

DESIGN AND ACCESS STATEMENT

Phase 2, Symmetry Park, Merseyside

Reserved Matters Planning Application

Document Prepared for:

Tritax Symmetry Merseyside 1 Limited

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01 INTRODUCTION



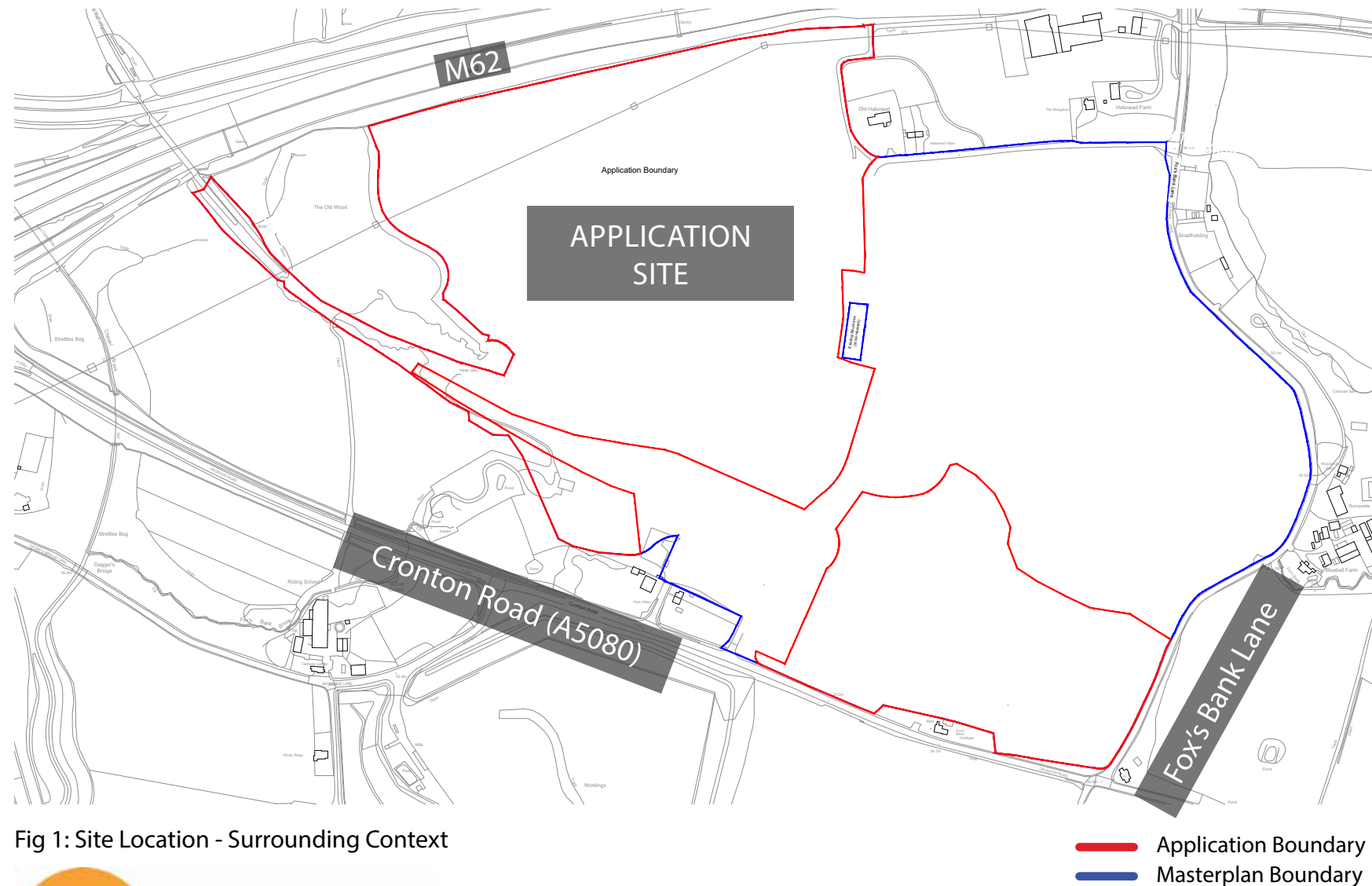
01 INTRODUCTION

01.1 STATEMENT OVERVIEW

This document has been prepared on behalf of the applicant, Tritax Symmetry Merseyside 1 Limited in support of a reserved matters planning application for an employment development. The permission is sought for the development of two units. In pursuant to a previously approved Hybrid Planning application.

The Masterplan area is located at Cronton Road of M62 motorway, Huyton, Liverpool in the Knowsley Metropolitan Borough. The maximum development area proposed for Unit 02 will be 14,141m² (152,212ft²) and Unit 03 will be 18,626m² (200,487ft²).

The site represents an excellent development opportunity and this statement aims to explain how the opportunity and any associated challenges have been addressed within the design proposals presented as part of this application.



01.2 REPORT CONTENT AND STRUCTURE

This document contains a summary of the site context, analysis of the surrounding areas and an explanation of the design evolution.

This document explores how the physical characteristics of the scheme have been informed by the design process and explains the steps taken in the process, culminating in the proposed design solution.

This is in accordance with the requirements of the planning application processes. The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 sets out the requirements for Design and Access Statement.

The statement is structured as follows:

Section 1.0

An introduction to the site and outline of the project brief.

Section 2.0

An explanation of the relevant national and local planning policy.

Section 3.0

A site context evaluation, containing a description of the existing site and surroundings.

Section 4.0

An evaluation of the key principles considered in the design stage, including site constraints and opportunities, design principles and a description of the scheme evolution.

Section 5.0

Discusses the development proposals of the proposed design, covering proposed: usage, amount, layout, scale and massing, appearance and landscaping.

Section 6.0

Outlines the vehicular and pedestrian access to and around the site.

Section 7.0

Covers the project's sustainability principles and envisaged crime prevention measures.

Section 8.0

Offers a summarising statement for the illustrative proposal.

01.3 THE BRIEF

The brief provided by Tritax Symmetry Merseyside 1 Limited comprises of several key components for the built elements:

Reserved Matters consent is sought across the southern and western areas of the site for two industrial buildings with usage group B8 Storage or distribution as indicated on the proposed Illustrative Masterplan P0602[G] which adheres to the following principles:

- Clear circulation routes for vehicles and pedestrians.
- The scale of development must consider place making principles through a hierarchy of roads, pavements, built form and spaces between buildings.
- High quality architectural language for the industrial development which should allow the buildings to sit comfortably within the surrounding context.
- Building forms should be uncomplicated as well as reflecting and complimenting the area.
- Materials should respect the setting of the buildings and provide consistency across the site.
- Key Landscaping features to increase the quality and success of the development and employees who use the park.
- External compounds need to be sensitively located and screened.

Application Site: Cronton Road of M62 motorway, Huyton, Liverpool

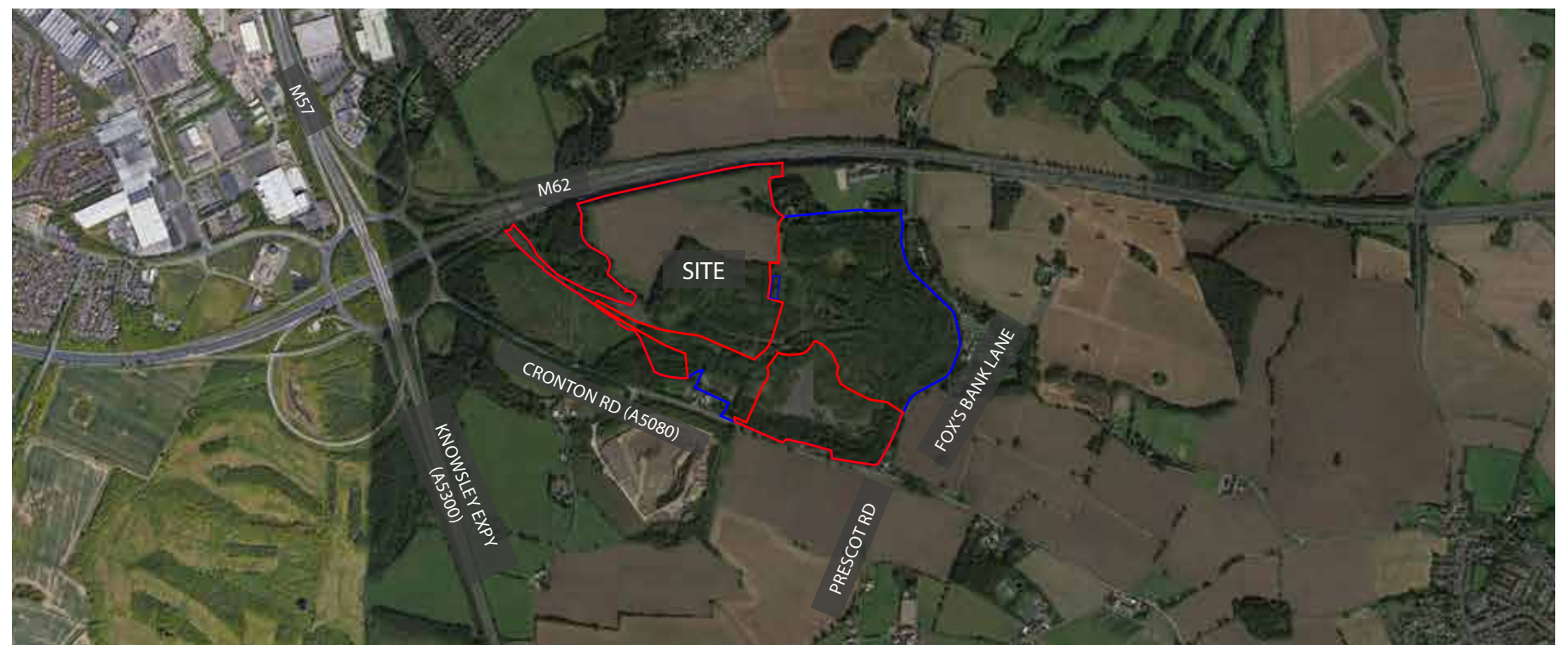
Local Authority: Knowsley Metropolitan Borough Council

Site Area: Unit 2 - 24.85 Acres (10.05 Hectares),
Unit 3 - 9.86 Acres (3.99 Hectares)

Proposed Use: B8 Storage or Distribution



Site Location - Wider Context



Site Location - Immediate Context

- Application Boundary
- Masterplan Boundary



02 PLANNING POLICY



02 PLANNING POLICY

02.1 BACKGROUND PLANNING HISTORY

TSL submitted a hybrid planning application on 28 August 2020 (planning application reference: 20/00494/HYB), which is pending determination by Knowsley Metropolitan Borough Council for:

“Hybrid planning application comprising:

Full application for the development of 164,400 sqft (15,273 sqm)(GIA) of storage and distribution floor space (Use Class B8), including ancillary offices (Use Class B1), security gate house, site access road, engineering earthworks to form part country park, public car park to serve country park, footbridge over proposed site access road and associated works; and

Outline application with details of point of access (details of part-access, landscaping, appearance, scale and layout are reserved) for the development of up to 835,600 sqft (77,629 sqm) (GIA) of storage and distribution floor space (Use Class B8), with ancillary offices and light industrial (Use Class B1); engineering earthworks to form country park and drainage attenuation ponds; pedestrian/cycle/equestrian route connecting existing M62 footbridge with proposed country park; and associated works.” (“the hybrid planning application”).

Since submission of the hybrid planning application, further technical work has been completed, and TSL is now submitting a supplementary pack of information to be considered as part of the current planning application.

02.2 NATIONAL PLANNING CONTEXT

National Planning Policy Framework - Adopted July 2018

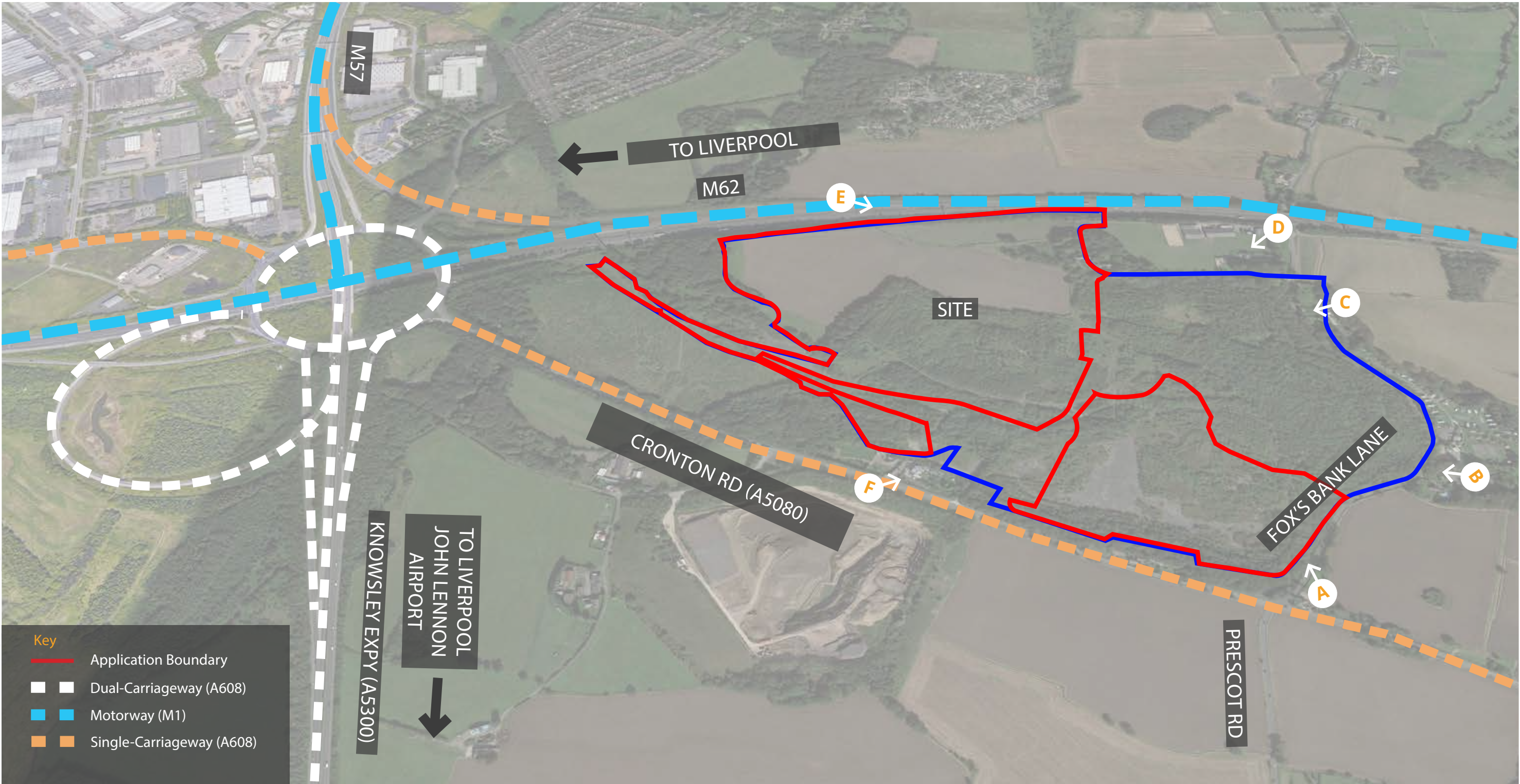
This statement accords with the national information requirements set out in the National Planning Practice Guidance and the form and content of Design and Access Statements which are prescribed by the Town & Country Planning (Development Management Procedure) (England) Order 2015.

