

Design and Access Statement

35 Wilson Road, Huyton



12156-AEW-XX-XX-DAS-A-0500
Rev: P3 Date: 29/04/2022
Written: ES Checked: DOH

Contents

1.0 Introduction

- 1.1 Design and Access Statement
- 1.2 Description of Development
- 1.3 Drawings
- 1.4 Project Team
- 1.5 References

2.0 Planning

- 2.1 Planning Policy
- 2.2 Planning History
- 2.3 Pre-application Consultation

3.0 Existing Site

- 3.1 Site Location and Context
- 3.2 Existing Site Features and Constraints
- 3.3 Site Photographs
- 3.4 Existing Building Elevations
- 3.5 Existing Building Massing

4.0 Proposed Development

- 4.1 Use and Amount
- 4.2 Land Use and Building Height Parameters Plan

5.0 Illustrative Site Plan

- 5.1 Design Process
- 5.2 Evolution of the Illustrative Site plan

6.0 Building Design Principles

- 6.1 Scale and Appearance

7.0 Landscape

- 7.1 Landscape Strategy
- 7.2 Landscape Strategy Plan
- 7.3 Landscape Visual Impact Assessment

8.0 Movement and Accessibility

- 8.1 Vehicular Access, Egress and Parking Provision
- 8.2 Access by Public Transport
- 8.3 Pedestrian and Cyclist Access
- 8.4 Cycle Parking and Facilities
- 8.5 Public Rights of Way

9.0 Safety and Security

- 9.1 Boundary Treatments
- 9.2 Cycle Parking / Refuse Stores
- 9.3 Secured by Design Principles
- 9.4 Waste Management Design Principles

10.0 Sustainability

- 10.1 Solar Design
- 10.2 Water Use
- 10.3 Lifetime Buildings
- 10.4 Embodied Energy
- 10.5 Re-use and Recycling
- 10.6 Local and Sustainable Sourcing
- 10.7 BREEAM

11.0 Conclusion

1.0 Introduction

1.1 Design and Access Statement

This Design and Access Statement has been prepared by AEW Architects on behalf of Linden Hill - Capital Assets - ALX Limited in support of an outline planning application for demolition of existing buildings and the construction of a logistics/warehouse building of up to 210,000sqft / 19,510 sqm GEA of employment floorspace Use Classes B8 with ancillary offices Use Class E(g) with associated landscaping, drainage and infrastructure on approx. 11.00 acres / 4.45 ha of allocated employment land. All matters other than access are reserved for future determination.

The Land Use and Building Heights Parameters Plan (submitted for approval) fixes the maximum developable area, the maximum quantum of development that can be accommodated within this area and the maximum height of buildings.

This statement has been written in accordance with the guidance provided within *The Town and Country Planning (Development Management Procedure) (England) Order 2015*. It comprises ten further sections that aim to clearly communicate the design process, scheme evolution and rationale underpinning the finalised proposals that seek to obtain an outline planning permission that will add significant value to Huyton.

1.2 Description of Development

This application seeks a planning permission for the following:

‘Outline planning permission for demolition of existing buildings and construction of a logistics/warehouse building, use class B8 including access. All other matters are reserved.’

1.3 Drawings

AEW Architects’ drawing references to be read in conjunction with consultant team reports and supporting information:

12156-AEW-XX-XX-DR-A-0501_Location Plan_P1
12156-AEW-XX-XX-DR-A-0502_Existing Site Plan_P1
12156-AEW-XX-XX-DR-A-0503_Parameters Plan_P1
12156-AEW-XX-XX-DR-A-0504_Illustrative Site Plan - Not For Approval _P1
12156-AEW-XX-XX-DR-A-0007_Demolition Plan_P2

1.4 Project Team

Client / Applicant: Linden Hill - Capital Assets - ALX Limited

Planning Consultant: JLL

Architect: AEW Architects

Ecologist: Bowland Ecology

Environmental Consultant: Aether

Archaeological and Heritage Consultant: Wessex Archaeology

Structural and Civil Engineer: Farrow Walsh

Drainage and Flood Risk Engineer: Farrow Walsh

Highways Consultant: Markide Associates

Acoustics Consultant: Impact Acoustics

1.5 References

- The Town and Country Planning (Development Management Procedure) (England) Order 2015
- Approved Document M of the Building Regulations, Access to and Use of Buildings, 2013
- BS9999: 2008 Fire Safety Code of Practice for the Design Management and Use of Buildings
- BS8300: 2009 and A1: 2010 Design of Buildings and their Approaches to Meet the Needs of Disabled People - Code of Practice

2.0 Planning

2.1 Planning Policy

A comprehensive Planning Statement has been prepared by JLL in support of the application outlining the relevant adopted and emerging planning policy framework and guidance at both local and national levels.

In this instance, the relevant development plan comprises the Core Strategy adopted in January 2016, the interactive online Policies Map and a number of 'saved' Unitary Development Plan Policies (2006). Other material considerations include the NPPF, and a range of Supplementary Planning Guidance adopted by Knowsley Council.

The following planning policies are relevant to the proposal:

- Policy EC3: Primarily Industrial Areas
- Policy T7: New Development and Walking & Cycling Routes
- Policy T8: Transport Assessments
- Policy T9: Travel Plans
- Policy T10: Access for Less Mobile
- Policy DQ2: Security in the Built Environment
- Policy DQ4: Trees and Development
- Policy SD1: Sustainable Development
- Policy CS1: Spatial Strategy for Knowsley
- Policy CS4: Economy and Employment
- Policy CS7: Transport Networks
- Policy CS19: Design Quality and Accessibility in New Development
- Policy CS22: Sustainable and Low Carbon Development
- Policy CS27: Planning and Paying for New Infrastructure

Full weight should be given to the Knowsley Council Core Strategy in the determination of this application which allocates the site for employment development. This Design and Access Statement seeks to demonstrate that the planning application reflects an appropriate and viable modern employment scheme that will add value to the borough and surrounding area. In the view of the professional team, there are no design-related policies which would preclude against positive support for the application when weighing up the planning balance in determination.

2.2 Planning History

74/00036/HIST

Construction of research lab consisting of food production ext. of office block
Granted 7th May 1974

74/00431/HIST

Provision of laboratory for food research
Granted 14th November 1974

74/02721/HIST

Factory Extension
Granted 7th November 1977

74/05778/HIST

Extension to laboratory unit for canned food
Granted 6th October 1980

74/08695/HIST

Erection of single storey building for food production
Granted 14th December 1984

74/13043/HIST

Erection of 2.4 metre high palisade boundary fence
Granted 4th January 1991

74/13651/HIST

Change of use of 2 number dwellings to office accommodation
Granted 7th October 1991

2.3 Pre-application Consultation

The applicant took pre application advice from Knowsley Council to receive early technical feedback from consultees to confirm the scope of any assessments required and the validation list for submission of the application.

In advance of JLL's involvement in the proposal, the applicant attended a virtual pre application meeting and received detailed pre application written advice from the Council dated 31 January 22, setting out the requirements for validation of the application. JLL reviewed the advice once instructed and held a helpful and lengthy discussion with the case officer, Mark Quinn, dated 24 February 22 to clarify a number of queries. It was agreed that a number of documents initially required for validation were no longer required as they were initially considered for a full rather than outline application. Clarification was set out in emails dated 8 and 9 March 22.

Initial discussions included the option of a B2 industrial building and/or B8 warehouse/logistics building. A B2 industrial building would require significantly greater car parking provision than a B8 warehouse building. The former was likely to put greater pressure on the site and reduce its efficiency. Therefore, the applicant has decided to proceed with B8 use which will also align with current strong market demand for this use.

