

DESIGN AND ACCESS STATEMENT

Symmetry Park, Merseyside

RESERVED MATTERS 3 PLANNING APPLICATION

Document Prepared for:

Tritax Symmetry Merseyside 1 Ltd

22605-UMC-XXXX-XX-DN-A-2001-Design & Access Statement _P06

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01 INTRODUCTION



01 INTRODUCTION

01.1 STATEMENT OVERVIEW

This document has been prepared as part of the supporting documentation for a **Reserved Matters 3 Planning Application** submitted to **Knowsley Metropolitan Borough Council** for the proposed development located at Cronton Road, south of the M62, Huyton, Liverpool in the Knowsley Metropolitan Borough. The location of the site is shown on UMC planning drawing 22605-UMC-XXXX-SI-DR-A-0502-Location Plan

The total proposed Masterplan boundary has an area of **125 acres/50 hectares**.

Unit 1, as shown on the drawing 22605-UMC-XXXX-SI-DR-A-0671-Illustrative Masterplan, has successfully reached Practical Completion. Simultaneously, we have submitted an RM2 planning application for Unit 02, which is currently in the process of obtaining planning approval.

The site can be accessed from the Cronton Road which runs through the south of the site.

This Design and Access Statement has been prepared by UMC Architects on behalf of **Tritax Symmetry Merseyside 1 Ltd** (the applicant).

KEY PRINCIPLES TO BE ADHERED:

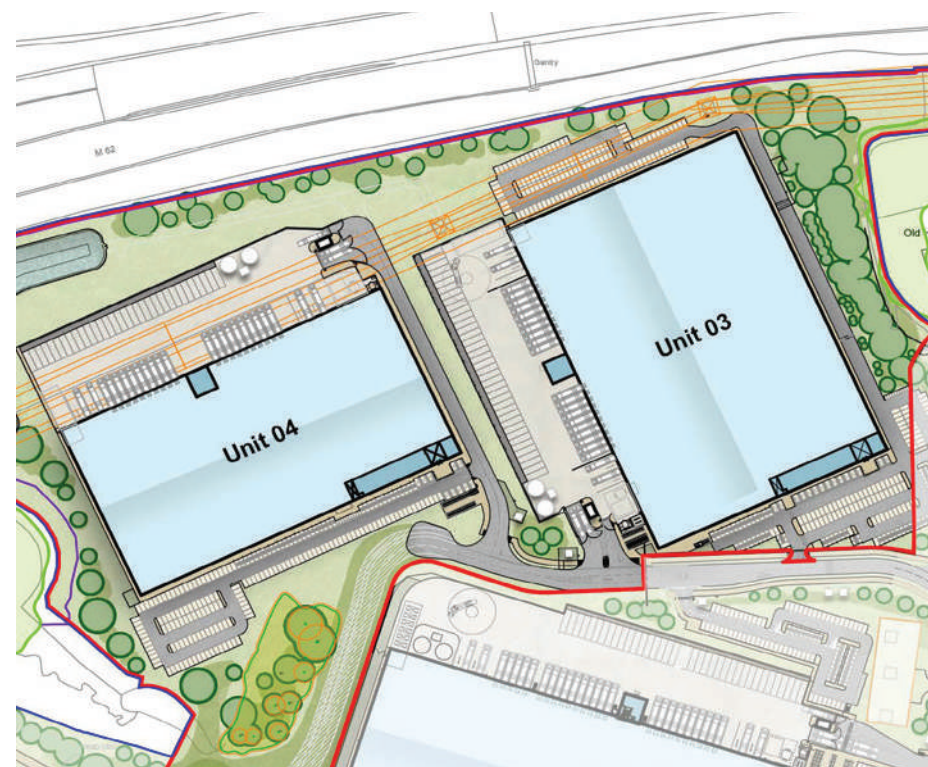
- Clear circulation routes for vehicles and pedestrians.
- The scale of development must consider place making principles through a hierarchy of roads, pavements built form, and spaces between buildings.
- High quality architectural language for the industrial development which should allow the buildings 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.

01.2 THE BRIEF

The purpose of this document is to initiate the design and how this continues to be attainable by further analysis of the principles relating to access, appearance, landscaping, layout and scale.

The Reserved Matters 3 Planning application is for the erection of a two unit development, with the associated gatehouses, security facilities, service yards and HGV parking, plant, vehicular and cycle parking, landscaping, pedestrian and cycle infrastructure and green infrastructure. The proposal seeks approval of planning for the provision **Unit 03 - 26,447m²/284,670ft² (GIA) & Unit 04 - 19,607m²/211,050ft² (GIA)** of employment for storage and distribution (**Use Class B8**) with floorspace and ancillary offices (**Use Class E(g)**).

The documents contained within the planning application provide details of the proposed development, whilst this statement describes the design principles including building design, layout, access, scale and landscaping.



Snippet from Proposed Masterplan

01.3 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 2020 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.

02 PLANNING POLICY



02 PLANNING POLICY

02.1 LOCAL POLICY CONTEXT

Applications submitted:

- Hybrid Application - **20/00494/HYB** (consent granted)
- Reserved Matters Application 1 (consent granted as part of Hybrid application)
- Reserved Matters 2 Application (awaiting approval)

The Knowsley Local Plan Core Strategy (KLPCS) (Jan 2016)

The Land South of M62 is located within the Knowsley Sustainable Urban Extension (Policy SUE2c) as one of the 9 sites that has been removed from Green Belt and allocated to provide additional land to meet development requirements up to 2028 and beyond. The policy confirms that Land South of M62 will deliver at least 22.5 hectares of logistics, storage and distribution uses (within Use Class B8) or other appropriate employment uses within the Liverpool City Region key economic sectors subject to application of the sequential and impact tests. Policy SUE2 indicates that site-specific requirements will be prepared for some of the sites in the form of a Supplementary Planning Documents (SPD) providing a spatial framework for development. The SPDs in reference to Land South of M62 will be stated in this document.

Policy SUE2 - development principles refers to The Sustainable Urban Extensions Principles of which Land South of M62 is a part of, The Policy demonstrates that the site should be of;

- Deliver sustainable development
- A High design quality and connectivity with adjacent urban development.
- Demonstrate a comprehensive approach to the development of the relevant Sustainable Urban Extension and to infrastructure provision.
- Provide good transport linkages
- Protect or enhance historic and architectural assets where appropriate.
- Address flood risk
- Provide a clearly defined edge to the developed area

The Policy SUE2c highlights that development at Land South of M62 should ensure:

- Safe and convenient highways access for the sites together with a well-connected internal road system.
- Provision for public transport, walking and cycling, which enhance linkages within the area and surrounding areas.
- Public Open Space (POS) within a wider green infrastructure integrating with existing POS.