03 SITE CONTEXT



03 SITE CONTEXT

03.1 SITE AERIAL PHOTOGRAPHS



Aerial view from the South Towards North of the proposed site

03 SITE CONTEXT

03.2 EXISTING SITE PHOTOGRAPHS



A



B



C



D



E



F

03.3 EXISTING SURROUNDINGS DESCRIPTION

The site is located close to the Tarbock island junction (M57/ M62/Knowsley expressway) to the immediate northwest of the site. Further Northwest approximately 800 meters lies the Huyton Business Park, it is a well-established industrial and trade counter estate, strategically situated adjacent M62/ M57 intersection, with occupiers including Acquila, Halewood International, Olympic Foods, Parcel Force, Travis Perkins, Premier Inn and Liverpool Football Club amongst others.

Caravan Park and Cherry Tree Farm reside to the north of the site amongst residential housing. In the Local Plan: Core Strategy the site South Of Whiston which is closer to the northern boundary of our proposed site has been allocated for residential development. Together South Of Whiston and Land South of M62 were formerly apart of Halsnead Park Estate disbanded in 1929.

To the immediate south lies the Quarry(dis) and further south the predominantly is farmland.

To the immediate eastern boundary lies a Caravan Park, further east is farmland bounded by Cronton village.

03.4 EXISTING SITE DESCRIPTION

The site mainly comprises of remnants of former Cronton Colliery, including engineered plateaus, mining waste and reclaimed landscape/young plantations, contains agricultural fields, areas of woodland, surface water features and designated Local Wildlife Sites. A small number of individual dwellings are located on Cronton Road and Fox's Bank Lane.

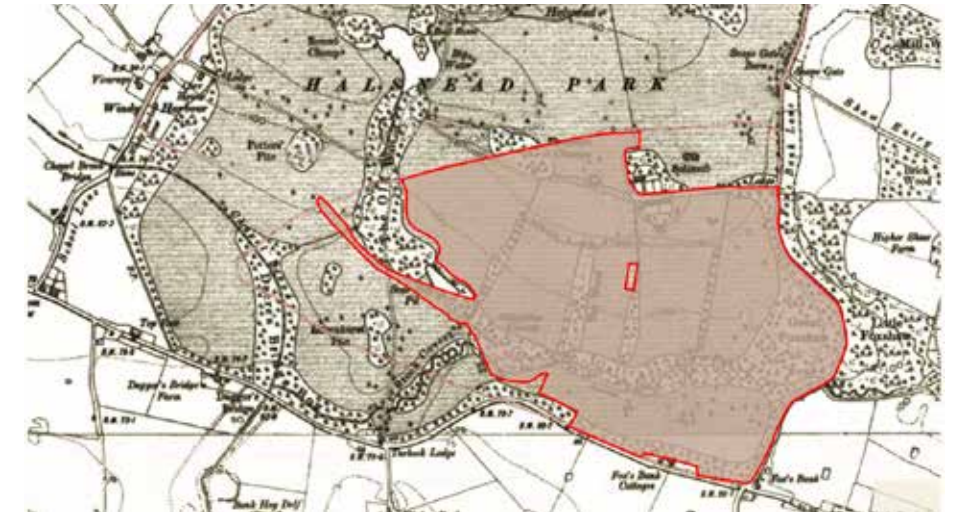
The site is located within a former Green Belt zone. Forming one of the largest urban expansion identified in the Council's Local Plan: Core Strategy for economic development.

03 SITE CONTEXT

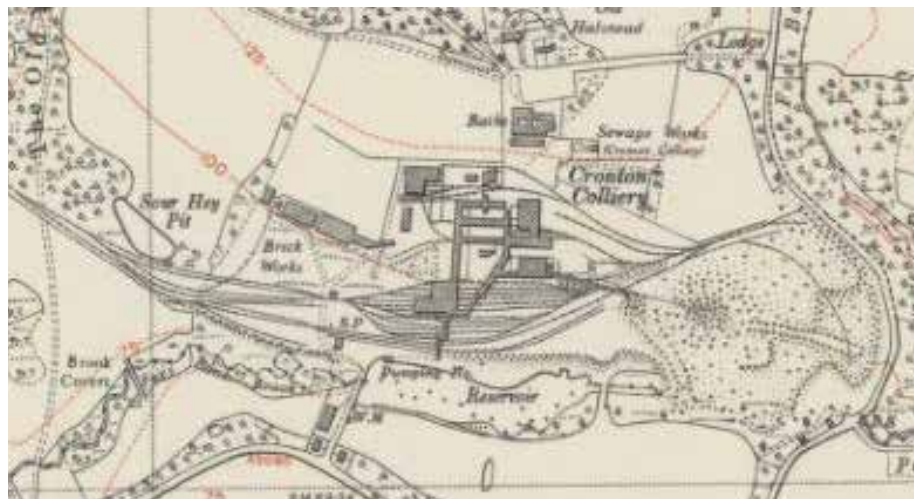
03.5 SITE HISTORY

The Cronton Colliery from 1913 to 1984 occupied most of the Land South Of M62 it was linked to the railway network. The colliery site lay completely derelict for years until it was acquired by English Partnerships, The government's national regeneration agency, As part of the National Coalfield Programme. In 1995 the site was partially restored by removing both the colliery infrastructure and major earthworks. The colliery site's ownership was transferred to the Northwest Regional Development Agency in 1999 and it has passed the Land Reclamation Trust in the autumn of 2007.

Currently the site is a public access, 22.5 hectares of the 44 hectares site has been allocated as employment land stated on KLPCS. To the south the country park remains and proposals for improved local biodiversity; establish sustainable, low-maintenance native plant communities; and encourage natural wildlife habitats haven been proposed.



Dated 1850 - Former Halshead Park estate



Published 1925

Farmland

Land South Of M62 was occupied by the Cronton Colliery from 1913 to 1984. The surrounding site has predominantly been farmland usage with a relatively small number of agricultural and residential developments.



Dated 2010

Increased Infrastructure

Following World War II the growth of Huyton to the West of the site can be seen through the construction of new housing estates. Urban expansion contributed to the improved of major sewage water treatment works as well as other infrastructures elements in order to serve the surrounding population.



Dated 2020

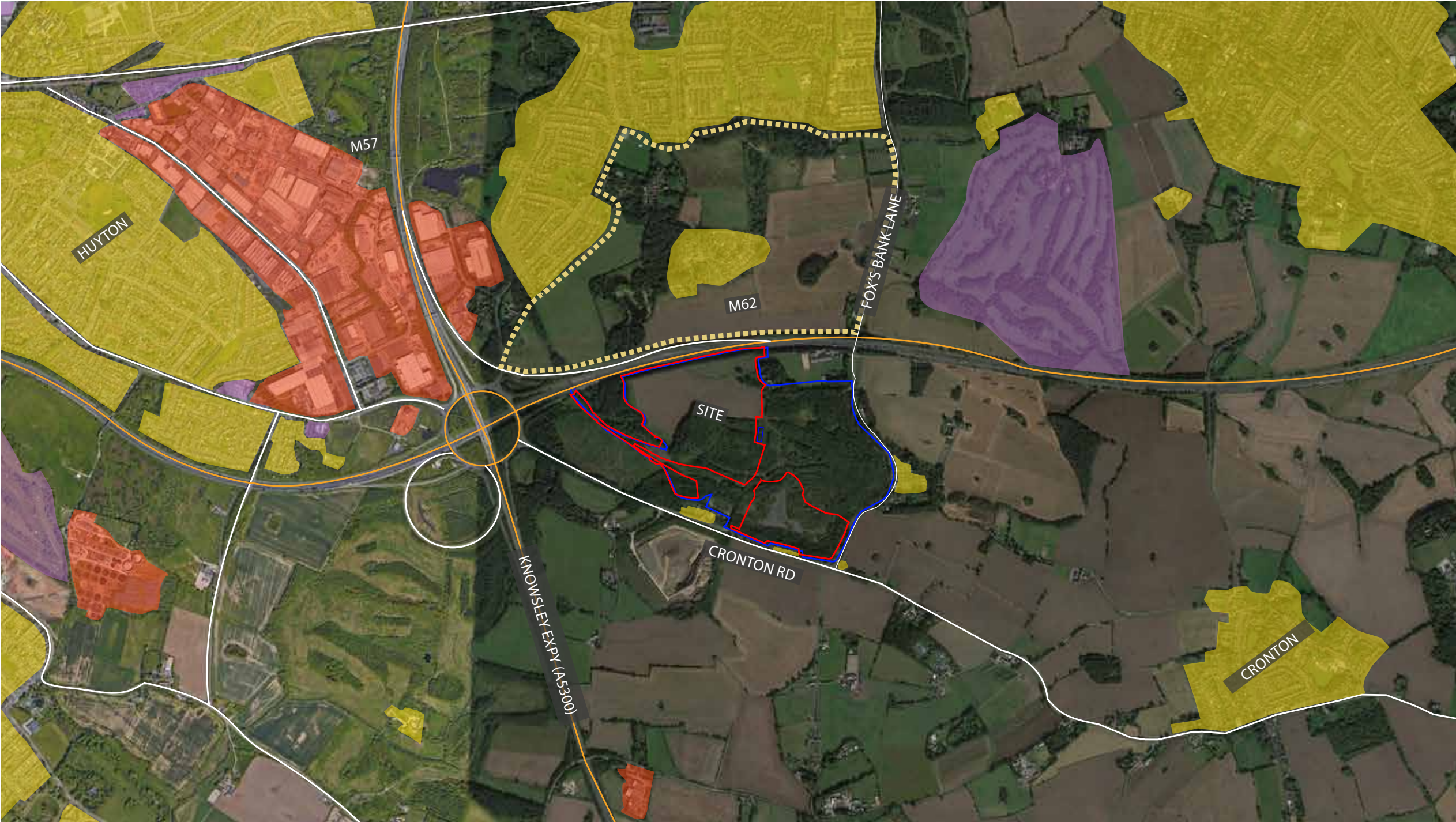
Industrial & Commercial Expansion

Large scaled areas in commercial and retail facilities have become necessary to provide goods, services and employment to the local communities. a major contributor to the economical growth and prosperity to the Liverpool City Region and wider north west.

These developments benefit from their geographical location and established transport links. M62 motorway is major links from Liverpool to Hull and the rest of the United Kingdom via the national road network.

03 SITE CONTEXT

03.6 SITE USE



- Key:
- Industrial
 - Commercial
 - Residential
 - Future Residential
 - Application Boundary
 - Masterplan Boundary

04 KEY DESIGN PRINCIPLES



04 KEY DESIGN PRINCIPLES

04.1 KEY PRINCIPLES

The design process for the application involved an investigation into a variety of different development configurations and sizes in order to arrange a coherent site layout within the site's constraints. A site layout has been developed based on the key principles below:

Character

To create attractive, self-contained and functional buildings with their own identity, which relate well to the neighbouring context as built.

Quality of the External Realm

To create a welcoming environment for staff and visitors alike. Landscaping and integrated footways and road / cycleways will provide a cohesive development.

Scale, Height and Massing

To establish buildings with scale and size which relates to the rest of the development and its surrounding context and are appropriate for their function. Attention should be given to breaking up large façades and to making references to human scale.

Appearance

To create an attractive appearance through the utilisation of appropriate materials for the locality and building type, which are also robust and will not deteriorate with time. Mid-distant views need to be considered when selecting cladding materials and colours.

Functionality

To provide buildings which will meet the long term needs of the occupiers for running efficient and successful businesses.

Standards

To meet the appropriate standards of safety, accessibility, energy efficiency and institutional standards.

Orientation

Ensuring that the buildings provide appropriate frontage to the access and surrounding roads will allow visitors, staff and lorry drivers a clear orientation and reference point on arrival.

Access

Provide a safe and effective access point into the site from the existing infrastructure, allowing segregation of movement between cars, service vehicles, cyclists and pedestrians entering the site.

Movement

Provide a clear, legible and segregated vehicular movement strategy incorporating all road entrances, loading and vehicular parking areas.

View of the Site

Ensure prominent building elevations are suitably treated to include appropriate materials and sensitive landscape treatment.

04.2 KEY PRINCIPLES ANALYSIS

Contribute directly to creating safe, attractive spaces with high quality buildings and landscape.

All proposed units are sleek and simple in design, with a contemporary colour palette and glazed areas providing a good quality office environment. Key consideration has been given to the landscaping at the park entrance, giving a sense of arrival and a high quality finish to the shared areas.

Create sustainable, well designed buildings, which are good places to work.

Each unit has been designed to create a contemporary simplistic aesthetic with high quality materials. The limited and modern colour palette and feature offices facing the internal road, create an attractive façade and a consistent architectural language throughout the site.

