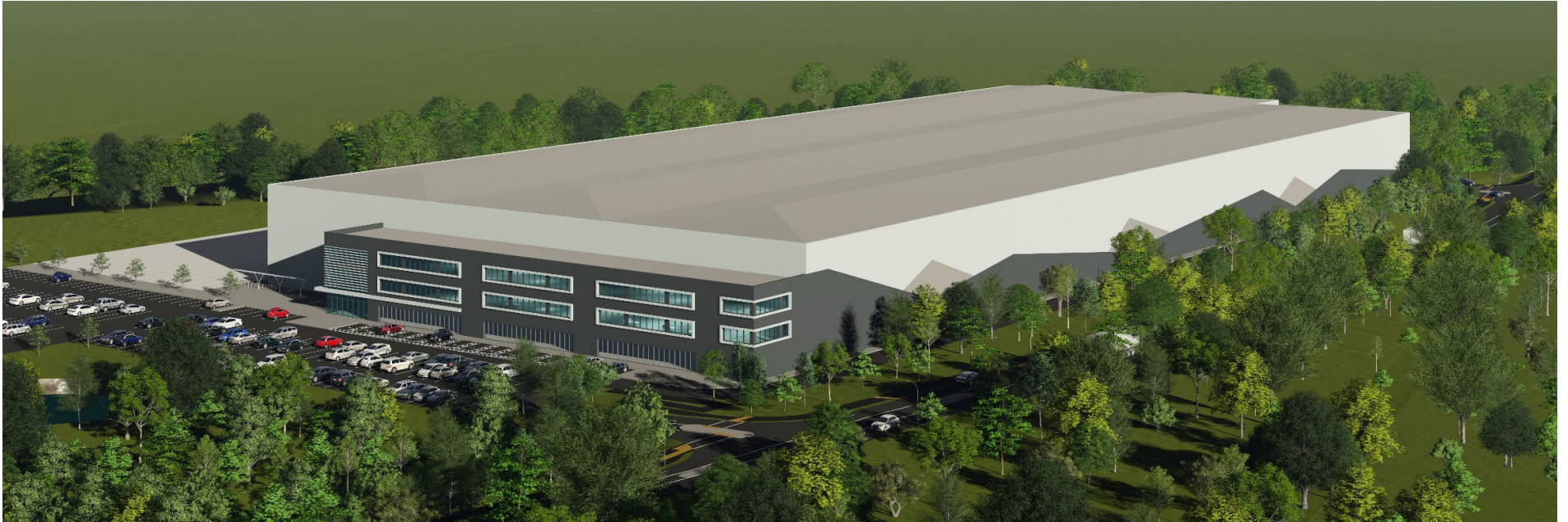




fletcher|rae

Design & Access Statement

17021_05_06_01 REV P2

Mercury 62, Cronton

Prepared on behalf of Maro Developments

September 2022

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1.0_INTRODUCTION

1.0 INTRODUCTION

1.1 Objectives

The applicant, Maro Developments, is seeking to secure full planning consent for a new-build B8 (General Industrial/Warehouse) use with ancillary office accommodation at the proposed Mercury 62 Knowsley Development; which is part of the wider Halsnead Garden Village Masterplan.

The proposed building will be designed as such, to sit in line with the wider development initiatives of the Garden Village by reflecting high calibre design and providing relevant employment uses.

Following a successful planning consent, Maro intend to build out the development to create a high-quality warehouse/industrial building to provide for the requirements of a range of potential end users.

1.2 Scope of Application

The proposal is for the construction of a new single industrial unit providing 29,081 sq m (GIA) of floorspace.

This planning application is for Full Planning consent for the area within the red line boundary on the site location plan, as detailed in Fig 1a.

The proposal also provides adequate car and motorcycle parking in line with the Local Authority standards together with covered cycle parking, a security gatehouse and service areas set within structured landscaping.



Fig.1a – Site Location

1.0 INTRODUCTION

1.3 Site Location

Mercury 62 is located on Cronton Road, Huyton, immediately on the M62/M57 interchange (known locally as Tarbock Island) approximately 7 miles from Liverpool John Lennon Airport.

1.4 Design Strategy

The primary design strategy is to reflect contemporary principles in creating a high quality warehouse/industrial building to provide for the requirements of a range of potential end users.

The building will be developed speculatively for B8 (Storage/Distribution) use with ancillary office accommodation. The building has been designed in such a way that it would meet the commercial and operational needs of a range of potential users.

1.5 Design Team

Client:	Maro Developments
Architects:	Fletcher Rae (UK) Ltd
Structural + Civil Engineers:	Integra Consulting
Planning Authority:	Knowsley Council
Mechanical + Electrical:	Hannan Associates



Fig.1b- Aerial View Looking South East toward the site

2.0_LOCATION & CONTEXT

2.0_LOCATION & CONTEXT

2.1 Site Overview

Mercury 62 is to be located:

- Within the Halsnead Garden Village Masterplan
- On the M62/M57 interchange
- 1.5 miles from Huyton town Centre
- 7 miles from Liverpool John Lennon Airport, via the A5300 Knowsley Expressway.

2.2 Background Information

The site is positioned to the south of the M62 at Junction 6 and is accessed from Cronton Road. The site is identified in Knowsley Local Plan Policy as an area suitable for a sustainable urban extension and is in a designated employment area of the framework masterplan.

There is an existing access point from Cronton Road, from which a track crosses the site to the north. There is an embankment which runs the length of the site along the north eastern boundary. Chapel Brook cuts across the western corner of the site and is surrounded by woodland which separates the proposed building from the junction of the M62 motorway and Cronton Road. There are overhead power lines which cross the site in a NE-SW direction. Fox's brook is located just beyond the south east site boundary.

This development will maximise access onto Cronton Road, facilitating immediate access to Tarbock Island and the onward connectivity it provides - via the M62, M57 and A5300 - to the Port of Liverpool, Liverpool and Manchester Airports, and some of the most prominent economic investment locations in the north of England. The employment development areas shown are intended for large format logistics/storage and distribution (B8 Use Class).



