

Liverpool Pop Up Studios Design and Access Statement

031658-DBS-XX-XX-RP-A-1001-S4-P03



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Record of Issue

Issue	Status	Author	Date	Check	Date	Authorised	Date	Comment
C01	A3	EK	13/08/2020	AB	13/08/2020	GT	13/08/2020	For Planning
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Contents

1.0 Background to the Proposal	2
1.1 Introduction	
1.2 Vision Statement	
2.0 Context	4
2.1 Location Plan	
2.2 Planning Policy	
2.3 Site Condition	
3.0 Factors Affecting Development	5
3.1 Flooding	
3.2 Archaeology	
3.3 Existing Ground Conditions	
3.4 Existing Services	
4.0 Design Objectives	6
4.1 The Brief	
4.2 Design Concept and Principles	
4.3 Design Development	
5.0 Character	12
5.1 Landscape	
5.2 Scale	
5.3 External Spaces	
6.0 Environmental Sustainability	13
6.1 Landscape/ Townscape Setting	
6.2 Energy Efficiency	
6.3 Sustainable Materials	
6.4 Waste Management	
6.5 Climate Resilience	
6.6 Sustainable Design Standards	
6.8 Sustainable Drainage	
7.0 Access	14
7.1 Site Location	
7.2 Inclusive Design	
7.3 Public Transport	
7.4 Site Access	
8.0 Movement	15
8.1 Integration/ Connections	
8.2 Transport Modes	
8.3 Parking	
9.0 Community Safety	17
9.1 Security	
9.2 Boundary Treatments	
9.3 Surveillance	

Proposal background

- 1.1 Introduction
- 1.2 Vision Statement

1.0 Background to the proposal

1.1 Introduction

The development proposal has been commissioned to provide 2No. temporary filming studios, these are to provide accommodation and workspace for a film production team working in and around the Liverpool area. These studios, alongside their associated facilities, are a temporary measure before permanent studios are provided within the local area.

This scheme comprises the development of three plots which will look to provide 'pop-up' film studios and associated car parking facilities.

- Plot A

To provide car and goods vehicle parking spaces for associated studios. New gates and some DDA approved car parking spaces. Ground configuration to be made up of compacted stone and tarmac to DDA compliant spaces.

- Plot B

Two temporary filming studio structures with road access and additional car parking facilities. Studios to be set back from the main street scape and to be surrounded by existing plants and trees alongside supplementary wild flowers. Ground configuration to include concrete foundations, compacted stone and tarmac .

- Plot C

No immediate plans for construction or groundworks. Access gates to be provided. Ground configuration to be provided as hardstanding.

(Please see aerial site plan on the next page which shows plots A, B and C)

1.2 Vision Statement

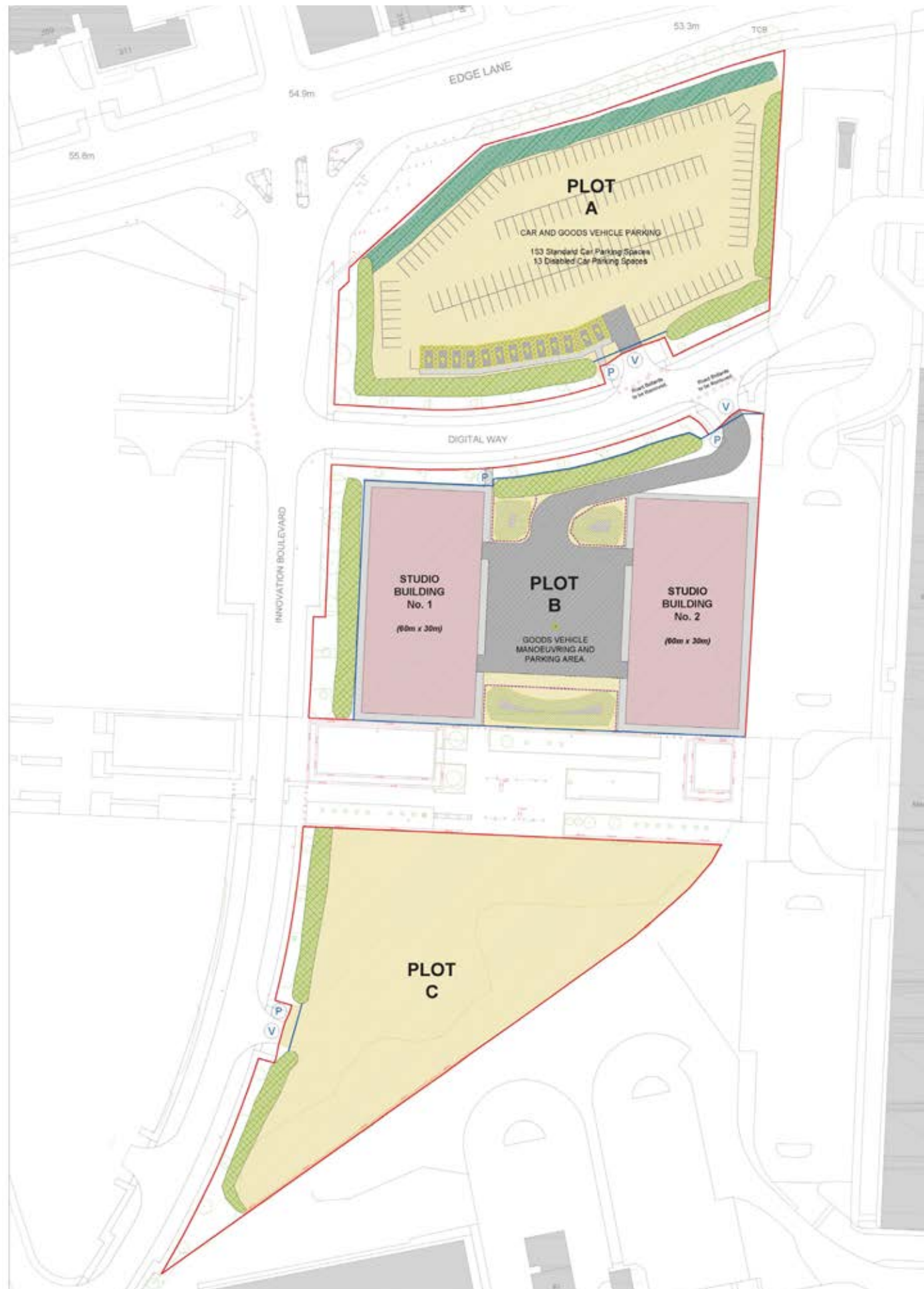
Edge Lane, one the main thoroughfares through Liverpool has long been associated with industrial parks and business innovation buildings. Following a number of reviews into the needs and priorities of Liverpool's thriving TV and film industry it has been agreed that additional studio, workshop and filming space will be available to cover these requirements.

Specialist teams from across the industry will utilise these spaces as and when needed, creating a fast paced and collaborative environment. As well as helping improve services for this vital industry, this will positively impact on Liverpool's already notorious reputaion as an

insipraing city of culture and arts.

Local businesses will benefit from the occupation of these sites as it will increase the revenue of immediately surrounding outlets and wider Liverpool in general. This application for permission to begin vital groundworks on site is the beginning of what promises to become one of the city's most creative areas.

See proposed site plan on page 3 for proposed layout.



Context

2.1 Location
2.2 Planning Policy
2.3 Site Condition

2.0 Context

2.0 Context

2.1 Location

The proposed sites sit adjacent to The Liverpool Innovation Park along Edge Lane, Liverpool, L7 2DP.

The sites are split into three by Digital Way (vehicular access road), Innovation Boulevard (vehicular access road) and a wide pedestrian pathway leading from the Innovation Park. This is a busy area of Liverpool and is one of the main thoroughfares through the city, the area is largely comprised of industrial and commercial units.

2.2 Planning Policy

2.2.1 Local Planning Policy

Since 2002 in Liverpool, planning applications primarily refer to the Unitary Development Plan (UDP), a statutory document which has played a major role in shaping the future of the city. The UDP is gradually being replaced by the 'Liverpool Local Plan' which will determine the long term strategic spatial development of the city. Until it is fully adopted, planning applications should make reference to the UDP policies.

The new Liverpool Local Plan was consulted on by the Liverpool City Council between 26th and 9th March 2018. It must be considered when submitting new planning applications.

