

Penrhyn Road, Knowsley

Design & Access Statement
January 2022



Contents	Page
1.0 Introduction	
1.1 General	4
1.2 Design and Access Proposals	4
2.0 Existing Site	
2.1 General Context	5
2.2 Surrounding Buildings and Boundaries	8
2.3 Building Proportions	10
2.4 Existing On-Site Features	11
2.5 Existing Access	11
2.6 Context Conclusions	14
3.0 Constraints and Opportunities	
3.1 General	15
3.2 Constraints	15
3.3 Opportunities	15
4.0 Scheme Evolution	
4.1 General	16
5.0 Development Proposals	
5.1 General/ Use	18
5.2 Use/ Amount	18
5.3 Height	18
5.4 Scale	19
6.0 Layout	
6.1 General	20
6.2 Vehicular Site Access	20
6.3 Inclusive Access	20
6.4 Car Parking Design	20
6.5 Cycle Parking Design	22
6.6 Servicing Design	22
6.7 External Lighting	22
6.8 Security	23
7.0 Landscaping	
7.1 General	24
7.2 Hard Landscaping	24
7.3 Soft Landscaping	24

8.0	Appearance	
8.1	General	25
8.2	Scale and Massing	25
8.3	Building Form, Materials and Colour	26
9.0	Energy Efficiency & Sustainability	
9.1	General	29
9.2	Energy	29
9.3	Materials	29
9.4	Environmental Considerations	30
9.5	Accessibility	30
9.6	Waste and Recycling	30
9.7	Water	30
10.0	Summary	31

1. Introduction

1.1 General

AJA Architects LLP have been appointed by Pembury Developments Ltd. to act as Architects for the proposed development of Penrhyn Road, Knowsley.

This Design and Access Statement has been produced to accompany the application for a new distribution centre for flexible class E (industrial) class B2 and class B8, with ancillary offices, landscaping, means of access, ancillary uses and including details for layout, appearance, scale, and associated landscaping. The Design and Access Statement has been produced in accordance with TCP (Development Management Procedures) Article 4.

Therefore, this Design and Access Statement:

- a) describes the site and surrounding area and the context within which the proposals are being advanced;
- b) describes the design process that we have been through to explore development parameters;
- c) address the principles and concepts of the design
- d) specifies the amount of development for which permission is being sought (see the application forms and Planning Statement also);
- e) illustrates the building locations on the site;
- f) illustrates the scale and massing of the proposal;
- g) explains the principles behind the intended appearance of the buildings; and
- h) describes how the development would be accessed by all modes.

1.2 Design & Access Proposals

The design and access proposals as shown on the accompanying drawings and documents have been produced to meet the clients brief, following a study of the site and its setting. This statement provides a summary of the considerations taken into account in the design and access of this development.

2. Existing Site

2.1 General Context

The site is 2.14 hectares (5.29 acres) within the red line illustrated below:

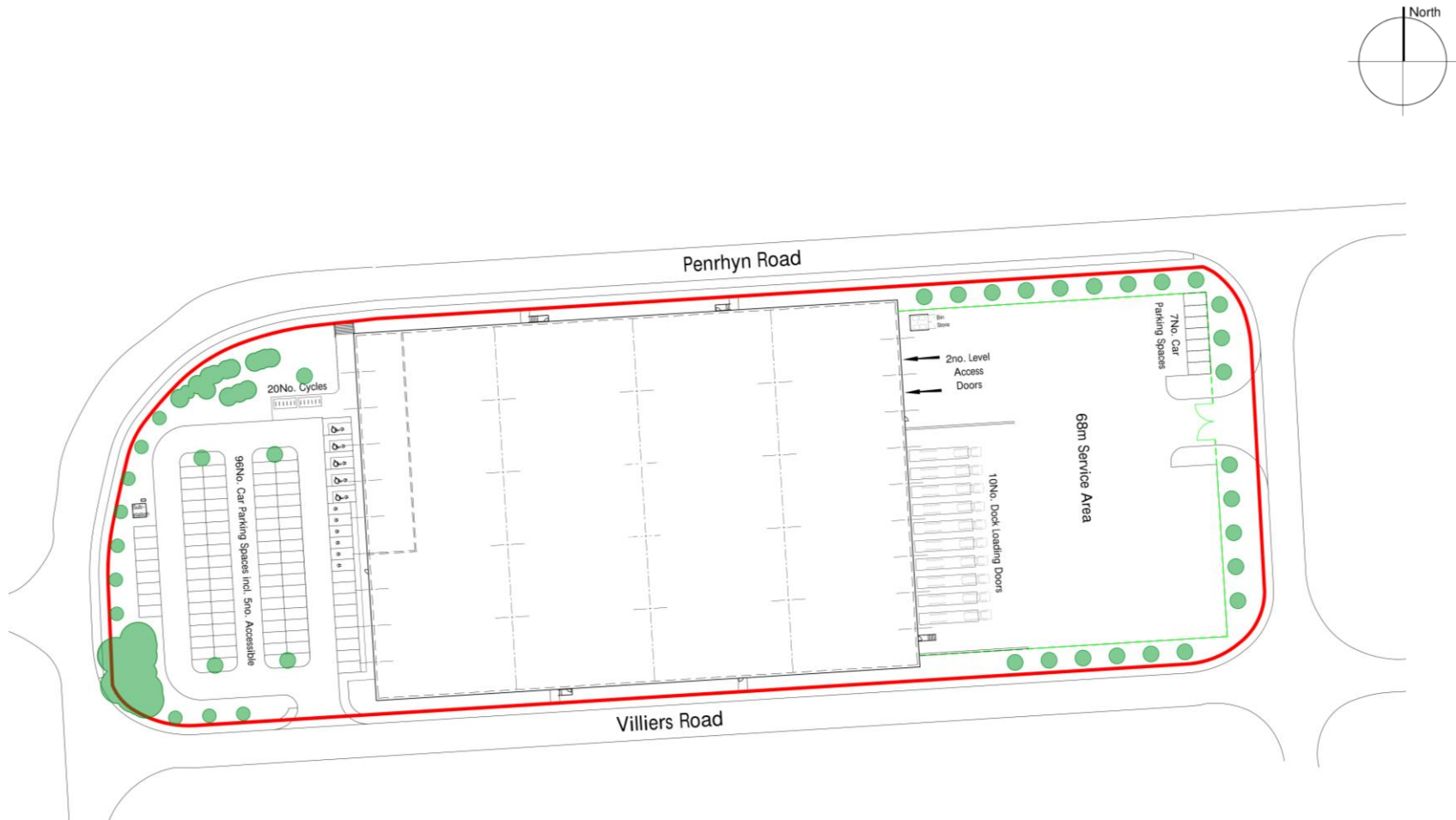


Fig. 1 Site Layout Plan

The site is located within Knowsley Industrial Park, which itself is located approx. 1km north of the large village of Knowsley.

