

Maro Developments

Mercury 62

Proposed Employment Development

Environmental Statement Volume 1: Non-Technical Summary

September 2022

Prepared for
Maro Developments

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Document Review

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2	27 July 2022	Richard Kevan		Richard Kevan

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Appendix 1 – Site Location Plan

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1. Introduction

- 1.1. Maro Developments (hereafter referred to as ‘the Applicant’) are seeking full planning permission for an employment development on land known as Mercury 62, Cronton. The proposed development is located in the administrative authority of the Knowsley Metropolitan Borough Council (“KMBC”) in the ward of Whiston and Cronton.
- 1.2. The site is irregular in shape and occupies approximately 10.1 hectares (ha) of land to the east of Junction 6 of the M62, bound by Tarbock roundabout to the west, M62 to the north, Cronton Road to the south and undeveloped land to the east which is subject to recent planning permissions for development.
- 1.3. The site comprises undeveloped land which is vegetated with scrubby vegetation including scattered, and boundary trees. The area surrounding the site comprises a mix of agricultural land, urban areas and pockets of dense woodland vegetation.
- 1.4. The site forms part of a wider allocation for mixed use development for employment, residential and other associated uses. The assessments within this Environmental Statement (“ES”) have demonstrated that the potential effects of the proposed development, sought for approval as part of this application, can be suitably mitigated to ensure a sustainable development can be delivered.
- 1.5. Egniol has been commissioned by the Applicant to co-ordinate the Environmental Impact Assessment (“EIA”) process and produce the ES for the proposed development. Specialist consultants have been appointed to investigate the environmental effects of the proposals.
- 1.6. This document is the Non-Technical Summary and is Volume 1 of the ES. It has been prepared by Egniol in accordance with the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017.

2. EIA Approach and Methodology

- 2.1. An EIA predicts the positive and negative environmental impacts associated with a development proposal to provide the Local Planning Authority with sufficient information to make an informed decision on the granting of planning consent.
- 2.2. Once the need for EIA was established a 'scoping' study was undertaken through discussions with KMBC. The process of scoping identifies the range of possible environmental impacts and the technical assessments that need to be considered further within the EIA process. The scoping process involved a site walkover, initial desk based work and consultation with KMBC.
- 2.3. It was agreed between the Applicant and KMBC that the scope of the EIA should include the following technical disciplines (as they were likely to give rise to significant environmental impacts):
- Ecology.
 - Water Resources and Flood Risk.
 - Traffic and Transport.
 - Air Quality.
- 2.4. Cumulative effects associated with a number of cumulative developments were considered as part of the scoping process. As part of this scoping process, KMBC confirmed a series of cumulative schemes which should be considered as part of the EIA. Table 2.1 shows the cumulative sites that have been identified in the vicinity of the proposed development. The full detailed proposals relating to each cumulative scheme are set out in Chapter 2: Approach.

Table 2.1: Cumulative Sites Schedule

Ref.	Application No.	Distance & Direction	Proposed Uses
1.	18/00283/HYB	90m north	Hybrid – 360 residential units.
2.	20/00399/OUT	680m north	Outline – 377 care home units.
3.	20/00417/FUL	770m northeast	Full – 350 residential units.
4.	20/00329/FUL	340m north	Full – 86 residential units.
5.	20/00494/HYB	Adjacent north and east	Hybrid – 92,093sqm commercial uses.
6.	15/00022/OUT	2.2km north	Outline – 750 residential units and 929sqm of commercial uses.
7.	17/00301/HYB	360m west	Hybrid – 11,861sqm of commercial, retail and leisure uses.

Ref.	Application No.	Distance & Direction	Proposed Uses
8.	16/00819/FUL	2km northwest	Full – 62 residential dwellings.
9.	18/00062/HYB	3.5km north	Hybrid – 154 residential units and 33,805sqm of commercial, retail and leisure uses.
10.	19/00651/FUL	140m north	Full – multi-use footpath.
11.	20/00578/FUL	Adjacent to north and east	Full – country park and visitor centre.