The buildings and illustrative site layout should fulfil a required level of security and operational functionality.

The yards are to be securely contained and shielded with fencing and offer secure car parking away from HGV Vehicles where appropriate. Car parks are overlooked by the office area and separate entrances for cars and HGVs have been established where appropriate.

Ensure inclusive design to allow for a good level of accessibility within and between buildings.

The entire illustrative masterplan is suitable for both able-bodied and accessible use. The appropriate amount of accessible parking has been allocated and is located close to the level building entrance where possible.

04 KEY DESIGN PRINCIPLES

04.3 DESIGN PRINCIPLES

Notional Views

Key views around the site have directly effected the overall illustrative layout of units across the site.

Green Buffer

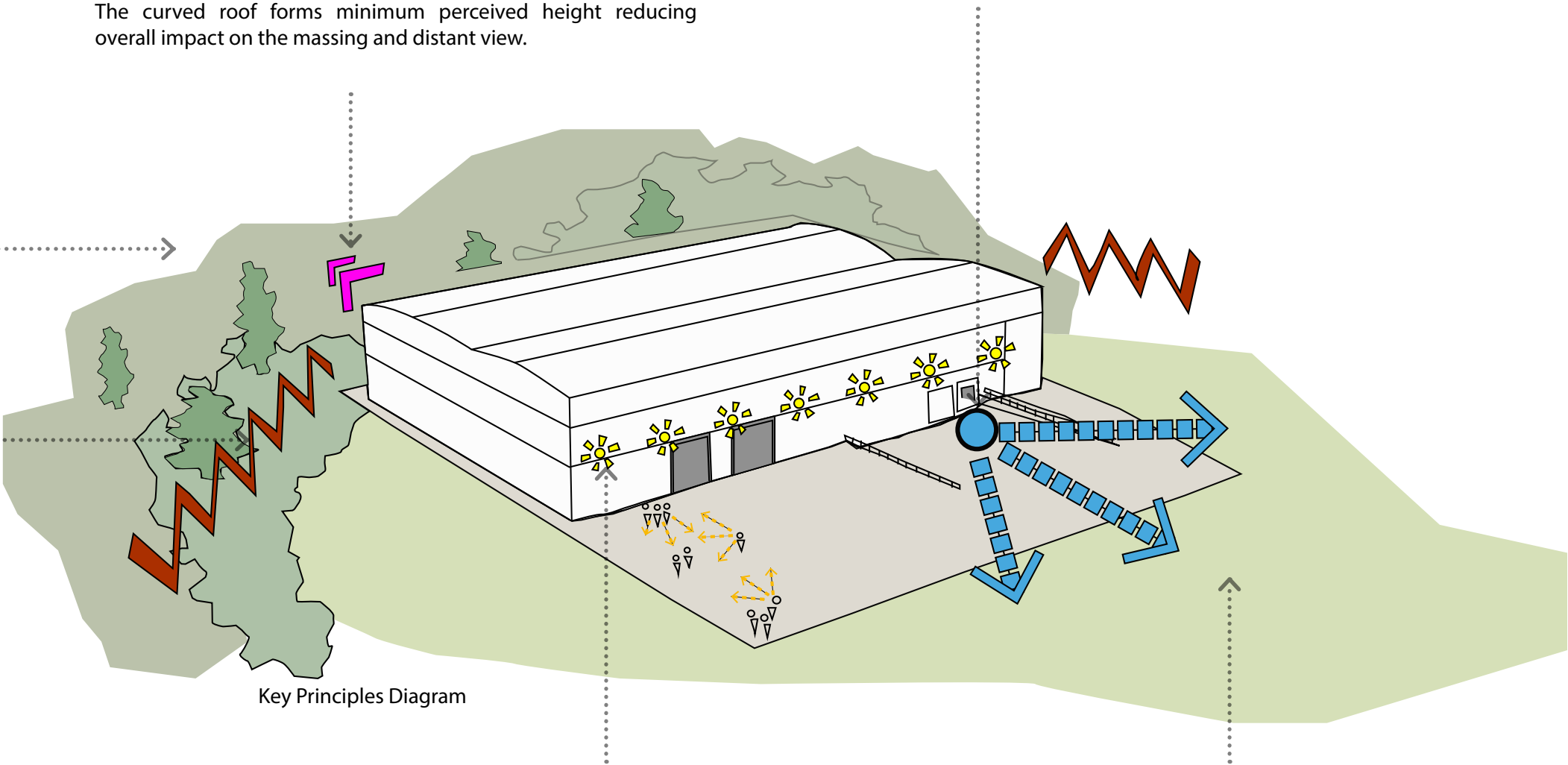
Retention of existing trees and bunds provide natural screening and maintain habitat zones.

Massing

The curved roof forms minimum perceived height reducing overall impact on the massing and distant view.

Noise Control

By orientating operational activities away from sensitive receptors contains noise within the employment zone.



Key Principles Diagram

Lighting

Lighting to service yards will be designed to minimise light spill beyond plot boundaries.

Amenity

The greenspace provided within the site is envisaged to enhance existing landscape.

05 DEVELOPMENT PROPOSALS

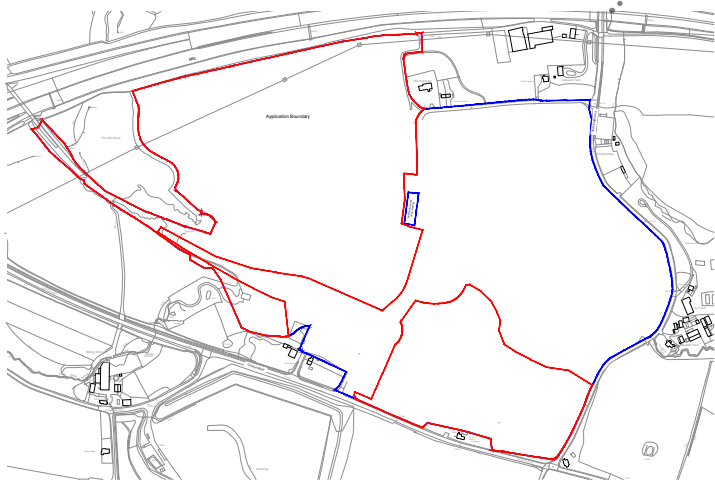


05 DEVELOPMENT PROPOSALS

05.1 ILLUSTRATIVE MASTERPLAN EVOLUTION

In order to establish a site layout that compliments and negotiates site and market constraints, several design iterations have been developed. The illustrative proposal's development can be tracked by the traffic light system below.

EXISTING SITE PLAN



- Application Boundary
- Masterplan Boundary

OPT 01.



- Secure Yards
- Segregation of HGV's / Cars
- Density
- Arrival Aesthetic
- Unit Size
- Access Road

OPT 02.



- Secure Yards
- Segregation of HGV's / Cars
- Density
- Arrival Aesthetic
- Unit Size
- Access Road

OPT 03.



- Secure Yards
- Segregation of HGV's / Cars
- Density
- Arrival Aesthetic
- Unit Size
- Access Road



Proposed Final Masterplan

05.2 ILLUSTRATIVE MASTERPLAN

The illustrative masterplan comprises of 2 buildings (Units 2 and 3) of moderate size and scale.

Each building is accessed from the newly proposed spine road to be constructed under the Hybrid application (20/00494/HYB) to services all units. Each unit will have a T Junction to allow access to into the individual plots.

The limited frontage to the surrounding roads is to be softened by sensitive use of landscaping and building orientation. As well as helping to prevent negative visual impact this will aid in way finding, as well as proving interesting and aesthetically pleasing development.

Where possible offices have been orientated to address the internal estate road creating a sense of arrival.

The site layout provides a range of units to suit a range of market demands.

SCHEDULE OF ACCOMMODATION (Gross Internal Area unless otherwise stated)	
Unit 01	
Warehouse Area	- 153,100 sq ft (14,223m ²)
Office (2 storey)	- 8,500 sq ft (790m ²)
Gatehouse	- 300 sq ft (28m ²)
Total Area	- 161,900 sq ft (15,041m²)
Net Site Area	- 7.93 Acres (3,209 Hectares)
Unit 02	
GF GIA Area	- 124,172 sq ft (11,536m ²)
FF GIA Area	- 28,040 sq ft (2,605m ²)
Total GIA Area	- 152,212 sq ft (14,141m²)
Net Site Area	- 24.85 Acres (10,067 Hectares)
Loading Docks	- 9
Level Access	- 14
Van Dock Doors	- 2
Compactor and Siler	- 1
Car Parking	- 244 (inc 2 No. Acc+122 No. EV) (EV 24 No. Active) (90 No. Passive)
Motorcycle Parking	- 12
Unit 03	
Warehouse Area	- 185,880 sq ft (17,269m ²)
Ground Floor Core	- 1,033 sq ft (96m ²)
FF Office (incl Void)	- 5,274 sq ft (490m ²)
SF Office (Excl Void)	- 5,500 sq ft (511m ²)
Transport Office (2 St)	- 2,500 sq ft (232m ²)
Gatehouse	- 300 sq ft (28m ²)
Total Area	- 200,487 sq ft (18,626m²)
Net Site Area	- 9.88 Acres (3.99 Hectares)
Car Parking	- 189 (inc 15 No. Acc + 9 No EV + 9 No F/E)
Motorcycle Parking	- 10
Masterplan Grand Total	- 514,599 sq ft (47,606m²)

05 DEVELOPMENT PROPOSALS

05.3 UNIT 2 - SITE PLAN

Key

- 1 Unit
- 2 Site Entrance (Cars)
- 3 Site Entrance (HGVs)
- 4 Office
- 5 Level Access
- 6 Loading Doors
- 7 Car park
- 8 Van Parking
- 9 Van By Pass Lane



Illustrative Site Plan - Immediate Context

05 DEVELOPMENT PROPOSALS

05.4 UNIT 02 ELEVATION DEVELOPMENT

- A** Parapet pressed metal
Finish: HPS200 Ultra
Colour: Anthracite (RAL 7016)
- B** Gradated vertically fitted composite panels:
External.
Finish: Colorcoat Prisma
Colour: Hamlet RAL 9002.
Oyster RAL 7035.
Alaska Grey RAL 7000.
Slate Grey RAL 7012
- C** Upper level horizontally laid trapezoidal cladding:
External.
Finish: HPS 200 Ultra
Colour: Albatross RAL 240 80 05.
- D** Lower level horizontal and vertically laid trapezoidal cladding: External.
HPS 200 Ultra; Alaska Grey RAL 7000.
- E** Glazed curtain walling system & windows.
Frame Colour: Anthracite (RAL 7016)
- F** Folded aluminum flashing.
Colour: Anthracite (RAL 7016)
- G** Level Access and Loading Doors
External Colour: Anthracite (RAL 7016)
- H** Personnel Doors
External Colour: Anthracite (RAL 7016)
- J** Pre-cast insulated dock Pro-wall system
- K** Trapezoidal Profile metal built-up / composite roof system.
Finish: Tata Colourcoat HPS200 Ultra
Colour: Goosewing Grey (RAL 7038)

Notes

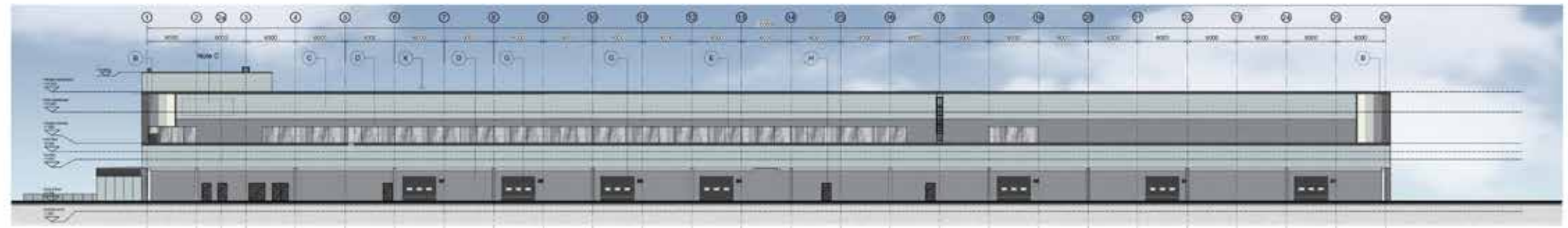
Note A: Main Warehouse Client Logo - Front of Building
Approach 3.5m Total Height.

Note B: Office and Welfare Block Client Logo (4.5m Total Smile Length)

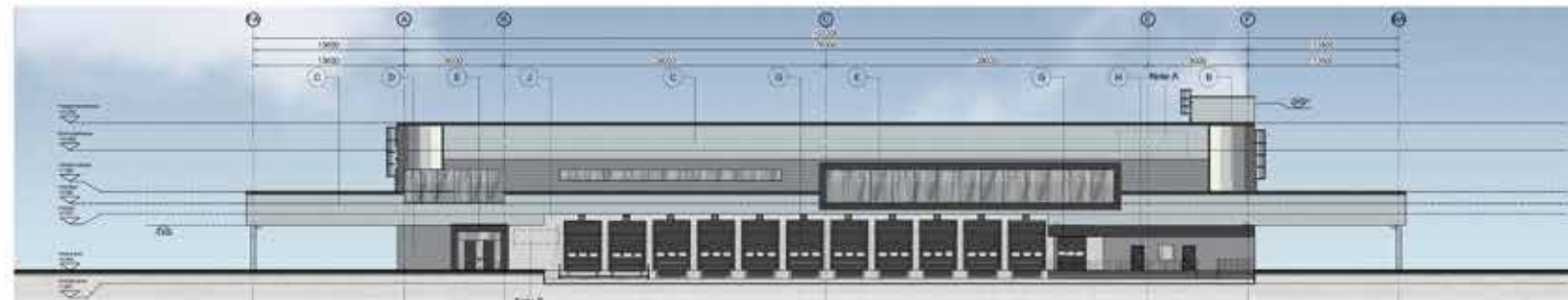
Note C: Warehouse Client Logo - Additional Prominent Location
Option 3.5m Total Height.
This additional location is only to be implemented where the noted elevation has equal or more site prominence than the signage denoted by NOTE A*.



