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DESIGN AND ACCESS STATEMENT ON BEHALF OF EURO GARAGES LTD.

PROPOSED MIXED USE DEVELOPMENT, PROPOSED PETROL SERVICE STATION AND STARBUCKS DRIVE THRU' COFFEE SHOP AT LAND BETWEEN SPEKE BOULEVARD AND SPEKE HALL AVE, SPEKE, LIVERPOOL.

This report satisfies the provisions of the Planning and Compulsory Purchase Act which require applicants to submit Design and Access Statements to demonstrate how they have taken into account urban design and access considerations in their development proposals and that regard has been had to relevant development plan policies and supplementary planning guidance. Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

INTRODUCTION

The application seeks full approval for a mix of uses including, Petrol service station and a Starbucks drive-thru coffee shop, together with associated car and bike parking facilities.

The application site comprises of an undeveloped site within the built envelope of the settlement of Speke. The site currently remains disused and open scrub land.

Euro Garages Ltd operates across 80 sites throughout the country and is at thefore front of developing a highly sustainable modern business model which is centered around a mixed use arrangement of complimentary facilities in locations where they can meet the needs of high numbers of nearby residents, workers and motorists.

Typically they provide a modern, clean, mixed arrangement of retail store and coffee shop.

Securing such sites, by definition, means that the majority of custom comes from people already in the immediate area because they live or work nearby or are already passing on the road network.

Equally importantly, the mix of uses provides local residents, workers and motorists with the opportunity, in a single trip, to purchase fuel and do a genuine top up food shop at a facility offering a good choice and range of convenience goods.

Euro Garages Ltd have also taken a franchise to provide Starbucks Drive Thru' Coffee Shops on some their sites and it is proposed to provide that facility on this site as a further complimentary component of this mixed use scheme. The drive thru' facilities are aimed at motorists as well as local residents and workers.

Euro Garages Ltd has successfully completed similar mixed use developments on Business Parks, recently completed a similar development at Calder Park, Wakefield just off Junction 39 , M1 motorway. Also junction 5 M65 Beehive/Shadwell Business Park, Blackburn and Deeside Business Park, Queensferry.

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SITE LOCATION

The site is a vacant plot 0.54 hectares, with no building structures. The site fronts Speke Boulevard by 54 m. Vehicular access is via existing internal service road off Centurion Way. The site is currently vacant.

District Setting - In brief, the site is located directly North of John Lennon Airport and South East of Liverpool City Centre. The site sits within the defined urban area of Speke, dabbled with a mix of uses ranging from commercial and industrial uses through to residential estates.

In terms of its wider setting the site's key opportunities are as follows:

The site is well connected to its district setting via road links to surrounding service centres including Liverpool City Centre, Widnes and Runcorn town centres.

Junction 6 of the M62 and Junction 1 of the M57 meet directly 8.5km North of the site for access to East and West of Speke along the M62 and directly North along the M57.

the site's proximity to John Lennon Airport and as well the River Mersey provides connections on an international level.

1. USE

a) Petrol Filling Station

The of the site will accommodate a petrol filling station which comprises a 4 island starter grid petrol pump arrangement under a rectangular canopy and a rectangular sales kiosk incorporating a convenience store. HGVs can be accommodated at the station. The petrol filling station will take up half of the front area of land to the North fronting Speke Boulevard.

Whilst the southern part of the site will accommodate a Starbucks Drive Thru' Coffee Shop with a clockwise vehicular circulation pattern adjacent to a 37 space car total. The convenience store will provide public toilets and an ATM machine will also be installed.

b) Starbucks Drive Thru' Coffee Shop

The Starbucks Drive Thru' Coffee Shop will be a self-contained single-storey building provided on the western part of the site. The building is a drive thru' with a clockwise access road. Those not wishing to use the drive thru' facility can park on the site in the 18 parking spaces Two of these spaces are reserved for disabled users.

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2. AMOUNT

a) Petrol Filling Station

The sales building incorporates the convenience store in a single-storey building with a mono-pitch roof with a gross floor area of 487.5m² and a sales area of 307m². Public toilets are provided within the building. There is a small store and office. The proposed canopy will be free standing and will house and cover 4 fuel islands. There are 19 parking spaces associated with the convenience store and there are a further 18 spaces at the Starbucks Drive Thru' Coffee Shop if required.

b) Starbucks Drive Thru' Coffee Shop

This is provided in a single-storey building with a gross internal floor area of 179m² and a sale area of 96m². The actual building measures 11.6m wide x 23m long. There are 65 seats within the building and 10 seats outside. There is a service hatch for drive thru' customers, situated on the west elevation of the proposed building. There are 18 associated parking spaces, 2 of which are for disabled users.