- 2.5. Each environmental topic adopts the same approach to ensure consistency and the final results are presented to KMBC in a document referred to as an ES. The chapters assessing the environmental topics first establish the baseline conditions on the site before predicting the potential impacts during both the construction phase and the operational phase of development.
- 2.6. The EIA has identified and assessed the significance of potential environmental effects relating to the topics listed above. The assessment of 'significance' has been undertaken for all potential effects to determine their relative importance.
- 2.7. The type of effect can be adverse, negligible or beneficial; a brief description is provided below:
- Adverse - a negative impact on a sensitive receptor or the existing environment;
 - Negligible - no discernible effect on a sensitive receptor or the existing environment; and
 - Beneficial - a positive effect on a sensitive receptor or the existing environment.
- 2.8. In addition, the degree of significance can be minor, moderate or major; and a brief description is provided below:
- Minor - slight, short-term, or localised effect on a sensitive receptor or the existing environment;
 - Moderate - a noticeable effect on a sensitive receptor or the existing environment; and
 - Major - a substantial effect on a sensitive receptor or the existing environment.
- 2.9. When a significant adverse impact is identified as a result of the assessment process, then measures to avoid, reduce and, if possible, offset significant adverse environmental effects associated with the proposal are outlined within the assessment. These measures are referred to as mitigation. Embedded mitigation is measures which have been 'designed-in' to the proposed development to mitigate potential adverse environmental effects. Identifying and implementing mitigation measures is a key part of the EIA process and the residual impacts which remain after mitigation have been identified and their significance stated.

3. Site Description

Site Location

- 3.1. The site is irregular in shape and occupies approximately 10.1ha of undeveloped land. The site is located to the east of Junction 6 of the M62, bound by Tarbock roundabout to the west, M62 to the north, Cronton Road to the south and undeveloped land to the west.
- 3.2. Strategically, the site is located c. 6.15km northwest of Widnes, 2.3km south of Whiston and 12.6km east of Liverpool City Centre. The M62 provides strategic highways access to Liverpool in the west and Yorkshire in the east. Junction 21A of the M6 is located 17km east of the site. The M57 is located to the west of the site travelling in a broadly north-south direction and accessed via the Tarbock Island roundabout.

Site History

- 3.3. The site was open fields until the 1920s when Ravenhurst Pits were present in the site's central section. By 1925 a mineral railway associated with Cronton Colliery is present along the north eastern boundary with a tank. By 1959 the Ravenhurst pits are no longer recorded.
- 3.4. Sometime between 1974 and 1977, the mineral railway along the north eastern boundary is demolished. By 1977, Cronton Road has been moved towards the north and now runs along the south western boundary of the site. The roundabout and the M62 slip road are present along the north western boundary and an electricity pylon is present in the eastern site section with overhead cables crossing the site towards the north east. The site has remained largely unchanged since.

Site Characteristics

- 3.5. Based on the information gathered during preparation of the ES, the main environmental characteristics of the Site have been identified as follows:
 - The site has excellent transport accessibility to the Strategic Road Network.

- There are ecological constraints associated with the designated LWS on-site, and the additional LWS' located within the vicinity.
- Areas of land adjacent to the watercourse on site are located in Flood Zones 2 and 3; however, the main area of the site for development is located within Flood Zone 1.
- Public footpaths form part of the northern and eastern boundaries for the site.
- There are legacy contamination risks associated with coal mining and made ground within the site.

4. Alternatives

- 4.1. The proposed development has been developed through the EIA and design process with extensive stakeholder and community consultation. Environmental constraints and potential adverse effects have been identified and as a result mitigation measures have been incorporated in the overall proposals.