3.0 Existing Site



3.1 Site Location and Context

The application site measures approximately 11.00 acres / 4.45 hectares of developed employment land on Huyton Business Park currently in use. Irregular in shape, the site extent is defined by Wilson Road forming the south western boundary; Logwood Mill Brook as the north eastern boundary; and other neighbouring plots on the business park with industrial uses to the south east and north west.

The surrounding area comprises of other industrial buildings and employment land within Huyton Business Park. There are also residential areas and green public spaces adjacent to the business park remote from this application site.

Huyton Town Centre is approximately 1 miles / 1.6 km from the site via Wilson Road heading north. Also, Liverpool City Centre is approximately 9 miles / 14.5 km from the site via the M62.

There are direct road routes to a number of nearby towns and cities including Liverpool, Manchester, Warrington, Southport, Speke, Ellesmere Port and Chester.

The motorway network can be easily accessed as the junction to access M62 and M57 is just south down Wilson Road, less than half a mile away.

The site is also connected by rail to Liverpool and Manchester via Huyton Train Station which is approximately 1.7 miles / 2.7 km from the site.

Access to the site will be via an existing access point, off Wilson Road, located at the southern corner of the site which will be improved.

3.2 Existing Site Features and Constraints

The site comprises of a single industrial unit with a yard and additional hardstanding land including parking.

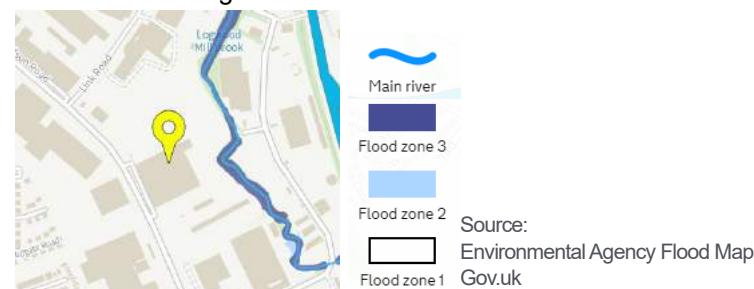
The topography of the site is relatively flat.

Along the site boundary runs an existing fence enclosing the existing yard and hardstanding land. To the western corner the boundary features a brick wall with security gates at access points. This wall incorporates a substation at the western corner of the site.

Across the western corner of the site, there is an overhead cable and posts located in the west corner of the existing yard (shown on existing site plan overleaf). The overhead cable is attached to the western corner of the existing building and extends over Wilson Road in one direction and travels north over the existing yard the other direction.

There is also a United Utilities drain crossing the northern corner of the application site which cannot be built on top of.

To the north east of the site is Logwood Mill Brook, which defines this section of the site boundary. Along the course of the brook trees and shrubs are located on either side. To safeguard the ecological value of the brook, a minimum 4m off-set from the site boundary is defined on the parameters plan in section 4.0 of this Design and Access Statement. This watercourse is defined as a main river on the government's flood map with a small area either side of watercourse being shown as a flood zone 3.



Location Plan



3.2 Existing Site Plan



3.3 Photographic Survey



View of site and existing access point to be improved from Wilson Road



View of existing northern access point looking south along Wilson Road



View of existing building on site from Wilson Road



View of existing building from Wilson Road

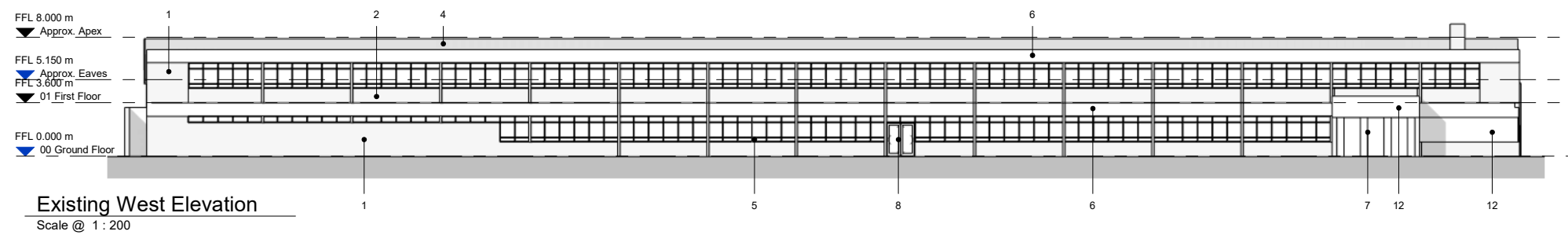
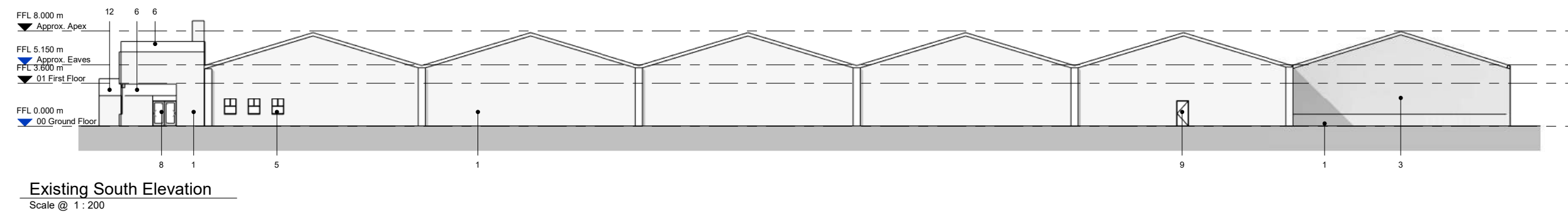
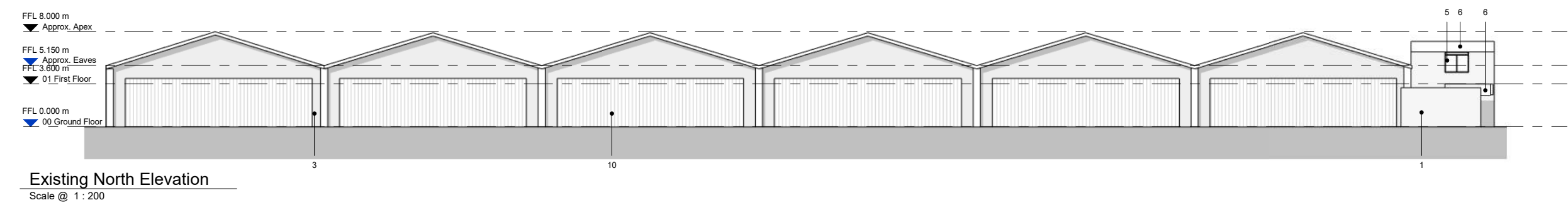
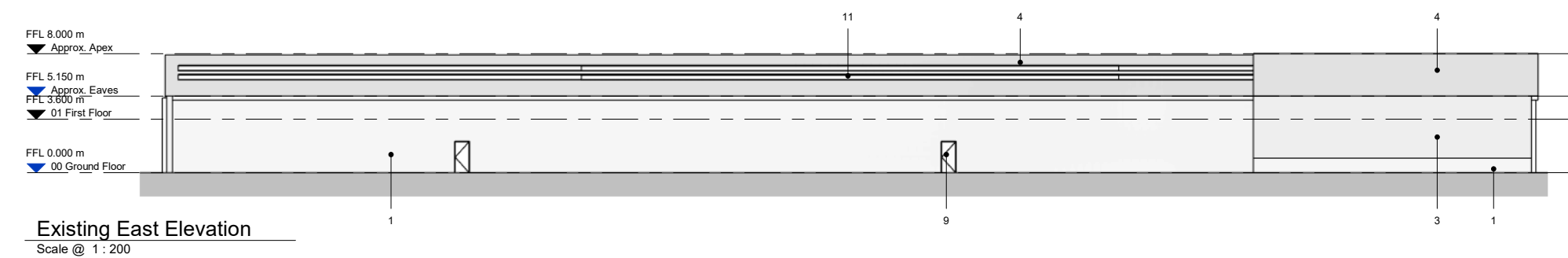