02.2 NATIONAL PLANNING CONTEXT

National Planning Policy Framework - Adopted July 2021

The NPPF is underpinned by a presumption in favour of sustainable development with significant weight afforded to the need for the planning system to support economic growth. This document is material to the determination of the application, it is underpinned by the 'presumption', which for decision taking means "approving development proposals that accord with the development plan without delay". Furthermore, the NPPF places great weight on delivering sustainable economic development and to respond positively to wider opportunities for growth.

Relating to building a strong and competitive economy, Paragraph 81 states that:

'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation⁴², and in areas with high levels of productivity, which should be able to capitalise on their performance and potential'.

Paragraph 82 of the NPPF recognises that planning policies should not hinder economic development and encourages LPA's to address any potential barrier to investment such as poor environment or lack of infrastructure. It states that policies should be flexible enough to accommodate needs which were not anticipated when preparing the development plan and that the Local Plan should:

'Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations'.

The NPPF also encourages authorities to review their employment land regularly and also to maintain flexible policies that are able to react to market signals.

03 SITE CONTEXT

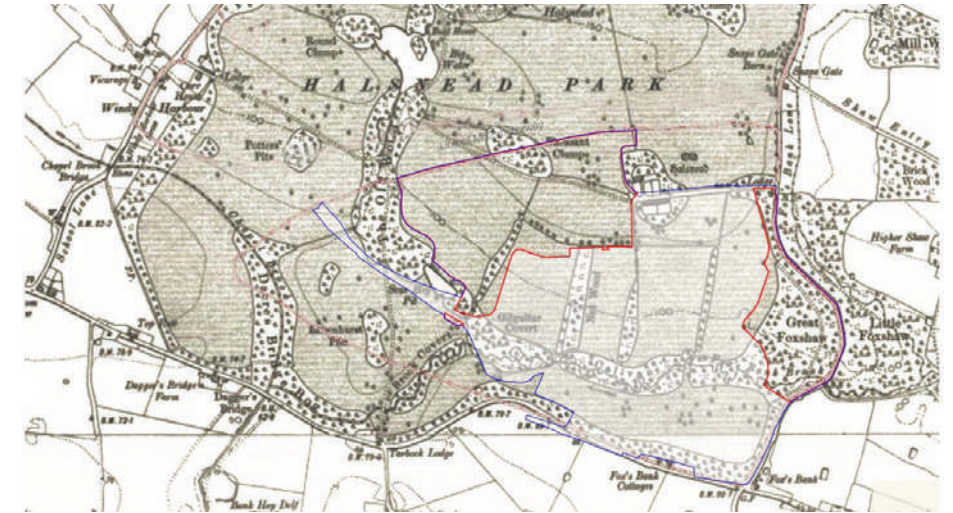


03 SITE CONTEXT

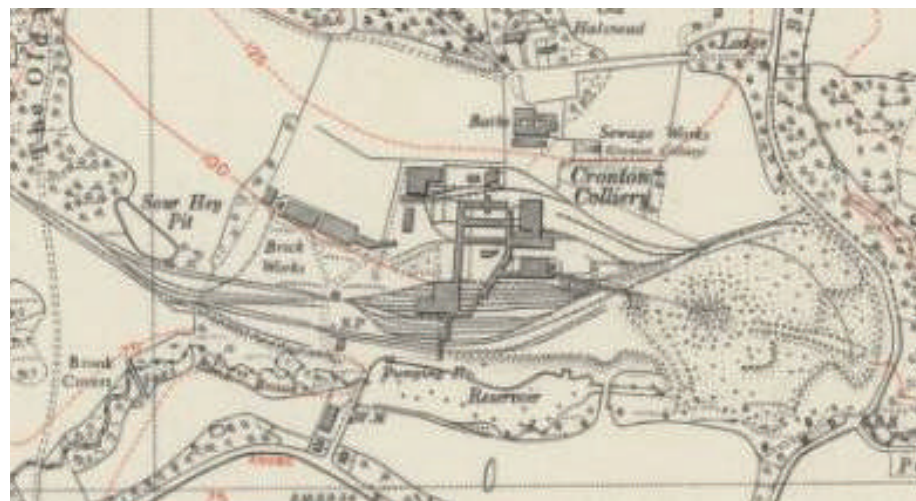
03.1 SITE HISTORY

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-East there is a proposal for country park by The land trust and proposals to improve the 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 2023

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.