2.2.2 NPPF

This Design and Access Statement explains the approach to creating a sustainable development through good design in accordance with the National Planning Policy Framework. This goes beyond aesthetics to include social, environmental, economic and other aspects of the development.

This statement also aims to explain how the principles of Inclusive Design have been incorporated to create a development that will be accessible, provide flexibility in use and an environment that is convenient and enjoyable to use for all occupants.

“in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area” (NPPF, para. 63)

2.3 Site Condition

The existing sites were part of the Innovation Park development in anticipation of development. As such, each site is surrounded by a landscaped bund and all sites are relatively level. The lack of development since the adjacent park was constructed has left the sites neglected and overgrown with weeds and shrubs. The access roads between the sites are in good condition.



Existing Site Plan . Produced by Kier

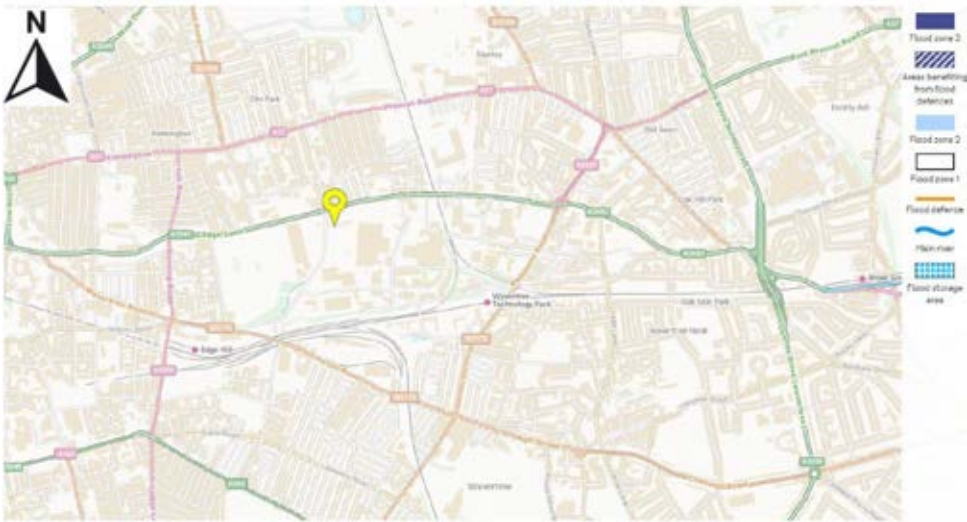
Factors Affecting Development

- 3.1 Flood Risk
- 3.2 Archaeology
- 3.3 Existing Ground Conditions
- 3.4 Existing Services

3.0 Factors Affecting Development

3.1 Flood Risk

The approach to the assessment of flood risk at the development site has been informed by the requirements of NPPF in conjunction with the client and EA/LLFA requirements. The data confirms that the site is located within Flood Zone1, which means it is classified as being 'very low risk' with less than a 0.1% chance of flooding each year.



Environmental Agency Flood Zone classification map covering Edge Lane area in Liverpool including key. Produced by Curtins.

The map below shows where areas could potentially be susceptible to surface water flooding in an extreme rainfall event. Surface water flooding can be caused when normal rainwater drainage does occur or when there are surcharging sewers. The online Risk of Flooding from Surface Water map indicates the site is again considered as being at a 'Very Low' susceptibility to surface water flooding, with a 0.1% annual probability of flooding.



Online Risk of Flooding from Surface Water map including key. Produced by Curtins.

3.2 Archaeology

We are unaware of any archaeological finds being made in this area or any sites of historical significance nearby which would warrant any investigation of the site.

3.3 Existing Ground Conditions

The site was levelled for use at the same time as the Innovation Park development took place. Since then the empty plots have become overgrown with grass and shrubs. A landscaped bund surrounds the majority of the plots.

3.4 Existing Services

Public sewer records have been obtained for the development site from LCC. There is an existing network within the Innovation Park for both surface water (SW) and foul water (FW). Sewer ownership is currently unknown. Based on layout information provided it is likely that the infrastructure was installed as part of the masterplan to deliver serviced plots. Following the demolition of the MTL buildings (on the proposed plots) services were maintained for future development.

Design Objectives

4.1 The Brief

4.2 Design Concept and Principles

4.3 Design Development

4.0 Design Objectives

4.1 The Brief

The Liverpool Film Office (LFO) are a team within LCC who assist in productions and location finding across the Liverpool City Region. Liverpool has benefitted from significant economic activity in recent years as a result of increasing demand for “on location” film shooting and LFO identified a market for a new film studio. The plan in the long term is to convert the former Littlewoods Building (500m from proposed site) to fulfil this role, shorter term the proposal is to construct two 'Pop-up' film studios on plot B and provide 166 car parking spaces on plot A to support them.

Plot A

1. Site Clearance
2. Retain Earth bunds to perimeter of site and plant wild flowers. No new fencing proposed to the south and west boundaries. Existing boundary treatments to be retained.
3. Weld Mesh gates to vehicle and pedestrian entrance to secure the site – fence needs to extend up to earth bunds either side
4.
 - i. Tarmac car park spaces to 5% of the total number for DDA purposes, located on the southern boundary with a tarmac footpath access from car park to public footpath via the pedestrian gate
 - ii. Compacted stone to access roads

Plot B

1. Site Clearance
2. 2 No. 61x31 concrete slab with pad foundations @5mc/c around the perimeter to take support pop-up studio structures.
3. New 2.40m high green weld mesh fence to match existing to the north, west and south boundaries tying into the existing fence on the east boundary with one vehicle gate and two pedestrian gates.
4. Security lighting to provide a uniform lux level of 6
5. Level site access on all plots to comply with DDA regulations
6. Concrete hardstanding to support a security hut – no associated services to be provided
7. Separate electrical meter and supply to each pop-up studio for external lighting and the life safety systems only
8. Drainage solutions to be included

Public Realm Area

1. General tidy up of landscaping area
2. Graffiti removal

Plot C (to be used as an overflow carpark)

All works to this site to be completed at a later stage than the other plots, including:

1. Site Clearance
2. Retain earth bunds to perimeter of site and plant wild flowers. No new fencing proposed to the north and west boundaries. Existing boundary treatments to be retained.
3. Weld Mesh gates to vehicle and pedestrian entrance to secure the site – fence will extend up to earth bunds either side
4. Compacted stone with a terram layer to the whole area

4.2 Design Concept and Principles

The main aim of the development is to create compatible new facilities for use by a dynamic industry that requires flexibility and constant change. The development will respond to the setting and local character of built form, providing up to date amenities and an energy efficient design that can be erected quickly and is demountable for use on other sites in the future.

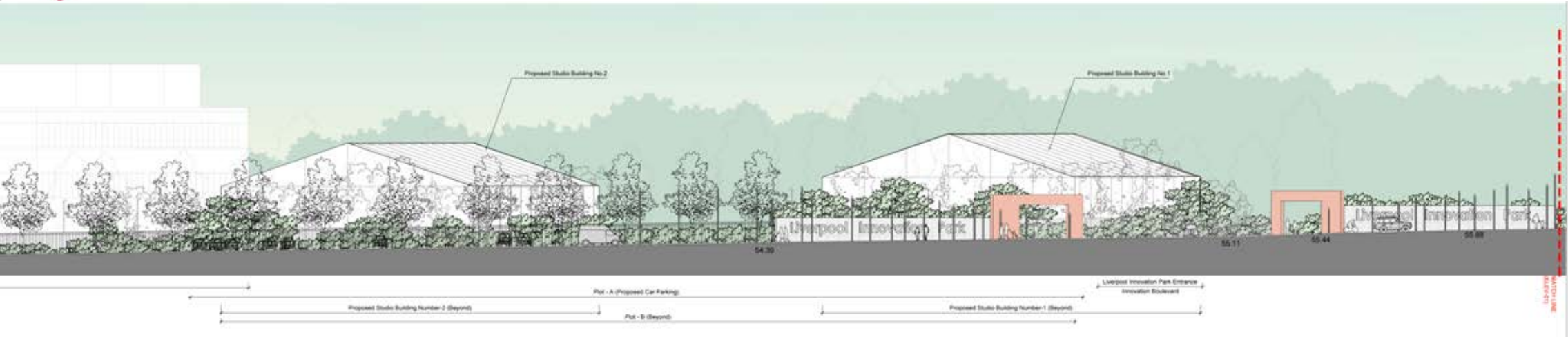
Particular thought has been given to ensure a simple and clear layout is provided that works well with the buildings' internal and external access points. The 'pop-up' structure has been designed to be understated and will sit well within the current streetscape, it will sit back from the site boundaries and will be surrounded by the existing landscaped areas.