Aerial view of existing building and site



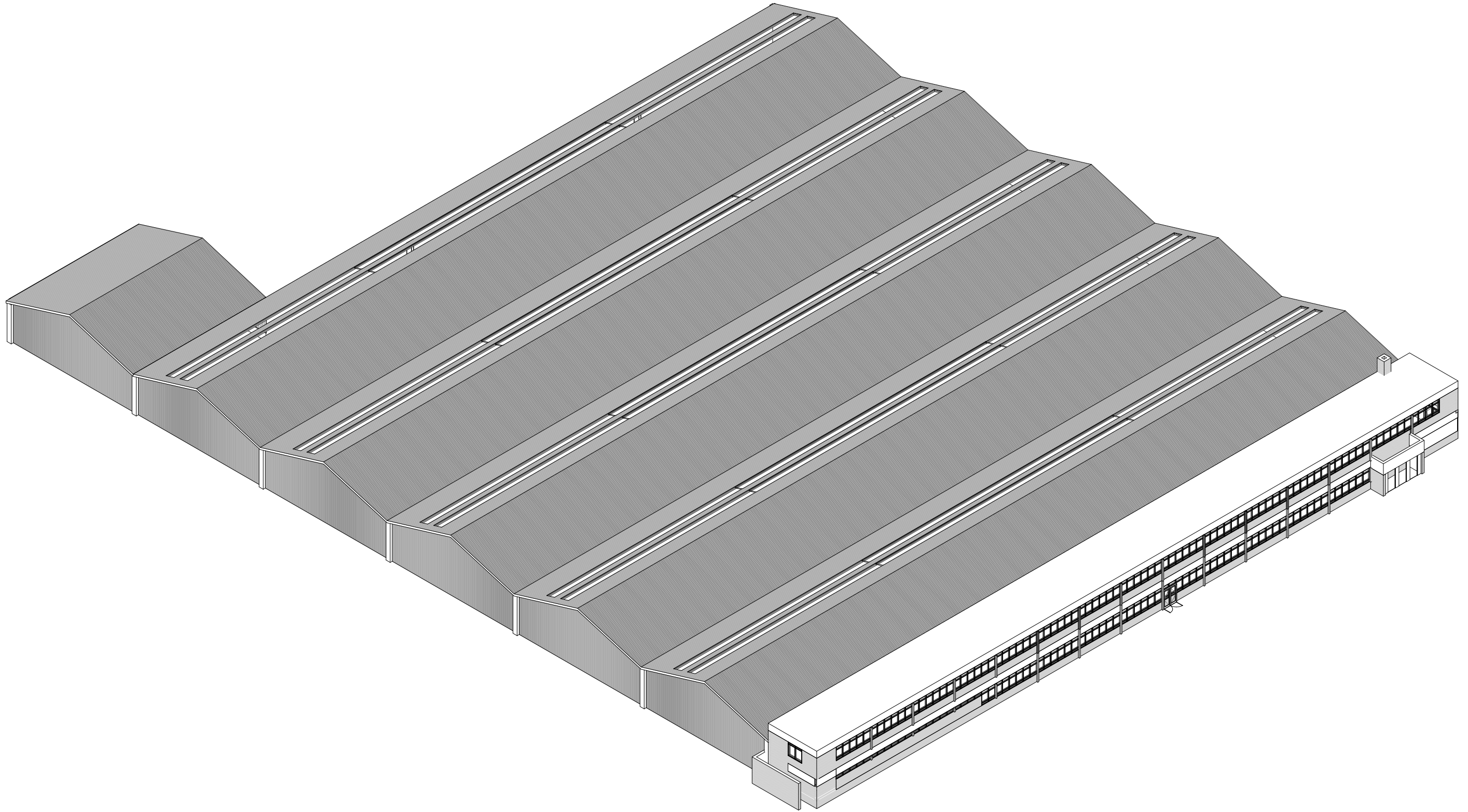
Aerial view of Logwood Mill Brook and surrounding vegetation to the north east of the site boundary

3.4 Existing Building Elevations



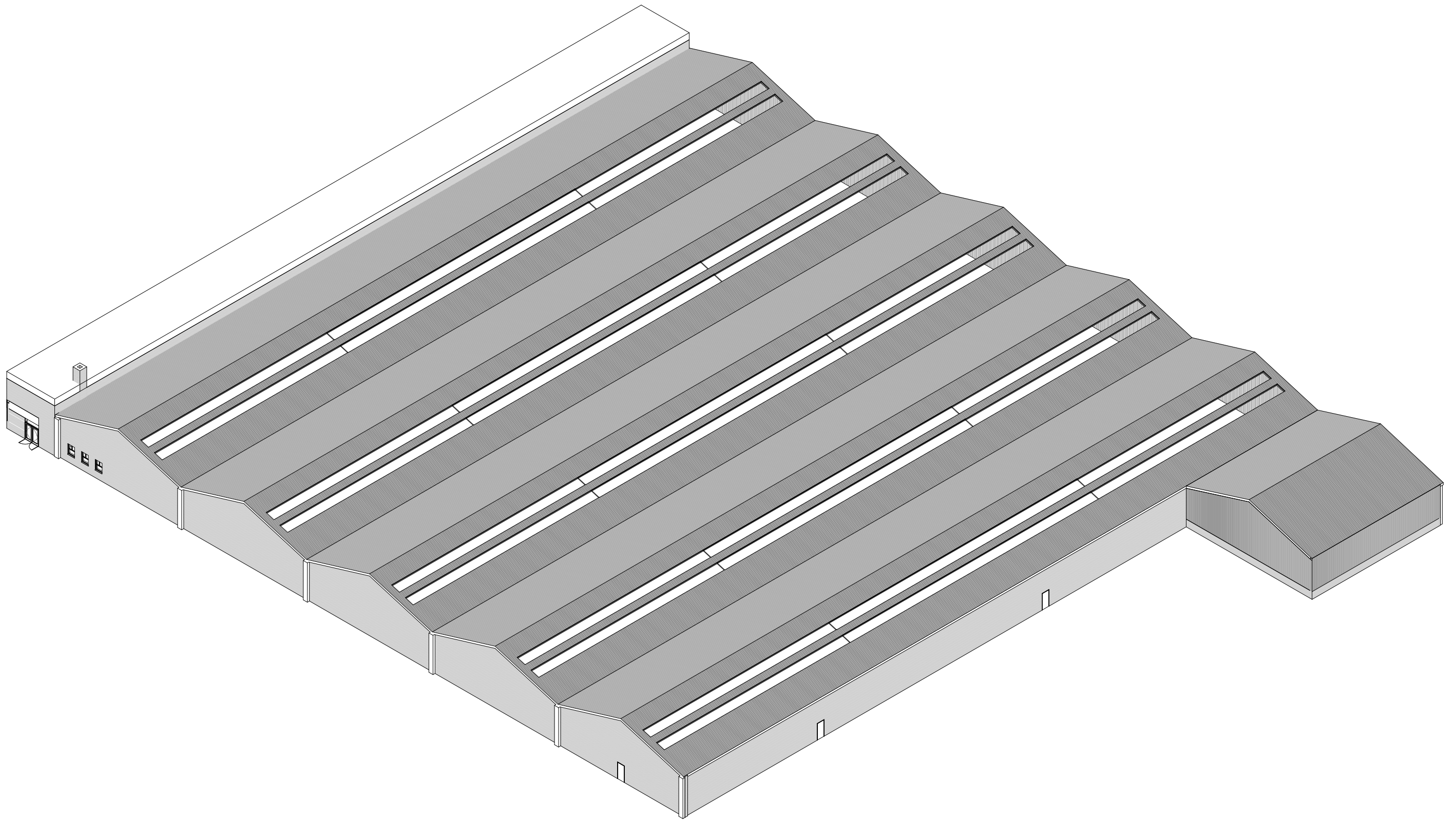
- Existing Building Materials
- 1. Architectural red/brown brick
 - 2. Architectural light brown brick
 - 3. Vertically laid insulated trapezoidal built-up wall cladding system. External cladding colour - Light Grey
 - 4. Vertically laid insulated trapezoidal built-up roof cladding system. External cladding colour - Light Grey
 - 5. PVC double glazing - White
 - 6. Flat panel fascia - Red
 - 7. Curtain walling and grey tinted glass. Frame colour - Red
 - 8. Curtain walling including double swing door. Frame colour - White
 - 9. PPC steel personnel door. Colour - Light Grey
 - 10. Roller shutter doors. Colour - Light Grey
 - 11. Rooflights
 - 12. Signage Zone