No Development Option

- 4.2. The EIA considered the implications of the development not coming forward, referred to as the 'do nothing' alternative. The do nothing alternative would be for the site to remain in its current state and is anticipated to remain as scrubland. In the do nothing alternative, a number of implications are identified including:

- The potential to provide much needed employment floorspace would not be realised.
- The jobs created during construction and through the operation of the building would not be realised.

- 4.3. In the absence of the proposed development, potential impacts which are anticipated as a result of the scheme would not occur. Such impacts include landscape and visual and ecological impacts during the construction and operational phase, construction phase impacts relating to traffic and transport. These impacts should be weighed up against the potential benefits of the scheme, particularly with regards to the social and economic benefits, and the biodiversity net gain benefits achieved.

- 4.4. Without the proposed development, the Council will not be able to benefit from the site's allocation as an employment facility and the associated creation of new floorspace and jobs for the local economy.

Key Design Drivers and Design Evolution

- 4.5. The Applicant and the design team for the application have regularly liaised with KMBC and a range of consultees and key stakeholders to ensure that a high-quality sustainable development which

respects the site constraints and enhances the social, economic and environmental benefits is developed.

- 4.6. The initial approach to the concept design located the car parking and trailer yards at the front of Cronton Road. However, through design discussions and to minimise noise related nuisance it was proposed to move the car parking and hardstanding areas to the rear of the building, in the northern extent of the site.
- 4.7. The design of the proposed development was also adjusted further following the findings of the technical assessments prepared to support the planning application:
- Locating the building outside the Flood Zone associated with the watercourse on site.
 - Avoiding the western extent of the site which is designated as a Local Wildlife Site.
 - Retaining as many trees on site as possible, with specific attention focused on the southern boundary along Cronton Road to soften the visual effects of the proposals.
 - Separate accesses for cars and HGVs.
 - Provision of an access route through the development's eastern extent to allow for a connection with committed development to the north and east of the site.
- 4.8. The design has evolved to take on board not only the results of the technical constraints but also to reflect the extensive consultation with KMBC, key stakeholders and the public. Negative effects associated with the proposed development are limited given the content of the size and scale of the development, and those effects identified are to be expected given the undeveloped nature of the site.

5. Description of the Development

- 5.1. The proposed development is defined on the planning application forms as:

"Full planning permission for the erection of a single unit (Use Classes B8) with ancillary offices, ancillary outbuildings, access, landscaping, service yard, car parking, servicing and all ancillary enabling works."

- 5.2. The planning application seeks full planning permission for the construction of an employment development comprising a single industrial unit, the key elements of the proposed development sought for approval as part of the planning application is shown in Table 5.1.

Table 5.1: Schedule of Accommodation and Uses

Use	Quantum
Employment Use (B8) and ancillary offices	29,081sqm
Car parking space (no.)	295
Cycle parking space (no.)	36
Motorcycle parking space (no.)	16
Disabled parking space (no.)	12

- 5.3. The proposed development will also include the provision of associated infrastructure such as waste storage / collection facilities, highways infrastructure, drainage features, green space and landscaping.
- 5.4. The assessment of effects is undertaken based on the quantum of development and the detailed planning application drawings and elevations. These drawings include detailed layout, heights, elevations, widths, landscaping and access arrangements to the site. These plans, along with the written description of the proposed development, allow the likely significant effects of the proposals to be fully assessed and appropriate mitigation secured.

Use, Amount and Operation of the Development

- 5.5. The quantum of development and associated uses is presented in Table 5.1. A Site Layout Plan is located at **Appendix 2** which shows the proposed layout of the development.

- 5.6. The proposed development includes a single employment unit with a maximum building height of 18.5m above Finished Floor Level (“FFL”). The office floorspace will be split over three levels; ground, first and second floors.
- 5.7. The building will operate 24 hours per day, 7 days per week and 52 weeks per year. The functional requirements of the building and the processes it provides for dictate the scale, nature, form and layout of the development. The site will also accommodate areas for habitat creation and enhancement in order to increase biodiversity.
- 5.8. The main building will be located within the central and eastern extent of the site. The offices are located in the western extent of the building, adjacent to the staff and visitor car parking. The parking spaces to accommodate the proposals are set out above in Table 5.1.
- 5.9. HGVs will only access / egress the development at an eastern access point, whilst cars, cyclists and pedestrians will access the site at a separate access to the western side of the proposed building. All site accesses will be taken from the A5080 Cronton Road.