See proposed site, proposed elevations, proposed site sections and proposed street views on the following pages for visual reference.

4.3 Design Development- Proposed Street Elevations (produced by Kier)



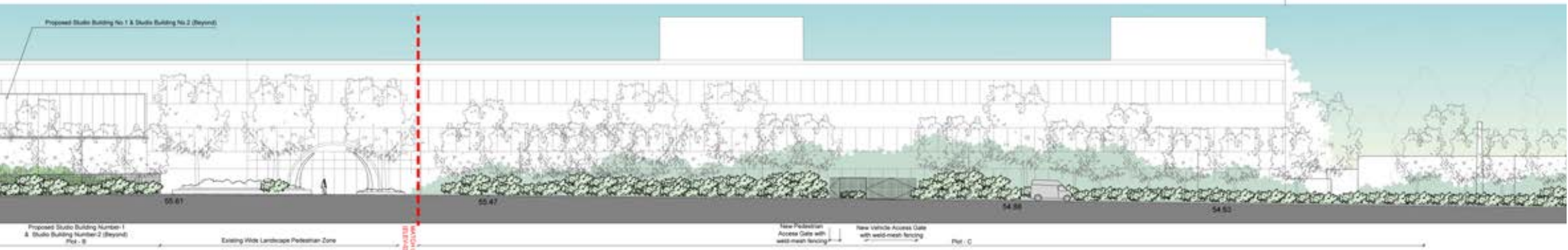
Elevation 1- Edge Lane. Produced by Kier



Elevation 1- Edge Lane. Produced by Kier

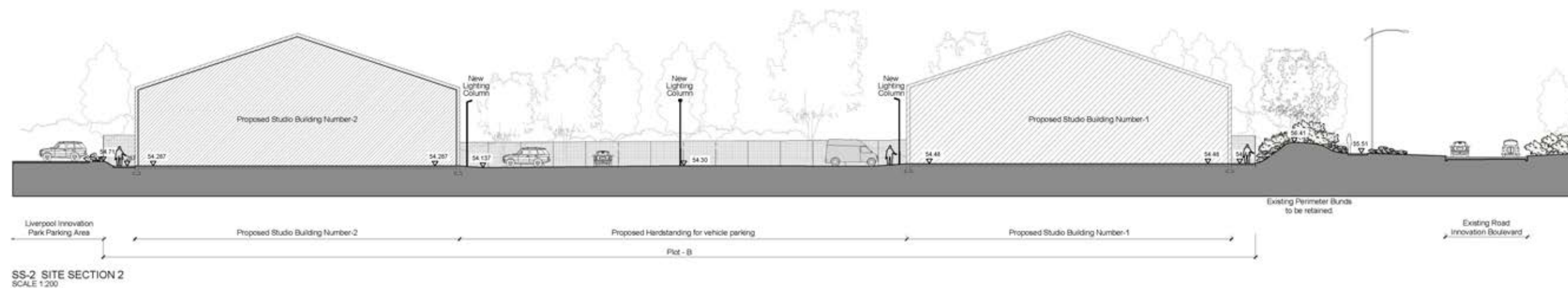
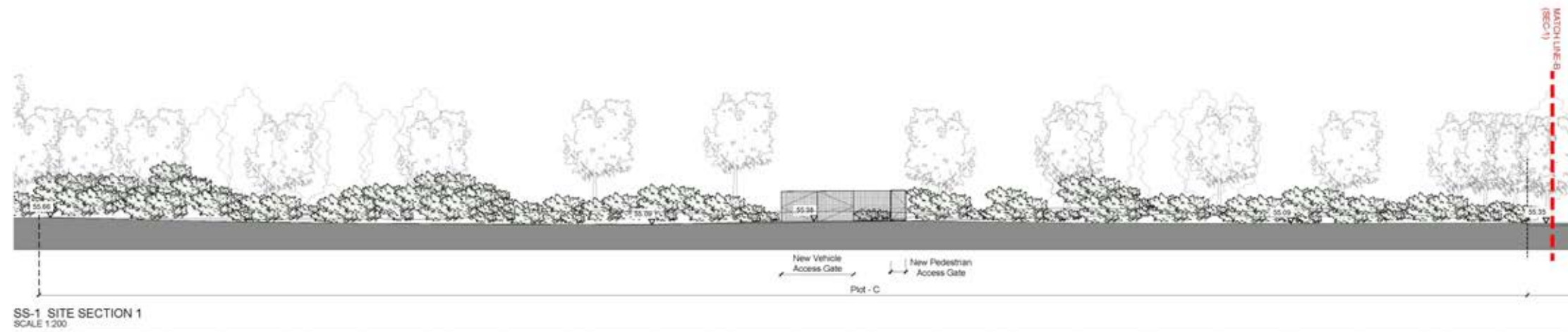
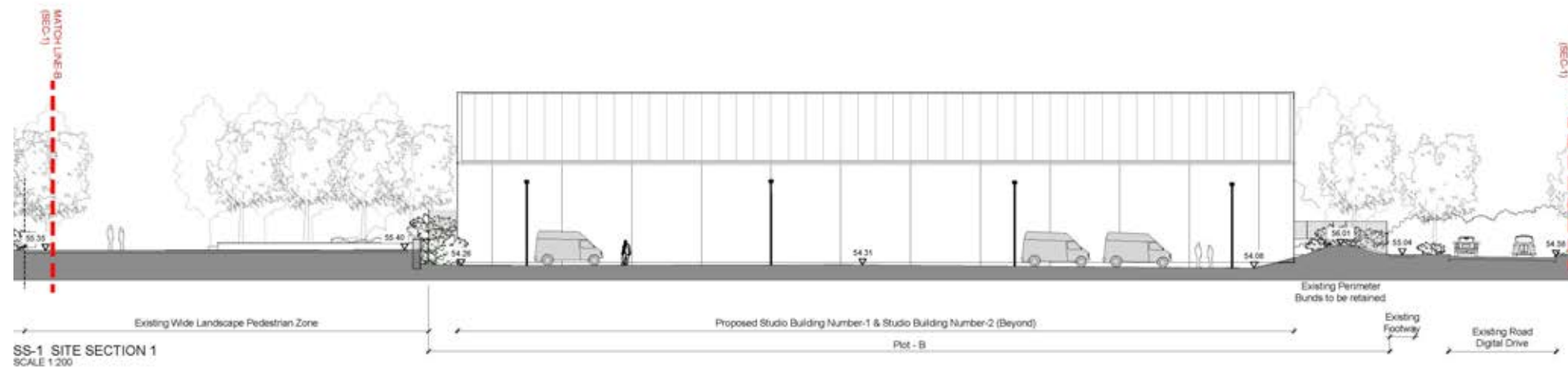
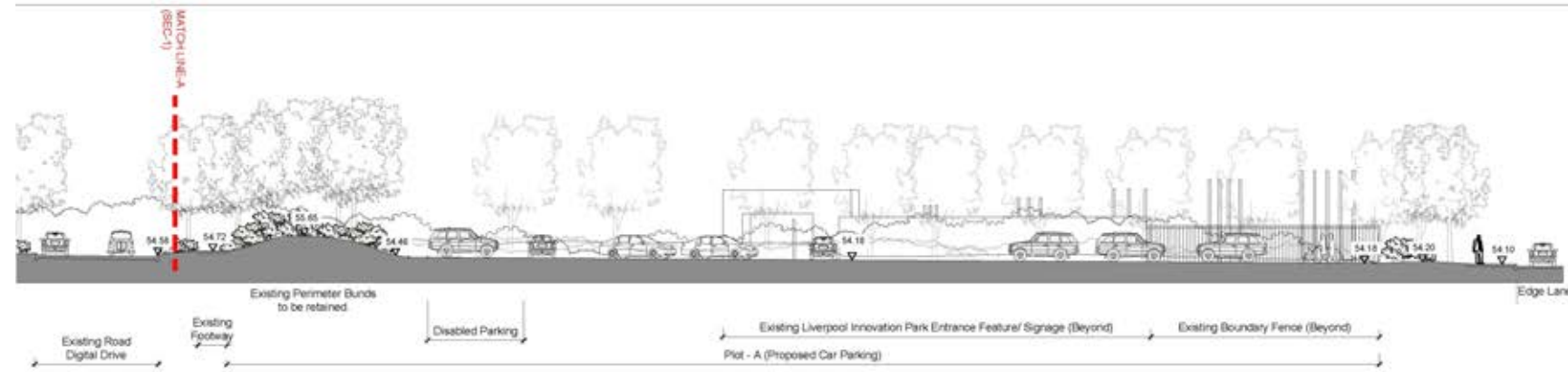


