

Project. 2581
2581-URB-ZZ-XX-DA-A-2A3750
December 2021

URBANEDGE
architecture / landscape / masterplanning

Design & Access Statement

Proposed façade refurbishment
and site reconfiguration

Unit 17, Cladden Place, Skelmersdale / WN8 9SX

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Revision	Comments	Date
P00a	Issued to design team for comment	16.12.2021



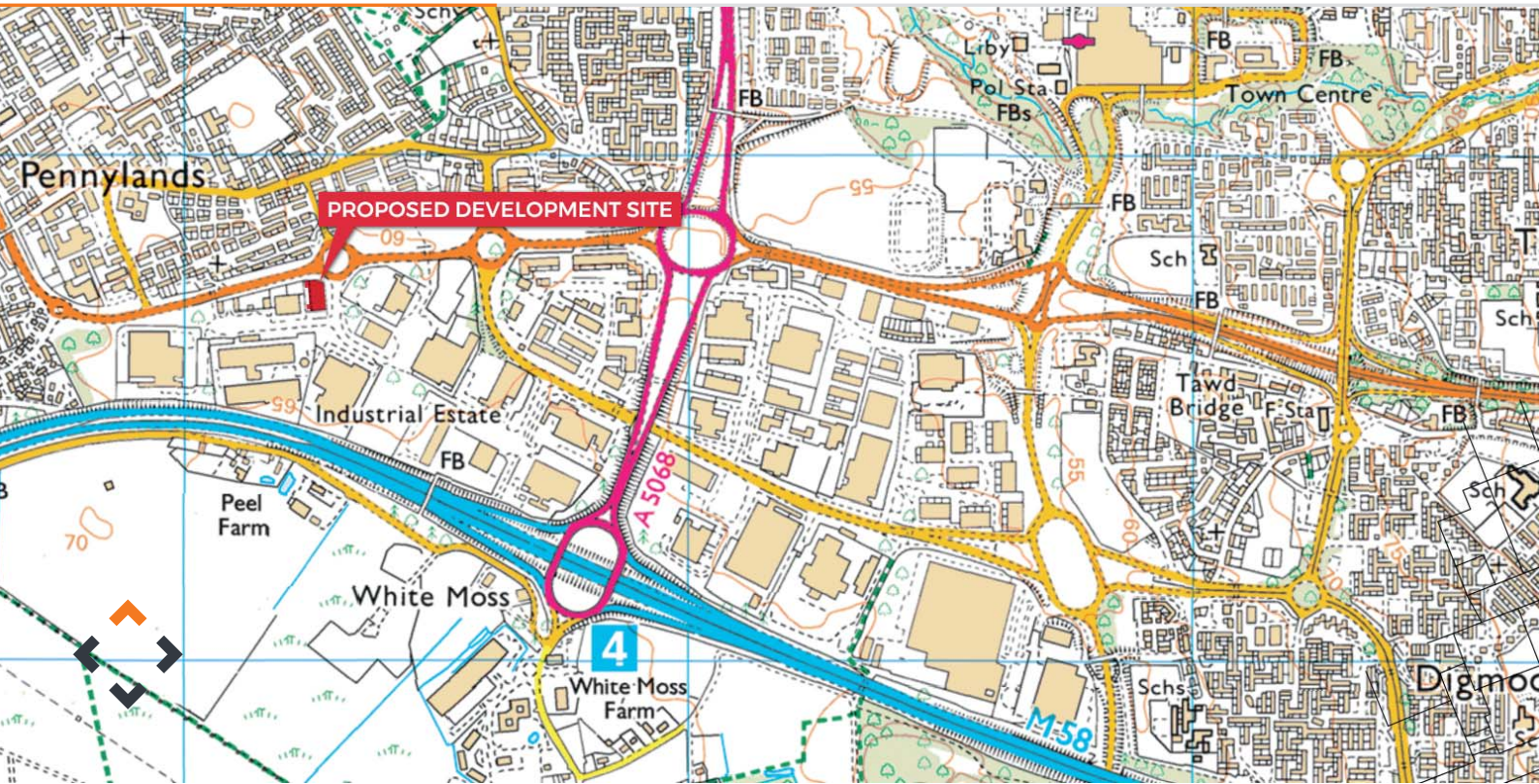
↑ Photograph of the proposed location of the development

Introduction

This Design & Access Statement has been prepared by Urban Edge Architecture on behalf of The Storage Team and is submitted to West Lancashire Borough Council, in support of a planning application for the proposed façade refurbishment of unit 17, Gladden Place, Skelmersdale.