3.4 Existing Building Massing



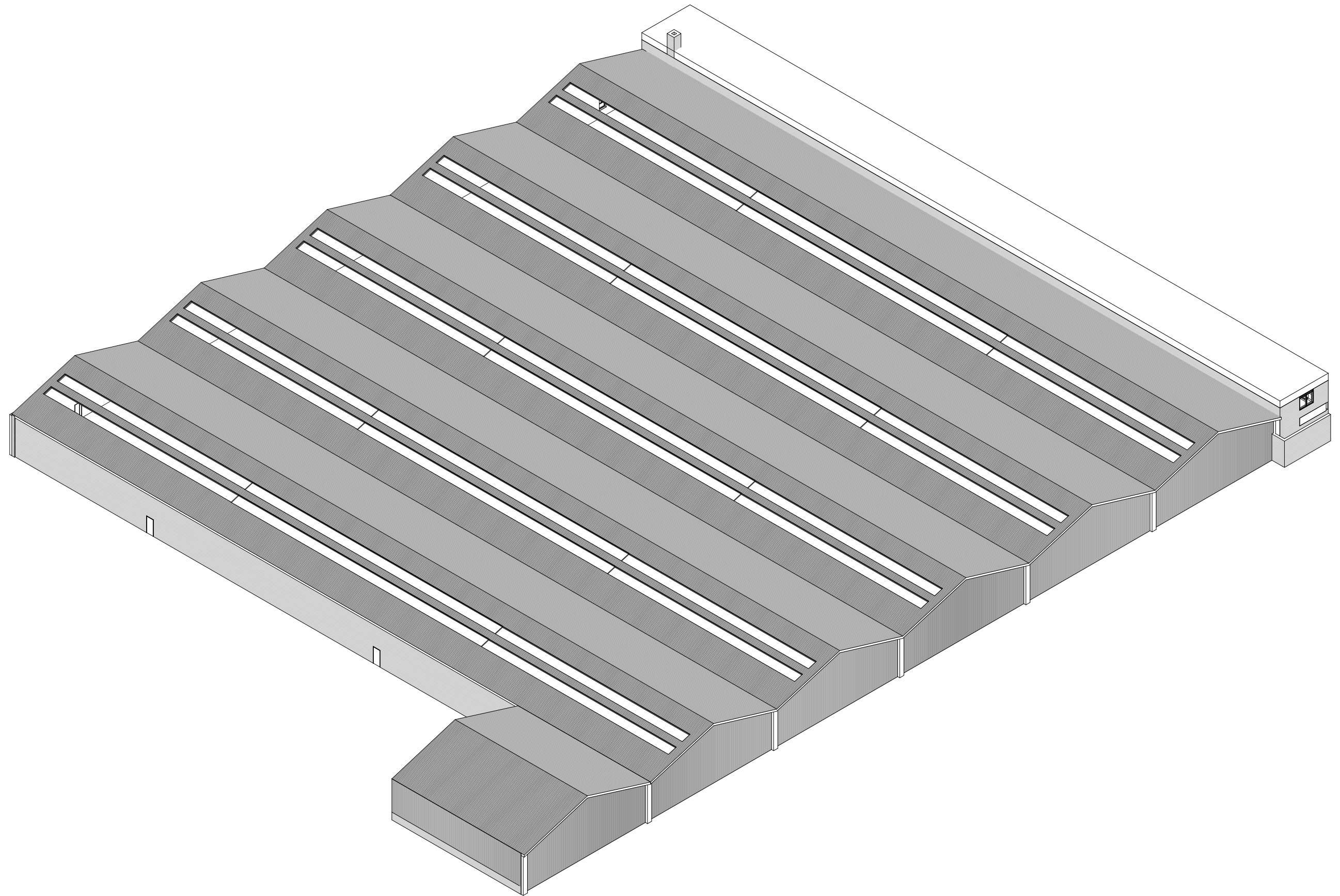
Western Building Corner View





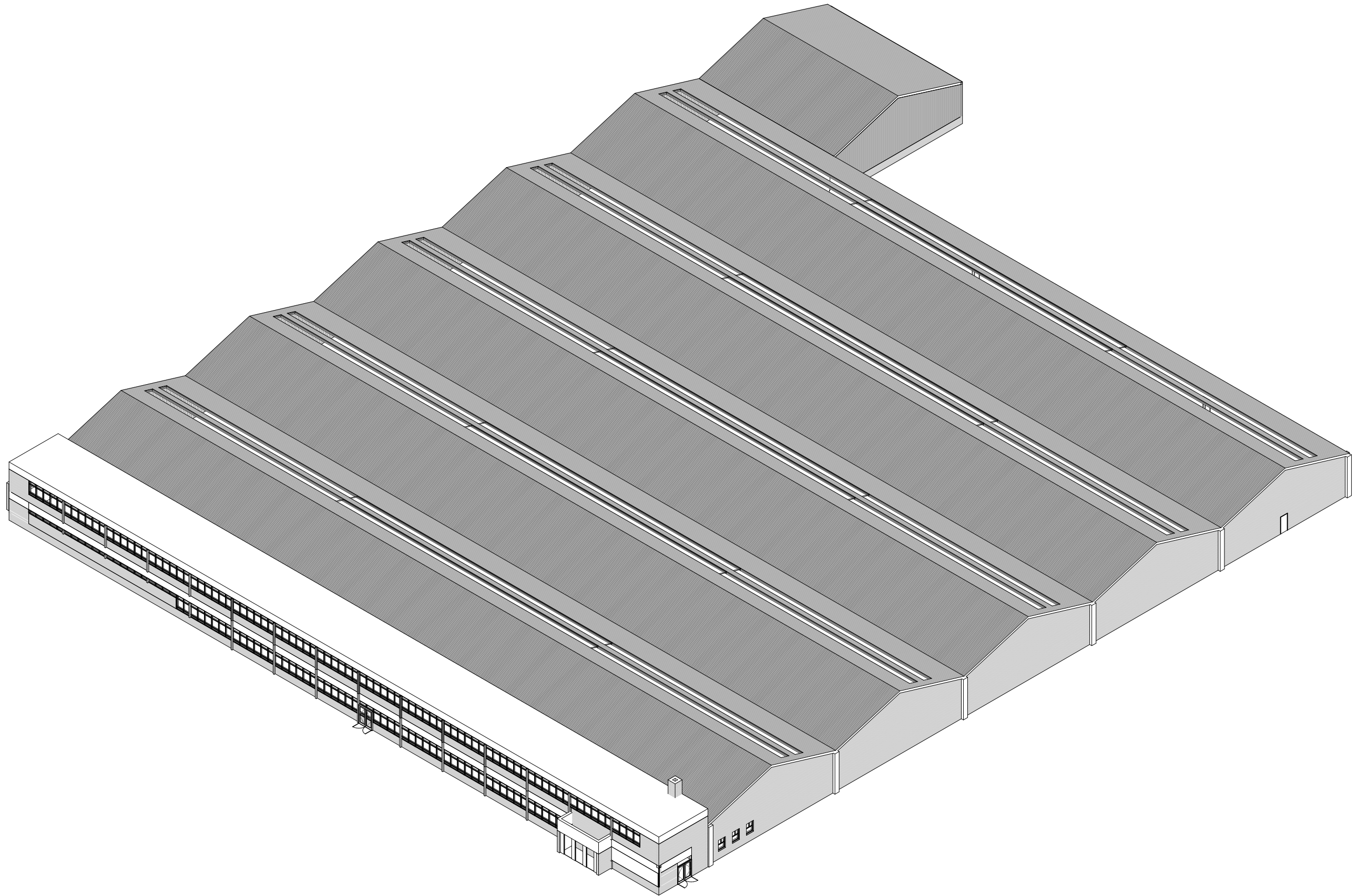
Eastern Building Corner View





Northern Building Corner View





Southern Building Corner View



4.0 Proposed Development

4.1 Use and Amount

This outline application seeks consent for Use Classes B8 (Storage and Distribution) with ancillary E(g) (Offices) plus associated infrastructure with all matters reserved for determination at a later date except for access. The composition of the application is as follows:

- Employment development of up to 210,000sqft / 19,510 sqm Gross External Area (GEA) of B8 (storage and distribution), and ancillary E(g) (offices) Use Class;
- Maximum building heights of 23m to ridge to allow for a clear internal height of 18m;
- Parking provision including for trailers and other vehicles;
- Landscaping, drainage, SuDs and associated infrastructure,
- Vehicular access via Wilson Road.

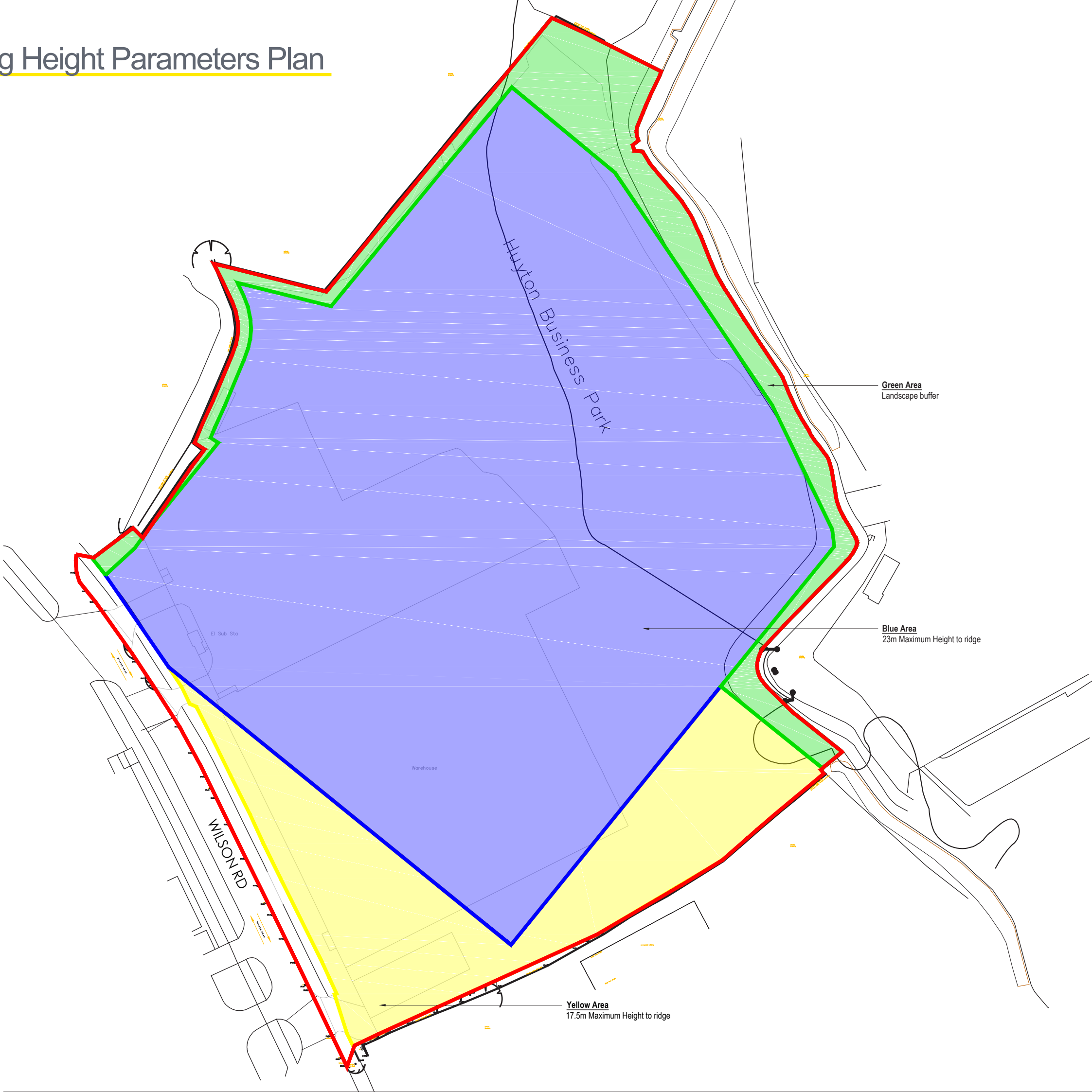
The outline planning application is supported by a series of application drawings including a Parameters Plan. The technical assessments accompanying this planning application are based on the land use/quantum of development and maximum building heights for which planning permission is sought. The parameter plans are for approval and will be conditioned in any planning permission granted. All future reserved matters at the site will be required to comply with the parameters plans.

The Land Use and Building Heights Parameters Plan (overleaf) fixes maximum height parameters as follows:

- On land shown shaded blue, buildings to be maximum height to ridge of 23 metres
- On land shown shaded yellow, buildings to be maximum height to ridge of 17.5 metres
- On land shown shaded green, the land is to be a landscape buffer

4.2 Land Use and Building Height Parameters Plan

- 23m Maximum Height
- Landscape Buffer
- 17.5m Maximum Height



5.0 Illustrative Site Plan (Not for Approval)

5.1 Design Process

Having identified the key physical features and technical constraints on the site, the professional team interrogated the restrictions that would be imposed on any potential development proposals as a result. This exercise directly informed the evolution of the illustrative site plan used to test the feasibility of the site scientifically and define what can reasonably be accommodated in terms of developable area when coupled with the effective mitigation of the site constraints.

The illustrative site plan option, whilst not for approval, represents a potential layout scenario used as a means of deriving appropriate maximum parameters of development in relation to quantum of achievable floorspace, building heights and use classes. The set parameters are therefore realistic but also serve to safeguard the ability of the applicant to bring forward detailed proposals at Reserved Matters stage with a level of flexibility that facilitates market requirements and ensures the efficient use of allocated employment land on a strategic employment site.

Whilst illustrative only, the site plan layout highlights opportunities for accommodating a unit of a scale appropriate for the site.

The illustrative site plan layout retains and improves the existing access point to the south of the site. It also respects the landscaping and ecological zone around Logwood Mill Brook by allowing for an area, offset to the south west of the brook, of landscaping within the site boundary. These key features dictate the buildings position and form along the north eastern boundary and the location of the yard and car parking in relation to the vehicular access point.

The illustrative site plan option indicates enhanced landscaping to the south west, north west and north east of the site and retains existing trees to the street frontage as part of an indicative landscaping strategy (see section 7 of this Design and Access statement for further Landscaping strategy details).

Illustrative Site Plan



5.2 Evolution of the Illustrative Site Plan

On the proposed site plan (previous page), Unit 1 represents a maximised footprint to the north eastern boundary sitting next to the landscaping offset zone for Logwood Mill Brook. For a unit of this size (i.e. this level of floorspace), institutional standards would mean a minimum clear internal height (i.e. to underside of haunch) of 18m above finished floor level with a maximum building height of 23m to the ridge.