Landscaping

- 5.10. The landscape proposals include a mix of grassed areas, shrub and tree planting and overall the planting will not only soften the appearance of the proposed development, but enhance the general character and appearance of the wider area. The intention is to utilise modified grassland and the creation of wildflower grassland areas plus native species rich hedgerow and trees to boost the biodiversity value of the landscaping scheme.

Drainage Strategy

- 5.11. A SuDS basin is proposed within the western extent of the site. This will restrict discharge rates into Chapel Brook to greenfield runoff rates. The surface water storage will provide a volume of c. 3,500m³. A range of SuDS management measures will be employed to regularly clean and maintain the SuDS infrastructure for the lifetime of the development.

Construction Programme and Enabling Works

5.12. The anticipated construction programme is as follows:

- Start on site – Q1 2023.
- Full site completion – Q4 2023.

5.13. Due to the size and nature of the proposed development, there will be no phasing of construction works assessed in the ES.

5.14. Vegetation clearance will be required to facilitate development such as some tree clearance to facilitate construction of the proposed buildings. Clearance will take place outside of the bird breeding season (March to August inclusive), where possible. Should this not be possible, pre-clearance checks will be undertaken prior to vegetation clearance. Any updated ecological surveys and any licencing procedures would also be undertaken.

5.15. The site compounds will be carefully positioned to avoid unnecessary visual or noise nuisance to adjacent land users.

5.16. Working hours during construction would be subject to agreement with KMBC. However, it has been assumed that standard working hours would be followed. These are presented below:

- Monday to Friday: 07:00 – 19:00.
- Saturday: 07:00 – 13:00.
- No working on Sundays or Bank Holidays.

5.17. Exceptions may arise, for example when abnormal loads are delivered or when specialist activities are conducted, when works may be required outside of these times. The Applicant acknowledges that should these circumstances arise, the appropriate permissions and notifications would be sought in advance from KMBC.

5.18. Where works unavoidably need to take place outside the core working hours, occupiers of nearby residential properties shall be informed by the contractor in advance of the works and their likely duration.

- 5.19. A Construction Environmental Management Plan (“CEMP”) will be prepared prior to commencing works on site. This document outlines the methods which will be employed by developers and contractors to manage and where practical minimise the impact of the development’s construction activities upon the site and surrounding area. The Plan demonstrates a commitment to achieving high environmental standards and compliance with considerate contractor scheme procedures. The Plan includes best practice measures and those mitigation measures identified through the EIA process.

6. Ecology

- 6.1. An ecological assessment has been undertaken to assess the baseline ecological conditions currently at the site, evaluate the potential direct and indirect effects of the development, and outline any avoidance or mitigation measures which may be needed to address ecological effects.
- 6.2. In order to assess the ecological value of the site and the wider study area, a Preliminary Ecological Appraisal has been undertaken. No part of the site is covered by any statutory designations. The nearest internationally designated site is the Mersey Estuary Special Protection Area ("SPA") and Ramsar site, located c. 6km south.
- 6.3. Strettlles Bog Local Wildlife Site ("LWS") is located within the western extent of the site. There are a number of further LWSs located adjacent to the site, including:
- The Old Wood, South – north.
 - Mine Waste, Cronton – east.
 - Daggers' Bridge Wood – south.
- 6.4. The habitats on site comprise a mix of semi-natural broadleaved woodland, mixed scrub, watercourses, ditches, grassland and tall ruderal plants. The habitats on site have been assessed based on their ability to support protected species surveys; however, no further protected species surveys have been considered necessary due to the lack of suitable habitats.
- 6.5. During the construction phase, no effects are anticipated on statutory designated ecological sites. Prior to the implementation of mitigation, the construction works could have a direct moderate adverse effect on Strettlles Bog LWS. No direct impacts are anticipated on the adjacent LWS, but indirect effects associated dust, noise, water quality could result in a moderate adverse effect. A CEMP will be implemented but the effects on Strettlles Bog are anticipated to remain moderate adverse, whilst the offsite effects on adjacent LWS' will reduce to negligible.
- 6.6. The loss of a range of habitats on site could result in a moderate adverse effect; however, the majority of effects are reduced to negligible following the implementation of a CEMP. The loss of semi-natural broadleaved woodland would, however, remain as moderate adverse due to the direct effects associated with the development.