To the north and west the site is bounded by Penrhyn Road which serves to access the estate off School Land (B5194). Beyond Penrhyn Road to the north, is to be found the inter-city highway of A580. To the south and east the site is bounded by Villiers Road.

On all sides of the boundary the site is immediately surrounded with existing industrial buildings, all with a similar building form and palette of building materials and colours to the proposed (metal cladding in varying shades of greys).



Fig. 2 Application Site - Aerial Context Image

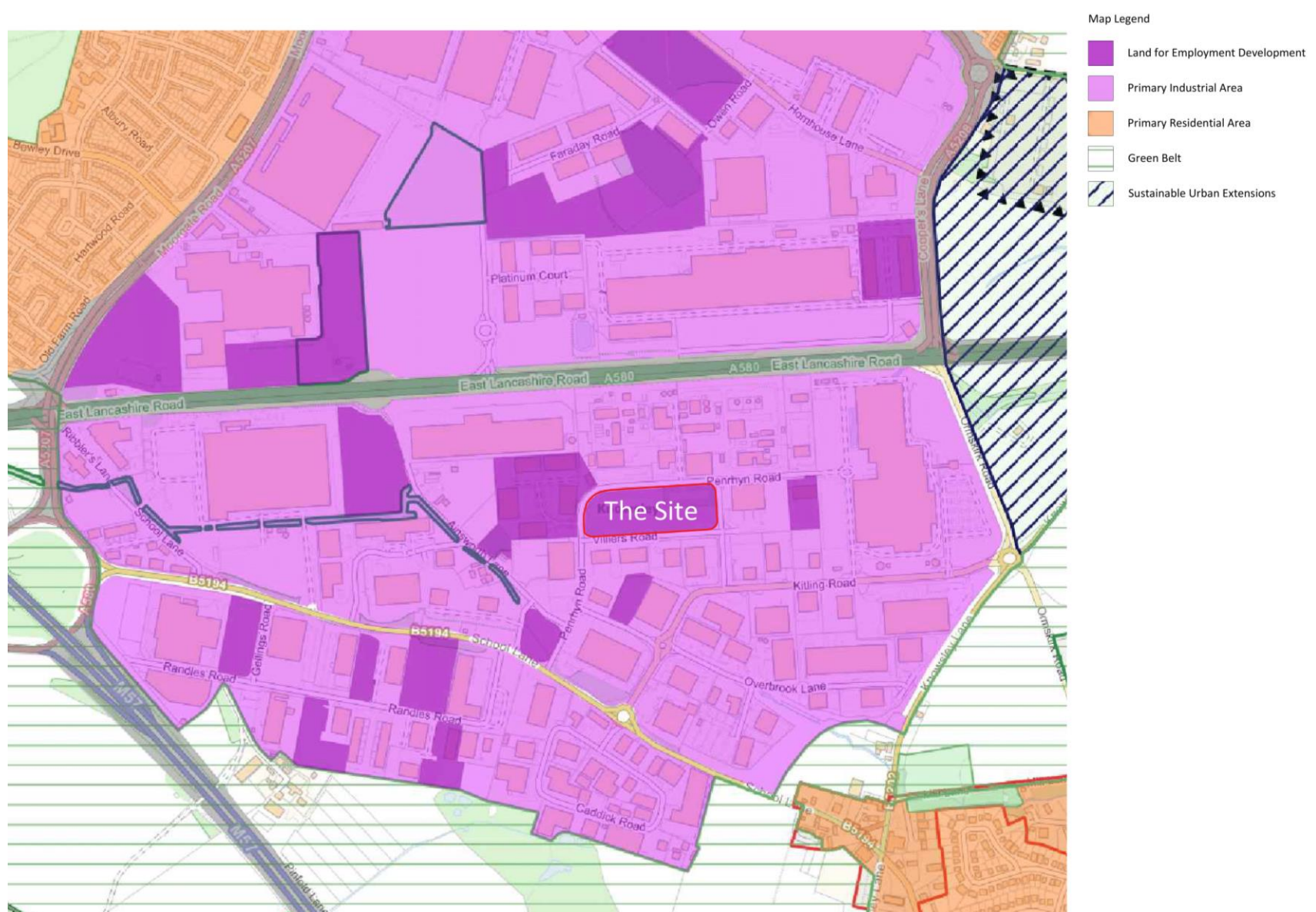


Fig. 3 Context Analysis Plan - online local plan policies map

2.2 Surrounding Buildings and Boundaries

As a heavily commercial/ industrialised estate there are numerous examples of existing buildings located in close proximity to their site boundaries with a number of examples seen along Penrhyn Road, Caddick Road and B5194 Tithebarn Road (images below). If done successfully then appropriate siting ensures the efficient use of land.

The application proposal will be sited to optimise the use of the site while ensuring the site accommodates a development that will cater for flexible end occupier requirements. The siting and positioning of the building within the site is consistent with siting adopted frequently elsewhere in the locality and is commensurate with a warehouse/distribution development such as proposed.

The comparison buildings shown in Fig.4, Fig.5, Fig.6, Fig.7 and Fig.8 each have palisade security fencing immediately abutting the footpath with very limited and often no landscaping on their boundaries.

However, to soften the buildings relationship with the footpath and street scene no palisade fencing is included in the application proposal and instead soft landscaping will be introduced along the Villiers Road and Penrhyn Road boundaries to increase the sense of openness and enhance the street scene environment.



Fig. 4. View south west from Penrhyn Road



Fig. 5. View west from Penrhyn Road



Fig. 6. View east from Caddick Road



Fig. 7. View west from Penrhyn Road



Fig. 8. View west from Tithebarn Road (B5194)

2.3 Building Proportions

The proportions of the building are critical to ensure its operational functionality to meet occupier requirements as a Grade A quality employment building. As previously outlined in section 2.2, the building siting is consistent with other examples seen locally in the surrounding area to meet modern occupier requirements., as illustrated in Figs.4-Fig.8. This siting is important as it allows the proposed building to maintain the required proportions for operational efficiency.

The diagram below illustrates how goods flow in, around and the out of a typical warehouse facility, with goods-in and goods-out undertaken using dedicated doors, either side of the dock pit.