3. LAYOUT

a) Petrol Filling Station

Vehicles enter the site from the south and turn left to enter the petrol filling station and then travel anti-clockwise to exit.

b) Starbucks Drive Thru' Coffee Shop

Vehicles entering the site from the south and will travel southwards turning right and travelling clockwise to reach the drive thru' service hatch or continue southwards and turning right into the car park. Traffic will then exit right from the site back on to the existing estate road.

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4. SCALE

a) Petrol Filling Station

The floor area of the petrol filling station has been referred to above. The sales building measures 35m x 14.5m and is single-storey. The building has a mono-pitch roof, the highest point being 5m. The petrol station canopy is arch roofed and extends to 5.5m to the underside and 6.5m to the top. The canopy measures 28m long x 9m wide.

b) Starbucks Drive Thru' Coffee Shop

The building measures 23m long x 11m wide. There is a timber bin store without a roof at its southern end. The building is single-storey, has a mono-pitch roof with a maximum height of 5.8m.

5. LANDSCAPING

The site is set within an urban environment, characterised by large industrial buildings, serving as distribution centres and warehouses accommodating cargo from the airport.

The application site itself consists of largely scrubland with a slight change in level from one side to the other (as shown on submitted drawings). The site slopes downwards from Dymchurch Residential Estate to Speke Hall Avenue. The north boundary bordering Speke Boulevard is characterised by a road side tree planting scheme.

There are no existing trees or landscaping to the site. A landscaping scheme subject to conditional approval.. In addition, there is a substantial shrub planting scheme along the most part of the site perimeter. Hard surfaces will be tarmacadam and concrete paved.

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6. APPEARANCE

a) Petrol Filling Station

The single-storey building has a mono-pitch roof, 5m at the highest point at the front. Much of the south (front elevation) will be full glazing with 3 small areas of cementitious panels and a very small area of slip brick. Much of the rear (north elevation) will be cladding, although there is a small area of aluminum framed windows. The side elevations again are primarily cladding with 2 cementitious panels. The roof will be constructed of plastic coated steel sheets.

b) Starbucks Drive Thru' Coffee Shop

This is single-storey with a standing seam metal roof with walls constructed of cementitious planks set on stucco panels and natural brick. The front elevation to the public area is glazed with clostorey windows increasing natural light within the public area. There is only a serving hatch on the rear elevation, most of which is finished with stucco panelling. There is a flat roofed awning over the external seating area extending to 10 seats. The colours of the finishing materials include brown cementitious planks, ochre stucco panels and earth toned natural brick.

7. **ACCESS**

Access to the site is from new road junction on Speke Boulevard, traffic signal junction, leading on to existing estate road.

There is a circulatory access road running to the rear of the Starbucks Drive Thru' Coffee Shop for access to the sales hatch. There is a similar circulatory access road around the petrol filling station site to provide access for car users and HGVs. Overall there are 38 parking spaces within the site, 3 of which are reserved for disabled users.

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8 RELEVANT PLANNING HISTORY

Application :

Indigo Planning Ltd, 36 Park Row, Leeds

Application No: 11F/1459

Date Issued: 22 March 2012

Location: Land between Speke Boulevard and Speke Hall Avenue , Liverpool, L24

Proposal: To erect public house, 2 drive thru restaurants and 2 restaurant/diner units with associated parking and landscaping.

Applicant: Peel Investments (North) Ltd

Date Valid: 23/06/2011

Planning permission for a mixed use development comprising of: two diners, two drive-thru's and a public house. In total the development will provide a maximum of 18669 sq ft (1735 Sq m) of floor space. In terms of parking, 285 car parking spaces have been provided inclusive of 15 disabled car spaces. There is provision for 50 cycle spaces.

Purpose

The proposed design parameters identified in this report have led to the preparation of a layout which demonstrates how the site is to be developed. In accordance with the requirements of DCLG - Guidance on Information

District Setting

In brief, the site is located directly North of John Lennon Airport and South East of Liverpool City Centre. The site sits within the defined urban area of Key Stages of Growth

Pre 1930's, Speke remained small village with Population not exceeding 400.

In a period of 25 years, there was a rapid population growth reaching 25,000 by the 1950's Due to Speke Airport and its role as the second busiest airport during World War II.

Industrial growth relished until the mid 1970's. The area is still home to large business such as the Novartis Pharmaceutical Plant and the headquarters of the Shop Direct Group.

Further businesses have taken interest in the area such as HBOS Building on the corner of Estuary Business Park and Holiday Inn Express to the south of the site.

Elements of these stages overlap to form today's neighbourhood setting of built form and visual structure, movement and connections landscape and uses and activities.