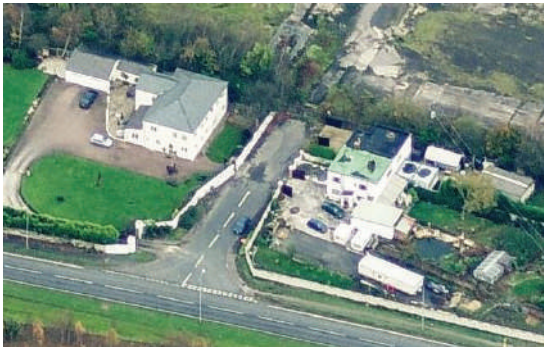
03 SITE CONTEXT

03.2 SITE AERIAL IMAGE

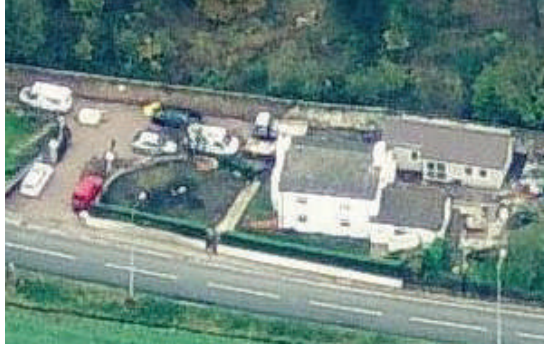


03 SITE CONTEXT

03.3 EXISTING SITE PHOTOGRAPHS



01. Two detached housing with dead end road.



02. Single detached house



03. Horse riding Centre



04. Caravan Park



05. Old, Halsnead, Halsnead Farm



06. Interchange Motorway Industrial Estate



07. Sewage Treatment



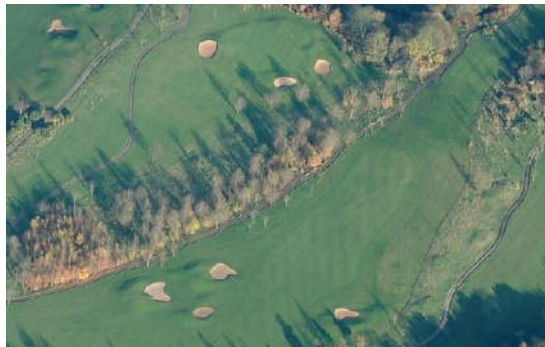
08. Residential Estate



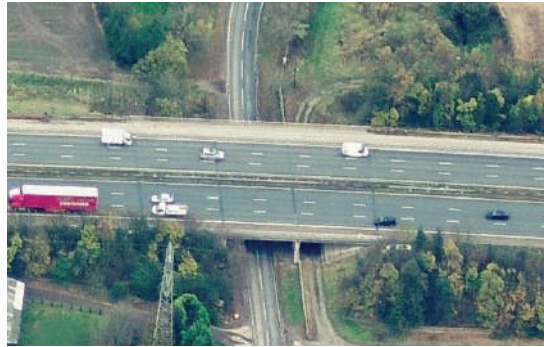
09. Big water Lake



10. Ring Road serving M62 Motorway



11. Golf Course



12. M62 Motorway



13. Quarry



14. Caravan Site

03 SITE CONTEXT

03.4 EXISTING SITE AND SURROUNDINGS

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.

On the Application Boundary towards the northeastern section currently Unit 01 resides here, it was built as part of the Hybrid Application, which also include the construction of an access road from Croton Road. Moving towards the southeast of the application site, we find the ongoing development of a country park, consisting mainly of topsoil. On the northwest and southwest sides of the application boundary, there are areas of reclaimed landscape as well as sections of ancient woodland. Along Cronton Road and Fox's Bank Lane, you can find a few individual houses.

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.



Site Location - Wider Context

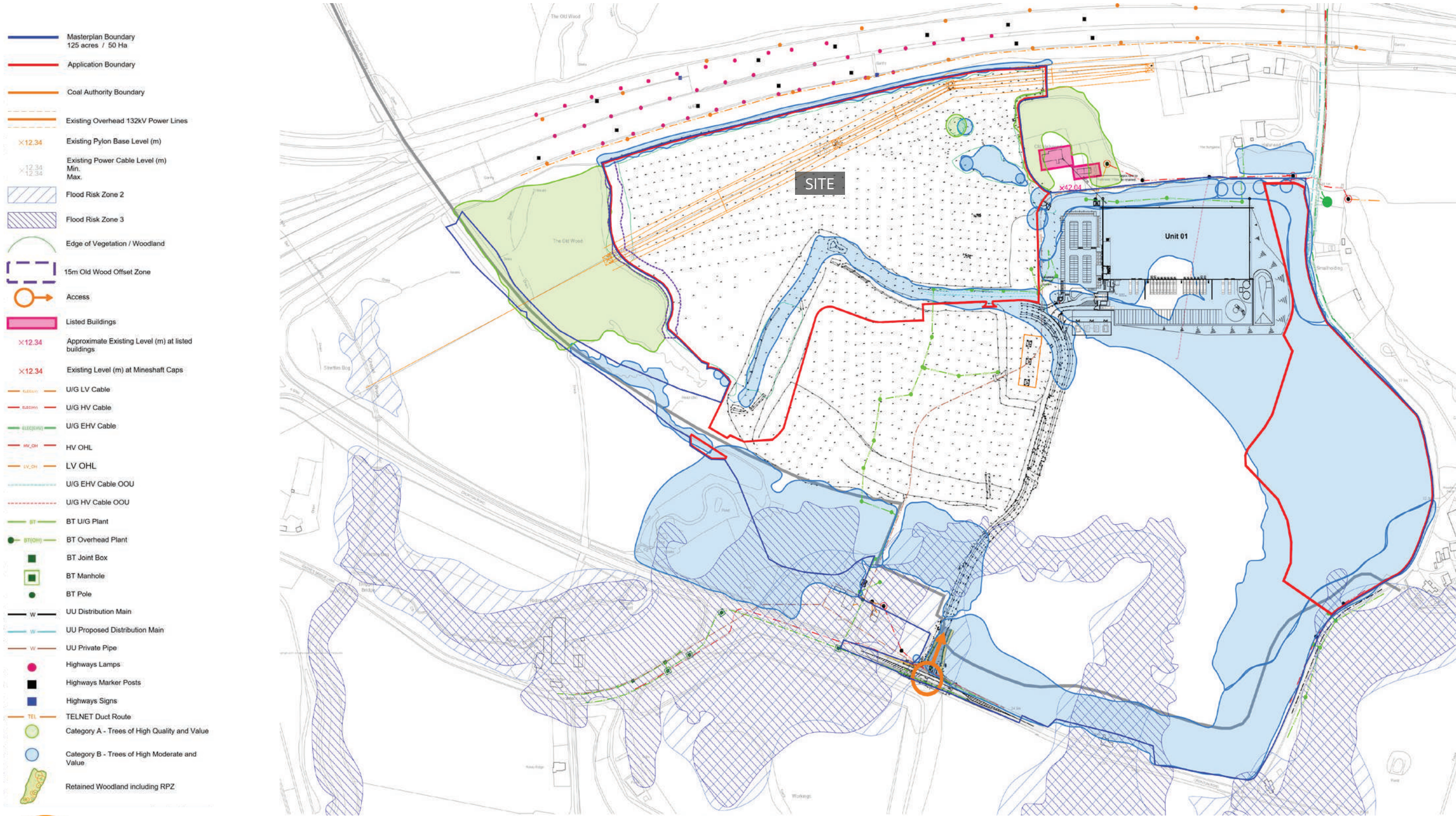


Site Location - Immediate Context

- Masterplan Boundary
- Application Boundary
- Estate Road

03 SITE CONTEXT

03.5 SITE CONSTRAINTS



03 SITE CONTEXT

03.6 URBAN FRAMEWORK & EXISTING BUILDING USE

The existing land usage plan shows that there are a range of building and land uses within the local area, these include a number of industrial buildings.