Fig.2a – Site Location Diagram

2.0_LOCATION & CONTEXT

2.3 Site Context, Characteristics and Constraints

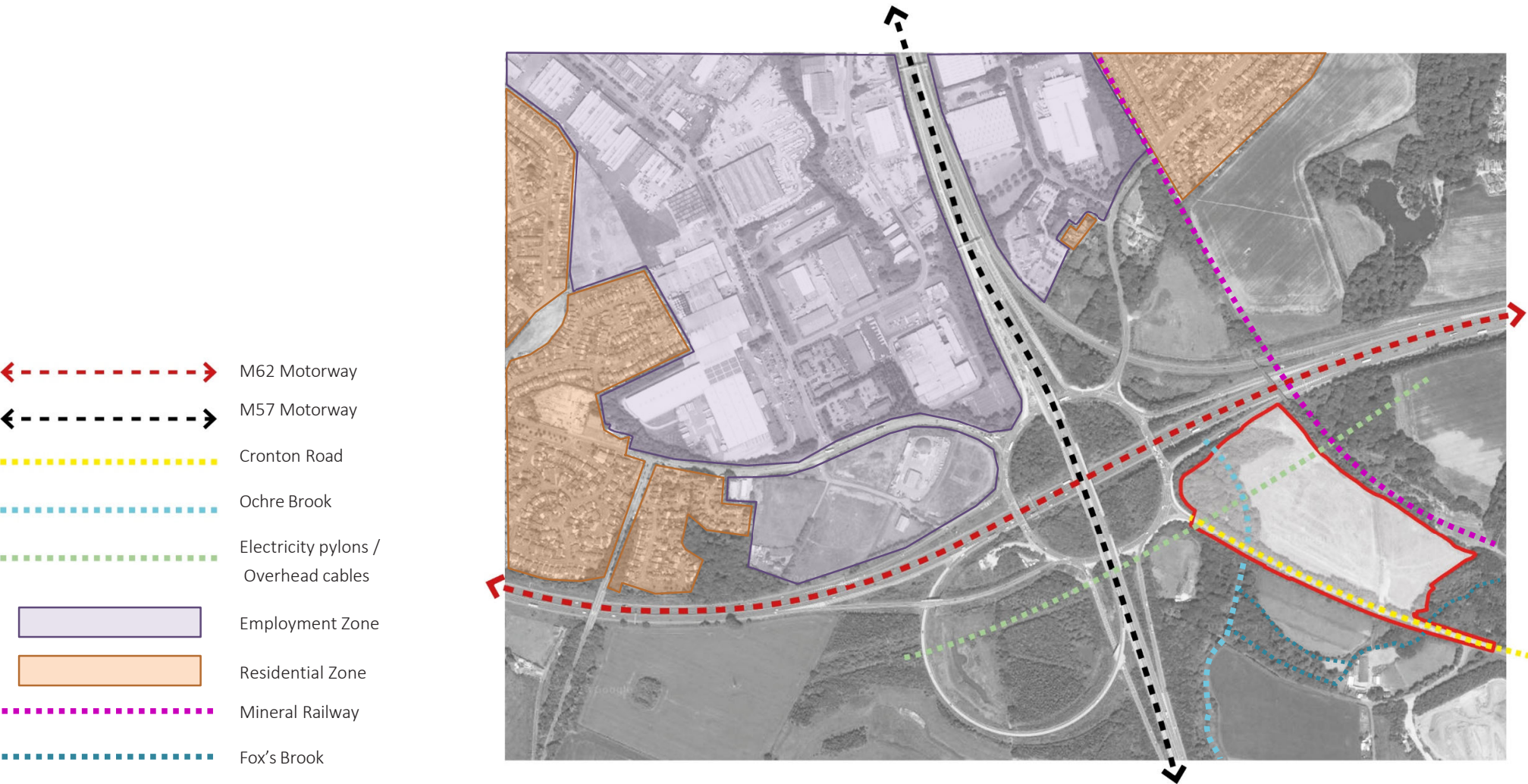


Fig.2b – Site Context and Constraints

2.0_LOCATION & CONTEXT

2.4 Existing Site

The existing site comprises the remnants of former Cronton Colliery, including engineered plateaus and mining waste. This part of the site is roughly triangular in shape with the M62 marking its northern boundary, the A5080 (Cronton Road) to the south and Fox's Bank Lane to the east.

This land also 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 which forms the southern edge of the site, and towards the northern part of the land, including the listed Old Halsnead Hall.

The site is currently enclosed by Tarbock Island / Cronton Road to the south-west, the M62 to the north-west and Fox's Brook to the south east. The route of the former Cronton Colliery mineral railway line is to the north east and connects to a footbridge structure across the M62, but this is currently closed with no access.



Fig.2c – Site Context Images

3.0 DESIGN PRINCIPLES

3.0 DESIGN PRINCIPLES

3.1 Site Layout

The layout of the site takes into account the requirements of the wider Halsnead Masterplan.

The main office accommodation has been primarily arranged on the first and second floor levels with a reception area and accessible WC/shower facility at ground floor. Ancillary office space at ground floor can be annexed to the cores if required by future tenants.

Two new vehicle access points are proposed to the south western boundary from Cronton Road. The new access road will run parallel to the south eastern boundary to provide direct access to the service yard and also a section of the loop road as part of the wider Halsnead Garden Village development. The existing site topography is to be utilised as far as possible minimising large areas of cut and fill.

The car parking provision and service yard extents are appropriate to the units potential use and allows for larger areas of designated, structured landscaping to soften the visual appearance of the unit and to further screen service yard areas.

The building's southern position on the site is driven by the presence of an overhead powerline (and adequate offset clearance) and the irregular shape of the site, whilst still striving to deliver a unit to institutional standards in terms of building proportions and servicing areas.

Ochre Brook cuts across the south west corner of the site. Surrounding the brook, a vast number of trees will be retained on site to maintain a natural environment, whilst the creation of attenuation ponds and areas of green space enhancement are also proposed.