Elevation 2- Innovation Boulevard. Produced by Kier

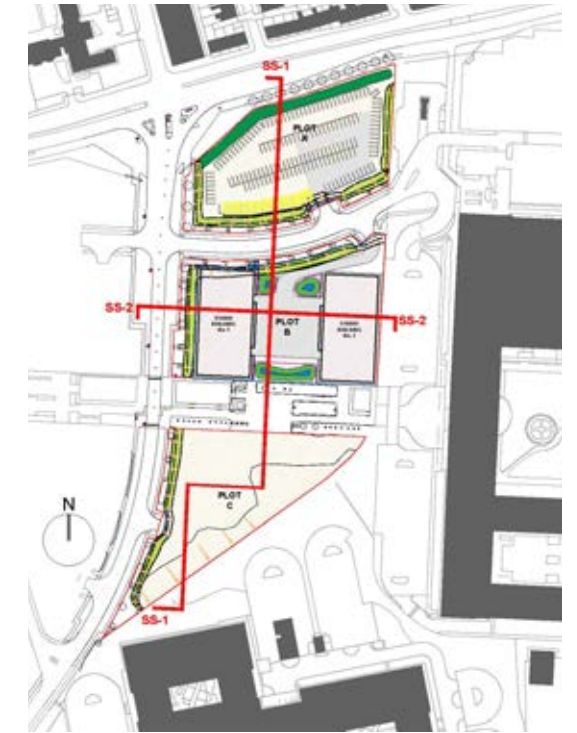
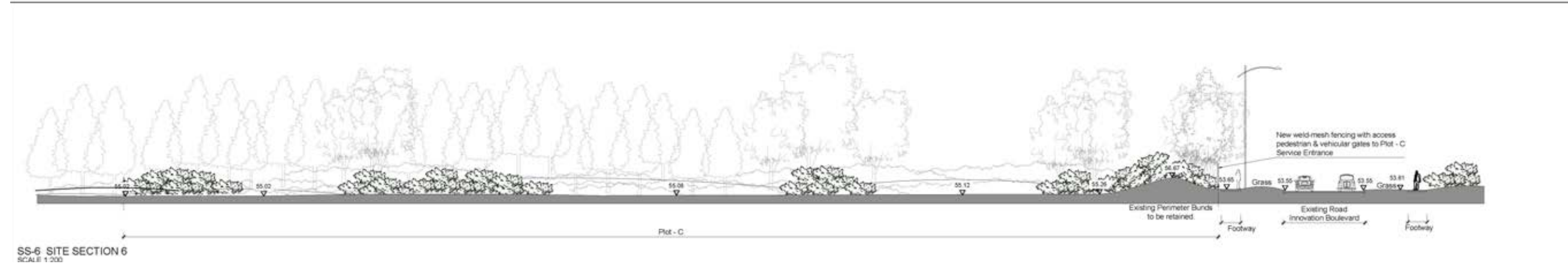
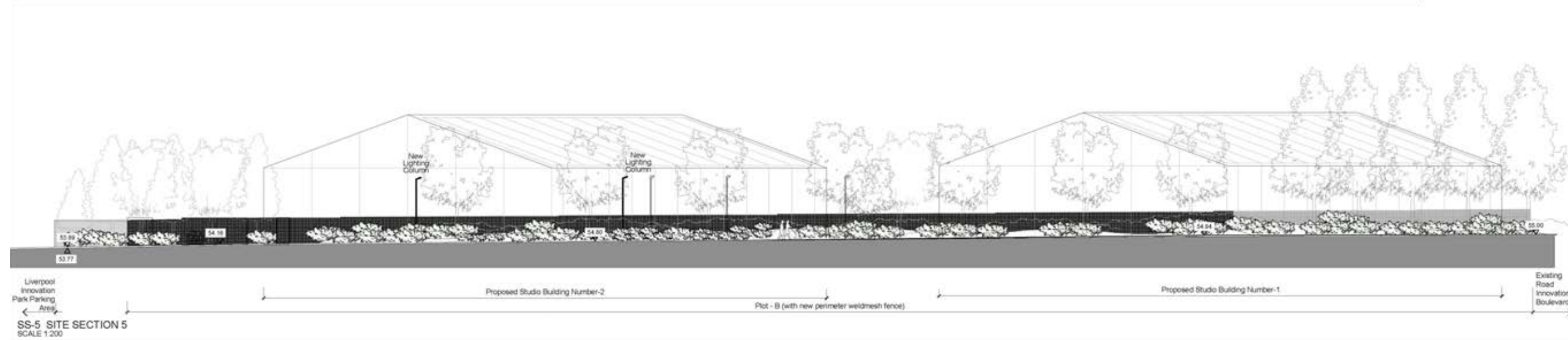
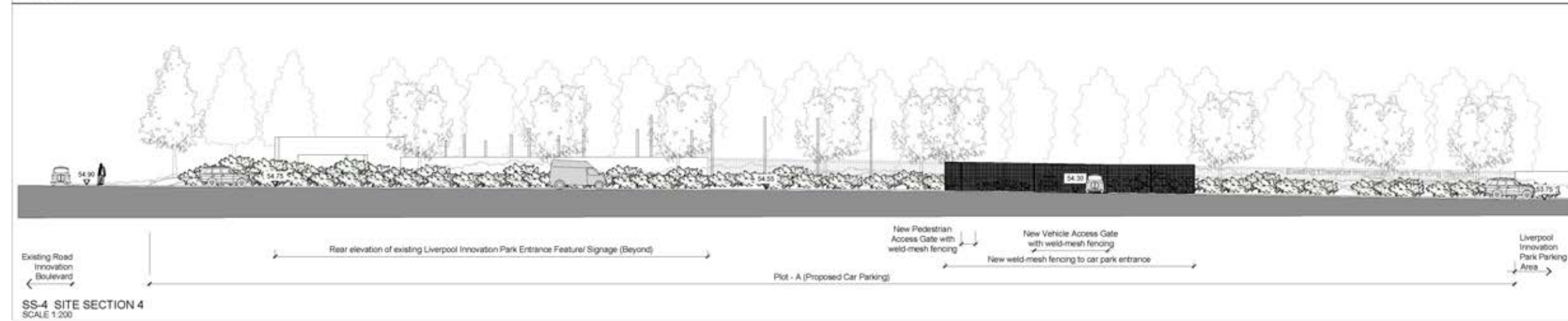
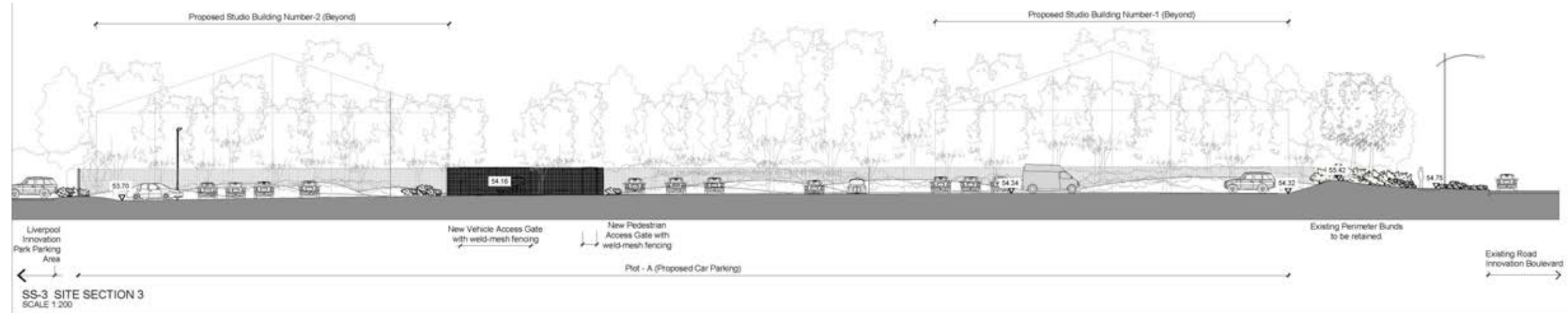


