateman who will ensure deliveries within the site will follow designated circulation routes providing safe turning areas. There will be no parking afforded on Kilbuck lane

### 5.03 Site accommodation and security

The site will be fully secured at all times by means of a designed, anti-climb herras fence fixed back to timber posts cast in concrete bases or by utilising the existing palisade fence. Gates will be kept locked and access managed during the day. A weekly boundary inspection will be undertaken and should any remedial work be identified it will be promptly dealt with.

Contractors accommodation and welfare facilities (in accordance with schedule 2 of The Construction (Design and Management) Regulations) will be located in the site compound area.. Adequate designated contractors parking will also be located adjacent ensuring that all parking will be on site.

Materials will be stored in the designated areas in the future car park area and/or service yards adjacent to the building to be constructed.

Site Plant will be stored adjacent to / within the compound area as denoted on the attached logistics plan.

Temporary Electrical/Water and Drainage connection will be taken from the existing supplies if available. Should these not be available in time they will be supplemented by a generator and self-contained toilet facilities to feed the temporary offices

Containers will be sited within the welfare/compound area

5.04 Ground conditions will be monitored and vehicles on site controlled so as to traffic clean stone areas upon modified ground and early surfaced areas, however should there be a risk that site traffic could cause mud on neighbouring carriageways then wheel washing facilities will be put in place and where necessary road sweepers will be deployed.

Deliveries will be so co-ordinated with suppliers to avoid peak periods and offloading restricted to site.

### 5.05 Noise Control Measures

It is appreciated that noise from construction works can be intrusive or disruptive and for this reason, activities / deliveries will only be undertaken between the permitted working hours.

Noise levels will be measured/monitored regularly by the use of a noise meter at boundary points and recorded within the site diary. To ensure that local homes and businesses are not disrupted.

Mitigation measures will include the following:

Noisy operations will be eliminated where practicable and use of alternative measures where possible.

Site plant for the purpose of the works will be fitted with effective exhaust silencers.

Machines/plant in intermittent use will be shut down in intervening periods between work.

Plant and vehicles will be started up sequentially rather than all together. Plant will be well maintained and serviced regularly.

Wherever practicable tools of low noise emission will be used.

The above measures will be incorporated by the Contractors in their Method statements and risk assessments developed for the works.

#### **5.06 Dust Mitigation**

Dust levels will be regularly monitored, visually.

Materials being taken off site will be in covered vehicles to minimise dust liberations. When aggregates are delivered to site, these too will be delivered in covered tipper vehicles and their tipping will be supervised by a banksman. The banksman will ensure that tipping is done in a controlled manner to avoid the creation of dust clouds.

No mechanical cutting of materials will be undertaken without suitable and sufficient measures in place for the control of dust. This will include dust suppression attachments in place and in use for wetting down at the cutting edge or the provision of at tool extraction In the case of adverse weather conditions (Hot / dry weather) a full wetting down operation will be undertaken utilising towed water dispenser bowsers and vehicles will be restricted to determined routes on site.

Emissions from plant/vehicles will be kept to a minimum by keeping plant properly maintained and regularly serviced and as noted above machines/plant in intermittent use will be shut down in intervening periods between work.

With respect to Air Quality generally it will be a site rule that there shall be no burning of ANY materials on site. and it will be ensured that this rule is implemented and complied with.

### **5.07 Information / Consultations / Neighbours**

The site works will be registered by the Contractors with the Considerate Constructors Scheme. This scheme sets and monitors the site against industry standards and helps to integrate the site with its surroundings and adjoining neighbours as well as focusing on site appearance /safety / welfare / environmental and community issues.

A proactive approach will be taken to keeping site neighbours informed. A letter drop will be completed for homes and businesses in the immediate vicinity. Site Contact details will be issued and displayed around the site.

### **5.08 Site Waste Arrangements**

It is intended to control the design of the project with the objective of keeping waste generation/disposal to a minimum. Waste will only be disposed of to appropriately Licensed facilities. Construction waste will be dealt with either by the provision of segregated skips or by utilising the facilities of a recognised licensed sorting depot.