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Neighbourhood Character Areas

Overview

The key stages of growth contribute to creating a diversity of neighbourhood 'character areas'. The character areas of direct relevance for the application site are described and illustrated in terms of characteristics and opportunities over the following pages. They are:

1. Estuary Business Park
2. Dymchurch Estate
3. New Mersey Shopping Park

The statement describes the site and its surroundings, outlines the details of the proposal, considers the policy context and subsequently considers the proposal within this context.

It is considered that the development of this site for a commercial development will result in significant physical, environmental and regeneration benefits for the local community. Redevelopment for commercial and uses would provide a source of local employment. As a consequence it is considered that the proposal accords with the objectives of national planning policy, the adopted development plan and the regeneration framework for Speke.

Estuary Business Park

Partly visible from the West of the application site is Estuary Business Park.

This park is currently home to HBOS building headquarters which takes on a modern built form which with an extensive frontage along the two main spine roads in Speke – Speke Boulevard and Speke Hall Avenue.

These movement corridors define its edges along with mature trees and hedges.

The topography of the area is fairly level with a slight slope towards the south of the site.

Dymchurch Estate

Located directly south, is a residential site, highly visible and within close proximity to the site.

These pockets of residential houses form the edge of the character area to the south of the site, which currently are not screened off by any kind of vegetation.

The properties sit just off Speke Boulevard and form a substantial part of Speke's community. The residential estate is well established with a local primary school, Stockton Wood Primary School, and a large Morrison's store.

Again the topography of the area is fairly level with a slight slope towards the south of the site.

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New Mersey Retail Park

The New Mersey Retail Park character area has a strong influence on the setting of the application site, located on land North West of the site's boundary.

The character area is a large shopping area home to some well-known stores such as B & Q, Marks & Spencers, Halfords and Next.

The New Mersey Retail Park provides essential amenities to the local community and other areas within the North West of England.

Uses and Activities

The site sits within a mixed use setting of Business, Residential and Retail uses.

The key elements of use and activity to the immediate site surrounds includes;

- Established residential neighbourhoods along Dymchurch Road.
- Recently constructed hotel south of the site and Public House to the East
- Financial HBOS building to the West of the site on Estuary Park
- People's Ford car trading outlet to the North West of the site on the opposite side of Speke Boulevard.

Crime Prevention Measures

The seven attributing factors defined by Secure by Design in order to achieve sustainable communities are as follows:

1- Access & Movement

2-Structure

3-Surveillance

4-Ownership

5-Physical Protection

6-Activity

7-Management & Maintenance

Bearing in mind the above, the application site has been strategically laid out to ensure there is a balanced mix between private/semi-private and public space.

The layout will be organised in such a manner to ensure there is a maximum amount of surveillance of public areas and car parks. 'Undeveloped' areas have been kept to a minimum through equally spaced building footprints, public footpaths, car parking and landscaping in order to prevent the formation of 'hot spots' in the future.

Physical protection will be included for through fences around delivery areas ensuring security levels are maintained whilst simultaneously defining private areas from public.

ARCHITECTURAL DESIGN SERVICES

Open frontages with regularly maintained landscaping will provide a sense of ownership and reduce the opportunity for crime. Footpaths occur to the front of the buildings, ensuring that pedestrians and users of the leisure facilities are constantly observed, reducing their fear of crime.

Sustainability Principles & Site Waste Management

Feasibility Considerations

The development site is grassland requiring no removal of structures or hard surfacing.

Material Choices

Measures have been considered during the design process and aim to be adopted as part of the proposals to reduce CO₂ emissions and site waste. The scheme aims to address issues of site waste and pollution reduction through various stages of the development process, ranging from pre-design level right through to the processes involved on the construction site.

The designs of the buildings are very simple in form which is very economical in terms of materials and construction methods. The buildings have been based on actual buildings of the same use and therefore have resulted in all unnecessary areas being eliminated.

The materials sourced will preferably be of greater material efficiency, based on design measures such as the specification of lean and modular design using standard component sizes.

For instance the building designs use standard sizes materials i.e. bricks and cladding panels and also will be specified to have standard sized pressed metal accessories, doors and windows.

The buildings are fairly simple in terms of specification and construction, to minimise costs and to standardise details, joints and components. The use of composite materials will be kept to a minimum and where possible materials with a recycled content will be specified.

Construction Operations

Furthermore during tender & construction stage, excess materials and their packaging will be returned to their manufacturing companies, whilst any excess waste on site will be segregated to stand a greater chance of effective recovery. Prefabrication of materials will be used where applicable to ensure there is a minimal amount of waste on site.

Wherever practical, material will be recycled and reused on site as a reduction in the volume of material to be disposed of off site is of an environmental benefit.

Any surplus material will be disposed of to landfill in accordance with the current requirements in place for the classification of materials under the European Waste Directive where landfill sites are classified as able to receive inert, non-hazardous or hazardous waste. The classification of waste will itself be determined by a suitable testing regime, either prior to being moved, or at the destination landfill.