As the various site constraints have resulted in a building position which fronts Cronton Road, a significant strip of enhanced landscaping is proposed to provide screening between the highway and building, to act as a buffer and soften the appearance.

The layout of the units in this application makes an efficient use of the site area, without creating an overly dense layout, and allows for safe maneuverability within the site for both vehicles and pedestrians, as demonstrated in the accompanying plans.

LEGEND

-  vehicle access points / routes
-  warehouse unit
-  car park
-  trailer parking / service yard
-  attenuation ponds
-  existing trees / enhanced landscape area
-  main building entrance

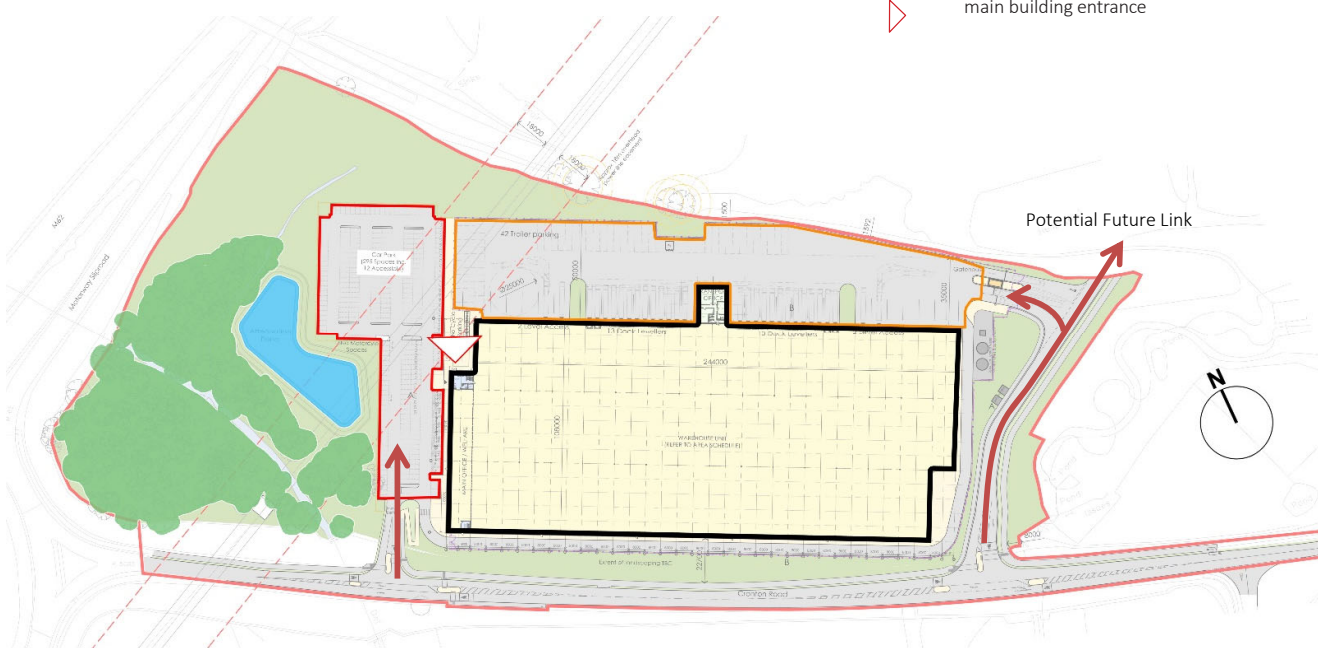


Fig.3a – Site Plan

3.0 DESIGN PRINCIPLES

3.2 Scale

During the design development process, careful consideration has been given to the form and setting of the building. The preferred design solution which has emerged is a clear and confident statement that uses high quality cladding materials and extensive glazing to active areas set in a well landscaped environment.

To meet current and institutional employment and warehousing needs the proposed building footprint is designed in an approximate 2:1 ratio. The unit is designed to an effective height for logistics operations of a unit this size; minimum 15 metres to u/s of haunch. This has been reduced from 18m following consideration during the consultation period and to reduce the perceived impact on Cronton Road.

The warehouse building will utilise a triple portal frame configuration with hipped ends along each gable behind a notional parapet. This presents a clean contemporary image with clean horizontal lines whilst minimising the elevational heights. Colour and texture is used to further break down the large facades.

The main office is located outbound of the main warehouse building to reduce the overall mass. This also assists in creating a well articulated and animated street scene upon approach from Tarbock Island.

Visual impact to adjacent land users will be mitigated by the retention of existing vegetation and enhanced planting. Landscaped earth mounds are also proposed to extenuate this further to the northern corner of the site with an enhanced landscape buffer also proposed along Cronton Road ([Fig 3b](#)).

The scale of the development positively responds to the site context and surroundings.