- 6.7. The loss of bird nesting habitat and bat foraging habitat results in a minor adverse and moderate adverse effect respectively. A CEMP and appropriate bird nesting avoidance / checking measures will reduce the effects to negligible.
- 6.8. In the long term, the impacts on statutory and non-statutory designated sites is reduced to negligible following the implementation of a Landscape and Ecological Management Plan ("LEMP"). The impacts on bats will be minor beneficial following the delivery new foraging habitat and provision of new bat boxes. The loss of urban grassland assemblage is anticipated to result in a minor adverse effect following the implementation of mitigation.
- 6.9. Overall, in the long term, no significant adverse effects are anticipated. In the cumulative effects assessment, no new effects have been identified which would change the significance of effects associated with the proposed development in isolation.

7. Water Resources and Flood Risk

- 7.1. A Flood Risk Assessment has been undertaken to assess the baseline conditions currently existing at the site and surroundings, the potential direct and indirect impacts of the development arising from changes to the existing flood risk and drainage regime at the site, the mitigation measures required to prevent, reduce or offset the impacts of the development.
- 7.2. The study area includes the site and the surrounding area immediately upstream and downstream of the site. The flood maps for the site indicate the majority of the site (and the entire area proposed for development) is located within Flood Zone 1, and is therefore at a low risk of fluvial flooding. There are areas of land adjacent to the watercourse in the site's western extent which are located in Flood Zones 2 and 3.
- 7.3. There is a minimal extent of surface water flooding in the site, with small areas of high-risk surface water flooding identified in the southern area of the site at the highway boundary. There is no known adopted foul water, surface water or combined water sewer infrastructure in close proximity to the site. Chapel Brook (main river) is located in the western extent of the site whilst Fox's Brook (ordinary watercourse) is located in the eastern extent of the site.
- 7.4. The development of the site will result in changes to the surface water runoff regime, this may affect the flows in the watercourses which, without mitigation during construction, would result in a minor adverse impact. Similarly the effects on water quality, unmitigated, could result in a minor adverse effect. The effects associated with flood risk is considered to be negligible. Once a construction site drainage plan is implemented with control and treatment measures also set out within a CEMP, all construction phase effects are considered to be negligible.
- 7.5. In the long term, the proposed development will result in an increase in the impermeable area across the site. Without mitigation, this will result in an increase in surface water runoff entering the receiving watercourses. This could potentially increase flood risk downstream by increasing the flows. As such, a detailed drainage strategy has been prepared to store surface water and discharge at greenfield runoff rates, also making an allowance for climate change. The drainage strategy includes a series of treatment measures to minimise the pollution related effects of the site operations on the local highways network including debris and hydrocarbons accidentally entering the watercourse network. The SuDS measures will ensure all operational phase effects are negligible.

- 7.6. Overall, no significant effects have been identified as a result of the proposed development. No additional effects have been identified as part of the cumulative effects assessment.