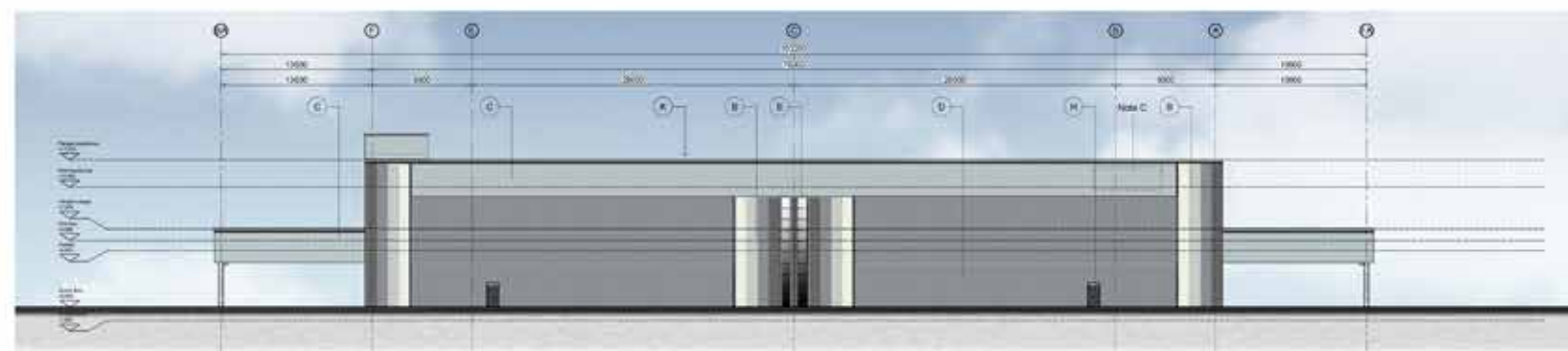
South West Elevation @1:200



North East Elevation @1:200



South East Elevation @1:200



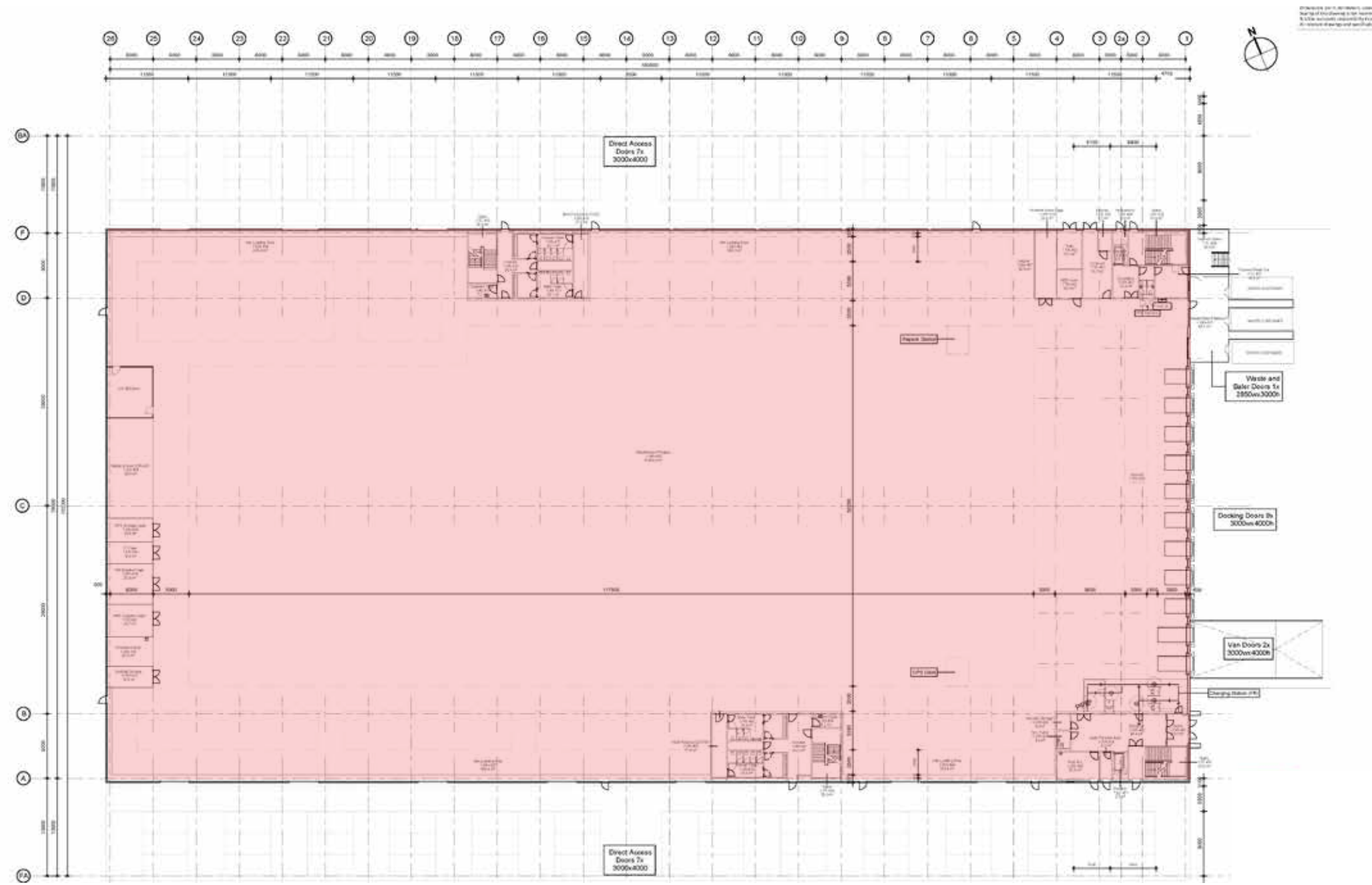
North West Elevation @1:200

Proposed Unit 2 Elevation

05 DEVELOPMENT PROPOSAL

05.5 UNIT 02 PROPOSED GROUND FLOOR PLAN

Unit 02	
GF GIA Area	- 124,172 sq ft (11,536m ²)
FF GIA Area	- 28,040 sq ft (2,605m ²)
Total GIA Area	- 152,212 sq ft (14,141m²)

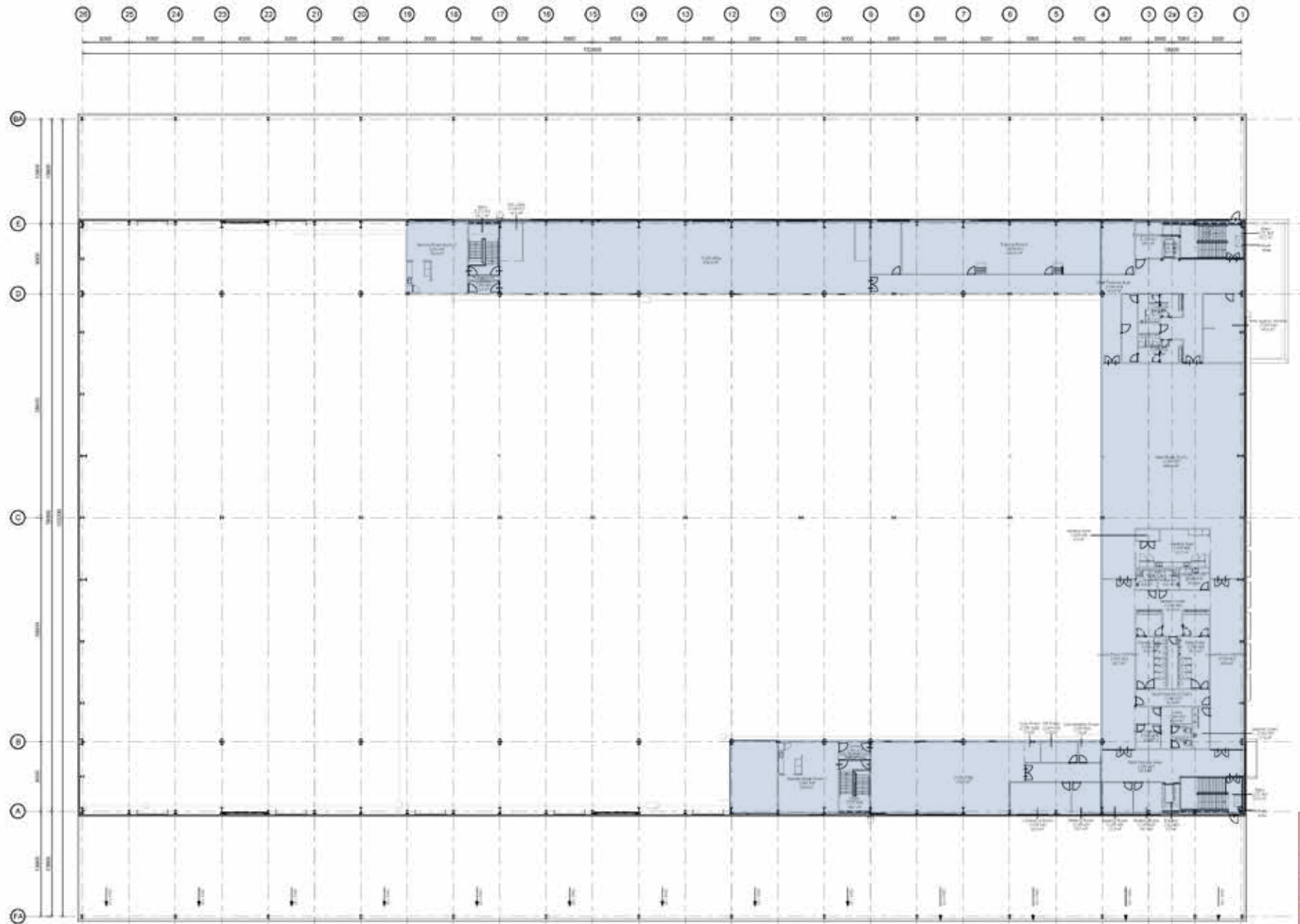


Proposed Unit 2 Building Plan

05 DEVELOPMENT PROPOSAL

05.6 UNIT 02 PROPOSED OFFICE FLOOR PLAN

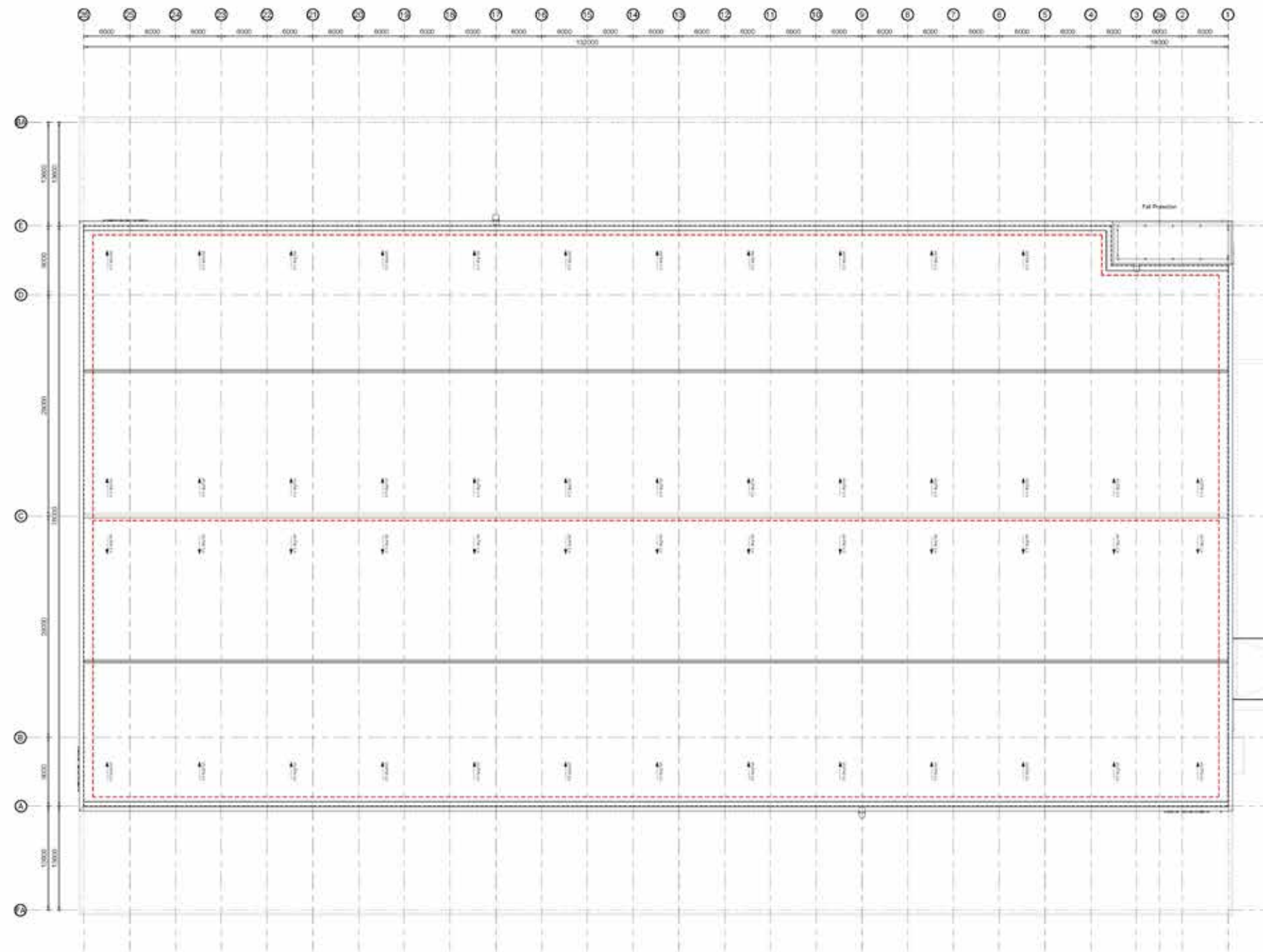
Unit 02	-	
GF GIA Area	-	124,172 sq ft (11,536m ²)
FF GIA Area	-	28,040 sq ft (2,605m ²)
Total GIA Area	-	152,212 sq ft (14,141m ²)