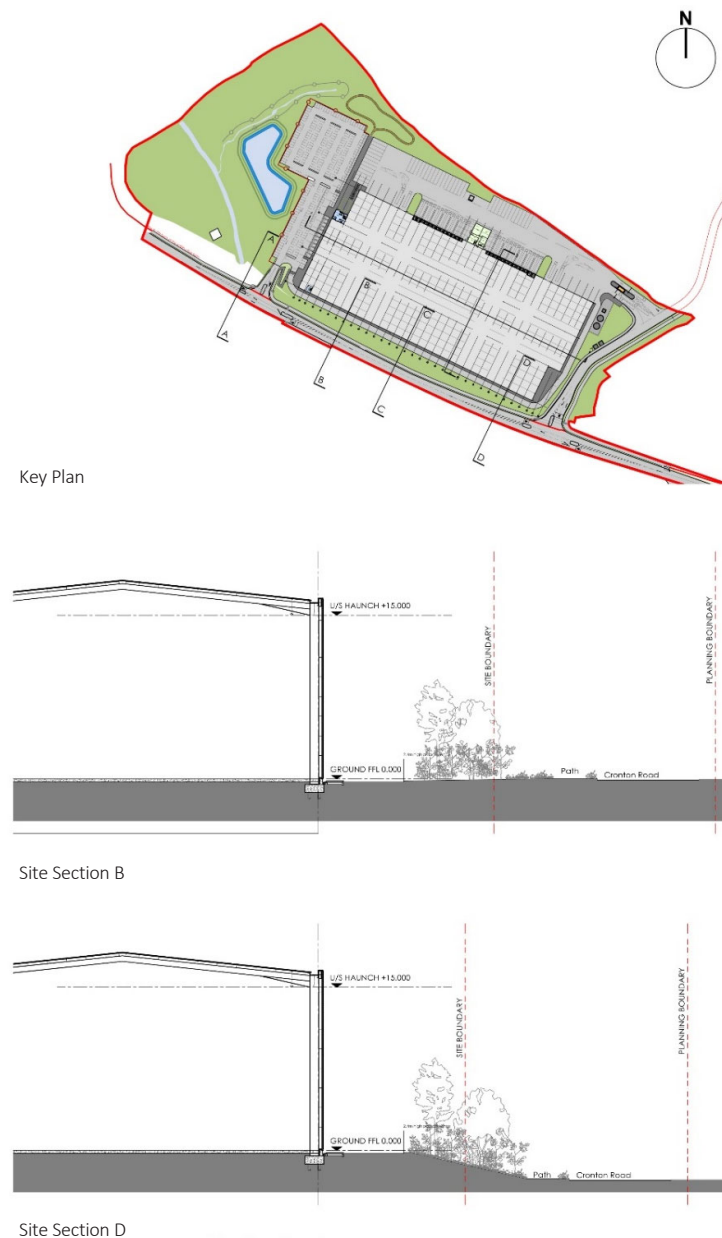


Fig.3b – Site Sections

(Note; for sections A and C, please refer to 17021-FRA-AV-XX-DR-A-0701)

3.0 DESIGN PRINCIPLES

The below elevation sketches illustrate the design development and how the overall mass of the scheme has been broken down by a considered arrangement of finishes.

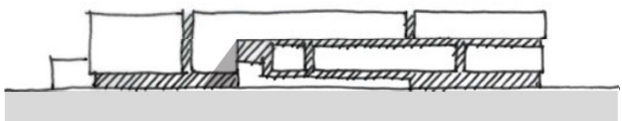
The building is grounded with a dark plinth which also extends above the main office areas. The bulk of the building is wrapped in light grey/silver cladding to add a further layer of detail and reduce the perceived height and mass. This cladding also wraps around each of the corners, to connect the four elevations together visually.



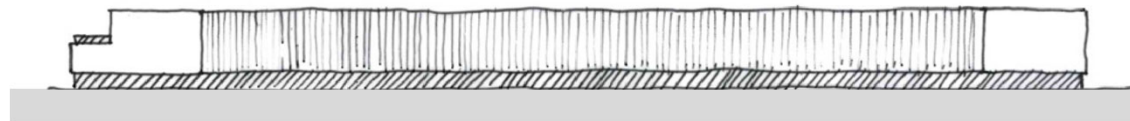
Overall Mass – North West Elevation



Overall Mass – South West Elevation facing Cronton Road



Layered Fragmentation Option - Discounted



Layered Fragmentation Option - Discounted



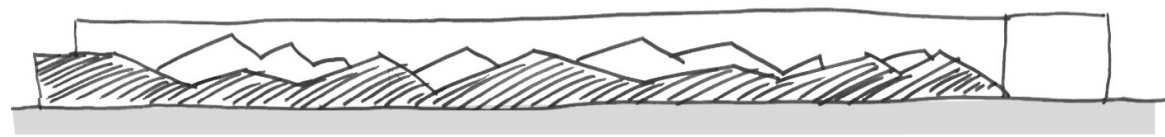
Simplified Option - Discounted



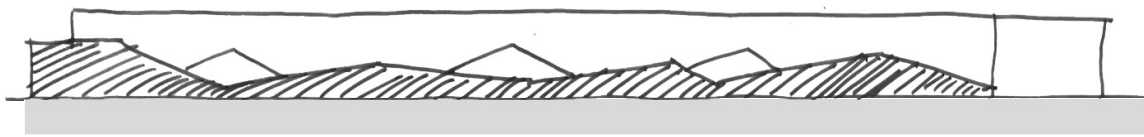
Simplified Option – All Elevations



Design Solution



Design Solution – Cronton Road Elevation



Refined– Cronton Road Elevation

Fig.3c – Design Development

3.0 DESIGN PRINCIPLES

The 3D sketches show various development options for the proposed office element. This part of the building will be subject to the greatest amount of human interaction, and therefore has been carefully considered in terms of materials and articulation.

The glazing configuration has been developed to create further complexity across the facade by introducing framed projecting glazed elements with solar shading to the main curtain wall facades.