8. Traffic and Transport

- 8.1. A transport assessment has been undertaken to determine the existing traffic conditions around the site and to assess the potential effects of the proposed development on pedestrian, bicycle, public transport and private car conditions in the local area.
- 8.2. Traffic surveys have been undertaken to identify the key junctions within the vicinity of the site which could be affected by the traffic created by the proposed development. The surveys focused on the key peak periods during the morning and evening periods.
- 8.3. Future impacts on the local highways network, including modelling at 16 junctions / roundabouts has been undertaken. This modelling takes into account the existing traffic conditions and the likely increase in vehicle trips that will be generated as a result of traffic related activities associated with the development.
- 8.4. During the construction phase of the development, Heavy Goods Vehicles (“HGV”) movements are considered to be the most likely contributor to traffic generation on Cronton Road. To alleviate the potential impact of HGV movements during this phase of the development, a Construction Traffic Management Plan (“CTMP”) will be implemented, reducing the potential impact to negligible.
- 8.5. The transport assessment demonstrated that the overall impact due to the increase of traffic flows is considered to be negligible which is not significant. The implementation of a travel plan as mitigation will encourage traffic associated with the development to travel by sustainable travel modes, minimising the impacts as a result of increased traffic flows.
- 8.6. The assessment incorporated cumulative development flows at the outset to ensure the worst case highways related effects are considered. In summary, no significant traffic and transport related effects are anticipated during construction or operation.

9. Air Quality

- 9.1. An Air Quality Assessment has been undertaken to establish the baseline conditions currently existing at the site and surrounding area, the potential direct and indirect impacts of the development arising from construction and operation, the mitigation measures required to prevent, reduce or offset the impacts and residual impacts on air quality.
- 9.2. Information of the existing background air quality was gathered from the results of monitoring undertaken by DEFRA and KMBC. Concentrations of NO_x, NO₂ and PM₁₀ within the site and its immediate area are below the relevant guideline standards. There are no Air Quality Management Areas ("AQMA") located within the Borough.
- 9.3. Typically, during the construction phase of development, the main sources of dust on site is from creation of development platforms, movement of materials and vehicles travelling within the site. The suspension of dust from mud deposited on local roads by construction traffic is the main cause of dust generation off site. Due to the size of the development, the dust emission effect is considered to be low. As such, standard dust management risk mitigation measures will be implemented from Institute of Air Quality Management ("IAQM") 2014 guidance. This will include a comprehensive dust management plan which will minimise the potential for dust to be generated as a result of construction activities. The resultant potential effect on human health and amenity will be not significant.
- 9.4. The completed development has the potential to have an effect on air quality as traffic generated by the development may increase the levels of NO₂, PM₁₀ and PM_{2.5}. Based on IAQM / Environmental Protection UK ("EPUK") criteria, potential receptors include existing residential properties, the nearest of which is 280m to the east. The air quality assessment predicted the pollutant levels in the opening year of the development (2024).
- 9.5. Predicted emissions of NO₂, PM₁₀ and PM_{2.5} are anticipated to be below the relevant objectives at all receptors, both with and without the proposed development in place. The effect is therefore considered to be not significant. The traffic figures used in the air quality assessment incorporate the cumulative schemes identified in the Transport Assessment. The effects presented are therefore a worst case scenario assessment.

- 9.6. Overall, no significant effects are anticipated during construction or operation. Nonetheless, the proposed development does provide 12 EV charging spaces to encourage the use of electric or low emission vehicles for future site users.