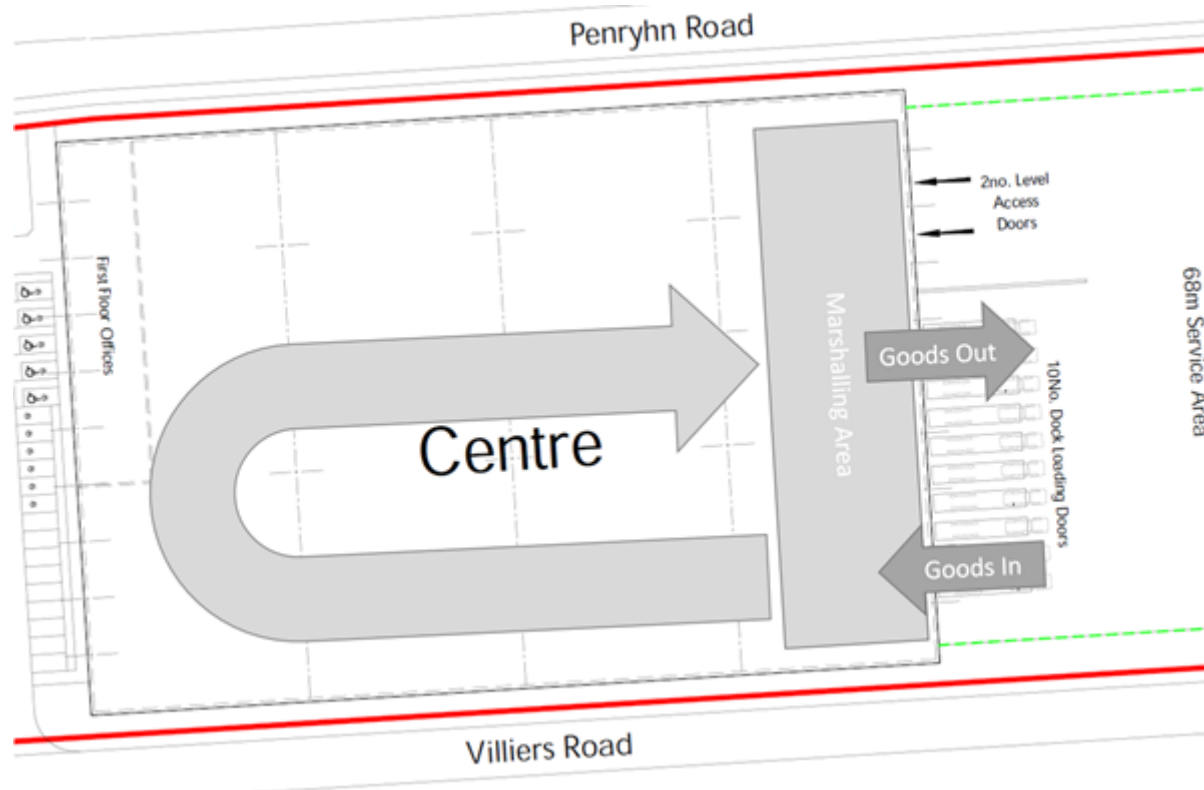


Fig. 9. Site Layout Plan

If a warehouse building is designed to the incorrect proportions, then the width of the building is not wide enough to accommodate the appropriate number of loading doors, relative to the depth of the building. The result is the building becomes 'gable-end loaded' which is a derogatory industry reference to a building having an inadequate number of doors along the dock face required to service the size of the building. Buildings which are gable end loaded are unattractive to occupiers because they are functionally inferior and unfit for best-in-class occupation.

Typically the industry minimum ratio is one dock door for every 1,000 sq.m of floorspace. These ratio's are met precisely in the application proposal meaning the building is designed to meet optimum standards of operation within the constraints of the site. This is facilitated by the dimensions of the building which ensure the dock face is wide enough to accommodate the number of dock's required - which itself is the result of the careful and precise siting of the building within the plot boundaries, particularly on the Villiers Road and Penrhyn Road frontages.

2.4 Existing On-Site Features

The development plot is an open and vacant space, designated for development, and is accessible from Penrhyn and Villiers Road which define the sites boundary lines. Principally the site is generally flat with only a 3m fall east to west across the site. It is devoid of any physical features other than very limited vegetation and a number of low value trees.

The perimeter of the site is made up of a mixture of security fencing and then low scale fencing, hedgerows and tree planting to the rest of the boundaries and clearly defining the limits of the site.

2.5 Existing Access

The site has a single vehicular access from the Villiers Road, and also served with pedestrian access throughout the estate. There are no public footpaths through the site. There are bus services along School Lane (B5194), but not past the site specifically.



Fig. 10. View west from Villiers Road



Fig. 11. View east from Villiers Road



Fig. 12. View north from Villiers Road



Fig. 13. View south east toward Penrhyn Road



Fig. 14. View east along Penrhyn Road



Fig. 15. View west along Penrhyn Road



Fig. 16. View east along Penrhyn Road



Fig. 17. View north west from Penrhyn Road

2.6 Context Conclusions

The site is located within the industrial zone of Knowsley Industrial Park and is defined by the immediate surrounding large modern industrial buildings. The scale and proximity of the neighbouring buildings and developments define the 'working' character of this area.

The amount and type of infrastructure defined by the road network add further to the developed setting of the site.

Given these defining characteristics of the immediate and wider area, it suggests that this is an appropriate location for an employment site and development which will sit comfortably within its context, without being detrimental to the character of the area.

3. Constraints and Opportunities

3.1 General

The site and surrounding area have been described in detail within sections 2 of this document. This section considers the constraints and opportunities that this context and other factors impose on development.

3.2 Constraints

- The existing highway infrastructure serving the site dictates how the site can be accessed.
- The scale of development is clearly limited by the size of the site but also the infrastructure serving it and its relationship with the neighbouring buildings.
- The physical constraints of the existing estate roads.
- There are a number of existing services that either cross the site or run alongside its boundaries and need to be maintained to service other developments and the wider area.

3.3 Opportunities

- The plots site area is reasonable in area and capable of accommodating a development of this size and scale while also allowing landscaping to be incorporated into the boundary treatment.
- The established industrial nature of the surrounding area means that further commercial development is highly contextual.
- The scale and the massing of the existing neighboring industrial/ commercial buildings means that new appropriately designed development can be accommodated easily and sensibly.
- The topography within the site is relatively flat and does not pose a problem in terms of development.
- Judged in its context, the influencing nature of the surrounding buildings and developments means potential overlooking/ overbearing is limited.
- Views from the surrounding area are limited to the immediate infrastructure due to the built-up nature of the established landscape and local environment.
- The proximity of the main arterial roads provides an excellent opportunity to connect the site to the local, regional and national road network, opening up the site and offering the potential of a development.
- The site does not contain any designated archaeological assets or listed buildings.

4. Scheme Evolution

4.1 General

The proposal seeks to optimise the potential of the site for commercial development to ensure the best, most efficient, use of land.

Following a review of the constraints and opportunities of the site and the surrounding context of development, the design team reviewed various configurations and options for the proposal. Proposals for different unit configurations on the site were put forward for consideration.

Fig.18 below shows an earlier layout configuration which has a higher floorspace density compared to the application proposal which, on first impression, may make the proposal more financially viable. However, the proportions of the building were deemed inefficient.