The photographs below highlight the different types and scales of the surrounding buildings. These buildings help to contextualise the scale and use of the proposed development.

The land allocation plan also highlights the residential allocation to the north of the site (South Whiston). The future commercial development that will be introduced to the site through Knowsley Sustainable Urban Extension allocation for employment land.



01.



02.



03.



04.



05.



06.

03 SITE CONTEXT

03.6 URBAN FRAMEWORK & EXISTING BUILDING USE



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

Proposed unit is 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.

The 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. Additionally, car parks are overlooked by the office areas.

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

The entire 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 SCHEMATIC PLOT PRINCIPLES DIAGRAM

Notional Views

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

Green Buffer

Retention of existing trees, proposed areas of trees, and shrubs provide natural screening and maintain habitat zones.

Massing

Hard edges towards site boundaries are mitigated by the orientation of each unit. Feature corners minimises impact in terms of massing to key views.

Noise Control

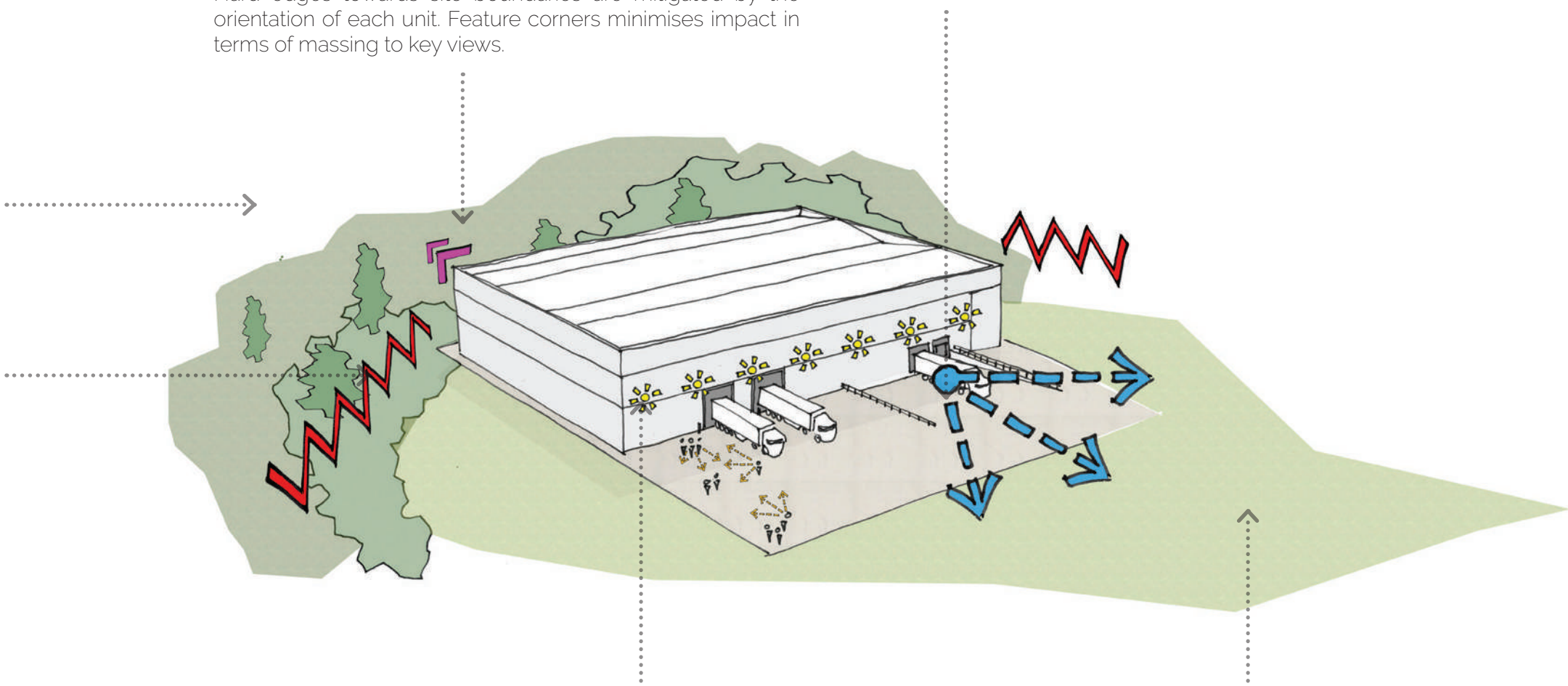
Site yards are often the area in which most noise from machinery and workers is produced. Inward facing site yards limit noise projected into the surround area.

Lighting

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

Amenity

The green space provided within the site is envisaged to better the existing landscape.



Key Principles Diagram

04 KEY DESIGN PRINCIPLES

04.4 DEVELOPMENT ASPIRATIONS

In the context of the KLPCS, SPDs, and main site access, infrastructure and strategic landscaping, the planning application sets out a series of Key Design Principles which provide an overarching framework for the approach to the layout and design

These are the "big moves" that will make Land South of M62 a best-in-class employment park.

KDP1: Creating a sense of place and identity for Land South of M62 through developing a common architectural language and orientating buildings to provide legible wayfinding around the site and avoid sensitive receptors on site.