Proposed Unit 2 - Office First Floor Plan

05 DEVELOPMENT PROPOSAL

05.7 UNIT 02 PROPOSED ROOF PLAN



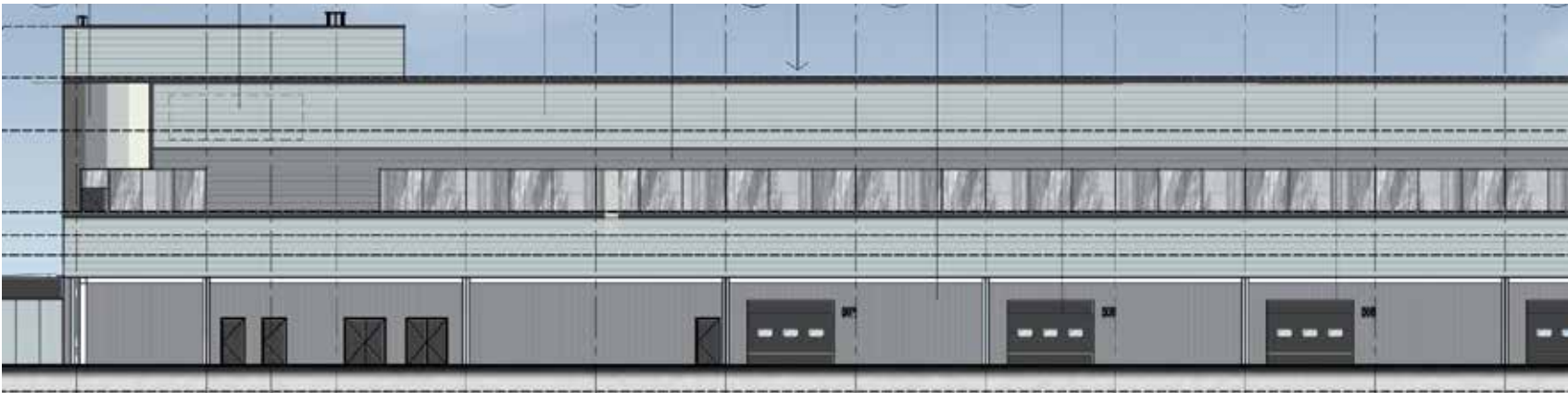
05.8 Unit 02 - UNIT APPEARANCE

All buildings on the site are to be co-ordinated in terms of materials, to include the same cladding finishes and colours, such that the units read together as one cohesive development.

Any offices will be constrained by the floor to ceiling levels, with openings throughout to provide adequate lighting.

Entrances are to be treated differently to the rest of the offices to indicate where the access into the office is with a goalpost feature detail.

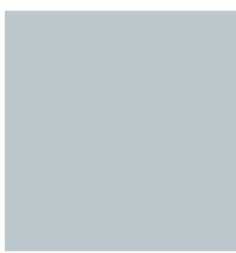
05.9 UNIT 02 - ILLUSTRATIVE OFFICE ELEVATION DEVELOPMENT



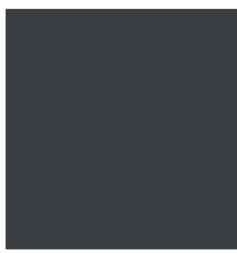
Indicative CGI



Silver Metallic
(RAL 9006)



Albatross
(RAL 240 80 05)



Anthracite
(RAL 7016)



Hamlet (RAL 9002)

Oyster (RAL 7035)

Alaska Grey (RAL 7000)

Slate Grey (RAL 7012)

05.10 UNIT 02 - MATERIALS

All materials are high quality products for business or industrial applications:

- Silver, metallic or grey colour cladding
- Profiled or flat metal cladding
- Large format window and curtain walling systems
- Feature building elements in strong colours or accent materials
- Translucent glazing, polycarbonates or membrane technology

05.11 UNIT 02 - COLOUR AND TEXTURE

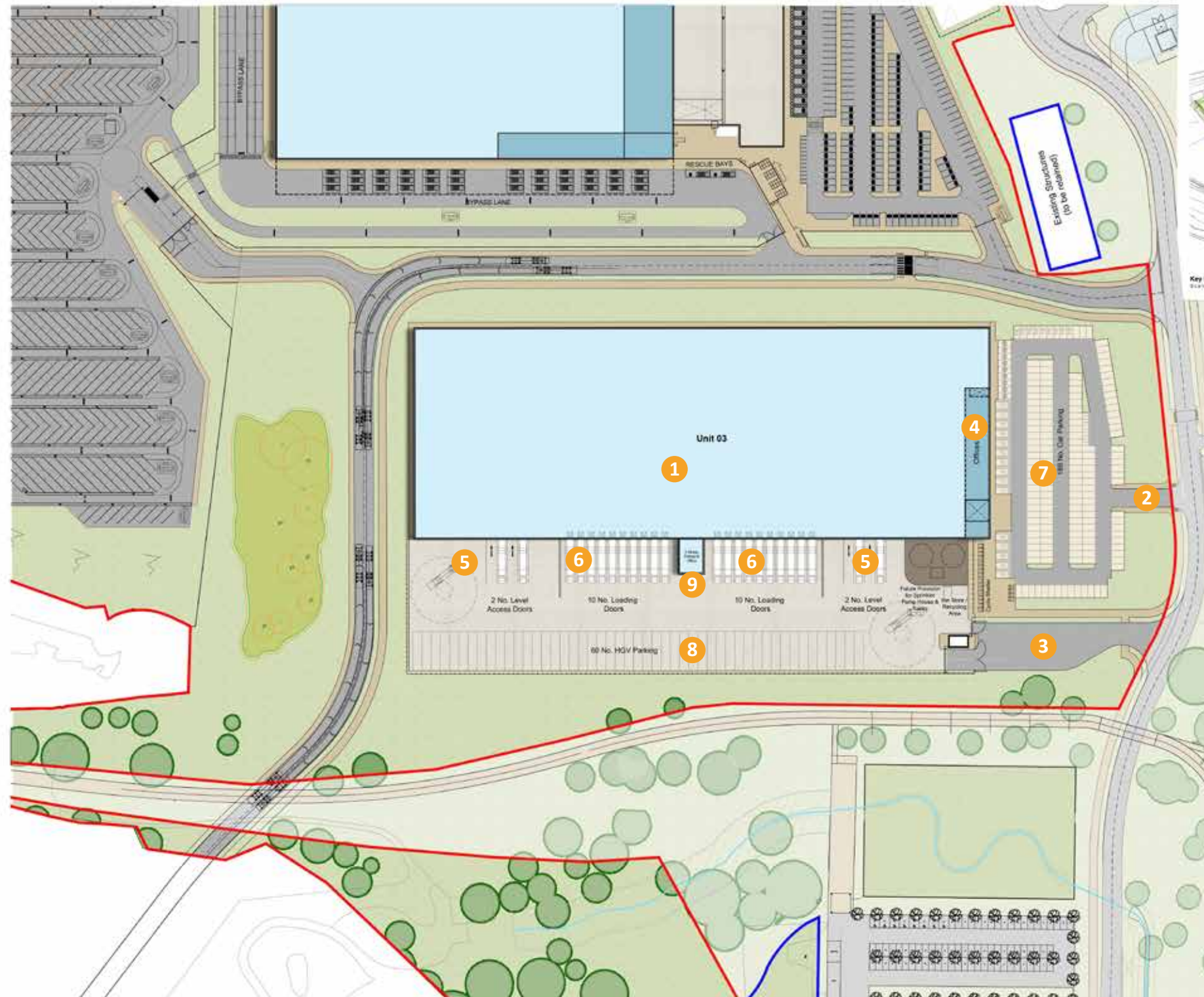
Silvers and grey neutral colours are predominant industrial colours and provide a common back drop theme of cladding, windows and roofing. The use of corporate / stronger accent colours will be discouraged to avoid conflict in building appearance, however strong signage zones will be encouraged to promote end user identity.

05 DEVELOPMENT PROPOSALS

05.12 UNIT 3 - SITE PLAN

Key

- 1 Unit
- 2 Site Entrance (Cars)
- 3 Site Entrance (HGVs)
- 4 Office
- 5 Level Access
- 6 Loading Doors
- 7 Car park
- 8 HGV Parking
- 9 Transport Office



Illustrative Site Plan - Immediate Context

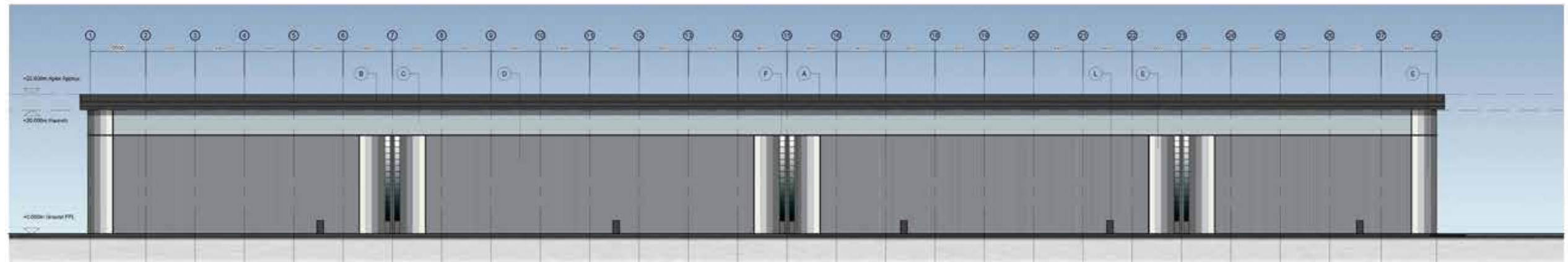
05 DEVELOPMENT PROPOSALS

05.13 UNIT 3 - BUILDING ELEVATIONS

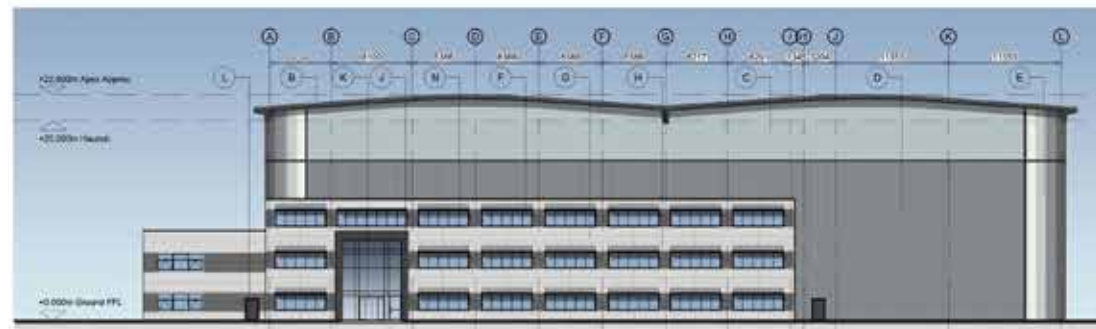
- A** Built up roof system with profiled steel outer sheet and includes minimum 10% coverage by proprietary rooflights.
External Finish and colour: HPS 200 Ultra; Anthracite RAL 7016.
- B** Eaves fascia and soffit in pressed metal.
Finish and colour: HPS 200 Ultra; Anthracite RAL 7016.
- C** Upper level horizontally laid trapezoidal cladding:
External finish and colour: HPS 200 Ultra; Albatross RAL 240 80 05.
- D** Lower level vertically laid trapezoidal cladding:
External finish and colour: HPS 200 Ultra; Alaska Grey RAL 7000.
- E** Graded vertically fitted composite panels:
External finish and colour:
Colorcoat Prisma; Hamlet RAL 9002.
Colorcoat Prisma; Oyster RAL 7035.
Colorcoat Prisma; Alaska Grey RAL 7000.
Colorcoat Prisma; Slate Grey RAL 7012
- F** PPC frame curtain walling/windows incl. tinted glazing.
External Colour: Anthracite RAL 7016
- G** Horizontally spanning composite panels with micro-rib finish.
External Finish and colour: Colorcoat Prisma; Silver Metallic RAL 9006.
- H** Horizontally spanning composite panels with micro-rib finish.
External Finish and colour: Colorcoat Prisma; Slate Grey RAL 7012
- J** Entrance feature portico: PPC aluminium.
External finish and colour: Anthracite RAL 7016.
- K** Revolving entrance doors.
External finish: stainless steel.
- L** Steel insulated security door & frame.
External finish and colour: Anthracite RAL 7016.
- M** Pre-cast insulated dock Pro-wall system
- N** Brise Soleil Over Windows.
Finish and colour: PPC in Anthracite RAL 7016