To the south west and south east of the site building heights should be more limited, as shown on the parameters plan, due to neighbouring buildings and street frontages. If the Reserved Matters application was for a more fragmented development this would inherently be of lower heights in these parts of the site. Limiting building heights in these areas of the site will minimise the developments visual impact, especially on the approach to the site along Wilson Road. It will also ensure that the development of the site is appropriate to with other existing neighbouring developments and the existing street line.

Therefore, the illustrative site plans show these areas as the yard and car parks.

The higher maximum height parameter area is shown coupled with a clear landscape buffer zone to the north east, as defined on the Parameters Plan. This will assist in minimising ecological impact on the brook located to the north east of the site boundary and help to minimise visual impact on adjacent developments north of the site.

Demolition Plan



6.0 Building Design Principles

6.1 Scale and Appearance

Whilst the scale and appearance of all buildings is reserved for future determination, certain design principles will be considered to ensure a coherent and high-quality development is brought forward at Reserved Matters stage. The design of units would be sympathetic to the wider area by utilising a similar elevational treatment to existing units on the estate that are of a similar use class.

The proposed unit will have clear internal heights (measured from finished floor level to underside of haunch) and ridge heights under the fixed maximum height parameters. The buildings will be of steel portal frame construction and are likely to feature pitched (built-up insulated or composite cladding) roof forms. A pitched roof form is widely used on modern logistics developments and will act as a unifying element with other buildings in the surrounding area, as well as provide efficient surface area for the installation of solar PVs. Alternative roof forms that are also commonplace in the sector that could be considered including parapets with a 'hipped' roof structure behind the parapet.

The scale and appearance of modern logistics buildings and the opportunity to address this effectively in design terms will clearly be a key consideration at Reserved Matters stage. Employing a consistent and modern architectural language incorporating design features widely used within the sector to address issues of scale, form, materiality and visual interest where appropriate will ensure a high-quality development.

Where appropriate, the design of units will look for opportunities to achieve visual breaks in the elevations of buildings of significant scale by using cladding profiles, different orientations (e.g. vertically and horizontally laid profiles), feature panels and colours to visually break up the massing of units and accentuate building corners.

The elevational treatment of the ancillary office content could again be differentiated through the use of cladding systems, profiles and colours so as to be distinct from general warehouse areas. Main entrances to the buildings will be designed to create legible access points on a human scale and to provide active frontage that gives a sense of arrival at a place.

To the loading elevations, level access and dock leveller loading doors are likely to be of a colour that gives a visual contrast against the building for legibility.

In terms of materials, the finishes to the external envelope are likely to include HPS200 Ultra or equivalent to areas of built up cladding and Colorcoat Prisma to composite panels if utilised. The final finishes will be selected for their durability and the robustness of their associated guarantees that is appropriate for the life cycle and use of the proposed units.

7.0 Landscape

7.1 Landscape Strategy

A soft landscaping scheme is to be developed at reserved matters stage, but this will significantly improve the current landscaping and ecological state of the site.

The outline proposals (shown on the proposed site plan) show the key considerations and design principles identified as part of the site constraints review and during the design process, as follows:

- Retention and enhancement of the Logwood Mill Brook corridor forming a buffer zone to the Brook in order to protect the landscape value and ecological value of the brook;
- New and enhanced soft landscaping to the north west forming buffer zones to neighbouring developments;
- Retained trees and enhanced soft landscaping to the street frontage on Wilson Road to minimize visual impact of the development on approaching the site and give the development a high quality look and feel;
- Areas of soft landscaping throughout the site where appropriate on residual land.

8.0 Movement and Accessibility

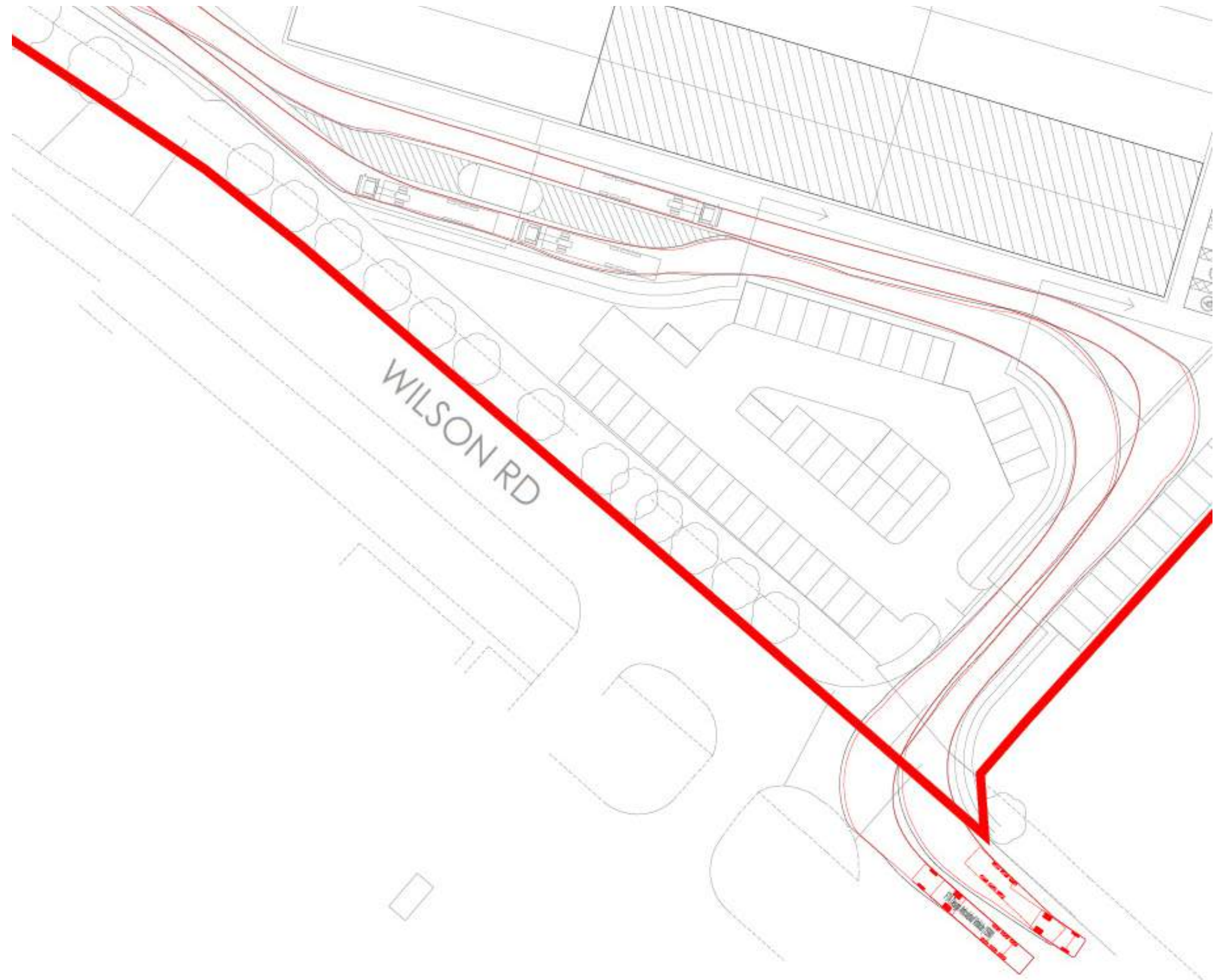
8.1 Vehicular Access, Egress and Parking Provision

A comprehensive Transport and Access chapter is included within the application, prepared by Markide Associates as Highways Consultant, setting out the work undertaken in relation to transport and travel considerations for the scheme.

Access to the application site will be via an existing retained and improved access point to the south of the site off Wilson Road. Appropriate improvements will be made so the access point is able to facilitate HGV traffic.