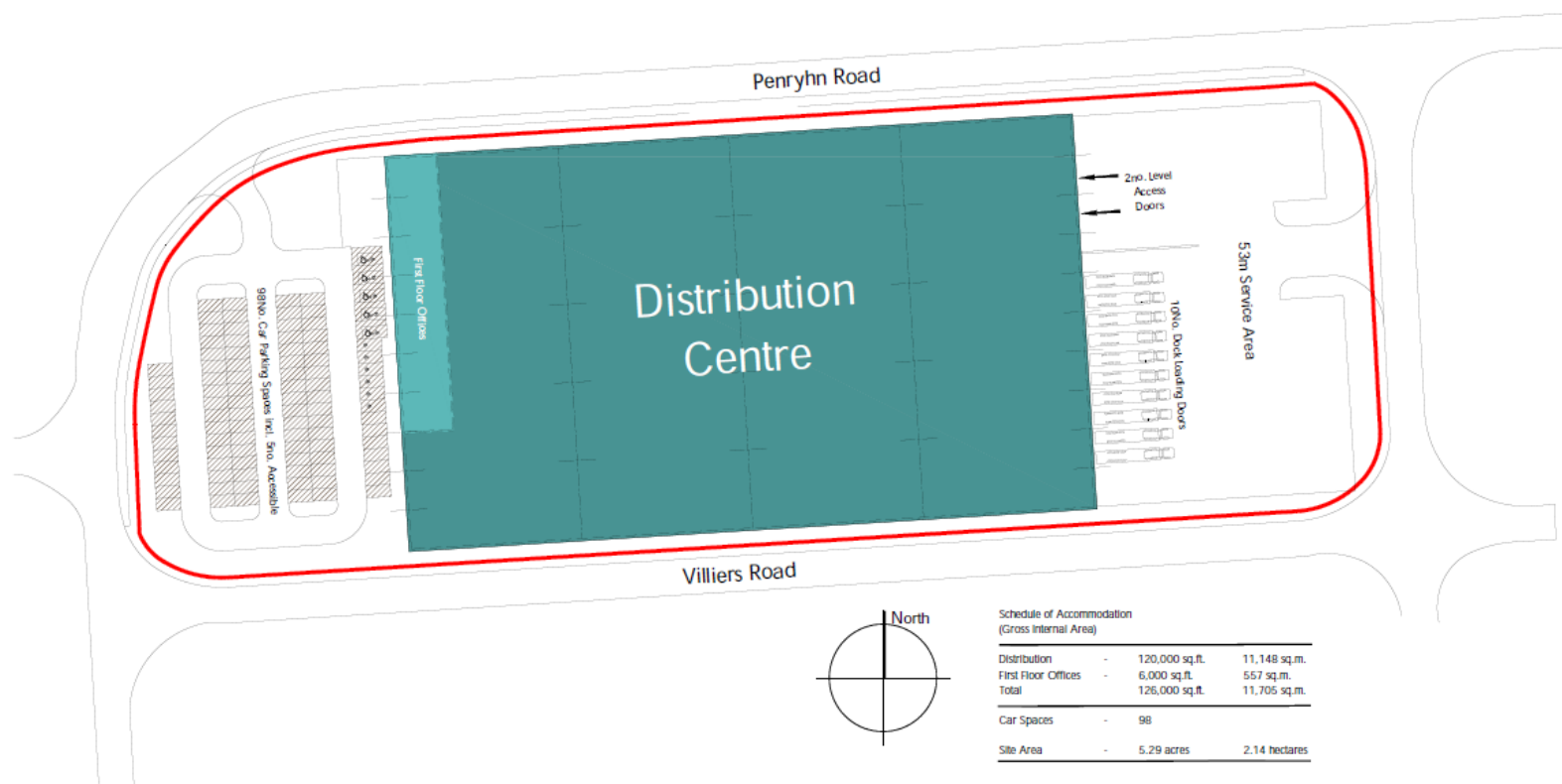


Fig. 18. Site Layout Plan

In Section 2, para 2.2 and 2.3, we discuss the critical dimensions and ratio of floor area to loading doors to ensure optimum operational efficiency. Fig.18 above has a higher overall floorspace than the application proposal, but too few loading doors relative to the amount of floor area. Whilst therefore the applicant could have sought to increase the floorspace density, the application proposal has been carefully considered to have specific regard to the operational requirement of future occupiers and the viability of the proposal.

Fig.18 also shows a car park entrance located off Penrhyn Road in the northwest corner. This design feature has been omitted from the application proposal to preserve some existing trees in this location and also to respond to feedback at pre-app stage in relation to highways.

Therefore, it is upon this basis and reasoning that the proposed scheme, as illustrated in Fig.19 below, was chosen as the basis of the application.