10. Summary and Conclusions

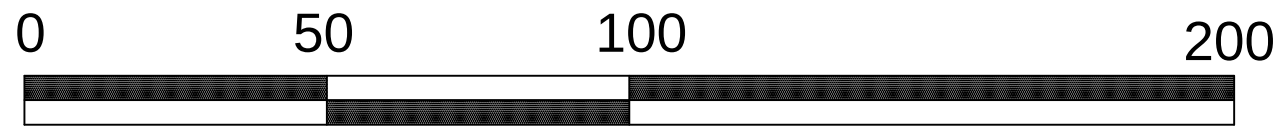
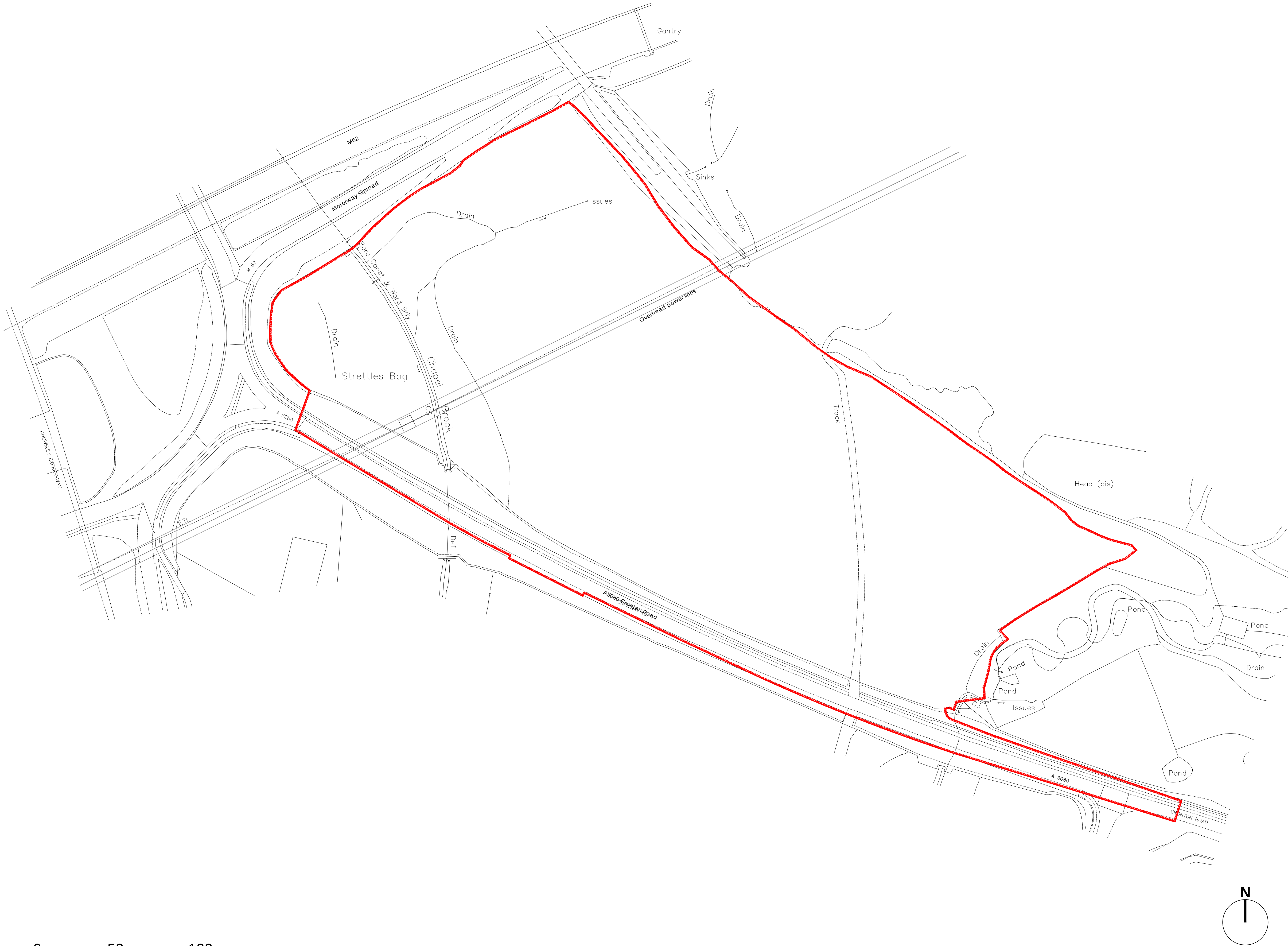
- 10.1. A comprehensive assessment of the potential effects of the construction and operational phases of the proposed development has been undertaken as part of the EIA to establish the environmental changes associated with the development.
- 10.2. The proposed development has been designed in accordance with the findings and recommendations of the EIA. Any adverse effects identified through the assessment have been minimised as far as possible through the design process or the application of appropriate mitigation measures. Those effects associated with the construction activities will be controlled by a CEMP and other associated measures and management plans.
- 10.3. The EIA has identified some localised significant adverse effects with respect to ecological effects for on-site receptors which is to be expected given the undeveloped nature of the site. However, the majority of identified effects are either negligible or minor adverse and therefore not considered significant.
- 10.4. Any adverse effects should be weighed against the benefits of bringing forward a high quality employment development which is subject to an allocation in the adopted local plan. Overall, the proposed development constitutes a sustainable, high quality scheme.
- 10.5. In summary, there are no reasons, based on the findings of the EIA that would preclude the granting of planning permission for the proposed development.