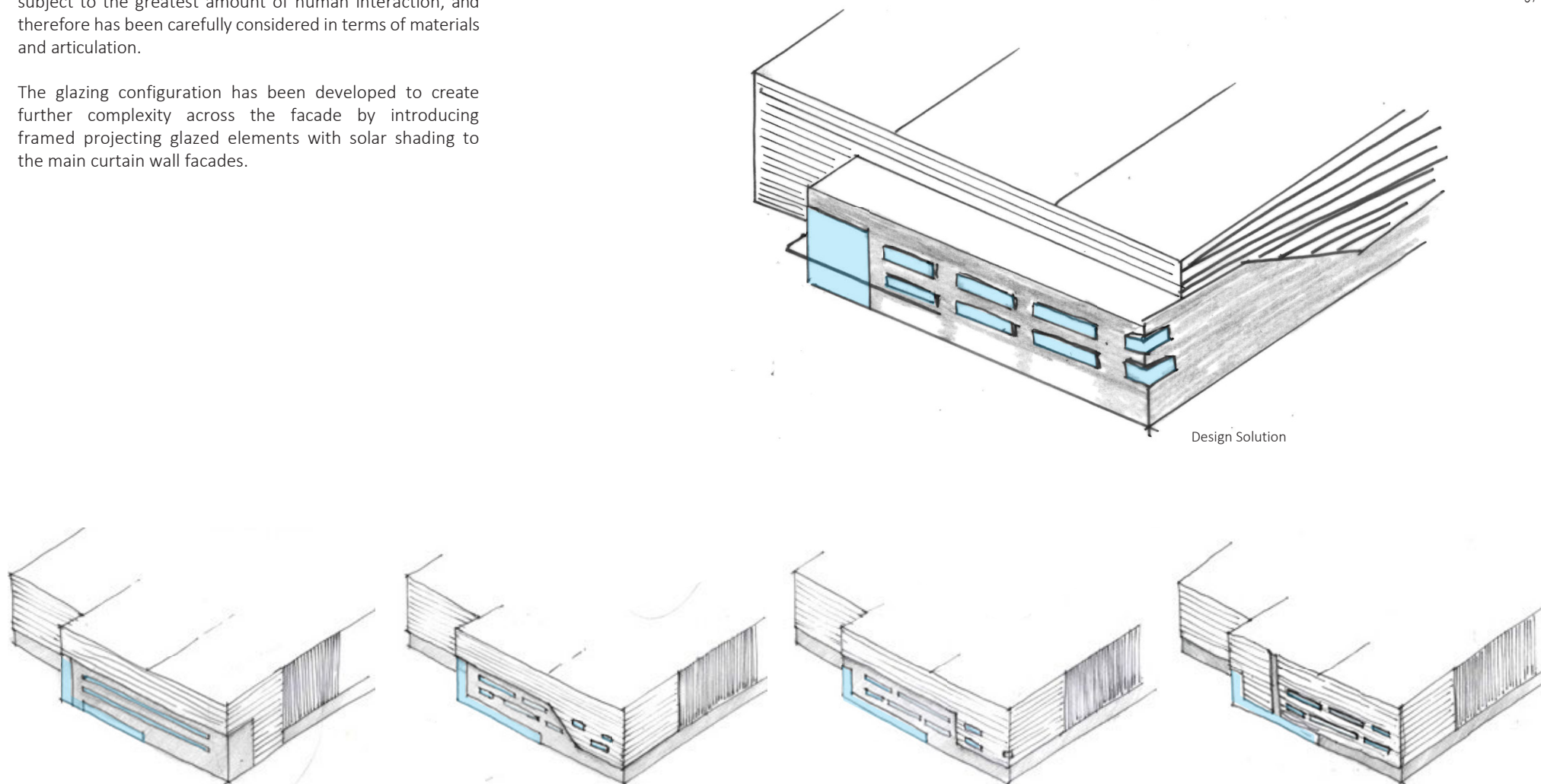


Fig.3d – Design Options

4.0_APPEARANCE & MATERIALS

4.0 APPEARANCE & MATERIALS

4.1 Elevations

The design philosophy of the proposed scheme makes appropriate and efficient use of contemporary materials with high quality detailing to benchmark modern industrial and logistics standards. The objective is to provide a high quality facility which would attract a high quality user and employment opportunities to the development.

A continuous low parapet is proposed to all elevations. This, together with the hipped roof profile will screen the roof structure from the streetscape to provide a clean 'box' aesthetic. The roof colour selection has been chosen to seamlessly disappear when viewed from the streetscape.

A darker band of cladding is proposed to the lower portion of the elevation to visually ground the Units which then increases in height around the main office to emphasise the area. The upper portion of the elevations are proposed to be a lighter grey / silver cladding to reduce the perceived height of the units and allow the 'box' to appear to float. Office entrance corners are enhanced further with the use of wrap around full height curtain walling, complete with brise soleil and projecting canopies to add translucency and further define the point of entry (Fig.4a).

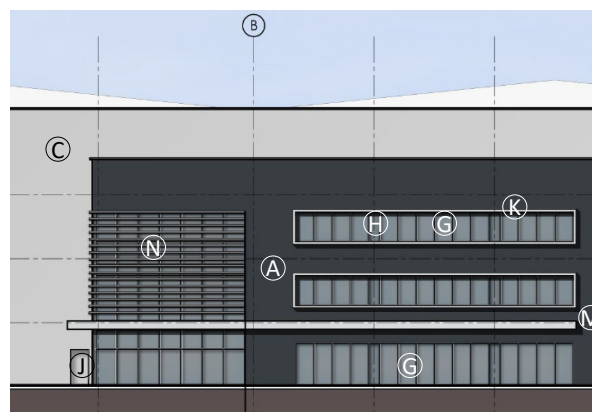
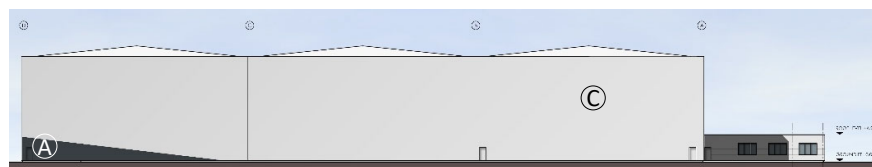


Fig.4a – Main Entrance – West Elevation

- A Vertically laid profiled built up cladding.
Colour: Anthracite (RAL7016)
- B Concrete Dock Wall.
- C Horizontally laid profiled built up cladding.
Colour: Silver/Light Grey
- D Horizontally laid profiled built up cladding.
Colour: Alaska Grey (RAL 7000)
- E Dock Leveller loading door (RAL 7000)
with dark grey dock shelter (RAL 7016).
- F Level Access Doors. Colour: Alaska Grey (RAL 7000)
- G PPC Aluminium curtain walling
Frame Colour: Anthracite (RAL7016)
- H Glazed spandrel panels as part of curtain walling system
- J Fire escape doors
- K Colour: To match adjacent cladding
- L Feature PPC Aluminium Window Surrounds
Colour: Silver/Light Grey
- M Profiled roof cladding
Colour: Goosewing Grey (RAL 7038)
- N Canopy over entrance
Colour: Silver/Light Grey
- Brise Soleil
Colour: Silver/Light Grey