Car parking and trailer space provisions to the unit will be specified at Reserved Matters stage taking cognisance of the Local Planning Authority maximum parking standards for Use Classes B8.

In order to promote walking and cycling to the site it is also the intention to provide a secondary non-vehicular access as far north as possible on the Wilson Road frontage.



Proposed site access arrangement

8.2 Access by Public Transport

Huyton is served by various bus services including:

3 (Huyton Quarry - Halewood), 3A (Huyton - Speke), 6 (Liverpool - Huyton), 7 (Liverpool - Warrington), 8 (Stanley - Liverpool), 9 (Huyton - Liverpool), 10B (Liverpool - Huyton), 15 (Liverpool - Huyton), 50 (Huyton Bus Station - Riverside College), 61 (Liverpool - Runcorn), 89 (Speke - St Helens), 217/217A/227 (Kirkby Civic Centre - Huyton Bus Station), 245/246/247 (Huyton Circular), 248 (Prescot - Huyton), 258 (Huyton - Stockbridge Village), 619 (Huyton Bus Station - Archbishop Blanch), 870 (Huyton Quarry - Old Swan), 897 (Huyton Quarry - Knowsley Industrial), C42 (Croxteth - Widnes), C46 (Stockbridge Village - Widnes), C50 (Huyton - Widness).

Huyton Bus Station is approximately 1 mile / 1.6 km from the site which is about a 20 minute walk away.

The closest bus stops to the site are located along Wilson Road just a 2 minute walk away. Services that pass through these stops include the 3/3A, 248, 870 and 897.

Services operate from approx 06:00am to approx. 23:00pm.

Huyton Train Station is a short bus journey or an approximately 20 minute walk from the site. Trains from this station run between Manchester and Liverpool.

8.3 Cyclist and Pedestrian Access

Generally, a distance of 5km is acknowledged as an acceptable distance for cycling to potentially replace short car journeys which encompasses parts of Whiston, Halewood, Belle Vale and Prescot in this proximity to the application site.

The existing access point of Wilson Road has dropped kerbs which ensures an accessible route for pedestrian access.

Wilson Road has an existing shared cycleway / footway on both sides of the road connecting Huyton town centre to the application site access.

8.4 Cycle Parking and Facilities

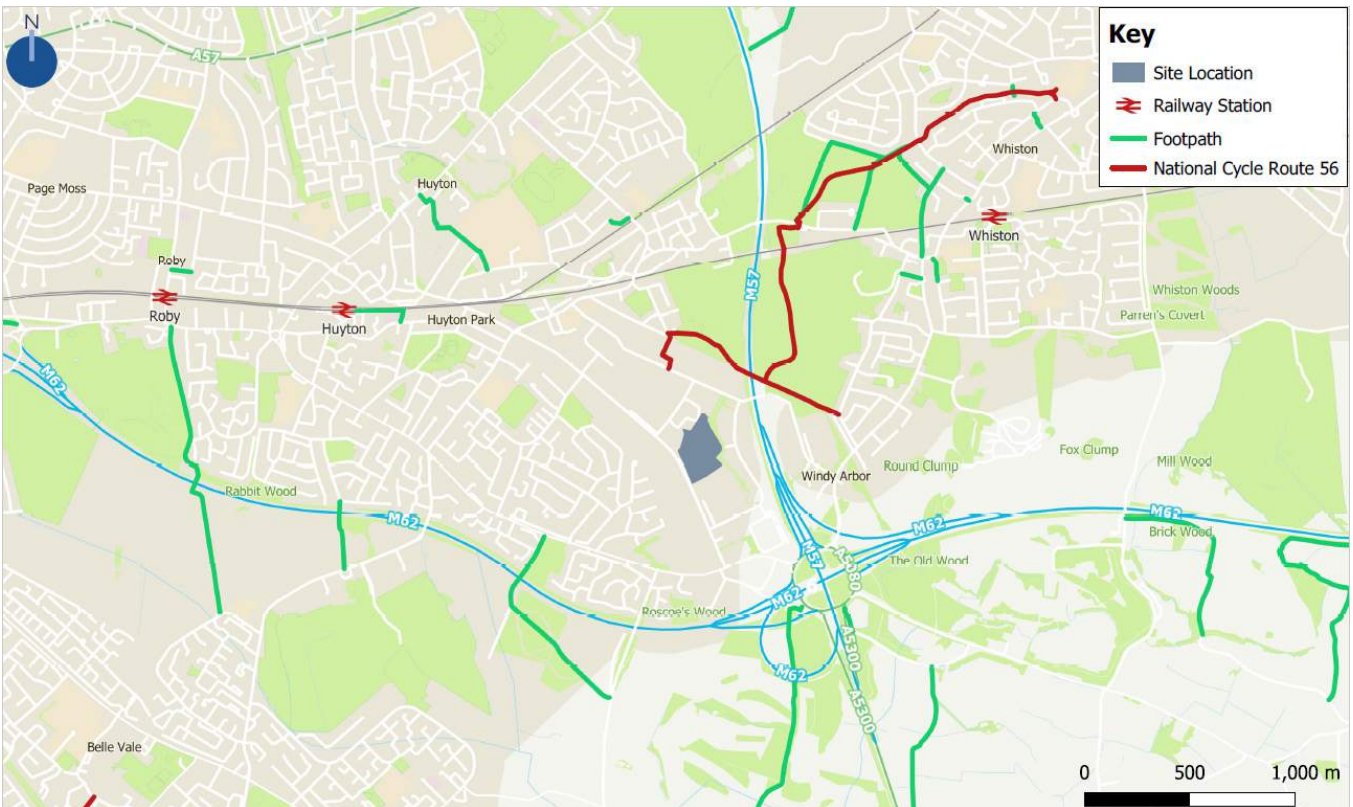
The provision of sheltered cycle parking spaces to the unit will be specified at Reserved Matters stage in line with Local Authority standards as a minimum. Any additional spaces and other associated cyclist facilities within individual buildings will be provided as required where a BREEAM rating is targeted by the Applicant as Developer.

8.5 Public Rights of Way

No public rights of way traverse the application site



Public Transport Plan



Pedestrian and Cycle Infrastructure Plan

9.0 Safety and Security

9.1 Boundary Treatments

Proposed fencing to secure service yards (as a minimum) is likely to be provided in the form of plastic coated weldmesh fencing (unless a specific end user request is made for alternative treatments) with manual swing gates typically provided for out of hours security should the point of access into any one development need securing. Security gatehouses with automatic rising arm barriers to both access and egress lanes may be incorporated to control HGVs arriving at and accessing individual units. Any further requirements for boundary and edge treatment dictated by site levels, operations or for targeted BREEAM credits will also be considered at scheme fix as part of any Reserved Matters application.



Indicative example of weldmesh fencing and manual swing gates at vehicular access points



Indicative example of security gatehouse with automatic rising arm barriers

9.2 Cycle Parking / Refuse Stores

Cycle racks will be provided with a shelter, to be located where bicycles can easily be seen by staff going about their normal duties. All refuse/recycling bins will be securely anchored and locked or set within a secure compound. Full details of the cycle parking stands and bin stores will be provided at Reserved Matters stage or via condition.