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EXTERNAL LIGHTING ASSESSMENT

Introduction:

This document has been prepared by the Developer to provide guidance to those considering this planning application in relationship to the proposed external lighting scheme.

These notes are designed to identify and explain the role of lighting, identify its adverse forms and effects, identify techniques and guidelines adopted to reduce those impacts.

Why Lighting is needed:

Adequate lighting is essential to its operation throughout the trading day.

Through lighting people can enjoy public amenities, feel secure in their environment and feel safe on transport routes.

Adequate lighting has to be provided, be it naturally or artificially, in all areas so that pedestrian and vehicular activities can proceed in safety.

Poor lighting levels and /or the lack of lighting can lead to serious incidents.

Vehicle crime accounts for a high percentage of business crime costs and lost time.

Car parks and access routes need to be adequately illuminated to provide safe access to and from the properties they serve.

Adequate lighting is essential, both as a security measure and as a valuable aid to reducing fear of staff and customers alike by creating a safe environment.

Design Criteria:

The following criteria shall comply:

1. The external lighting scheme shall be designed in line with best practice for visual performance and comfort.
2. Illuminance levels for lighting in all external areas shall be as specified in the CIBSE Lighting Guide 6, 'The outdoor environment' 16.
3. The external lighting design shall be in compliance with the guidance in the Institution of Lighting Engineers (ILE) Guidance notes for the reduction of obtrusive light, 2005."
4. Any illuminated advertisements, shall be designed in compliance with ILE Technical Report 5 - The Brightness of Illuminated Advertisements.
5. The scheme shall be designed so as to ensure that external lighting is concentrated in the appropriate areas and that upward lighting is minimised, reducing unnecessary light pollution, energy consumption and nuisance to neighbouring properties.

ARCHITECTURAL DESIGN SERVICES

6. All external light fittings for the building, access ways and pathways shall have a luminous efficacy of at least 50 lamp Lumens /circuit Watt when the lamp has a colour rendering index (Ra) greater than or equal to 60. or 60 lamp Lumens /circuit Watt when the lamp has a colour rendering index (Ra) less than 60.

7. All external light fittings to car parking areas, associated roads and floodlighting shall have a luminous efficacy of at least 70 lamp Lumens /circuit Watt when the lamp has a colour rendering index (Ra) greater than or equal to 60 or 80 lamp Lumens /circuit Watt when the lamp has a colour rendering index (Ra) less than 60.

8. All external light fittings for signs and uplighting shall have a luminous efficacy of at least 60 lamp Lumens /circuit Watt when the lamp wattage is greater than or equal to 25W or 50 lamp lumens/circuit Watt when the lamp wattage is less than 25W.

9. All external lighting shall be controlled by a daylight sensor time switch and contactors. The time switch and contactors shall be configured so as to prevent operation during daylight hours and the maximum hours of usage.

Create a quality, well designed landscape frontage to Speke Boulevard. -Continue the flow of development along the arterial movement route to John Lennon Airport.

Protect views and exposure of the residential estate located to the South West of site.

Create Buildings of architectural quality reflecting local character and providing a modern element.

Continuation of the urban grain providing a transition from the fine grain to the large grain.

Create buildings of architectural quality reflecting local character.

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9 CONCLUSIONS

The proposed mixed use development comprising PFS and coffee shop and retail units will provide a range of facilities which are ancillary and complimentary to existing and permitted uses on Speke Boulevard.

The proposed development is part of the general economic investment by Liverpool Council and the Private Sector, in generating Employment Use at this location. Social and environmental infrastructures have developed in the locality, to accord with the development along Speke Boulevard , balancing the demands of employment, residential and leisure facilities. The sustainable development will create new employment and safe guide local jobs now and for the future.

The proposal will accord with planning policy at all levels – national, regional and local, and will positively contribute to the overall balance of uses and services in the local and slightly wider surrounding area. It will not create negative impacts on the existing traffic system and is well accessed by public transport, pedestrians and cyclists as well as by car.

The design, scale and materials proposed for construction of the buildings is consistent with modern industrial business parks and a significant number of the neighbouring units.

The proposal is considered to comply with Policy, satisfy highway requirements, have no adverse effect on amenity and deliver bio diversity enhancement as such approval, subject to appropriate conditions, is recommended.

It is considered that the scale of the proposal in this ward is appropriate. The proposed development will not impact the amenities of nearby residents. In summary, in view of the relatively small increase in net retail floorspace proposed, and notwithstanding the increase in convenience goods floorspace, the improved links and public realm.

The proposed buildings would not give rise to any adverse effects on the amenities of residents living in close proximity to the application site. The premises will comply with the Disability and Discrimination Act.

On balance we consider that the development would not give rise to any unacceptable consequences for the environment, community or other public interests.