Elevation 2- Innovation Boulevard. Produced by Kier

4.3 Design Development- Proposed Site Sections Sheet 1 (produced by Kier)



4.3 Design Development- Proposed Site Sections Sheet 2 (produced by Kier)



4.3 Design Development- Proposed Site Masterplan Visual (produced by Kier)



4.3 Design Development- Proposed Edge Lane Street View (produced by Kier)



Character

5.1 Landscape

5.2 Scale

5.3 External Spaces

5.0 Character

5.1 Landscape

- To sit back from the main road and be unintrusive to the streetscape.
- To accommodate parking to suit the needs of all occupants both permanent and non-permanent.
- To provide some DDA compliant parking spaces with level smooth access onto each plot adjacent to the entrance.
- To maintain the existing trees and shrubs that surround each site and plant additional wildflowers to perimeter bunds.
- Create a space that is easy to maintain to ensure the longevity of the local and wider area of Liverpool.
- To maintain landscaped bunds that currently surround plots and increase security with additional fencing.

5.2 Scale

The scale of the proposals are in keeping with the local area and sit well within the Innovation Park development area. The temporary studios will be, in large part, concealed from the street by the surrounding trees and vegetation.

5.3 External Spaces

The majority area of the plots will remain level and flat, providing car parking facilities for the development. Level access to all sites has been designed in and DDA compliant spaces will be provided for ease of accessibility. The currently overgrown plots will be transformed into aesthetically pleasing and functional sites, providing the client with the facilities they require.

Environmental Sustainability

- 6.1 Landscape/Townscape Setting
- 6.2 Energy Efficiency/ Carbon Reduction
- 6.3 Sustainable Materials
- 6.4 Waste Management
- 6.5 Climate Resilience
- 6.6 Sustainable Design Standards
- 6.7 Sustainable Drainage

6.0 Environmental Sustainability

6.1 Landscape/ Townscape Setting

The development will sit within an urban industrial landscape accompanied by green borders that already exist. The simple demountable design is well placed to compliment the neighbouring Innovation Park design. Most of the 'pop-up' structure will be hidden using the existing landscape bunds that surround each plot.

6.2 Energy Efficiency/Carbon Reduction

The entire design is based around flexibility and reusability. The structures are temporary, therefore can be deconstructed and moved elsewhere when required. The ease of their assembly also emphasize the low carbon approach to the construction method, taking only a short time to erect and using basic processes. The site will not be connected to mains services, choosing to utilise generators. This will negate the amount of electricity used on site, as they will only generate power when required.

6.3 Sustainable Materials

Environmentally responsible methods of construction and a palette of sustainable, locally sourced materials will be chosen wherever possible, in pursuing a design that is both energy efficient and environmentally conscious.

Materials will be selected from local sources wherever possible to minimise transport energy use and help sustain the local economy.

6.4 Waste Management

The studios will have internal recycling receptacles to encourage users to recycle and minimise their own waste, some external areas will also provide these receptacles. Removal of standard refuse and recycling will be dealt with by means of Liverpool City Council.

6.5 Climate Resilience

Over the next 50 years the climate is expected to change. Although we cannot be certain what these changes will be, general trends have been predicted. The global mean temperature is expected to rise by between 1 and 3.5°C. In Britain this is expected to mean warmer summers and colder winters. We are also expected to have more extremes of weather, with greater risks of floods and droughts.

To ensure the proposed development can cope with any future changes a number of features have been designed in where possible. The building will be well insulated meaning it will respond slowly to changes in external temperature.

The aim is to meet the needs of the present without compromising people's ability to do so in the future.

6.6 Sustainable Design Standards

Sustainable design and construction is concerned with implementing sustainable development at the scale of individual sites and buildings. It takes account of the resources used in construction, and of the environmental, social and economic impacts of the construction process itself and of how buildings are designed and used. Thus, while consideration of energy and carbon impacts is an important element, sustainable design and construction goes wider than this. In summary, it seeks to: minimise the use of resources (including energy and water); ensure that the built environment mitigates and is resilient to the impact of climate change; protect and enhance biodiversity and green infrastructure; provide buildings and spaces that are pleasant and healthy for occupiers and users; ensure the sustainable sourcing of materials; and minimise waste.

6.7 Sustainable Drainage

The following components may be included within the drainage design for the proposed development:

- Manholes;
- Pipes;
- Permeable paving;
- Ponds and swales
- Flow control units.

A suitable maintenance strategy should be adopted to ensure the drainage network is cleaned regularly and the routine maintenance and cleansing regime should be documented.

Refer to drainage designs produced by Curtins for full details.

Access

- 7.1 Site Location
- 7.2 Inclusive Design
- 7.3 Public Transport
- 7.4 Site Access

7.0 Access

7.1 Site Location

The site plots sit along Edge Lane, a main access route through the city of Liverpool. Liverpool Innovation Park provides offices, leisure and business continuity services in the Fairfield area of Liverpool. The studios will be located on a vacant piece of land located on the East side of the park. The site is located off Edge Lane (A5047) and accessed from Digital Way via Innovation Boulevard. The currently vacant Littlewoods Building lies to the immediate west of the site, on the opposite side of Innovation Boulevard. Approximately 3km west of the site is Liverpool City Centre and 1.7km west is Paddington Village, which is located within the Knowledge Quarter Mayoral Development Zone (MDZ). 900m south-east of the site is Wavertree Technology Park Rail Station and 1km south-west is Edge Hill Rail Station. Edge Lane forms part of the recognised “freight route” in Liverpool, and connects directly with the M62 motorway approximately 2.4km to the east of the site at the Rocket Interchange.



Map of Film Studios in the context of nearby transport infrastructure. Produced by Flinders Chase on behalf of Morgan Sindall.

7.2 Inclusive Design

The primary aim of the scheme is to create a place that is easily accessible to every-one using or visiting the facilities. The best practice guidelines within BS8300:2009 (Design of Buildings and their Approaches to meet the needs of Disabled People—Code of Practice) have been adopted to augment the requirements of Agreed Document Part M. All external surfaces on the site will have minimum undulation, be non-slip and well laid. Any joints between paving or between changes of material will be no more than 10mm wide and any utility access

covers featuring within the hard landscaping will protrude no more than 5mm above the paving level. Where there are any changes in height or direction the surfaces will be clearly marked by a change of texture and a contrasting colour and where appropriate up stand kerb or low rail. All paths will be a minimum of 900mm and will be continuous with no obstructions.

7.3 Public Transport

Bus:

The proposed site is well served by the existing bus network, with the closest bus stops located on Edge Lane, approximately a 250m walk from the proposed site on Digital Way. These are serviced by two bus service's which provide access to Warrington and Liverpool City Centre. Subsequent nearby bus stops along Edge Lane also offer regular transport around the city and beyond.

Rail:

Wavertree Technology Park rail station is located 900m South-East and Edge Hill railway station is located 1km South-East of the proposed site. These stations are within a reasonable walking distance of the site and both serve numerous services per hour in each direction, with the trains operating between Liverpool City Centre (in the West) and either Wigan, Warrington or Manchester City Centre to the East. Significantly, trains connect to the West Coast Mainline, thereby offering opportunity for access to the site from national destinations. Many nearby bus routes stop at these stations and further stations in the City Centre.

7.4 Site Access

There are two existing vehicular access points into Plots A and B, both on Digital Way. These are to be utilised as the vehicular accesses into the site. Pedestrian entrances will also be located adjacent to these accesses, providing pedestrians with safe access into the site. An additional pedestrian access into Plot B will also be located on Digital Way, located approximately 60m west of the vehicular access (and adjacent pedestrian access).

Movement

- 8.1 Integration/ Connections
- 8.2 Transport Modes
- 8.3 Parking

8.0 Movement

8.1 Integration/Connections

Edge Lane is one of the largest access roads to run through the city centre of Liverpool. As one of the main thoroughfares connections throughout the city and beyond are excellent. The road leads onto several main motorways.