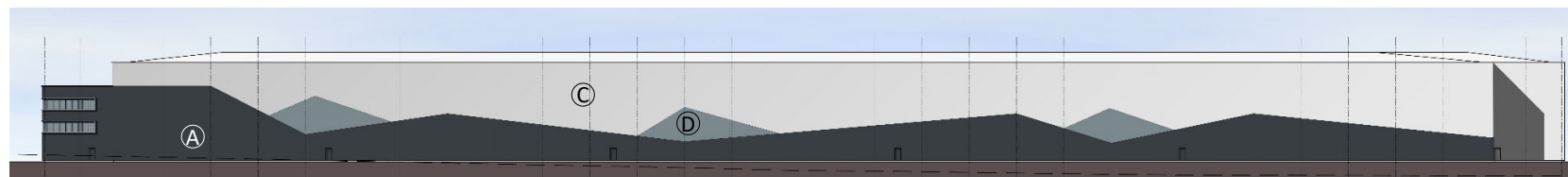
Proposed South East Elevation



Proposed North West Elevation_Offices



Proposed North East Elevation



Proposed South West Elevation

Fig.4b –Elevations

4.0_APPEARANCE & MATERIALS



View 1



View 2



View 3



View 4

4.2 Cronton Road Elevation

Careful consideration has been given to the treatment of the prominent south elevation facing Cronton Road. The building has been set back from the existing road to allow enhanced planting and screening (Fig 3b).

The lower sections of dark and mid-grey cladding vary in height as you travel along Cronton Road, providing an interesting, ever changing facade and the impression of shadows projected from the enhanced planting (views 1-4).

This design principle creates a unique, contemporary aesthetic whilst providing a fluid rhythm to the elevation.



Fig.4c – Cronton Road View Reference Plan

4.0_APPEARANCE & MATERIALS

4.3 Materials & Colours

The proposed materials reflect contemporary design principles by creating high quality buildings for the requirements of users now and in the future.

The proposals are based on a limited palette within a controlled composition to provide a level of visual interest and layering to the units. A combination of high quality materials is proposed with a distinctive pattern and texture to all the key elevations. All the elevations will consist of the same pallet of materials.

Simple yet effective detailing is used at transitions between materials and cladding types to provide clean, crisp junctions between finishes and relief to the facades.

Proposed curtain walling elements to the office areas, with polyester powder-coated frames and Low-E specification glazing, sit within silver/light grey feature box projections creating a distinctive contrast with the adjacent dark profile cladding.

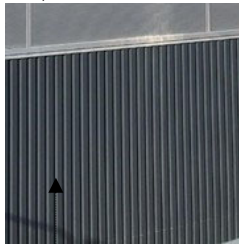
The north eastern elevation is punctuated with level access doors and dock levellers across the length of the elevation. The dock levellers are set within concrete 'prowall' system, with the light grey/silver horizontal profile cladding above.

4.4 Performance

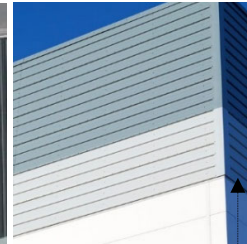
Typically the building envelope will deliver a quality finish with a minimum 25 year warranty.



Vertically laid profiled built up cladding_Colour: Dark Grey

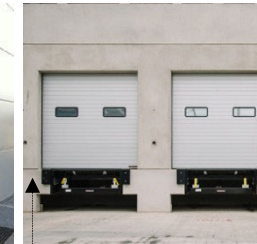


Horizontally laid profiled built-up cladding_Colour: Silver/Light Grey & Alaska Grey



Glazed Fenestration double glazed curtain walling with extruded PPC aluminium system, and opaque aluminium inset panels_Colour: Anthracite

Concrete Dock Wall



Feature PPC Aluminium window Surrounds_Colour: Silver/Light Grey

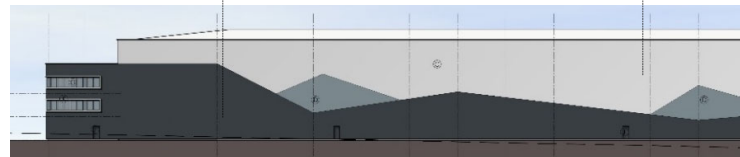


Fig.4d – Materials

5.0_ECOLOGY & LANDSCAPE

5.0 ECOLOGY & LANDSCAPE

5.2 LANDSCAPE PROPOSALS

Landscape Visual Impact - potential visual impacts are mitigated from Cronton Road to the south and several properties across the M62 to the north-west, through a combination of the retention of existing trees, proposed trees, hedgerows and woodland planting as well as the creation of an earth mound to the northern corner of the site.

The proposals contain a variety of planting types and landscape features, including an attenuation pond, wildflower, scrub and woodland planting. A large block of existing woodland and scrub to the western corner of the proposed site (bordering Tarbock Island) will be retained to provide a buffer between the road network and proposed development.

Eastern Future Access Road - Typical treatment includes tree and hedge planting to enhance the street scene.

Car Parking/Service Yards - Ornamental tree planting and shrubs create a distinct character in these areas whilst perimeter hedgerow planting help screen and soften the built form and areas of hardstanding..

Open Space/Boundary Areas - Existing trees & hedgerows and proposed earth mounds provide majority of the screening to site boundaries while proposed trees, woodland planting and wildflower meadow enhance seasonal interest and provide foraging opportunity for wildlife.



Fig.5b – Landscape Precedent Imagery

6.0_SUSTAINABILITY

6.0_SUSTAINABILITY

6.1 INTRODUCTION

An integrated approach to sustainability has been adopted during the design process for this development at Mercury 62. The applicant is committed to achieving a sustainable development as part of its development operations. This section of the Design & Access Statement addresses some of the sustainable proposals that would be built into this development.

The client and consultancy team aim to minimise the environmental effect of the development, construction and its future operational use.

6.2 POTENTIAL SUSTAINABILITY MEASURES

Below are a series of sustainability measures that can be incorporated into the development.