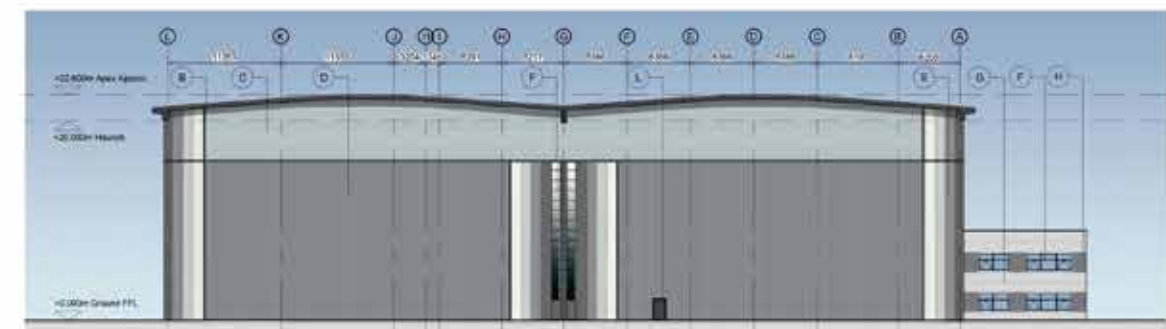
Unit 3 - South Elevation
Scale 1:250



Unit 3 - North Elevation
Scale 1:250



Unit 3 - East Elevation
Scale 1:250

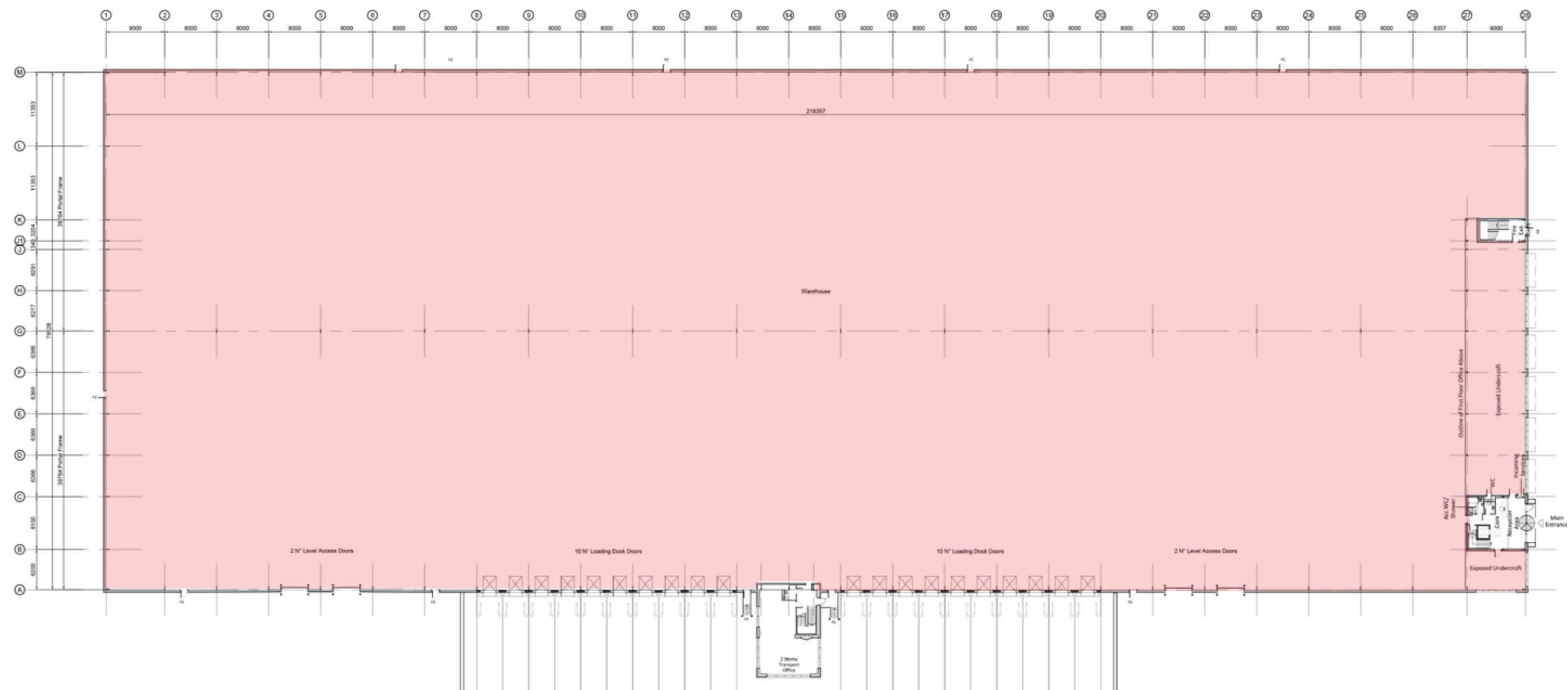


Unit 3 - West Elevation
Scale 1:250

Proposed Unit 3 Elevation

05 DEVELOPMENT PROPOSAL

05.14 UNIT 03 PROPOSED GROUND FLOOR PLAN



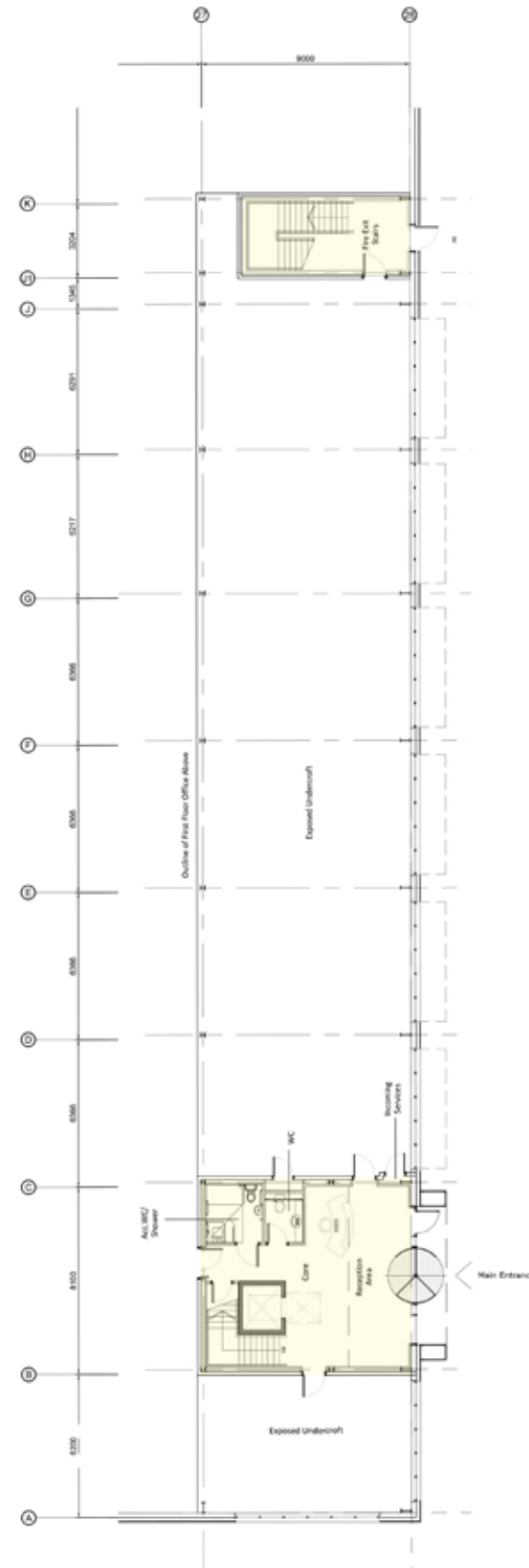
Proposed Unit 3 Building Plan

Unit 03	
Warehouse Area	- 165,880 sq ft (17,269m ²)
Ground Floor Core	- 1,033 sq ft (96m ²)
FF Office (Incl.Void)	- 5,274 sq ft (490m ²)
SF Office (Excl.Void)	- 5,500 sq ft (511m ²)
Transport Office (2 St.)	- 2,500 sq ft (232m ²)
Gatehouse	- 300 sq ft (28m ²)
Total Area	- 200,487 sq ft (18,626m ²)

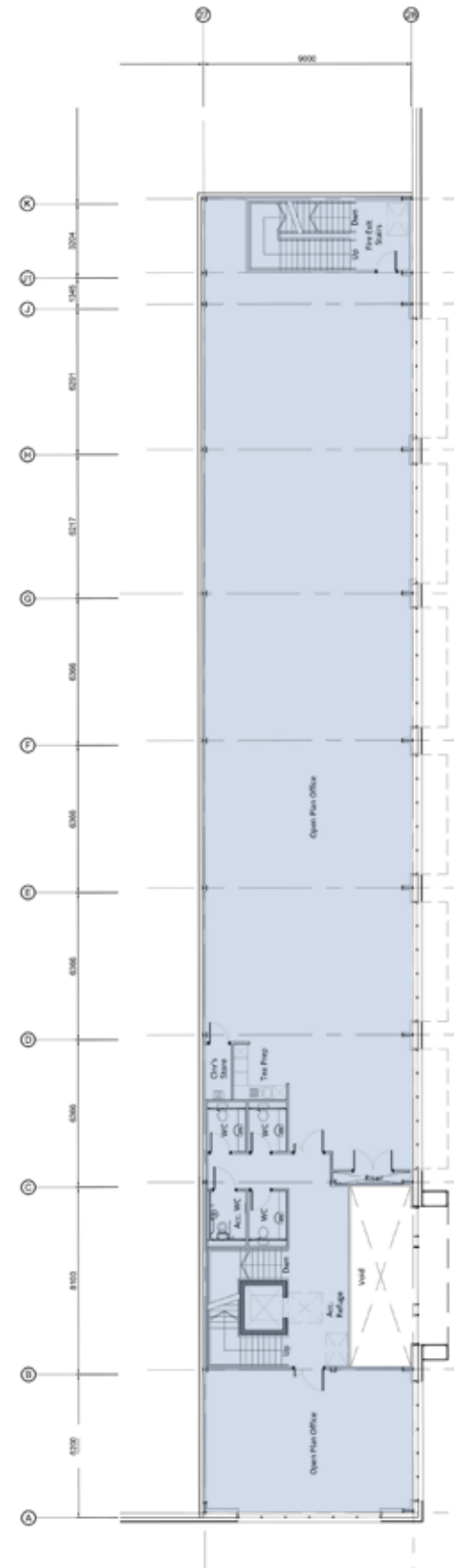
05 DEVELOPMENT PROPOSAL

05.15 UNIT 03 PROPOSED OFFICE FLOOR PLANS

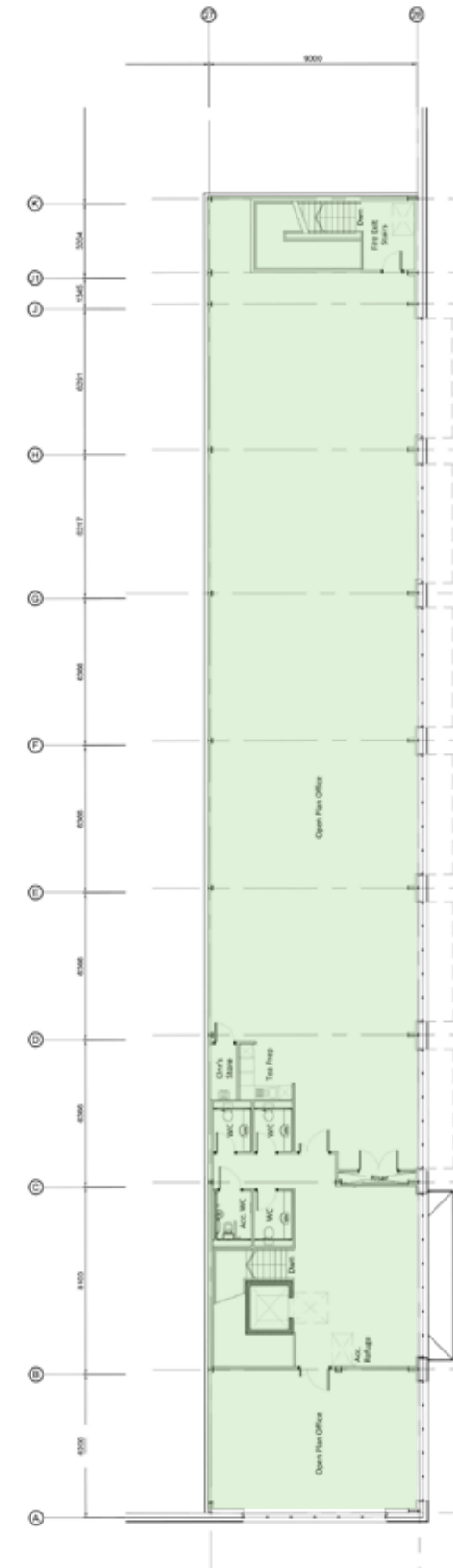
Unit 03	
Warehouse Area	- 185,880 sq ft (17,269m ²)
Ground Floor Core	- 1,033 sq ft (96m ²)
FF Office (Incl.Void)	- 5,274 sq ft (490m ²)
SF Office (Excl.Void)	- 5,500 sq ft (511m ²)
Transport Office (2 St.)	- 2,500 sq ft (232m ²)



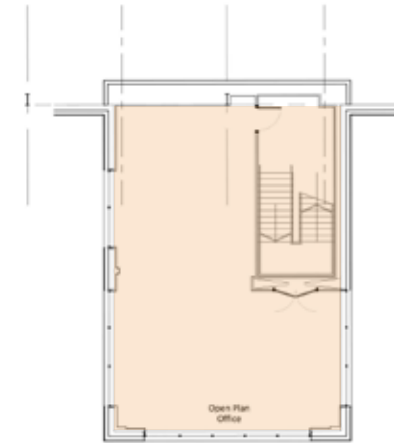
Unit 3 - Ground Floor Plan
Scale 1:100



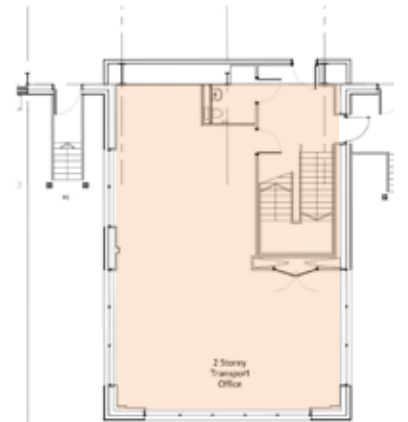
Unit 3 - First Floor Plan
Scale 1:100



Unit 3 - Second Floor Plan
Scale 1:100



Unit 3 - Transport Office First Floor Plan
Scale 1:100



Unit 3 - Transport Office Ground Floor Plan
Scale 1:100

05 DEVELOPMENT PROPOSAL

05.16 UNIT 03 PROPOSED ROOF PLAN



05.17 UNIT 03 - UNIT APPEARANCE

All buildings on the site are to be co-ordinated in terms of materials, to include the same cladding finishes and colours, such that the units read together as one cohesive development.

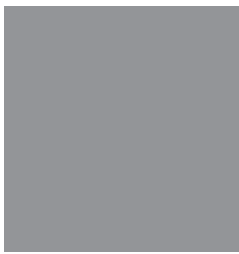
Any offices will be constrained by the floor to ceiling levels, with openings throughout to provide adequate lighting.