11. ES Availability and Comments

- 11.1. The Non-Technical Summary (Volume 1), Environmental Statement (Volumes 2 and 2a) and Appendices (Volume 3) are available for viewing at KMBC offices. Further copies of the ES are available on CD at a cost of £25 from Egniol. Hard copies can be provided upon request and will be subject to an appropriate cost to cover printing and courier costs. Contact details are as follows:

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SCALE (METRES)

General Notes

All site dimensions shall be verified by the Contractor on site prior to commencing any works.

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NOTE:

PLANNING BOUNDARY

P1	PLANNING ISSUE	21.07.2022	AL	MW
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Status: S2 Information

Drawn by: AL

Checked by: MW

Date: 31.05.22

Client:

MARO DEVELOPMENTS

Project:

MERCURY 62, CRONTON

Sheet Name:

SITE LOCATION PLAN

Project No.	Orig.	Zone	Level	Type	Role	Dwg No.	Rev
17021-FRA-AV-XX-DR-A-0101							P1

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SCHEDULE OF AREAS

UNIT 1		
GF WAREHOUSE	25,920 sqm	279,003 sqft
GF UNDERCROFT	841 sqm	9,053 sqft
GF OFFICE CORE	135 sqm	1,453 sqft
GF OPS OFFICE	303 sqm	3,261 sqft
FF OFFICE	932 sqm	10,032 sqft
SF OFFICE	932 sqm	10,032 sqft
Gatehouse	18 sqm	194 sqft
TOTAL	29,081 sqm	313,028 sqft

OVERALL TOTAL 29,081 sqm 313,028 sqft

Parking Provision
42 Trailer Parking Spaces
295 Car Parking Spaces
16 Motorcycle Spaces
36 Cycle Spaces

General Notes

All site dimensions shall be verified by the Contractor on site prior to commencing any works.

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Legend

- Planning Boundary
- Proposed secure fence line (2.4m high paladin - colour Green)
- Knee rail Fence
- Timber Post & Rail Fence (1.2m high)
- Retaining Wall - refer to engineer's details
- Existing Trees to be retained
- Proposed Trees
- Proposed hedgerow
- All landscaping shown indicatively only. Please refer to Landscape Architect drawings for full details.
- Proposed Surface pedestrian footpath

P1	PLANNING ISSUE	21.07.2022	AL	MW
Rev.	Description	Date	ISS	APP
Scale	1:1000@A1			
Status	S2 Information			
Drawn by	AL			
Checked by	MW			
Date	31.05.22			
Client:				

MARO DEVELOPMENTS

Project:
MERCURY 62, CRONTON

Sheet Name:
PROPOSED SITE PLAN

Project No.	Orig.	Zone	Level	Type	Role	Dwg No.	Rev
17021-FRA-AV-XX-DR-A-0501							P1

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