8.2 Transport Modes

Public transport to and from this general area is very good and very regular. A bus stop sits very close to the site with regular bus routes running throughout the day and night. There are also a couple of train stations very close to the site too. See section 7.3 Public Transport for further details.

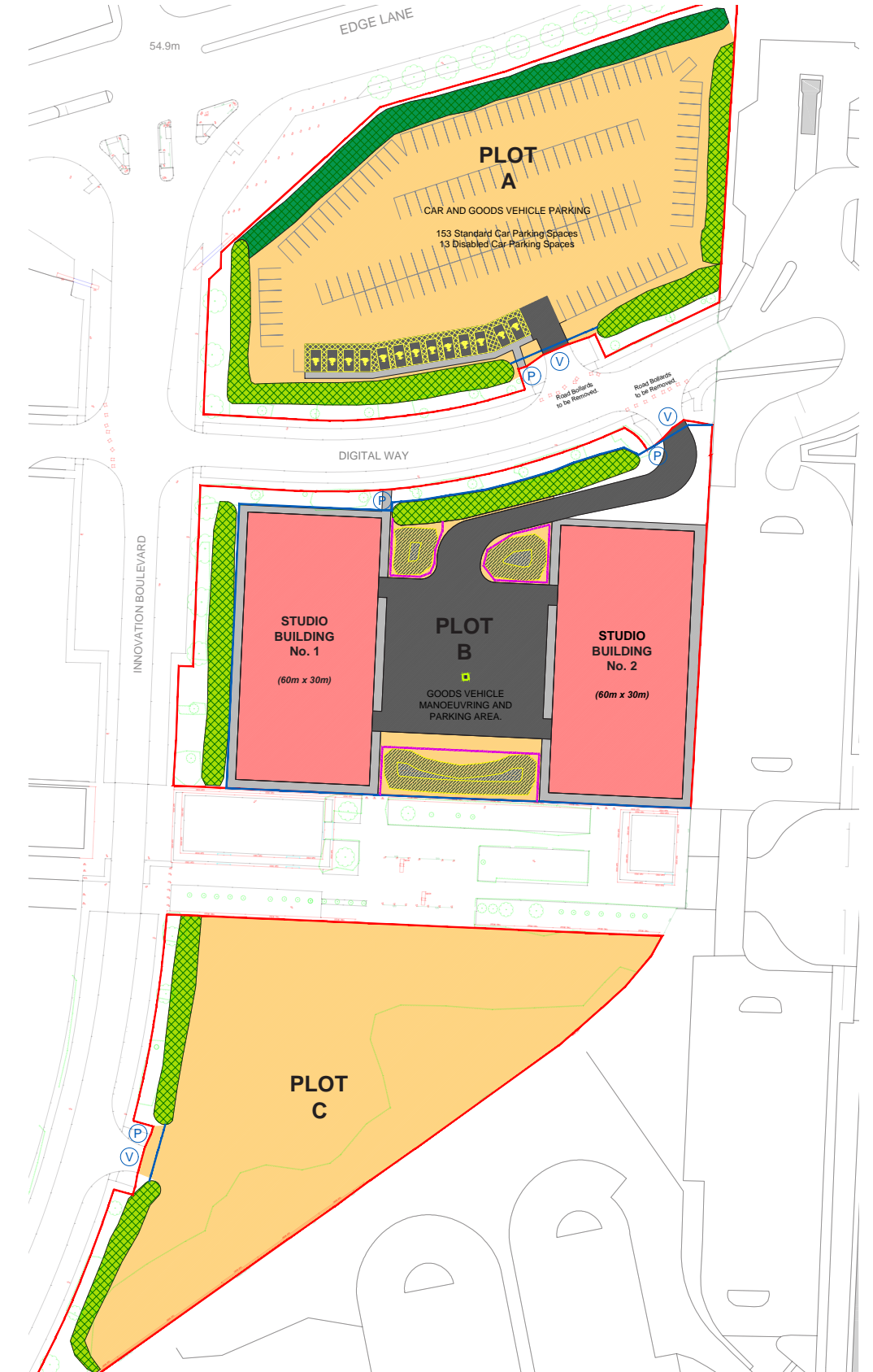
8.3 Parking

There will be sufficient private parking facilities available for the demand generated. The surface level car park on Plot A will provide parking for up to 166 vehicles (13 of these will be for blue badge holders). See adjacent proposed site plan for clarification.