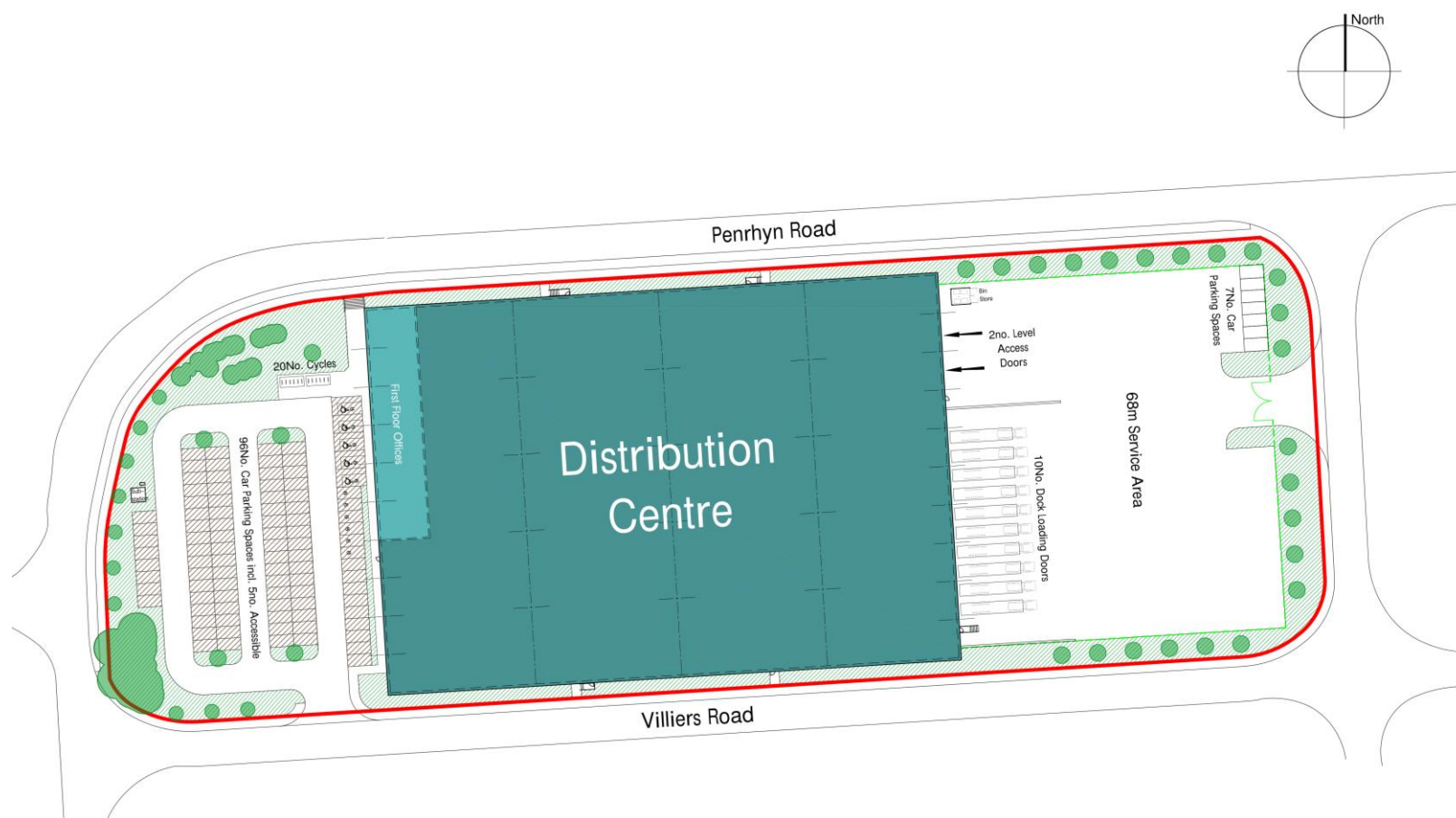


Fig. 19. Site Layout Plan

5. Development Proposals

5.1 General / Use

The proposals described and illustrated in this document reflect the brief set by the Client for a high-quality employment led scheme.

5.2 Use / Amount

The development can be described as follows:

The full detailed proposals have specific area parameters as follows:

Unit	B2/ B8	Offices	Total	Parking	Site Area
	104,625 sq.ft.	5,672 sq.ft.	110,297 sq.ft.	103no. cars	5.29 acres
	9,720 sq.m.	527 sq.m.	10,247 sq.m.		2.14 hectares
Total Detailed Consent Development		110,297 sq.ft.			
		10,247 sq.m.			

Note: All areas are gross external.

5.3 Height

The overall height of the buildings are determined by the internal clear height required by occupiers and a roof design that seeks to minimise the overall building height. The minimum internal clear height required by occupiers for units of this scale typically ranges from 12.5m to 15m which generates an overall height dependent upon the building structure and frame span.

The proposed buildings are considered to be of a design, appearance and scale commensurate with the surrounding context, typical of an industrial/ employment estate and in line with the policy allocation. The scale and massing of the units respond to modern industrial processes, and for the storage of good and products. The proposals will provide a density and volume of development which will enable the efficient operation of the site, whilst responding to its context and setting.

Utilising a barrel-vaulted roof form aims to reduce not only the overall height at the crown but also the perceived height by falling away to the lower eaves. Based upon this, the proposed design puts the height to the apex of the roof of the individual buildings for which full details are being sought as follows:

Apex:	15.3m approx. above finished floor level.
Haunch:	12.50m clear.

5.4 Scale

The scale of the proposed buildings has been influenced by the following:

- 5.4.1 The finished floor levels of the surrounding buildings, the relative adjacent ground levels, as well as the Flood Risk Assessment and strategy for the site as a whole.
- 5.4.2 The plan form of the proposed buildings define parameters for the lengths and widths for the main retail element of the building as follows:
120m long by 81m wide

6. Layout

6.1 General

When considering the scheme, the general parameters of the three dimensional envelope of the buildings have been described in the previous section as far as they can, as have the use and floor areas that approval is sought for. Consideration has been given to how the amount of development described above might be best configured on site and we explain below what is believed to be optimum layout.

The area of most architectural interest will be the main office which has been located on the most prominent facade to provide prominence and definition of destination for visitors to the site. The main car parking areas are in front of the building entrance providing immediate access and assist in segregating the cars and HGV's at the earliest opportunity where possible.

The service area is located to the east of the site, placing it visually out of sight lines.

6.2 Vehicular Site Access

The service yard and office car park will utilise separate vehicular accesses off Villiers Road.

6.3 Inclusive Access

All pedestrian crossing locations will have dropped kerbs and will incorporate contrasting tactile paving to make visually impaired pedestrians aware of the crossing. The lighting scheme will be designed to ensure suitable illumination levels exist across the scheme ensuring a safe provision for all users in particular the visually impaired. Accessible DDA compliant parking has been illustrated adjacent to all building entrances. Levels will be appropriate to allow safe and convenient access to all.

6.4 Car Parking Design

Car parking has been provided on the site to respond to the use class as well as reflecting the institutional requirements demanded by individual occupiers.

The car parking will have block paviers to the circulation routes with tarmacadam parking bays with white bitumastic paint delineation.

The car parking areas will be laid out in aisles to avoid traffic conflicts and congestion in front of the main building entrances. As the electric car market grows, and to future proof the building, electric charging points are to be installed to 10% of the overall number of parking bays including provision within the disabled bays.

Legend

-  Brushed Concrete surfacing to service areas, service access road and non frontage footpaths
-  Concrete block pavers laid in 90 degree herringbone pattern car park circulatory road
Colour: Brindle TBA
-  Concrete paving slabs to office footpaths
Colour: Natural TBA
-  Tarmac finish to Estate Road, estate road footpaths & car park bays with bitumastic white lining
-  Landscaping areas to Landscape Architects details
-  2.4m high PPC green paladin fencing with matching gates
-  Approximate root protection area



Fig 20. Proposed External Finishes & Fencing

6.5 Cycle Parking Design

Covered cycle parking shelters will be provided on the site for cyclists. Cycle shelters have been conveniently located close to the entrance of the building to provide cyclists a safe, secure, convenient and well-lit facility.

6.6 Servicing Design

The deep service areas will be accessed separately via a secure entrance. The yard will be surfaced in concrete for robustness and have a secure fence to the full perimeter with appropriate lighting for operational, security and health and safety purposes.

It is also important that service yards are large enough to provide sufficient space to comfortably turn articulated vehicles, so that they can reverse onto the loading doors and leave the service area in a forward direction.

6.7 External Lighting

The principles and parameters of the external lighting scheme for the outline application together with a full lighting scheme for the detailed applications has been developed and has been submitted as part of this application, the principles of which are based upon the following:

Exterior lighting will be designed taking into account the following standards:

- BS 5489-1:2013 Code of Practice for the Design of Road Lighting
- BS EN 12464-2:2014 Light and Lighting - Lighting of work places
- ILS Guidance Notes
- GN01:2011 Institution of Lighting Professionals (ILP) Guidance Note for the Reduction of Obtrusive Light
- Lighting and the Environment - A Guide to Good Urban Lighting, Chartered Institution of Building Services Engineers (CIBSE)
- Bat Conservation Trust (2014) Artificial Lighting and Wildlife. Interim Guidance: Recommendations to help minimise the impact of artificial lighting.