Scheme objectives

- To enhance the façade of the unit using simple, but high quality architectural interventions
- Improve the functionality and use of the service yard and car park
- Provide employment opportunities for local people during construction and following completion



↑ Ordnance Survey map showing the specific location of the development (image courtesy of Microsoft)

Site location

Latitude 53° 32' 43.8" N / Longitude 2° 47' 50.1" W

Skelmersdale is a town located in the north west of England, within the county of Lancashire. It lies approximately 25 miles west of Manchester, and 15 miles to the north east of Liverpool. The proposed development site sits approximately 1.2 miles south west of Skelmersdale town centre. Stretching along the east, south and west of the site are large industrial units. To the north of the site a large residential area can be found, as well as the High Street, with some small retail units and food takeaways.

Site

The site is currently occupied by a single industrial unit with a service yard to the west. A small car park runs along the south of the unit, with provision for 18 cars, this car park includes a DDA parking space. There is currently one gated vehicular entrance point into the site, located at the site's south western corner, stemming from Gladden Place. This provides access into the car park area, where another gate provides access to the service yard area to the west of the unit. There is no pedestrian pathway that runs adjacent to the site entrance point, however a pedestrian pathway is located along the southern edge of Gladden Place.

Context

Views into the site from Gladden Place are largely obscured by dense vegetation, with the only clear opening at the entrance point. This dense vegetation buffer runs along the site's eastern and northern boundaries, also limiting views from both Gardiners Place to the east and Railway Road to the north.



↑ Proposed site plan

— Ownership boundary

— Application boundary

Design proposals

Site layout principles

The extent of the proposed works in this document is identified as a red line boundary on the application drawings. The key site layout principles for this proposal are focused on improving the functionality of the site, through the slight reconfiguration of the service yard and car park that runs adjacent to the unit. The existing parking bays to the south of the unit will be retained, with the two adjacent to the existing DDA bay being altered to Electric Vehicle (EV) charging bays. To the west of the unit, 6no new linearly laid parking bays have been proposed to run along the unit façade, increasing the total standard parking bays to 20no spaces.

Building layout principles

There will be no change to the current footprint of the industrial unit. The existing main entrance door is located mid-way along the units south facing façade, for ease of access from the car park. This position will be retained, as well as all other existing service doors. Along the units west facing façade are three roller shutter doors staggered along the elevation. These will also be retained for loading/unloading within the service yard.



↑ Artist's impression of the proposed development

Appearance

The existing unit is simple in appearance, with monochrome cladding of mid and dark grey, with a blue trim to the edges. Below this cladding, on the unit's north facing elevation is red brickwork.

The proposed façade refurbishment has been designed to retain a similar monochrome aesthetic. Light and dark grey colours will be carried through with this, incorporated in a linear stripe design of alternating colour just at key areas. This will be across the southern facing façade, fronting the site entrance and car park, as well as to the unit's north eastern corner, at a key signage zone to front the nearby roundabout.

This linear cladding will link with the existing in texture and colour, whilst generating visual interest and highlighting entrances and signage zones. Further highlighting the main unit entrance is a large green goalpost feature. This feature is then reflected again around the signage and upper level of glazing to the unit's north eastern corner. The use of green will work to link to the tenant branding.

Landscape

No areas of vegetation are to be affected with the proposed works.

Site access

The existing access/egress point into the site will be retained as existing.