Indicative example of typical cycle shelter



Above: Example refuse and recycling store (FalcoLok-250)

9.3 Secured by Design Principles

Other practical measures for ensuring the safety and security of development will be detailed at the Reserved Matters stage but will generally be based on Secured by Design principles. Potential features likely to be included are as follows:

- Any rainwater pipes will be square in profile and fixed back to the building fabric to prevent climbing onto the roof. Typically, siphonic drainage systems to valley gutters will reduce the maintenance requirements to roofs and result in fewer operatives working at height.
- External doors, main entrances, any secondary staff entrances and all fire escapes, will be compliant with and certified to relevant standards and be to the satisfaction of Building Control. External escape-only doors will be steel doors in steel frames, fully certified with multi-point panic hardware to all leaves. These doors will also have hinge bolts. External personnel doors (i.e. adjacent to level access loading doors where access into a warehouse from the yard is desirable) will be fitted with mechanical digi-locks or similar for employee access only for security.
- Windows will be lockable with a key as required and have opening restrictors (100mm maximum) fitted.
- Low planting will not exceed 1000mm in height around entrances and parking areas, whilst tree canopies are to fall no lower than 2m from the ground. This is in order to allow people to see their surroundings better and eliminate hiding places.
- Loose surface materials are to be avoided where practical since fragments of ground covering can be used as missiles against people and premises (both to gain entry and to commit criminal damage).
- There will be no hard landscaping that could inadvertently create seating or loitering spots (except within secure designated or otherwise-controlled areas). These features can encourage anti-social behaviour and raise the fear of crime.
- Clear signage as required to direct visitors to any parking areas or building receptions.
- Promotion of natural surveillance where appropriate e.g. visibility of cycle storage areas from office space.

9.4 Waste Management Design Principles

Following a Reserved Matters consent, the design team shall identify and implement options to eliminate or reduce waste, achieved through careful and considered design principles from the outset. Where elimination is not an option, the design team will aim to minimise the amount of waste created, which could be achieved by:

- Selecting standard component sizes, for instance, the elevational treatment of offices could be coordinated to standard composite panel dimensions on plan and in elevation
- Encouraging modular /off site construction of elements within controlled factory conditions
- Material selection and specification
- Providing clear and concise drawing and specification information to contractors
- Considering the work sequences on site, involving contractors / subcontractors early in the process and ensuring buildings can be constructed efficiently

10.0 Sustainability

10.1 Solar Design

Consideration has been given within the overall design strategy to incorporate passive design principles where possible such as building orientation, form, layout / internal organisation, solar gain / shading, daylighting and the size and position of apertures to minimise energy use and thereby reduce carbon emission. This includes utilising low u-value triple skin factory assembled non-fragile rooflights to warehouse spaces and optimising the rooflight percentage to maximise daylight relative to solar gain.

Whenever possible, therefore, the dependence of the building's mechanical and electrical plant to maintain internal environmental conditions shall be reduced by passive design.

10.2 Water Use

A series of measures shall be considered to reduce water consumption in the building. These include:

- Low flow percussion / spray taps
- Dual flush cisterns to toilets
- Low flow showers
- Water meter on the main incoming supply to the building
- Leak detection on all main water supplies within the building
- Potential use of rainwater harvesting in bunded tanks for use in toilet facilities and other non-potable applications if feasible and cost-effective.

10.3 Lifetime Buildings

Consideration will be given to life cycle design, with external finishes selected for durability and designed to last for 25+ years. As such the use of paints and other products requiring frequent maintenance will be minimised. Buildings and the associated mechanical and electrical services are to be designed such that lightweight internal partitions can to an extent be reconfigured to allow flexibility of internal subdivision to suit the evolving requirements of building Tenants.

10.4 Embodied Energy

Where possible the online BRE Green Guide to Specification (A and A+ ratings) will be followed for the selection of materials, including consideration of their embodied energy and the incorporation of as much local sourcing as possible to reduce transport costs, environmental impacts and support the local economy. All the phases of a product's life cycle (e.g. production, transportation, maintenance, running costs and disposal etc.) shall be considered when determining its cost and environmental impact where possible.

10.5 Reuse and Recycling

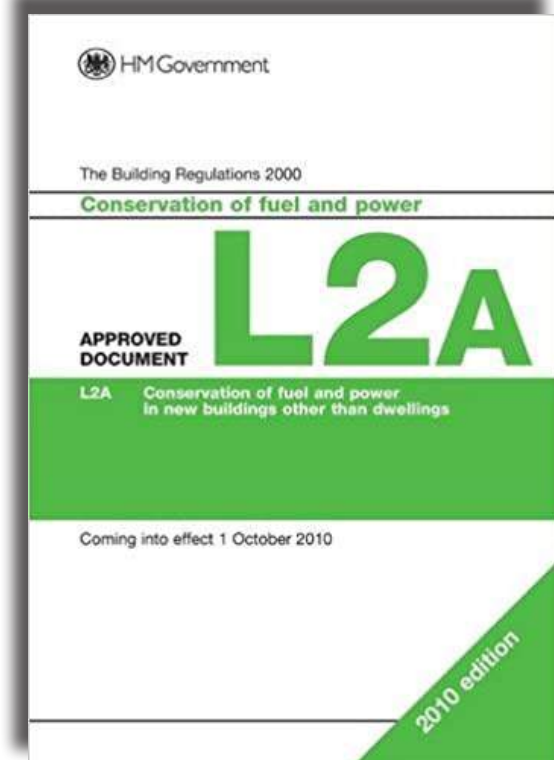
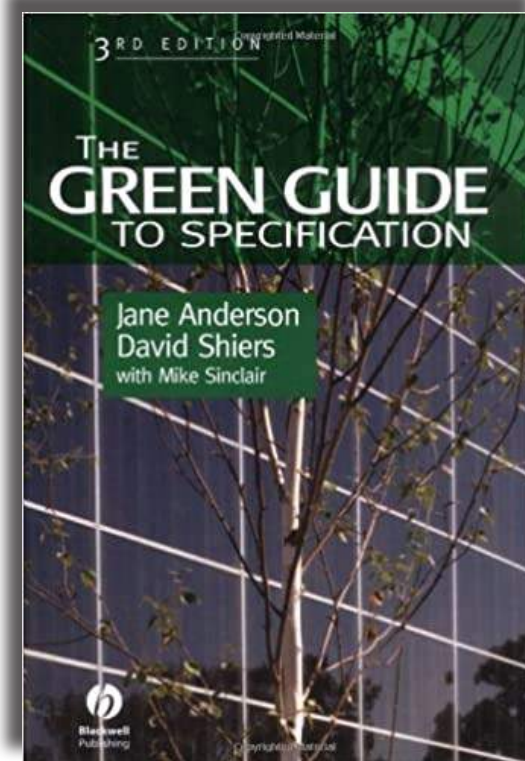
Consideration will be given to the future demolition and recycling of the building envelope and structure.

10.6 Local and Sustainable Sourcing

Where practical, materials and labour will be sourced from local suppliers to minimise transportation and enhance benefits to the local economy. Contractors will be Environmental Management Systems accredited.

10.7 BREEAM

Where practical, a BREEAM accreditation should be sought for the site to target 'Excellent'. This would be a commitment to creating a sustainable site, which would add value for any potential occupier.



11.0 Conclusion

This Design and Access Statement has been prepared by AEW Architects on behalf of Linden Hill - Capital Assets - ALX Limited in support of an outline planning application for demolition of existing buildings and the construction of a logistics/warehouse building of up to 210,000sqft / 19,510 sqm GEA of employment floorspace Use Classes B8 with ancillary offices Use Class E(g) with associated landscaping, drainage and infrastructure on approx. 11.00 acres / 4.45 ha of allocated employment land. All matters other than access are reserved for future determination.

The Land Use and Building Heights Parameters Plan (submitted for approval) fixes the maximum developable area, the maximum quantum of development that can be accommodated within this area and the maximum height of buildings.

This statement identifies the existing site context and describes the key principles and strategies used to influence the outline proposals throughout the design process. It is considered that the outline planning application reflects a robust, viable modern employment scheme that will add value to the borough on a key strategic employment allocation. In the view of the professional team, there are no design-related policies which would preclude against positive support for the application when weighing up the planning balance in determination.



AEW architects
Trinity Court
16 John Dalton Street
Manchester, M2 6HY
T: 0161 214 4370
www.aewarchitects.com