The estate road, car parks and service areas will be illuminated during the hours of darkness to an appropriate lighting level for both operation and safety. The lighting lux levels will be kept to a minimum when adjacent any natural habitats and will minimise direct light spill into sensitive locations. Lighting will be a combination of building mounted and column mounted lighting units. The lighting design will utilise good quality, attractive 'dark sky' fittings, directed downwards and with no spillage above the horizontal to avoid light pollution. The mounting height of lighting units should be no greater than 12 m. For the access roads and car parking areas all mounting heights will typically be 8 to 10m. Lighting impacts on all receptors will be minimised by careful design. If needed, baffles and shields can be attached to lighting units to further reduce lighting effects.

6.8 Security

It is important that any development responds to the issues relating to security, such as criminal and anti-social behaviour, by incorporating such design features as listed below:

- 2.4m high paladin security fencing to the full perimeter of the service areas complete with matching gates.
- Secure parking for cycles located in highly visible and supervisable locations.
- External lighting designed to BS 5489 and BS 12464 to achieve appropriate levels of illumination in all areas.
- Good natural surveillance of parking and pedestrian areas, including footpaths and cycleways.
- Buildings of robust construction.
- All external doors fitted with secure frames and locks.
- Ability for occupiers / owners of individual units to fit CCTV with internal and external monitoring.

7. Landscaping

7.1 General

We are proposing that the detailed landscaping scheme will provide appropriate consideration of the site's location and setting. It is intended that the landscape proposals have two key purposes: assisting the integration of the proposed development into the receiving landscape and visual environment and creating a high-quality setting in which to work.

7.2 Hard Landscaping

The proposed materials cover the robust elements of the development and are specified to be appropriate to their location and purpose.

The footpaths within the site will be a combination of paving slabs and concrete, with paving slabs being used to the 'front of house' areas and concrete to the rear of the warehouse where a more robust service for access and maintenance is required.

The car parking areas will have block paviors to the circulation aisles and tarmac with bitumastic white lining to the parking bays including all designation bays such as disabled parking and electric vehicle charging bays.

The service areas will be in a brushed finished concrete appropriate to the hard wearing activities and use they are subject to.

The site will also be complete with occupier and park signage for identification and directional purposes but this will be subject to a separate advertising application.

The design of the fencing needs to deter potential breaches whilst being open in appearance to allow views through to soften its appearance, improve natural surveillance and allow it to blend within its setting. Based on these criteria the proposal is for a 2.4m high paladin security fence complete with matching gates to the service yard.

7.3 Soft Landscaping

This Design and Access Statement is accompanied by the landscape architect's 'Landscape Design Statement' which informs and illustrates the schemes landscape strategy and proposals.

8. Appearance

8.1 General

This Statement describes the various key principles that should be considered and how they inform the detailed design of the development.

8.2 Scale & Massing

The scale and massing of the proposed development responds to the occupiers needs for this facility, allowing a density and volume of development which will enable efficient operation of the site, whilst responding to its context and setting.