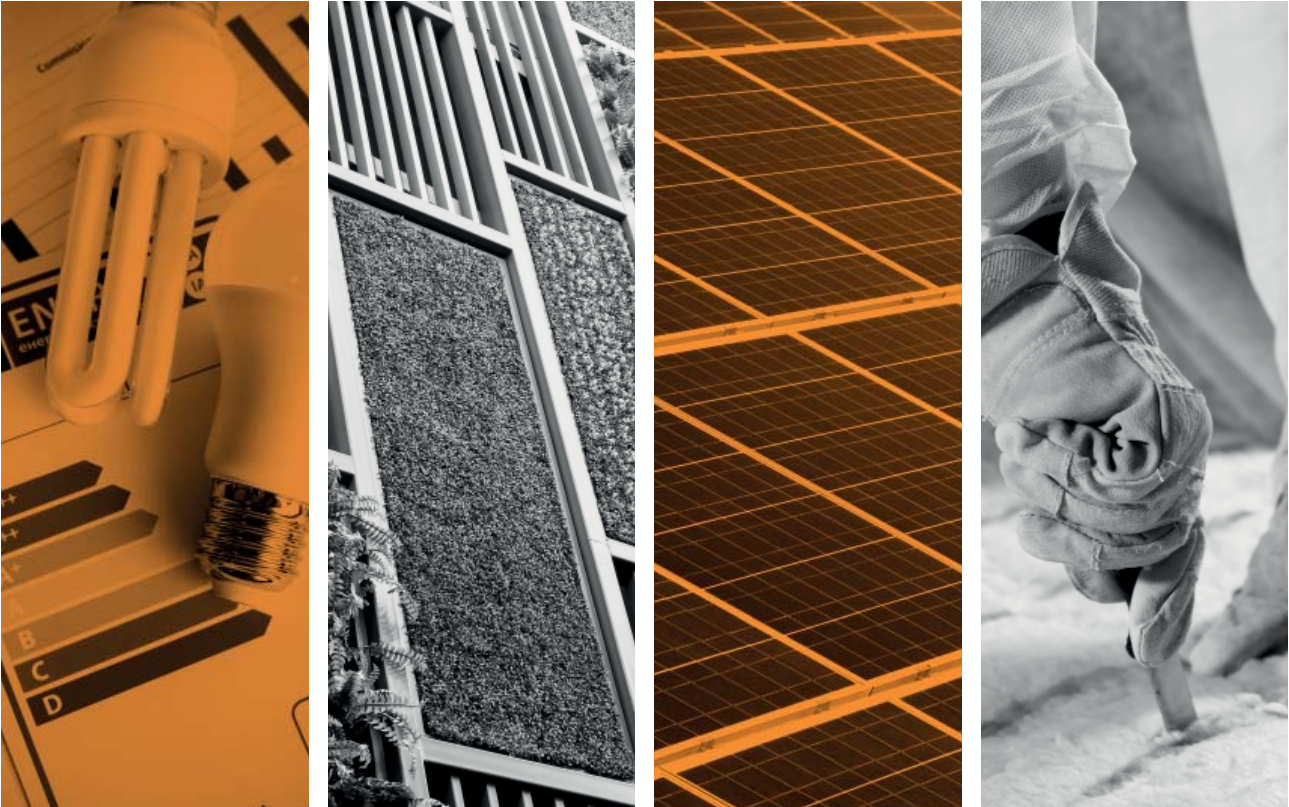
Links to public transport

The closest bus stops to the unit are located along Railway Road to the north of the site. These provide public transport through Skelmersdale, as well as to Wigan, Southport and Liverpool.

The closest train stations to the site are Rainford train station and Upholland train station. Rainford train station is approximately 3.5 miles to the south and Upholland train station is a similar distance to the south east. These stations provide links to Kirkby and Blackburn.

Road network

Travelling west along Railway Road provides access into residential areas of Skelmersdale. Travelling east along Railway Road leads to Hope Island roundabout, which in turn provides access south along the A5068 and then onto the M58.



Sustainability

Land is a finite resource, so it is vitally important to reclaim and redevelop underutilised spaces to bring them back into effective and beneficial use. We aim to deliver a development that is in accordance, as far as is practical, with the best practice principles of sustainable development and the scheme has been designed to positively contribute to the long term objectives of environmental protection and resource management.

Several sustainable practices are proposed to be incorporated within the shell works. These include:

- All materials will where possible be obtained from sustainable sources and contain no CFC, HCFC, HFCs and PIR insulations
- The main contractor and site are to be registered with CCS and achieve a Considerate Constructors Scheme rating over 30 'a very good site'
- The main contractor is to run the CSCS scheme on site to ensure all personnel are adequately trained in the relevant health and safety requirements
- In decoration, water based/low VOC paints will be used in lieu of oil based paints where possible

Site waste management plan

In accordance with best practice we will be implementing a site waste management plan as required for the contractor and all materials removed from site will be reused and recycled where possible.



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📍 One Scotgate Mews, Scotgate, Stamford, Lincolnshire, PE9 2FX

✉ enquiries@urbanedgearchitecture.co.uk

☎ 01780 755 665

📘 urbanedgearchitecture

🐦 urbanedge_uk

www.urbanedgearchitecture.co.uk