- Improve building fabric performance by using materials with low U values in excess of Building Regulations.
- A highly airtight design and construction specification.
- Extensive use of natural lighting and PIR electrical lighting controls with low energy fittings.
- External lighting will be compliant to best practice guidelines from the Institute of Lighting Engineers (ILE) Guidance Note: GN01.
- Use of materials that have a low embodied energy, including making firm commitments to procure materials from local sources where possible.
- The contractors will be signed up to the relevant CCS scheme and comply with best practices in construction and site management.
- Recycling would occur during the construction phase where waste would be segregated and split into recyclable components.
- General waste would be disposed of responsibly and sent to licensed waste handling facilities.
- Any land found to be contaminated due to previous uses will be remediated as required by the Local Authority.
- A building user guide and building education will be provided as part of the development handover procedure.
- Cycle parking will be provided in strategic locations
- Provision for vehicles battery charging points.
- Provision for shared vehicle parking spaces.
- Facilities for alternative modes of transport to and from the site.
- Provide clear information to building users and visitors on sustainable modes of travel to and from the site.
- Minimum BREEAM rating of 'Very Good' being targeted
- EPC rating of 'A' being targeted

7.0_ACCESS & SECURITY

7.0_ACCESS & SECURITY

7.1 VEHICULAR ACCESS & PARKING PROVISION

There is currently no formal access into the site, other than a blocked up access point from Cronton Road, providing access to the existing brown field site.

Vehicle access for the development is proposed to be taken from Cronton Road, via two new signalised junctions. The western junction provides staff and visitor access to the main carpark. The eastern junction connects to a new internal access road from which the service yard is accessed. This road is intended to provide future connectivity to Halsnead Garden Village and has been designed to local highway standards.

The accesses and internal road have been checked with swept path analysis for the larger vehicles to ensure they are safe and fit for purpose. Further details can be found in the Transport Assessment prepared by Mott Macdonald that accompanies this application.

Car Parking will be provided in accordance with B8 use class and Knowsley Parking Standards. This includes accessible, car share and electric vehicle charging spaces.

Accessible parking spaces are located near to the main entrance and equate to 5% of the total parking numbers. 5% of spaces are designated for car share and 10% for electric vehicle charging spaces in accordance with BREEAM requirements.

7.2 PEDESTRIAN ACCESS

The existing footpaths along the northern side of Cronton Road will be upgraded as part of the highway works and will connect into the proposed site access footpath following formation of the new western junction. The site layout incorporates 2 metre wide footways and lighting to enable safe and appropriate pedestrian access.

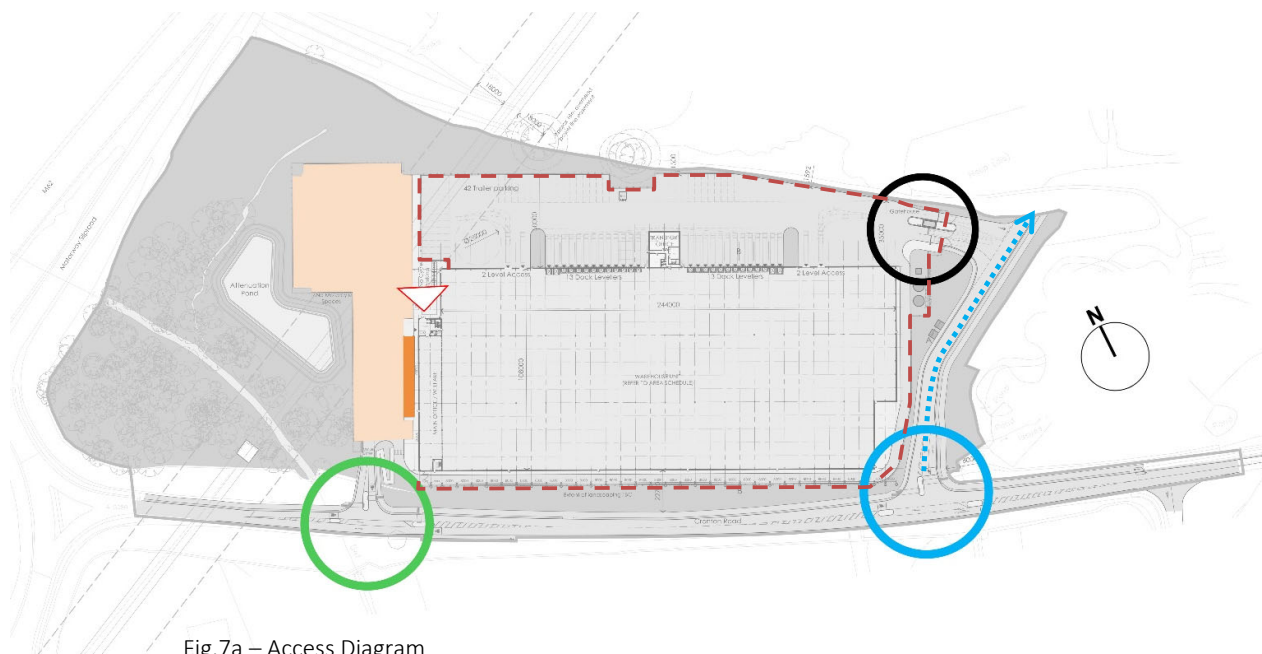


Fig. 7a – Access Diagram

LEGEND

- Secure 2m site perimeter fence
- route through to service entrance and Halsnead Garden Village
- new junction_staff and visitor vehicle access
- new junction
- new junction_service yard HGV access
- car parking
- disabled parking
- ▷ main building entrance

7.0_ACCESS & SECURITY

7.3 CYCLIST ACCESS

Covered cycle stands will be provided adjacent to the new pedestrian routes within the site. Cycle stands will be positioned at the front of the unit with good natural surveillance. The provision provided will be in line with the local Parking Standards according to the unit size.

7.4 ACCESSIBILITY

The proposed building has been designed to meet the requirements of Approved Document M of the Building Regulations. 5% of the overall parking capacity will be designated for disabled parking in close proximity to the building main entrance.

Pedestrian and vehicle routes will be clearly distinguished by using texture and colour with associated external lighting and signage to aid navigation around the site.

All means of escape will comply with Approved Document B. Level access will be provided to all entrances and exits.