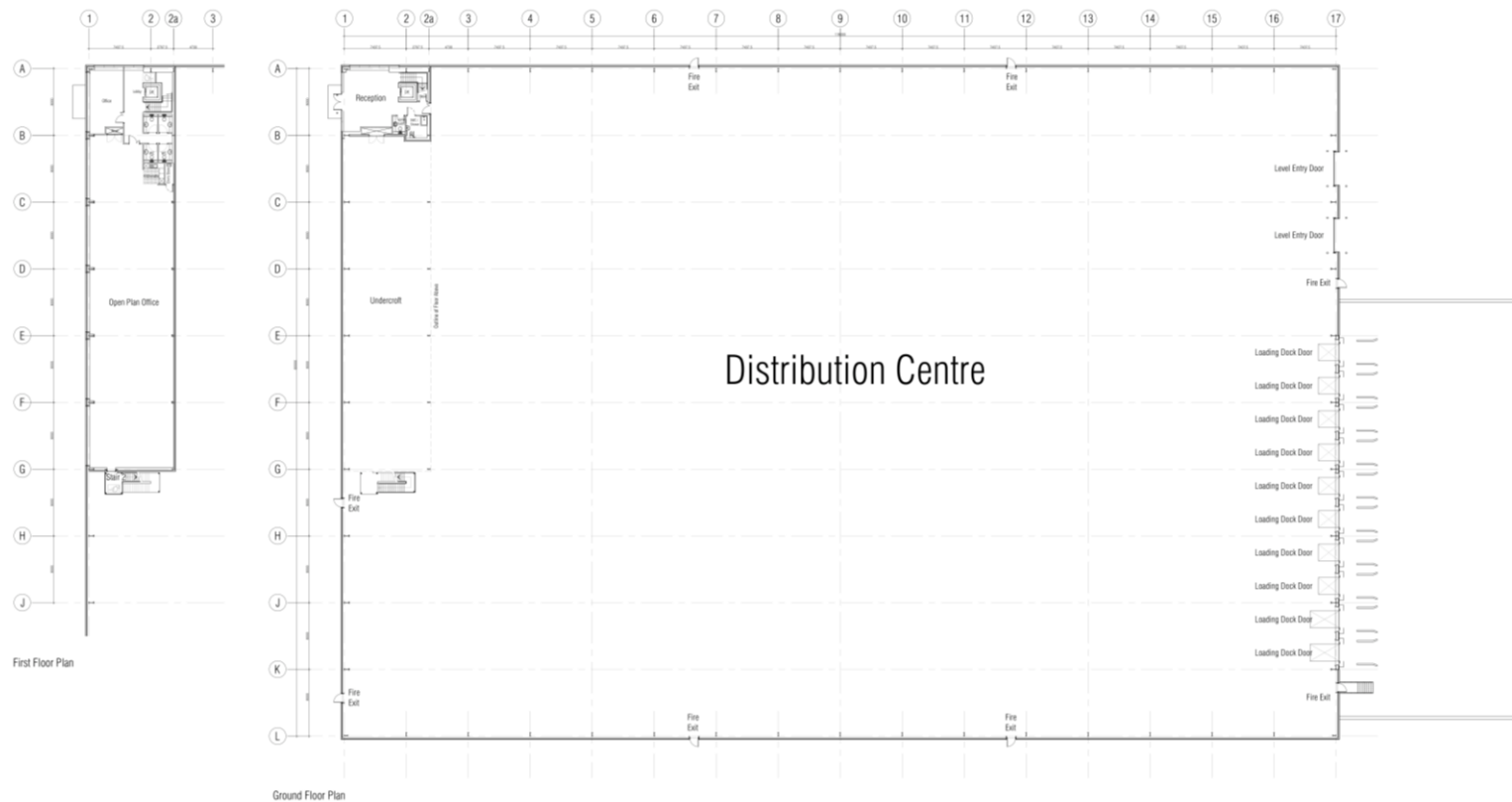


Fig 21. Proposed Building Plan

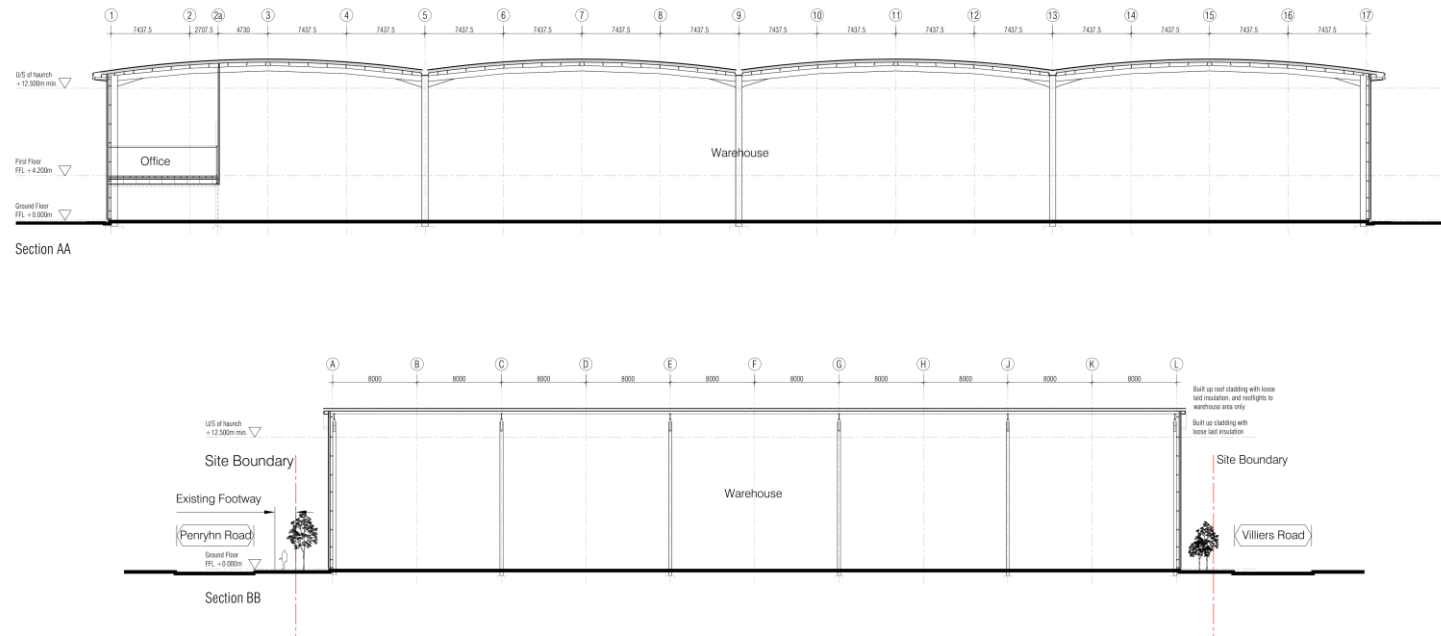


Fig 22. Proposed Sections

8.3 Building Form, Materials and Colour

The form of the employment building will need to address the following two primary drivers, as well as addressing the brief of the client to sit alongside their own portfolio of developments but be a clearly identifiable scheme that responds to the individual needs of the wider marketplace.

- To sit harmoniously within the site setting when seen from key long views.
- To present an attractive, well considered and high-quality design when seen from shorter views and avoiding a monolithic appearance.

From the long views, the site will generally be seen against the surrounding industrial buildings of Knowsley Industrial Park. Therefore, its impact can be mitigated using a subtle banding from a suitable colour palette, balanced with sensitively designed vertical elements, in order to break up the long elevational expanses. The roof scape was also be a key consideration in order to assist in assimilating the built forms within their immediate context.

The starting point is understanding the predominant colour palette of the existing environment and finding materials and colours that blend as far as possible into that existing palette. The site was viewed from a number of different locations to understand the predominant existing colour

background and colour combinations tested to find a best fit. It was observed that the predominant cladding colours of the buildings surrounding the site are grey and silve in a combination of profiled and flat metal cladding systems.

From shorter views, particularly where seen from the public realm and from the approaches to the building, it is important that the buildings provide interesting and attractive views as part of a development of high visual quality that will enhance the quality of the area. Fundamental to this objective, is to ensure that the building form is carefully detailed and articulated, using a carefully selected palette of materials, composed to produce a clearly articulated rhythm of subtly varying textures and neutral colours, with occasional well considered accents as appropriate. Again, the design of the roof line can greatly assist in visually reducing the overall scale of the development, when seen from the immediate vicinity, either by framing the facades against the sky or by gradually fading out the colour of the cladding.

Different cladding types have also been proposed to subtly distinguish between the different internal functions within the building. The approach to the design of the main office elevations being to create a high-quality business park environment, using areas of glazing to clearly emphasise prominent entrance areas, providing clear focal points, clearly visible from the approach to the buildings.

The service elevations will be a case of form following function with loading doors for level and dock access. However, the materials are consistent in both colour and form with the rest of the building.

The roof form is another key component to the success of the overall design, and it is proposed to utilise a barrel-vaulted repeating roof form, that is expressed along the gable elevations with then a lower level continuous eaves detail along the flanks. This rise and fall in combination beds the design into the landscape when seen from the long views whilst creating a striking quality image when viewed from close.

It is proposed to use a combination of coated profiled metal cladding panels on the roof and the main facades but utilising them in different orientations to add both interest and texture as well as providing alternative shadowing responses.

By breaking up the elevations into multiple components of differing materials, incorporating a change in horizontal and vertical emphasis and by having a barrel vault repeating roof form the buildings can be integrated successfully into the long views especially when providing the mixed colour roof cladding as well, but when seen from closer public environs the buildings have significant variety and interest to create the high quality business park aesthetic that is sought by the client and potential occupiers.