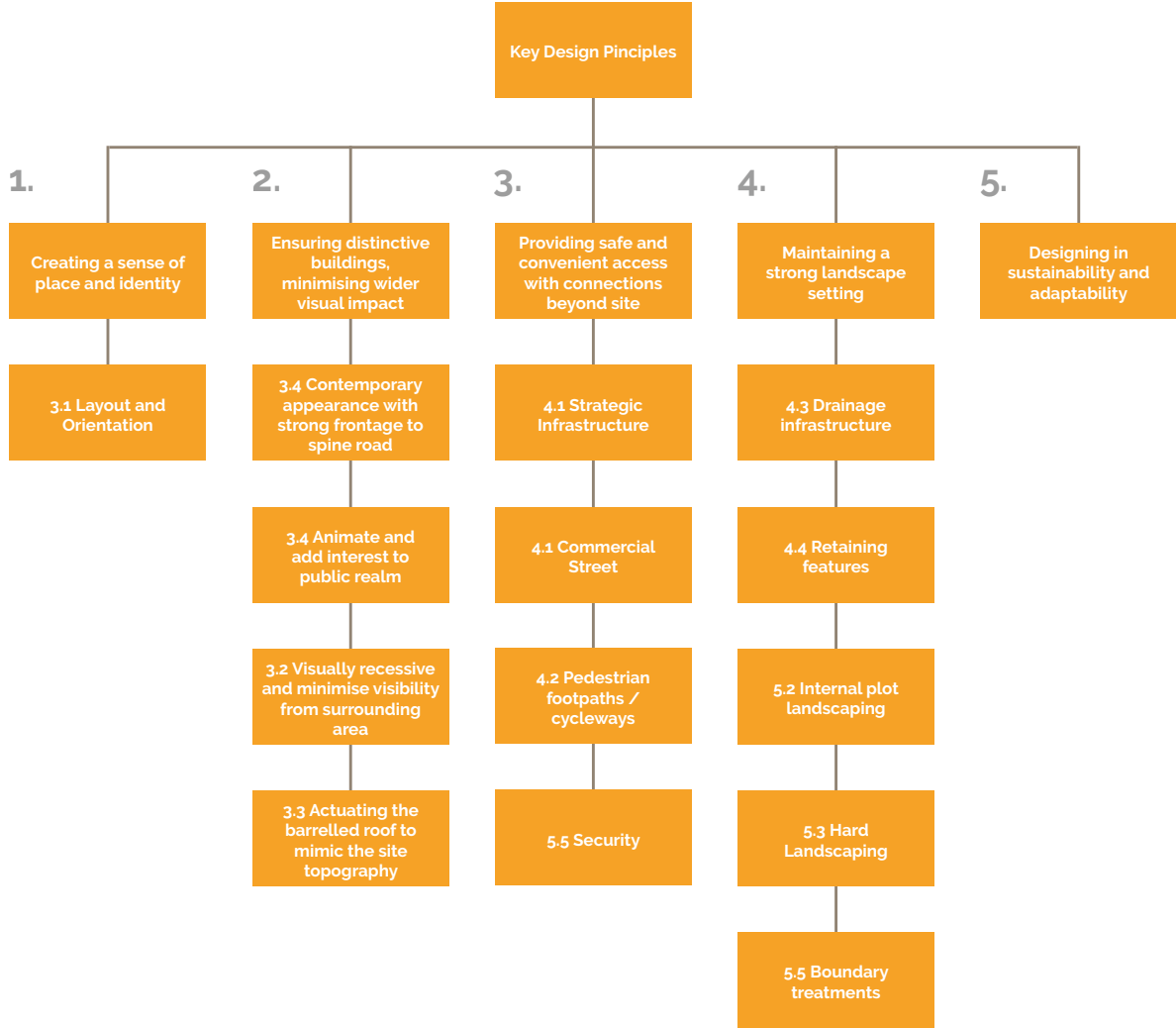
KDP2: Ensuring that prominent buildings are distinctive, including offices which relate to human scale and operational requirements, whilst minimising the wider visual impact of large warehouse elements through use of ground levels, breaking up facades and screening service yards

KDP3: Providing safe and convenient access for all users of the site including employees, suppliers or distributors, visitors and the local community, ensuring good connections beyond the site

KDP4: Maintaining a strong landscape setting which creates views and legible routes to and from buildings, connects with the surrounding landscape, and further enhances biodiversity

KDP5: Designing in sustainability from the start across all aspects from building, infrastructure and landscape design, whilst allowing for adaptation and later enhancement to meet occupier requirements

The following sections set out how these principles are applied across Building, Infrastructure and Landscape Design.



Design Guide hierarchy of principles

05 DEVELOPMENT PROPOSAL



05 DEVELOPMENT PROPOSAL

05.1 ILLUSTRATIVE MASTERPLAN



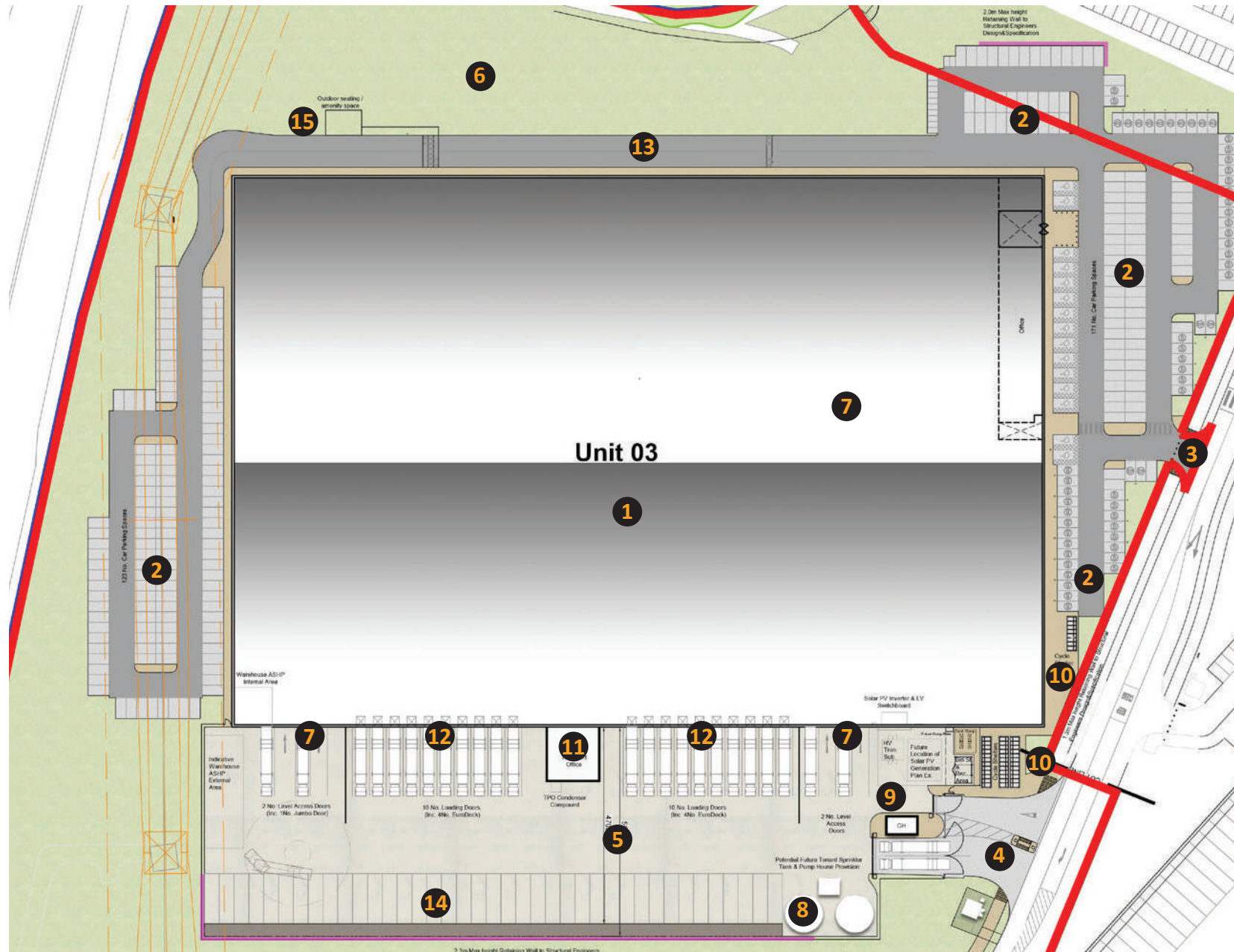
Unit 3	
Warehouse	- 266,970 sq ft (24,802m ²)
GF Office Core	- 1,423 sq ft (132m ²)
Office FF & SF	- 12,577sq ft (1,168m ²)
Transport Office (2 St.)	- 3,400 sq ft (316m ²)
Gatehouse	- 300 sq ft (28m ²)
Total	- 284,670 sq ft (26,447m²)
Car Parking	- 294 (Inc. 15 Acc. + 60 EV)
HGV Parking	- 39
Loading Docks	- 20 (Inc. No. 08 EuroDocks)
Level Access	- 04 (Inc. No. 01 Jumbo Door)
Cycle Parking	- 100 spaces (10 Shelters)
Active Cycle Parking	- 6 spaces (Shelter)
Motorcycle Parking	- 13