Entrances are to be treated differently to the rest of the offices to indicate where the access into the office is with a goalpost feature detail.

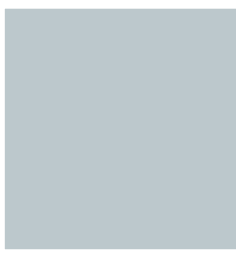
05.18 UNIT 03 - ILLUSTRATIVE OFFICE ELEVATION DEVELOPMENT



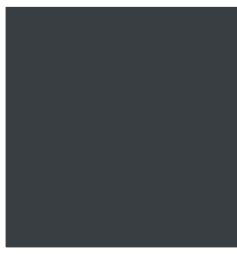
Indicative CGI



Silver Metallic
(RAL 9006)



Albatross
(RAL 240 80 05)



Anthracite
(RAL 7016)



Hamlet (RAL 9002)

Oyster (RAL 7035)

Alaska Grey (RAL 7000)

Slate Grey (RAL 7012)

05.19 UNIT 03 - MATERIALS

All materials are high quality products for business or industrial applications:

- Silver, metallic or grey colour cladding
- Profiled or flat metal cladding
- Large format window and curtain walling systems
- Feature building elements in strong colours or accent materials
- Translucent glazing, polycarbonates or membrane technology

05.20 UNIT 03 - COLOUR AND TEXTURE

Silvers and grey neutral colours are predominant industrial colours and provide a common back drop theme of cladding, windows and roofing. The use of corporate / stronger accent colours will be discouraged to avoid conflict in building appearance, however strong signage zones will be encouraged to promote end user identity.

05 DEVELOPMENT PROPOSAL

05.21 PRECEDENT



Precedent Image

05 DEVELOPMENT PROPOSAL

05.22 PROPOSED USE

As noted previously, this is a Reserved Matters application for the construction of 4 new industrial units (B8 Storage or distribution) together with associated car park, service yard and

05.23 PROPOSED AMOUNT

Reserved Matters permission is sought to provide Unit 02 14,141m² (152,212ft²) and Unit 03 18,626m² (200,487ft²).

Adequate space will be provided around the buildings for the necessary vehicle loading manoeuvres. The sizes of these areas are borne out of the dimensions of contemporary articulated vehicles and their turning circles with 35m and 50m yards provided.

05.24 SCALE, HEIGHT AND MASSING

Rooflines and massing of buildings are important and have been considered and analysed in relation to their setting and viewpoint receptors.

The units within the development range between 10m and 20m clear internal height (CIH) to the underside of the haunch.

The buildings for which Reserved Matters approval is sought will have a clear internal height of 9.700m (Unit 02) to underside of haunch resulting in a ridge height of approximately 10.800m above finished floor level. Unit 03 will have a CIH of 20.000m resulting in a ridge of circa 22.600m.

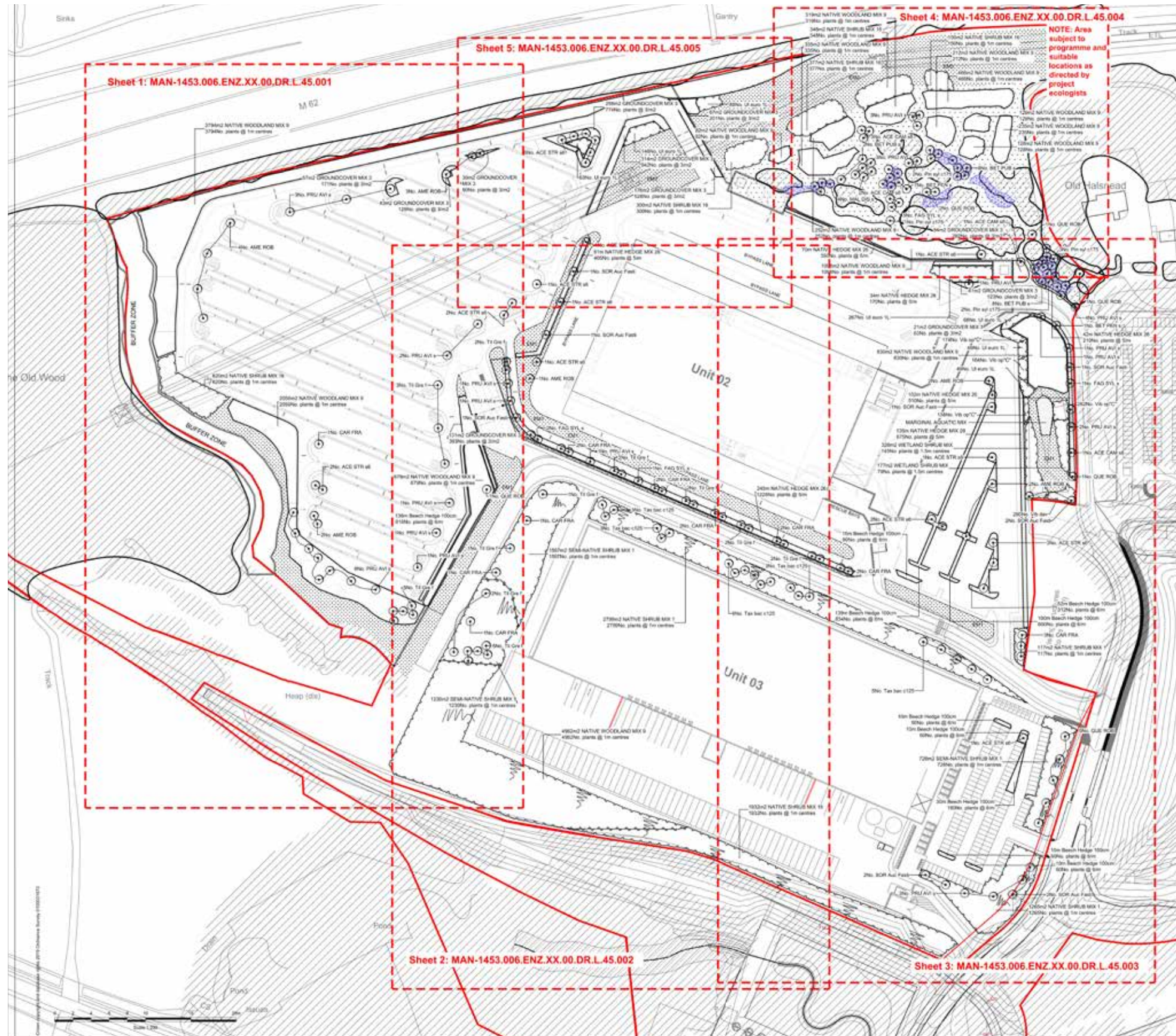
As previously discussed, the units will be broken up vertically with various elements, and broken horizontally with changes in cladding colours. Large curtain walls will be utilised near the entrances and on frontages

06 LANDSCAPE STRATEGY



05 LANDSCAPE STRATEGY

06.1 LANDSCAPE OVERVIEW



Landscape Design Approach

The landscape design approach for the site combines several strategies including:

- Create a structure of native woodland planting to complement the existing woodland habitats on adjacent land and to provide screening/softening of views toward the development;
- Retention and protection of existing trees such as those in the northeast corner adjacent to the listed building, also provision of enhanced tree planting for screening adjacent to the listed building;
- Establishing green infrastructure through development of an interconnected network of different habitats that are linked as far as practical;
- Provide amenity/ornamental planting for year-round interest to the internal parts of the development with a high percentage of native species trees and shrubs included in planting mixes where practical and space allows.

An overarching principle throughout has been to design proposals which respect the local environment and reflect the local flora, associated habitats and to deliver benefits to landscape character, visual amenity and biodiversity. This involves a design response which carefully sites and specifies a range of soft landscaping and habitat types for year-round interest. A variety of other measures [which are described below] are also proposed for each habitat type and specific locations on the site to suit conditions.

Soft landscaping may be selected for a variety of reasons such as to provide enhanced tree cover/long term greenery, changes in foliage colour/form, inclusion of evergreen plants for winter cover, flowers for visual interest and for attracting pollinator insects, choosing fruiting plants for winter interest and to provide food for wildlife. Planting is also chosen for practical reasons such as form, robustness and ease of maintenance.

The soft landscaping elements proposed include:

- Retained trees (N/NE of Unit 02);
- Woodland structure planting;
- Hedgerows, individual trees and tree groups;

06 LANDSCAPE STRATEGY

06.2 LANDSCAPE PLANTING



Acer campestre



Pinus sylvestris



Betula Pendula



Crataegus-monogyna



Prunus avium



Prunus padus



Ulex-europaeus



Viburnum davidii



Viburnum opulus compactum

- Grassland and wildflowers;
- Amenity and ornamental planting; and
- Damp grassland, marginal/aquatic planting (to attenuation pond).

Retained Trees

The NE part of the site will not be disturbed during ground modelling forming part of the initial stage of development and trees will be retained and protected during construction. This area is west/southwest of a listed building, Old Halsnead. Existing trees will be supplemented with new individual tree planting and new groups of trees, to provide screening of the proposed development from the listed building whilst retaining a more open aspect to fields on the west side and to establish long term woodland in this part of the site.

Woodland Structure Planting

This will comprise mainly mixed native trees and understorey shrubs planted at regular spacings throughout the areas indicated on the landscape plan. These areas include:

- The northern site boundary adjacent to the motorway;
- Slopes adjacent to the Old Wood (TPO ancient and semi-natural woodland to the west of the site);
- Woodland planting and semi-natural mixed shrub planting between units; and
- South of the site entrance, and on land east of units 02 and 03, adjacent to the central access road.

Hedgerows and Trees

New mixed native hedgerows will be established throughout the site including to the southern boundary, the north of the site, north of the access road and around car parking areas. A mix of plants will be selected which reflects those typically found in the local area and evergreen species such as holly may be incorporated to provide evergreen cover and screening benefit.

06 LANDSCAPE STRATEGY

06.03 LANDSCAPE PLANTING



Carpinus_betulus_Frans_Fontaine



Cornus_elegantissima



Ligustrum_ovalifolium



Sorbus_acuparia



Cornus Mid-winter fire

The proposals seek to re-establish hedges in response to the former historic field pattern of the area where possible. Trees will be included where practical in hedgerows and in locations throughout the site where there is suitable space and the operational requirements of the development and their future growth will not conflict. A range of tree species and varieties are specified to be attractive, suit the location and to enhance biodiversity, these will be a mix of native and ornamental varieties but will be mainly UK native species.

Grassland and Wildflora

Grassland and wildflora areas will be established in areas of the site including on woodland edges in the areas between/ beneath tree groups, below overhead lines in the northern part of the site and to attenuation pond slopes. It is intended that these will be managed for biodiversity as long grass and meadow type habitats which are typically mown twice a year. Areas will be seeded or overseeded as appropriate with a mix of native grasses and wildflora species. Existing grassland areas will be overseeded in patches and supplemented with plug plants which will be selected in consultation with project ecologists. Similarly seeded areas may also be supplemented with plug plants in certain areas to increase diversity. The conditions will be reviewed and management of these areas may be altered in future years as deemed appropriate by project ecologists and site managers.

Amenity and Ornamental Planting

Ornamental and 'amenity' type planting will be included in and around car parks and other internal parts of the site that are suitable. Planting in these areas will typically be a mix of evergreen and deciduous ornamental shrubs and trees with some grasses and herbaceous material. The planting will be selected for a combination of aesthetic qualities and size and suitability to the location. Plants will include flowering and fruiting species to attract insects and to provide food and cover for wildlife.

Marginal and Aquatic Planting

The proposed stormwater attenuation pond to the eastern side of the site will be designed to retain standing water at the base with areas of different water depths. These will be planted with suitable native marginal and aquatic plants. The pond will be subject to varying water levels throughout the year and will be slopes will be sown with a suitable mix of wild flora and grass species that are tolerant of damp conditions.



07 ACCESS

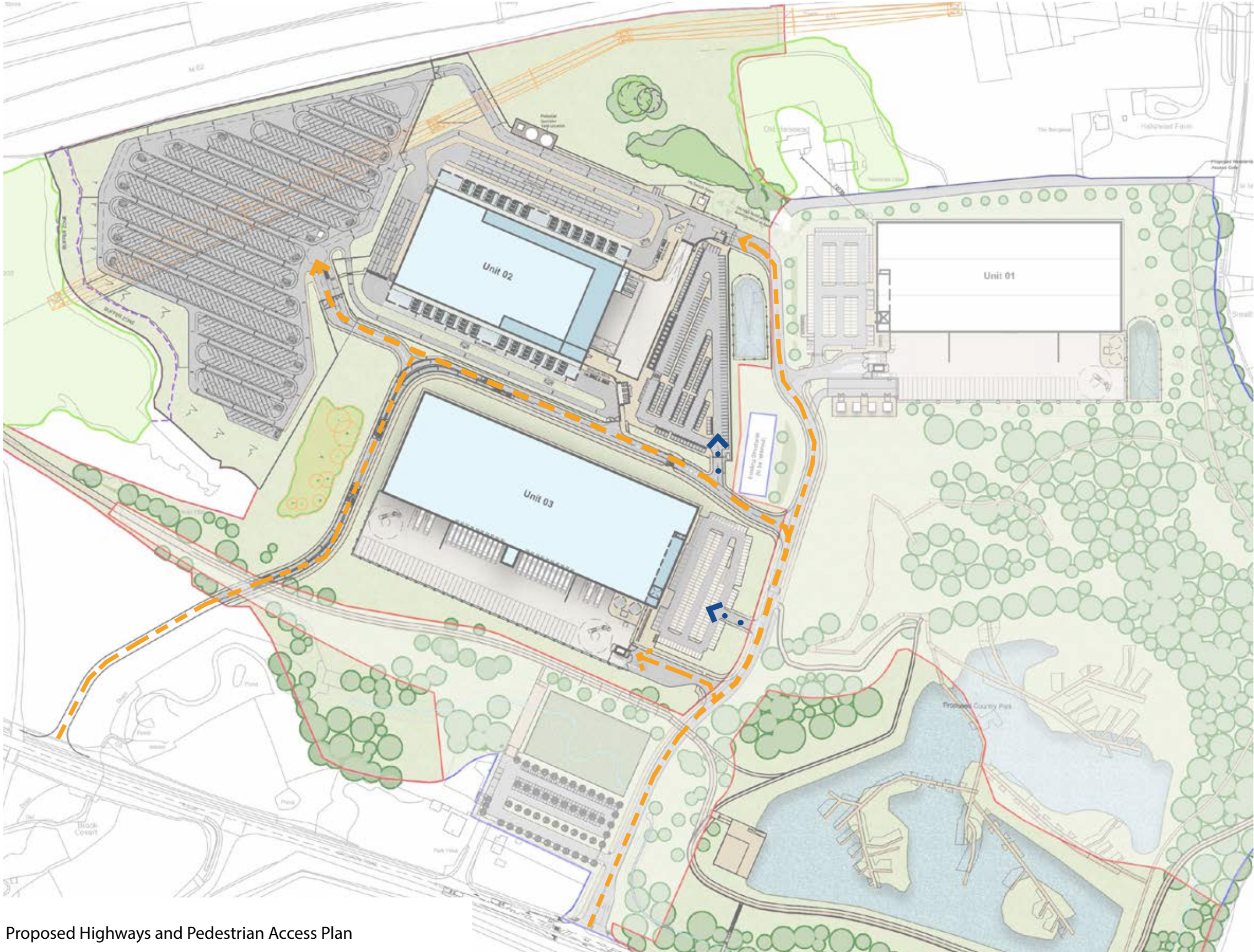
07.1 HIGHWAYS ACCESS

Key

Site Boundary

HGV Access

Car Access



07.2 VEHICULAR, PEDESTRIAN AND CYCLE ACCESS

VEHICULAR ACCESS

Vehicular access to the new units will be via Cronton Road, which connects to the M62. Dedicated access will be provided into each unit from the new central service road.