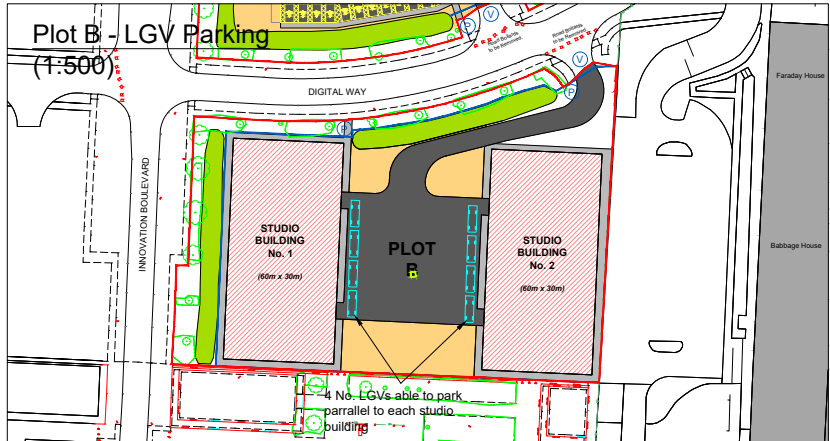
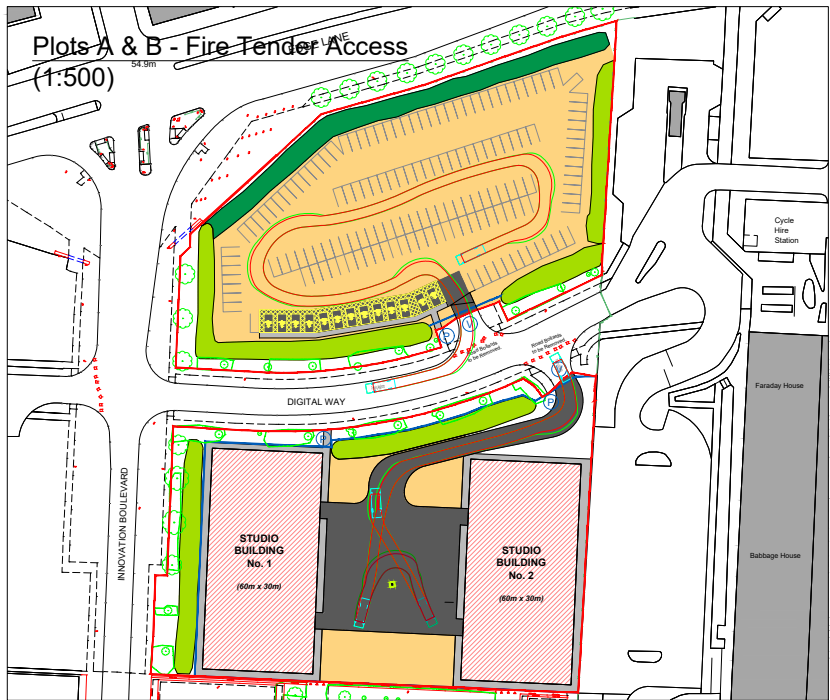
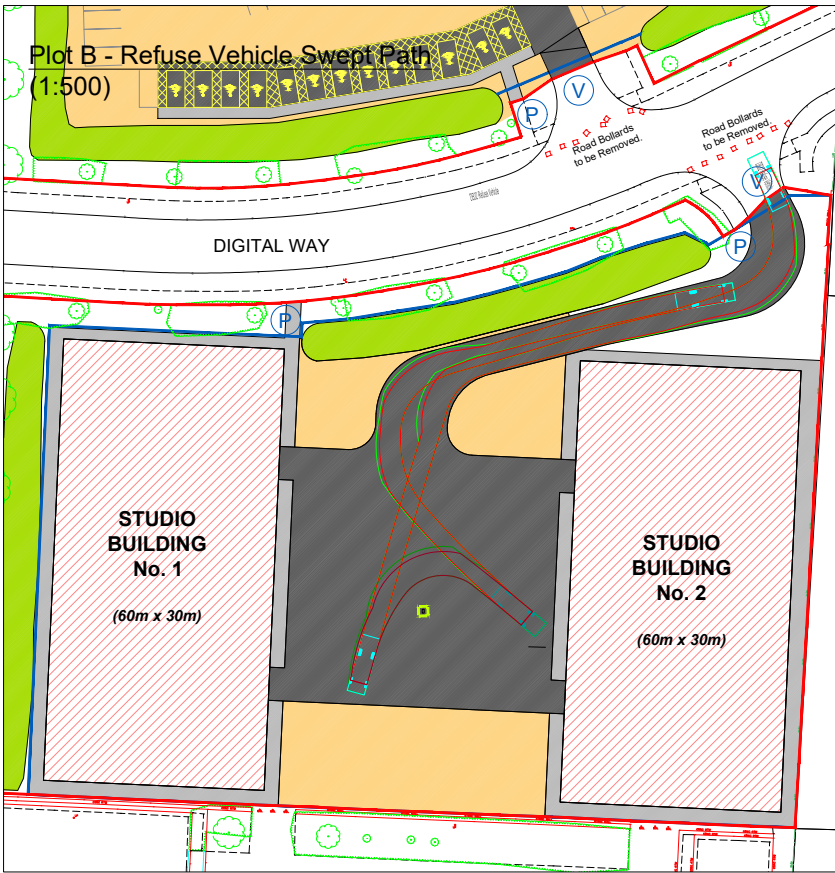
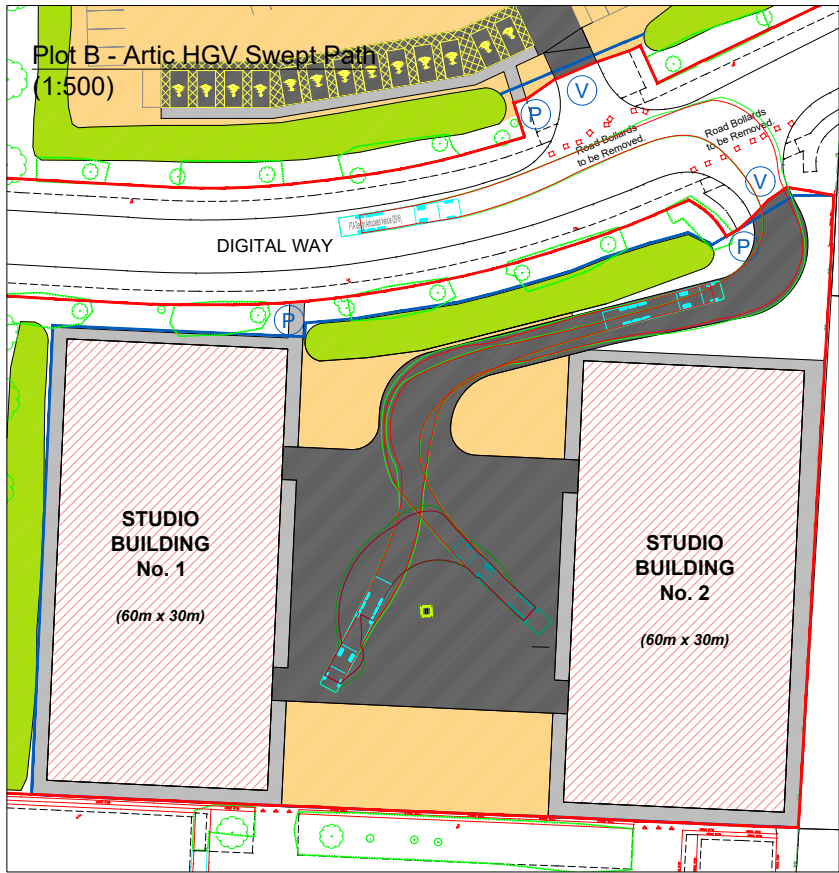
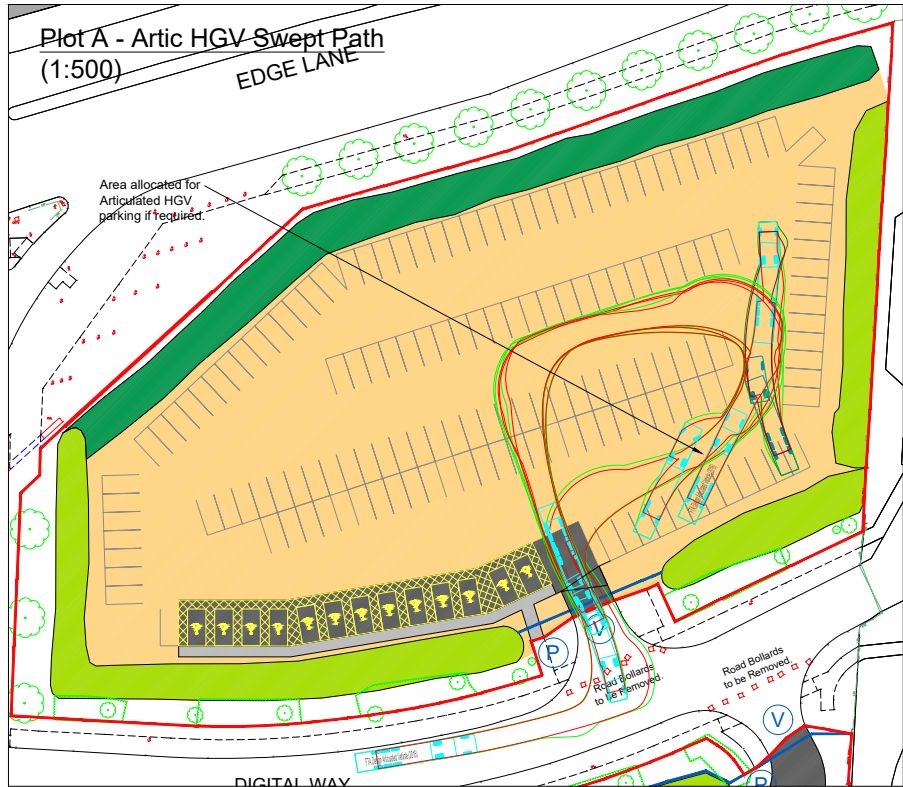
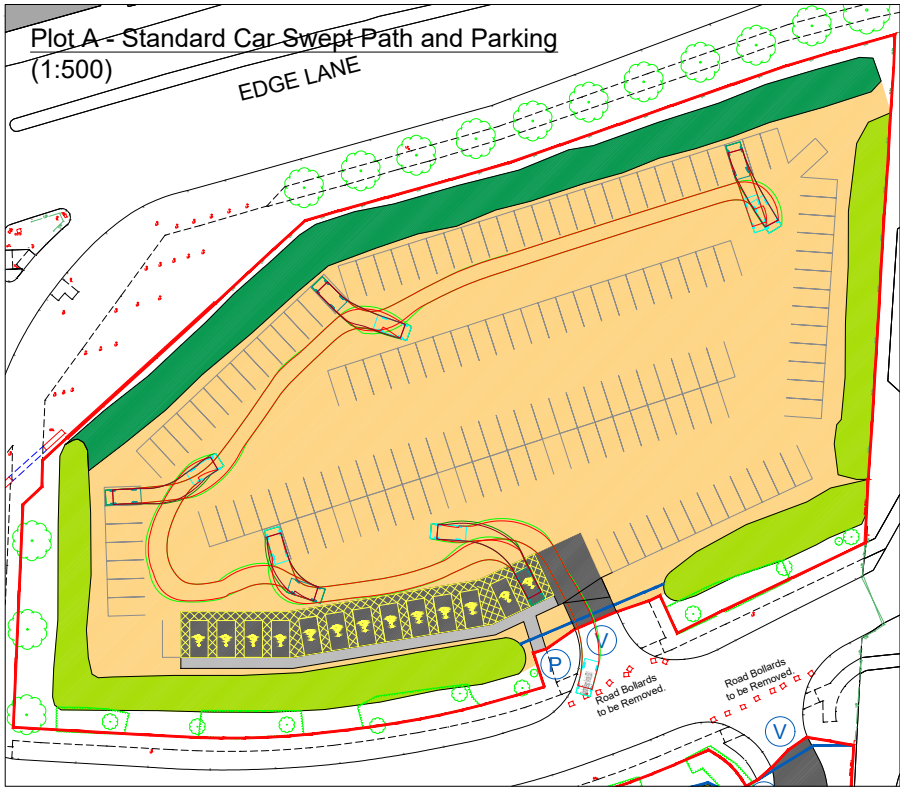
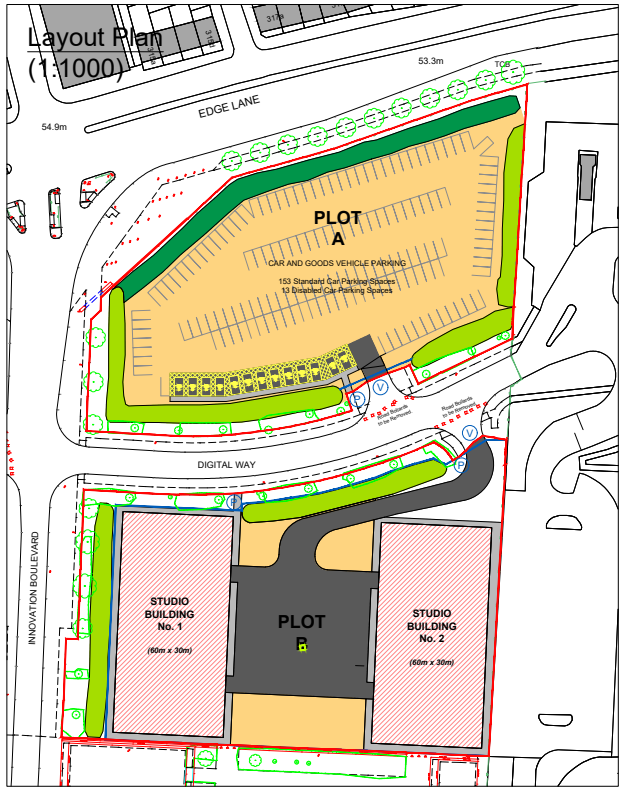
With 120 crew cars anticipated across on average day, this car park will retain some residual capacity to ensure no overspill parking occurs on the highway. It is possible that a small number of LGVs or HGVs may need to be parked on this car park for short periods of time, and whilst this can be accommodated without displacing any of the anticipated crew parking, it is proposed to ensure that any locations where HGV parking may occur are surfaced with a tarmac finish, to ensure the car park does not degrade under HGV loading.