Unit 4	
Warehouse	- 193,195 sq ft (17,948m ²)
GF Office Core	- 1,410 sq ft (131m ²)
Office FF & SF	- 12,815 sq ft (1,191m ²)
Transport Office (2 St.)	- 3,330 sq ft (309m ²)
Gatehouse	- 300 sq ft (28m ²)
Total	- 211,050 sq ft (19,607m²)
Car Parking	- 194 (Inc.10 Acc. + 38 EV)
HGV Parking	- 32
Loading Docks	- 20 (Inc. No. 08 EuroDocks)
Level Access	- 04 (Inc. No. 01 Jumbo Door)
Cycle Parking	- 80 spaces (08 Shelters)
Active Cycle Parking	- 6 spaces (Shelter)
Motorcycle Parking	- 10

-  **1** Masterplan Boundary
125 Acres/50 Hectares
 -  **2** Application Boundary
- Refer to "22605-UMC-XXXX-SI-DR-A-0671-Illustrative Masterplan" for the latest drawing.

05 DEVELOPMENT PROPOSAL

05.2 ILLUSTRATIVE SITE PLAN - UNIT 03



Proposed Illustrative Site Plan

The proposed site layout is illustrated on UMC Architects planning drawing 22605-UMC-XXXX-SI-DR-A-0672-Unit 03 Site Plan

The following points have been considered in the configuration of the layout.

- Access and manoeuvrability
- Site parking
- Loading capacity
- Development frontage
- Development balance

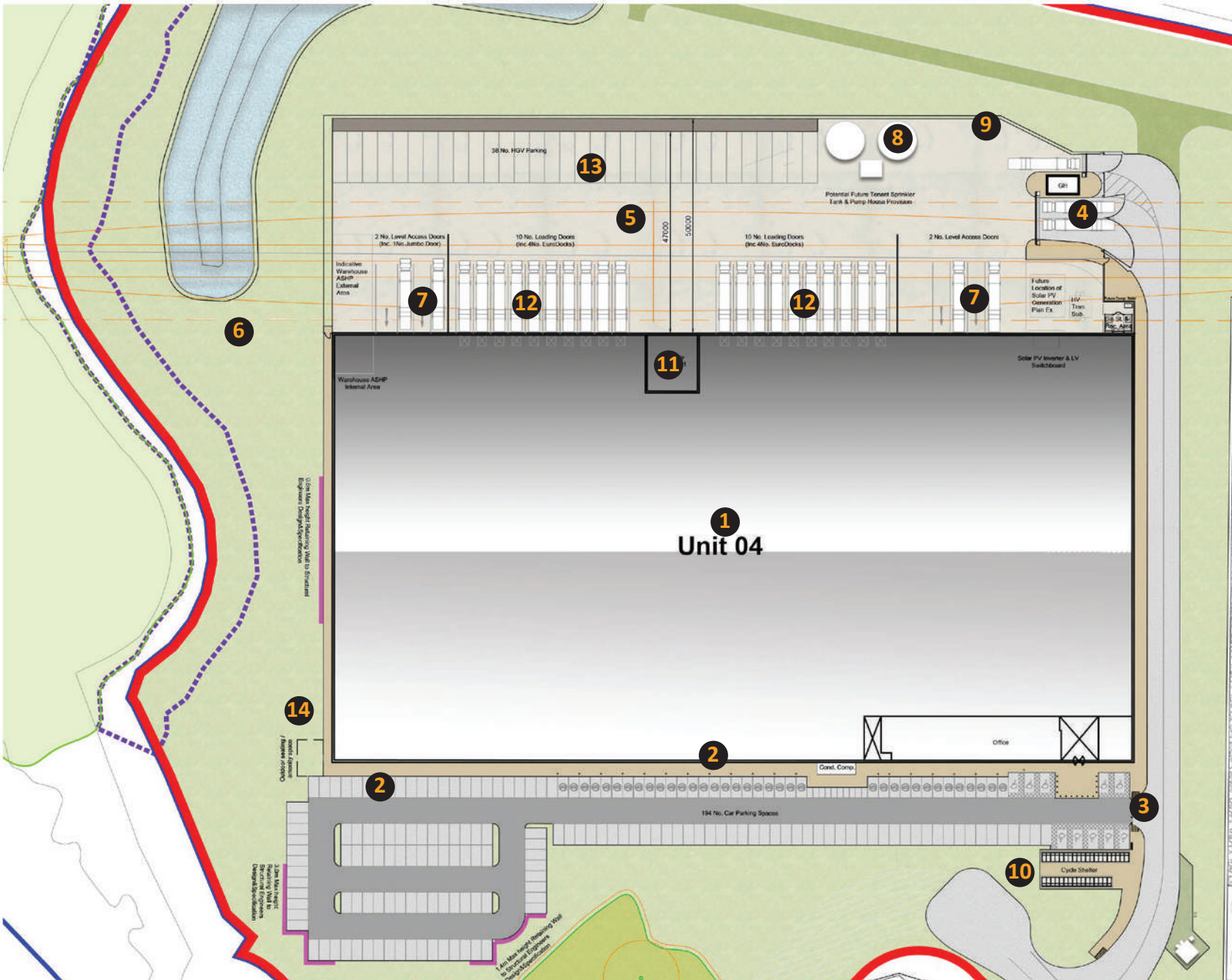
The layout has been designed to make effective use of the site whilst not impacting or restricting the rest of the development. The layout has been designed to ensure efficient use of the site area, while optimising the soft landscaping that surrounds the development. Parking for 294 cars has been provided through the use of a grade level car park, which includes 15 accessible parking spaces and 60 EV spaces positioned within close proximity of the office entrances. Inclusive access throughout the site is achieved, where applicable, with minimum 2m wide paths leading pedestrians from the car park to the ancillary office. Access into the site is sufficient for both disabled and able-bodied pedestrians.