Separate dedicated car park entrances will reduce conflict between goods vehicles and car traffic. The car park areas will be constructed in dense bitumen tarmac where car parks are separate from service areas. This will form part of a coordinated hard landscaping strategy.

Car parking standards are appropriate for the use class in question. Provision has been made for covered secure cycle shelters & secure motorcycle stands to be located adjacent to the main office block.

Service yard areas will be formed in concrete surfacing, to provide a robust base for vehicle manoeuvring.

PEDESTRIAN AND CYCLE ACCESS

Footpaths will lead from the access road, via the car park, up to the office main entrances. Tactile paving and dropped kerbs will be provided at all road junctions, with further paving extended around offices and to the building perimeter.

Lighting by street lamps during hours of darkness will help to provide a safe and secure environment for the pedestrian / cyclist.

The development will be laid out to achieve accessibility for disabled occupants. All disabled car-parking bays are located as close to the main entrance as possible, with cycle shelters providing security and protection for bicycles. Safe pedestrian routes from these shelters will meet up with the route between car park and the building. All levels within the car park will have a gradient of less than 1:25, enabling wheelchair access and ambulant disabled

to access the site without difficulty.

All main entrances into the units will be 'wheelchair friendly' level entry, with automatic or manual opening doors. The doors will meet all current Building Regulations Part M requirements, with full height tubular steel handles for ease of opening. The force required to operate the doors will be below the maximum force recommended in the Building Regulations, and the effective opening width of each leaf will be designed to be more than 800mm.

Additional entrances to the operational areas will be provided from the yard areas and, it is assumed, that drivers using the facility will be able bodied. As such, there will be a stepped access to the building, to accommodate the change in levels between warehouse and yard slab. This will, however, be designed in accordance with Approved Document M.

PEDESTRIAN ACCESS - INTERNAL

Reception

The reception area to the main offices will be suitably sized to accommodate wheelchair users.

They will include appropriate space and waiting zones. All floor finishes will be suitable for wheelchair access.

Horizontal circulation

Internal corridors will be a minimum of 1800mm wide at the pinch point. All doors will have a minimum clear opening of 800mm and an opening force below the recommended maximum. Door furniture will contrast with the background colour of the door leaf, and be of either lever type, at 1000mm above floor level, or pull handles, commencing at 1000mm above floor level. Doors in corridors will be fitted with vision panels, commencing at 500mm above floor level.

lift will provide access to all floor levels. All staircases and lifts will be designed in accordance with Approved Document M, with recommendations including contrasting nosings, and treads/risers suitable for ambulant disabled members of staff or visitors. Any member of staff, or visitor, with a visual impairment would be actively managed within the building.

Industrial Space

The industrial space is to be level throughout with clearly defined pedestrian routes. There will be fire exits within the warehouse between the main offices and the warehouse area. External stairs leading to the yards will be provided where necessary with minimum 900mm wide x1400mm long refuge bays. The landing will be level with the industrial space finished floor levels on these exits.

Toilets

Given the manual nature of work undertaken, toilets and shower facilities will be provided in the warehouse locker rooms. In the offices, toilets will be provided for male, female and disabled users. A cubicle in each WC will be provided for ambulant disabled users.

Finishes

All floor finishes are to be of a non-slip type, with carpets being of a shallow dense pile, allowing easy passage for wheelchair users. The walls, wall coverings and paint finishes are to be suitably contrasting with the joinery of the doors and low surrounds. Where wall tiles are to be used, they are to have a satin finish to reduce glare.

08 SUSTAINABILITY AND CRIME PREVENTION



08 SUSTAINABILITY AND CRIME PREVENTION

08.1 CRIME PREVENTION

Consideration has been given to the illustrative layout of the development to ensure personal safety. This relates not only to ensuring that the illustrative layout of the development does not create an environment conducive to crime, but also to how occupiers and visitors to the site can move freely without risk of injury.

08.2 ACCESS AND MOVEMENT

Spaces and pedestrian routes are currently well defined with easy to recognise entrances; this provides convenient movement without compromising security. Proposed car parking is provided in the most prominent locations possible.

08.3 STRUCTURE

Natural surveillance will be a key factor in the overall design of the site and the positioning of the offices overlooking proposed car parking will offer a high degree of visual control. The building's designs and layouts will be considered to minimise visual obstacles and eliminate places of concealment and any potential dark areas will be well lit.

Formal surveillance will be in the form of an extensive CCTV system provided in line with the occupier's requirements.

08.4 PHYSICAL PROTECTION

Boundary protection will be provided to all service yard areas, but will be considered to maximise natural surveillance.



Indicative Plot Frontages



Indicative Security Fencing

08.5 SUSTAINABILITY

This section sets out the main sustainable features relevant to the application and is restricted principally to the future buildings and the physical features of the site, rather than encompassing the wider sustainable development issues of the site location and its surrounding infrastructure.

The issues in relation to sustainable design can be complex and drawing the right balance between all considerations is often difficult. This type of development requires an understanding of the occupiers operational requirements as the demands placed upon such buildings are not necessarily the same as for other types of development, such as domestic properties. However, the fundamental principles still apply, particularly in reducing the impact on the environment and the use of finite resources.

For a development such as this, the most significant impacts relate to material usage (principally for aggregates, concrete and steel) and the power consumed during its operation.

Elsewhere the scheme will focus on various aspects of sustainable design, potentially including all or some of the following:

BREEAM Certification

All buildings will be targeting BREEAM Very Good Certification (2018) represents the top 25% of BREEAM certified buildings in the UK. At Hybrid planning application stage, a strategy was initially developed to target Very Good certification. The exact BREEAM strategy and route to Very Good certification will be progressed further during detailed design.

Energy Efficiency:

In order to deliver environmentally responsible building stock, an exemplar approach is being proposed based on low energy design principles. In summary, this approach involves energy demand minimisation through effective building form and orientation, good envelope design and proficient use of services; such that the buildings themselves are being used as the primary environmental modifier.

The general construction design standards to be adopted must exceed the requirements of the current (2013 Edition) Part L Building Regulations which stipulate an improvement on the CO2 emissions of an aggregated 9% against 2010 standards. The building envelopes will be designed to ensure that the fabric and form of the spaces encompasses low energy sustainability principles.

Facilitating electric vehicles

Active and passive electric charging points will be provided within the car parks of each building to provide employees with the infrastructure to charge their EV's. The use of EVs (both cars and cycles) will also be encouraged via the sustainable travel plan to be developed as part of future reserved matters applications.

Water Efficiency

There are various measures that will be incorporated to reduce water consumption and demand. The specification of water efficient appliances such as spray taps and low volume W/C's will assist. In addition to toilets, shower rooms with changing and locker areas will be provided within the main offices. These amenities will be available for all personnel based at the facility, thus providing for those who choose to cycle to work. Further considerations would include:

Waste Strategy

Dedicated areas for refuse will be provided to allow for adequate bin storage / compactors to suit the occupiers operations. The refuse area will not exceed 10m from the main footpath and sufficient turning areas will be provided for refuse vehicles.

Waste Management

The proposed development can provide for the careful and sustainable disposal of waste during and post construction. Modern methods of design and construction using pre-fabricated units will help to keep waste arising to a minimum. Post construction, the buildings will be provided with a dedicated area within the building for the provision of refuse and recycling facilities, tailored to operational requirements.

Net Carbon Zero

Tritax Symmetry Merseyside 1 Limited. have announced that all their new developments within their portfolio will be constructed to net zero carbon in construction in line with the UK Green Building Council's (UKGBC) Net Zero Carbon Buildings Framework. By mitigating the embodied carbon generated from the development programme by funding high-quality, accredited and verified offset schemes. The Offset scheme selected is in line with the current principles set out in UKGBC's net zero framework. This is to enhance nature and wellbeing, as well as create a positive socio-economic impact in all the local communities in which the group assets are located.

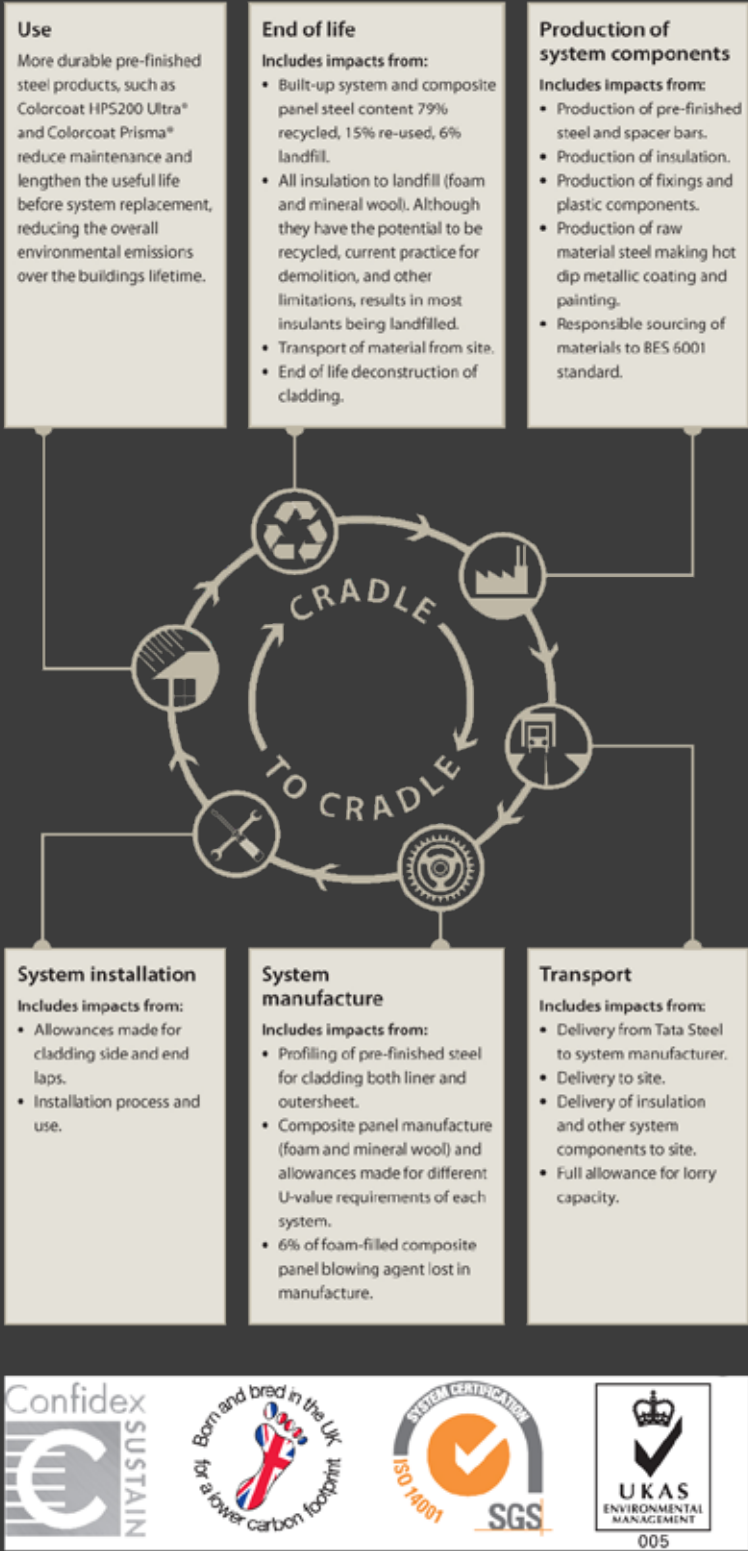


Fig 23: Cradle to Cradle

09 SUMMARY



09 SUMMARY

09.1 SUMMARY

This document seeks to demonstrate that the development of this site will result in a well designed, high quality scheme that is an asset to the area, and will provide a desirable development. It is anticipated that the scheme will act as a catalyst for new jobs and bring welcome investment to the local community.

The development represents a substantial investment to the area and will help to promote and support employment growth and stimulate economic regeneration to the area, cohesive with regional and local aspirations.

The design seeks to minimise the impact on its surroundings; providing an opportunity for the development of attractive, contemporary and cohesive buildings that are fit for purpose and safe for all to use.

All design proposals contained within this report have been designed to meet the required design and sustainability policies of Knowsley Metropolitan Borough Council.

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