A vehicle tracking exercise has been undertaken, which shows Articulated HGV's are able to manoeuvre in and out of the site in forward motion. The tracking exercise has also been undertaken which demonstrates the site can cater for larger vehicles.

See Vehicle Tracking drawings (produced by Flinders Chase) on the next page for details.



Proposed site plan Produced by Kier

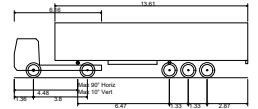


Notes

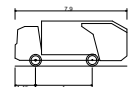
1. Details of the Standard Car, Artic HGV, Refuse Vehicle, Fire Tender and LGV are shown below:



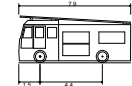
Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	6.000m



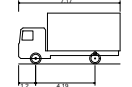
FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.150m
Max Track Width	2.470m
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	6.600m



D832 Refuse Vehicle	
Overall Length	7.900m
Overall Width	2.400m
Overall Body Height	3.130m
Min Body Ground Clearance	0.388m
Max Track Width	2.400m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	9.625m



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.300m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.300m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.750m



FTA Design 7.5 Tonne Rigid Vehicle (2016)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.590m
Min Body Ground Clearance	0.175m
Track Width	2.120m
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	7.000m

P02	08/20	LT	Specification Changes	IY	IY
P01	08/20	LT	For Information	IY	IY
Rev	Date	Drawn	Description	Ch'kd	App'd



Project:
Liverpool Temporary Film Studios

Drawing Title:
Vehicle Tracking

AutoCAD Location: 70105/SurveysandDrawings/Drawings

Designed By LT	Checked By IY	Approved By IY
Date 08/20	Date 08/20	Date 08/20
Scale at A1 As Shown	Status S2	Rev P02

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Community Safety

- 9.1 Security
- 9.2 Boundary Treatments
- 9.3 Surveillance

9.0 Community Safety

9.1 Security

Plot B will have outdoor security lighting to a minimum of 6 lux and will have new entrance/ exit gates for authorised access only. Refer to external lighting drawing adjacent.

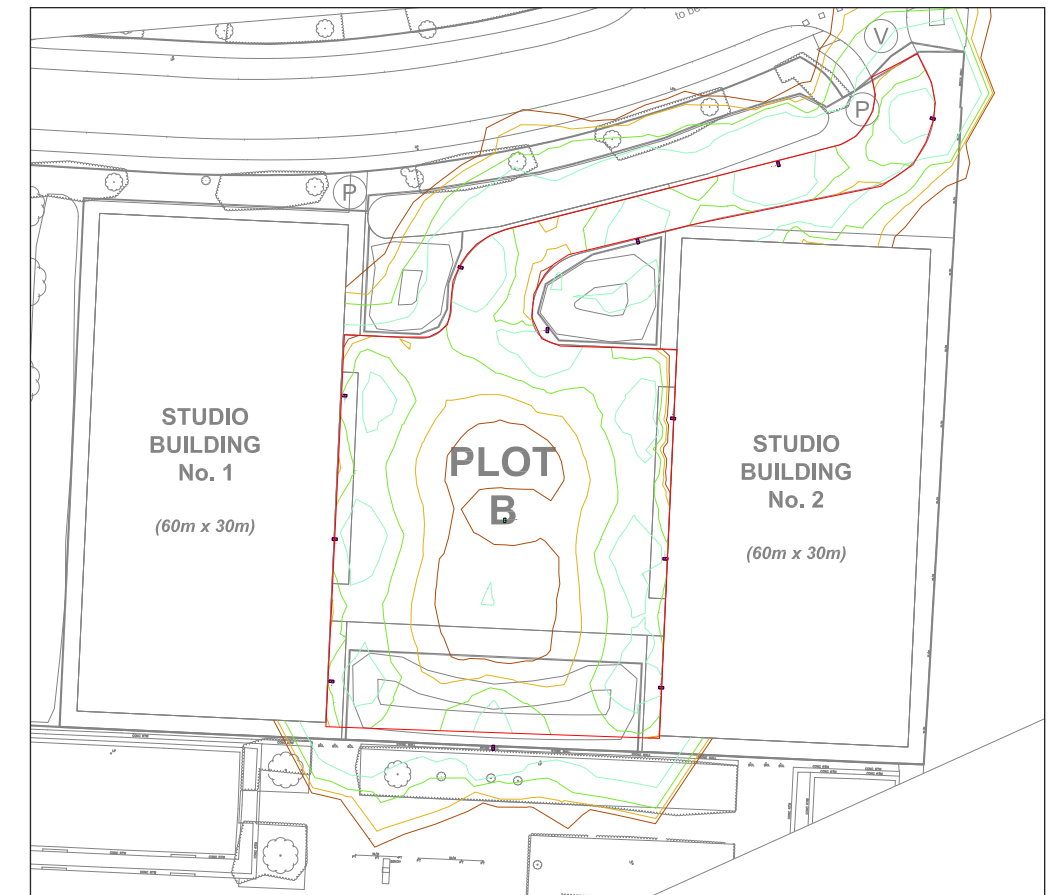
Access controlled doors will be located around the building to ensure no public access. Staff safety is paramount and by reducing the number of entrance points it is easier to keep track of building users entering and exiting the building and site.

9.2 Boundary Treatments

The existing site boundary treatments will be retained along the main site boundary. Entrance gates to car parking allocation will be installed. Earth bunds will be maintained and dense planting will surround all plots, creating seclusion from the public and acoustically baffling the sites from any external noise pollution.

9.3 Surveillance

The development has been designed to allow for sustainable management by ensuring that the site is constantly supervised and only allows occupants with permitted site access to enter. A small security hut will sit on Plot B and all sites will be well lit.



Plot B External Lighting Layout. Produced by AB Engineering