KEY

- 1 WAREHOUSE
- 2 CAR PARK AREA
- 3 CAR ENTRANCE
- 4 HGV ENTRANCE
- 5 SERVICE YARD
- 6 LANDSCAPING
- 7 LEVEL ACCESS ENTRY
- 8 SPRINKLER TANK & PUMPHOUSE
- 9 GATEHOUSE
- 10 CYCLE SHELTERS
- 11 2 STOREY TRANSPORT OFFICE
- 12 LOADING DOCK DOORS
- 13 FIRE TRACK/ROAD
- 14 HGV PARKING AREA
- 15 OUTER AMENITY AREA

05 DEVELOPMENT PROPOSAL

05.3 ILLUSTRATIVE SITE PLAN - UNIT 04



Proposed Illustrative Site Plan

The proposed site layout is illustrated on UMC Architects planning drawing 22606-UMC-XXXX-SI-DR-A-0673-Unit 04 Site Plan

The following points have been considered in the configuration of the layout.

- Access and manoeuvrability
- Site parking
- Loading capacity
- Development frontage
- Development balance

The layout has been designed to make effective use of the site whilst not impacting or restricting the rest of the development. The layout has been designed to ensure efficient use of the site area, while optimising the soft landscaping that surrounds the development. Parking for 194 cars has been provided through the use of a grade level car park, which includes 10 accessible parking spaces and 39 EV spaces positioned within close proximity of the office entrances. Inclusive access throughout the site is achieved, where applicable, with minimum 2m wide paths leading pedestrians from the car park to the ancillary office. Access into the site is sufficient for both disabled and able-bodied pedestrians.

KEY

- 1 WAREHOUSE
- 2 CAR PARK AREA
- 3 CAR ENTRANCE
- 4 HGV ENTRANCE
- 5 SERVICE YARD
- 6 LANDSCAPING
- 7 LEVEL ACCESS ENTRY
- 8 SPRINKLER TANK & PUMPHOUSE
- 9 GATEHOUSE
- 10 CYCLE SHELTERS
- 11 2 STOREY TRANSPORT OFFICE
- 12 LOADING DOCK DOORS
- 13 HGV PARKING AREA
- 14 OUTER AMENITY AREA