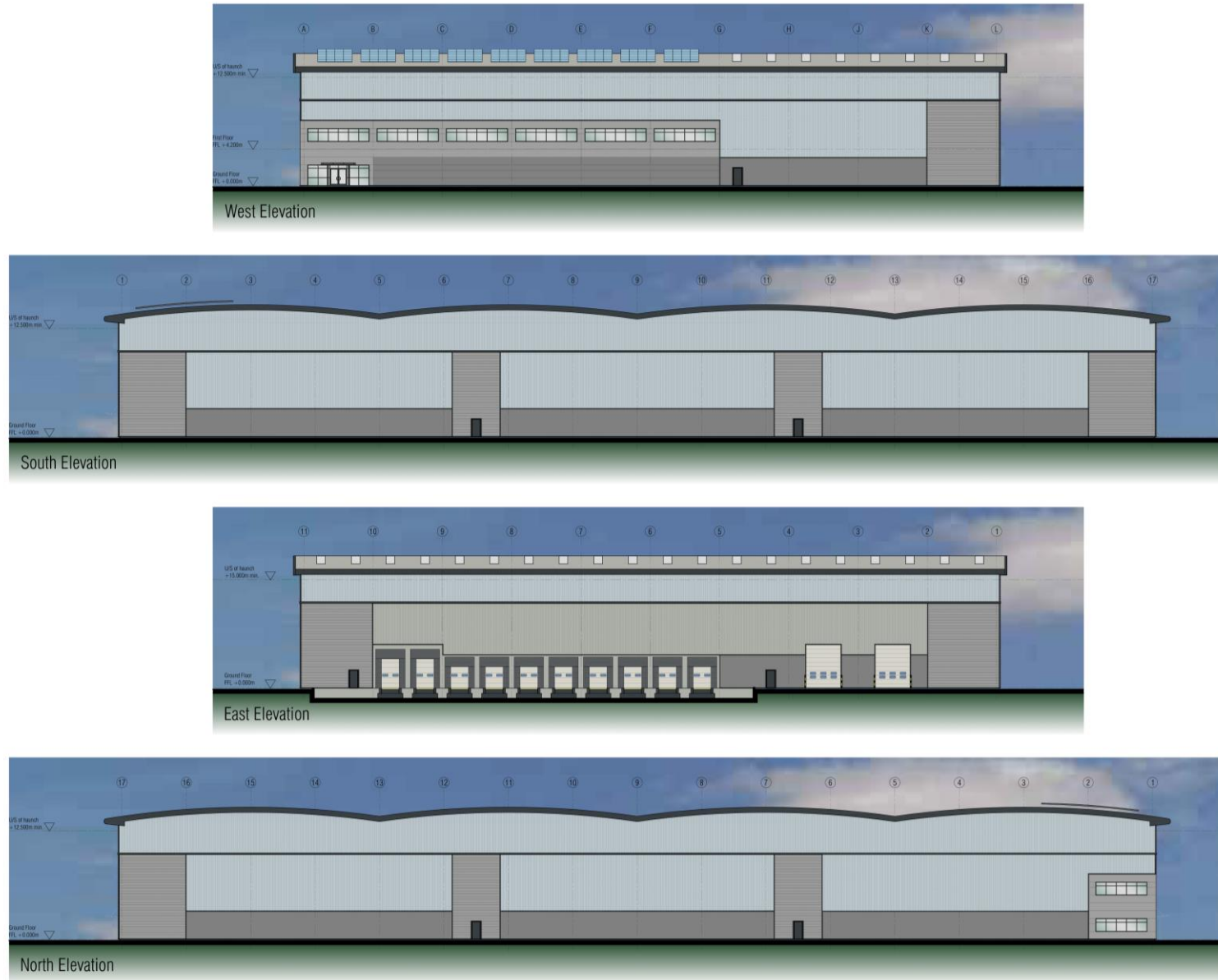


Fig 23. Proposed Elevations

9. Energy Efficiency and Sustainability

9.1 General

The design has responded to the aspiration of the Developer and Local Authority for all new developments to pay high regard to energy efficiency and sustainability.

9.2 Energy

The primary philosophy for the energy efficiency of the buildings is to major on the thermal performance and air tightness of the units thereby minimising the energy requirement from the outset.

Any greater energy requirements for the development will then be addressed on the basis that energy could be provided from renewable sources where practicable including the potential provision of PV cells on the roofs.

The heating and ventilation systems within the building will make maximum use of heating and cooling processes that occur naturally in order to minimise energy consumption.

The units will maximise the amount of glazing / rooflights that contribute to natural lighting whilst offsetting the impacts of solar gain.

The buildings will incorporate a Building Energy Management System (BEMS) to control the heating, lighting, ventilation, hot water supply and renewable energy interfaces in full accordance with CIBSE guidelines to control the use of and save energy.

Prior to their implementation, energy efficiency and sustainability measures will be assessed for suitability, technical review, installation costs, running costs, payback periods and plant space availability.

Where economically viable the scheme will exceed the requirements of Part L of the Building Regulations.

The building will target BREEAM - Excellent and an EPC A rating as a minimum.

9.3 Materials

The materials demand of the development will be addressed by maximising the use of reclaimed and recycled materials where practicable throughout the construction process. This will be considered in the early detailed design stages and written into the building specifications.

The materials have been chosen for their aesthetic qualities, robustness, recyclability, value and availability from local and sustainable sources.

Wherever possible the use of non-recyclable plastics will be avoided, and alternative materials will be requested from suppliers to be put forward for consideration.

Whenever possible and where practicable, the availability of a material from a local source, whether that be the raw material or manufacturing facility will be given full consideration.

The use of materials and surface treatments which produce harmful emissions will be avoided wherever possible.

9.4 Environmental Considerations

Increased light pollution of the surrounding environment will be limited in accordance with the National Dark Skies standards to prevent light intrusion. All external light fittings around the building and within the service yard will have non-translucent covers and no direct lighting will be installed towards the perimeter facades. All light fittings will be LED. Details of external light will be dealt with through a pre-installation condition on the planning permission.

9.5 Accessibility

The new development will be fully Equality Act compliant with all areas being fully accessible. All entrances and exits will be designed with level thresholds and appropriate vertical access to all levels will be provided. Accessible parking areas will be located adjacent to the main vertical circulation points to minimise travel distances.

9.6 Waste & Recycling

The demand upon the development for the provision of recycling and waste storage will be addressed in the early detailed design stages and when detailed discussions can be held with prospective operators regarding the specific operations of the proposed units. In addition, recycling and waste will be considered for the construction phase.

Provision has been made in the scheme for the inclusion of recycling and waste storage/ compaction within the identified service areas.

Contractors will be enforced through a Waste Management Plan to provide waste and recycling containers on site throughout the entire construction period.

9.7 Water

The water requirements of the development will be addressed on the basis that a drainage scheme will be provided that is in full compliance of the requirements of CIRIA guidance on SUDS. This will be achieved through analysis of the development at the detailed design stage.

As a standard, low flush WCs, urinals and mist spray taps will be provided to reduce the amount of foul discharge, reducing the charges by the Water Authority, and amount of waste to be dealt with by the treatment plants.

10. Summary

The development will aim to be an exemplar employment led development of local and strategic importance. The proposals are of the highest quality, with the site master planned so that it maximises the benefits for the modern occupiers, users and neighbours alike. Key to this objective will be

the considered siting of buildings within a well-designed and appropriately landscaped estate road infrastructure, which will combine access by all available modes of transport, giving high priority to pedestrians.

The design proposals set out in this document and the principles established, have been developed having due regard to the constraints and opportunities of the existing site and its immediate context, in order to pursue this aim. The particular issues addressed include access, landscaping, ecology, layout, scale and massing and building form, colour and material.

Therefore, it is considered that these proposals offer a form of development and quality of design that is appropriate to its location and the proposed range of uses.