05 DEVELOPMENT PROPOSAL

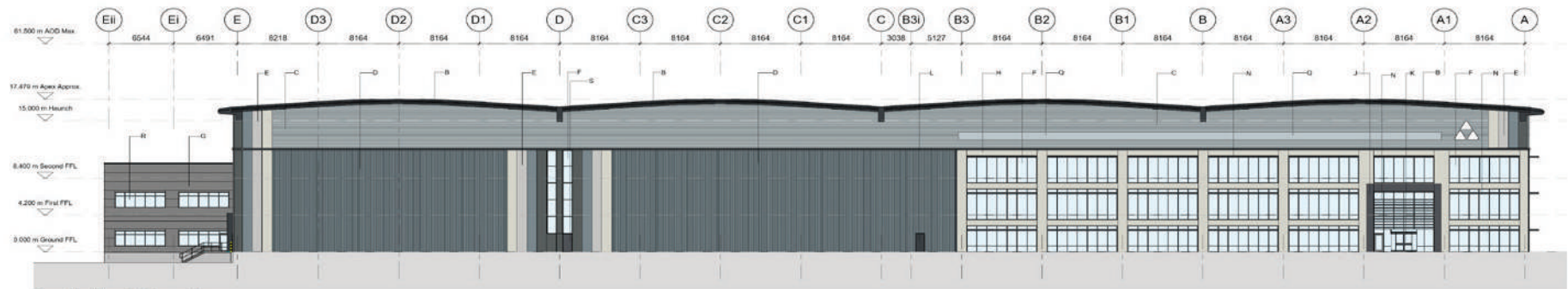
05.4 UNIT 03 ELEVATIONS



South-West Elevation
1 : 200



North-East Elevation
1 : 200



South-East Elevation
1 : 200



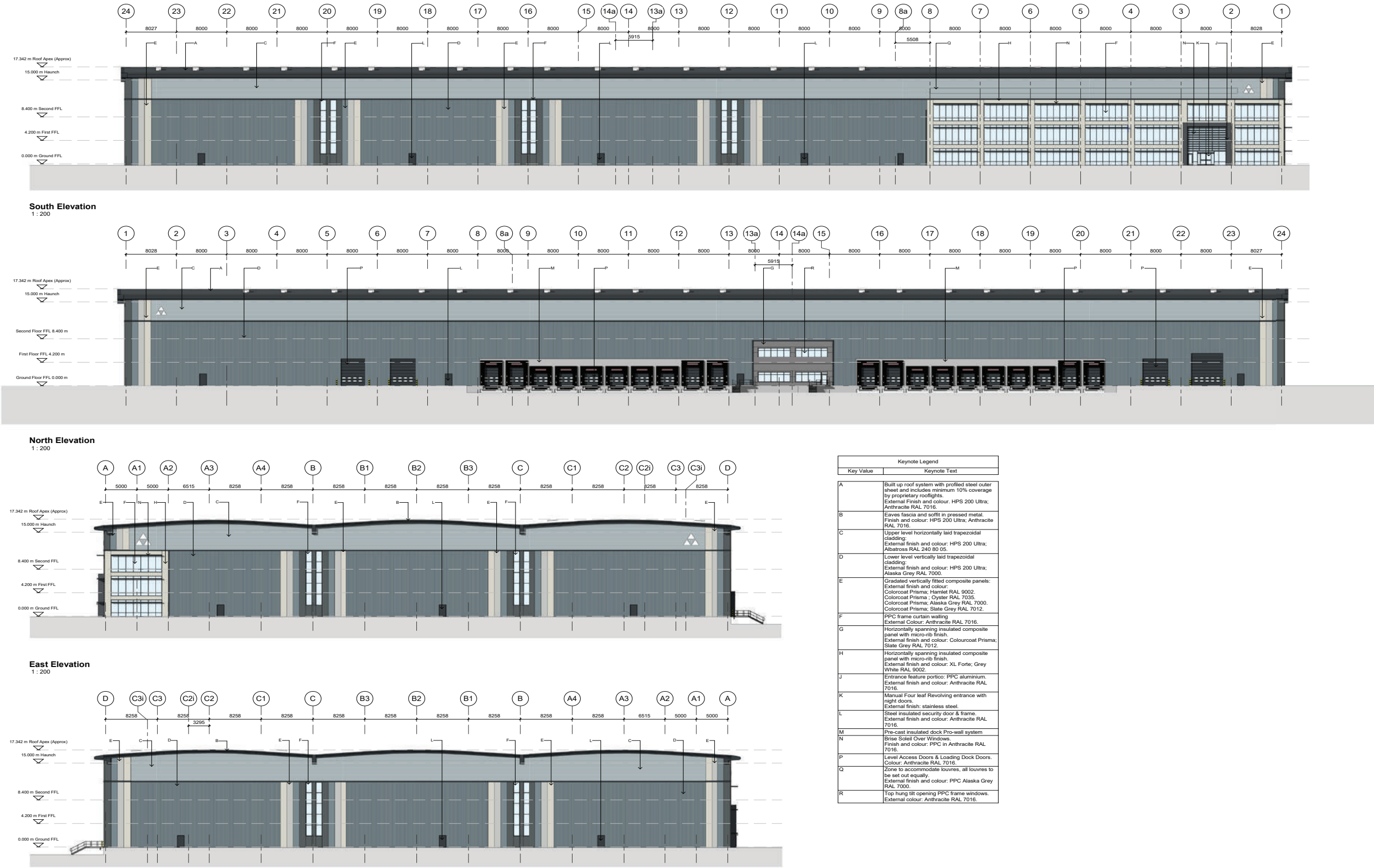
North-West Elevation
1 : 200

Keynote Legend	
Key Value	Keynote Text
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; Aluteros 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; Harder RAL 5002; Colorcoat Prisma; Oyster RAL 7035; Colorcoat Prisma; Alaska Grey RAL 7000; Colorcoat Prisma; Slate Grey RAL 7012.
F	PPC frame curtain walling. External Colour: Anthracite RAL 7016.
G	Horizontally spanning insulated composite panel with micro-rib finish. External finish and colour: Colorcoat Prisma; Slate Grey RAL 7012.
H	Horizontally spanning insulated composite panel with micro-rib finish. External finish and colour: XL Forte; Grey White RAL 9002.
J	Entrance feature portico: PPC aluminum. External finish and colour: Anthracite RAL 7016.
K	Manual Four leaf Revolving entrance with right 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.
P	Level Access Doors & Loading Dock Doors. Colour: Anthracite RAL 7016.
Q	Zone to accommodate louvers, all louvers to be set out equally. External finish and colour: PPC Alaska Grey RAL 7000.
R	Top hung lift opening PPC frame windows. External colour: Anthracite RAL 7016.
S	Steel insulated security door & frame. External finish and colour: Slate Grey RAL 7012.

* Refer to 22605-UMC-XXXX-ZZ-DR-A-1302_Unit 03 - Elevations

05 DEVELOPMENT PROPOSAL

05.5 UNIT 04 ELEVATIONS



* Refer to 22606-UMC-XXXX-ZZ-DR-A-1301_Unit 04 - Elevations

05 DEVELOPMENT PROPOSAL

05.6 UNIT APPEARANCE DESCRIPTION

The proposed development represents a high-quality unit that integrates thoroughly with the surrounding industrial estate and natural context. The building on site is to be co-ordinated in terms of materials, exemplifying multiple cladding finishes and colours to create to a cohesive development.

Cladding colour and profile designs are utilised to break down the uniformity of the building design, using proportion in width to create an equal distance at each end of the front elevation helps to distinguish each unit. Horizontal glazing elements are designed to correspond to joints in the cladding panels, thus reinforcing this modular aesthetic.

The lighter cladding panels help to soften the building visually, while the darker palette helps to give the overall building form a clean industrial emphasis when viewed from a distance. The roof consists of a Euroclad Elite Plus 1 Built-up Twin Skin Roof System (in Anthracite 7016). There is a continuous flashing boundary (in Anthracite) with gutters and rainwater down pipes to match the cladding.

There will be a combination of horizontally and vertically laid cladding panel systems with an RAL colourchart finish.

Cladding consists of:

Horizontally laid trapezoidal cladding:

HPS200 Ultra: Albatross RAL 240 80 05

Vertically laid trapezoidal cladding:

HPS200 Ultra: Alaska Grey 7000

Gradated vertically fitted composite panels:

Colorcoat Prisma: Hamlet RAL 9002

Colorcoat Prisma: Oyster RAL 7035

Colorcoat Prisma: Alaska Grey RAL 7000

Colorcoat Prisma: Slate Grey RAL 7012

Horizontally spanning composite panels with micro-rib finish:

XL Forte: Grey White RAL 9002

Colorcoat Prisma: Slate Grey RAL 7012

Glazing will be polyester powder coated aluminium framed glazing/curtain walling systems. Entrances are to be treated differently from the rest of the offices to indicate where the access into the office is.

Windows, curtain walling and level access doors will have anthracite frames to match the cladding.