Full DDA internal access and facilities will be provided within the new office blocks, a passenger lift will provide access to the upper floors.

7.5 SITE SECURITY

The buildings will be designed in robust materials- metal sheet cladding on a steel frame. Where glazing is incorporated, toughened laminated sections will be included around the service and car parking areas and at the most vulnerable and exposed locations.

The proposed development has been designed to create an active frontage on the approach from Tarbock Island, with a clearly defined entrance bell mouth into the new car park. The service vehicle entrance is easily located off the new access road. The building entrance is clearly visible from the plot entrance and in a position that favours natural surveillance.

The access to the car park will be secured with barrier controls to prevent unauthorised access and parking on the site. The service yards will be secured by powder coated Paladin Fencing 2.4m high with access controlled gates.

Landscaping would be managed and maintained at suitable heights to promote natural surveillance to all areas of the site.

Steel personnel doors with 3 point locks and non opening windows will be specified and the tenant will provide an internal alarm system.

These features, together with the daytime and evening surveillance provided by barrier controls and staff will help to ensure that the opportunities for criminal activity is minimised throughout the lifetime of the development.

7.6 SIGNAGE

A separate Consent to Advertise application will be submitted for desired tenant signage to the building and any other signage required.

7.7 EXTERNAL LIGHTING

The car parks and pedestrian areas will be illuminated to a level where public safety, and a perception of personal security, are satisfied, but will also be designed to avoid any light spill onto surrounding areas.

Generally, the site wide external lighting will comprise of facade mounted lighting located along the unit perimeter, which will be supplemented by column mounted lighting to service the yard, car park and site entrance (subject to external lighting design and layout).

8.0_VISUALISATIONS

8.0_VISUALISATIONS



Fig 8a. View South towards to the proposed service yard and office entrance

8.0_VISUALISATIONS



Fig 8b. View North East from the new eastern junction on Crontron Road

8.0_VISUALISATIONS

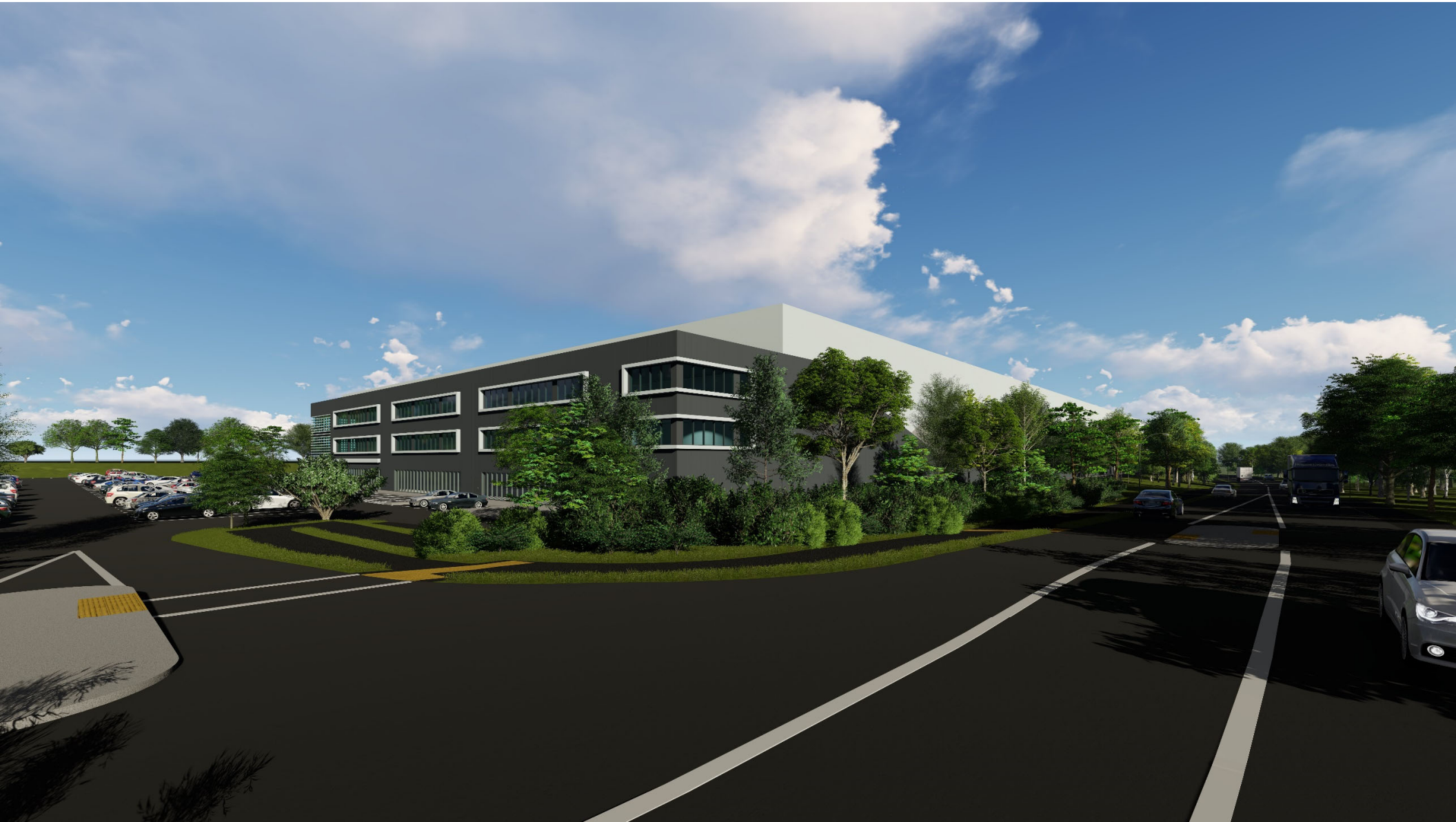


Fig 8c. View East along Cronton Road toward to office and new site vehicular entrance

9.0_SUMMARY

9.0_SUMMARY

The detailed proposal has been fully considered in all aspects and has been informed in coordination with consultants to provide a robust and comprehensive design solution that will deliver high quality employment opportunities on this designated employment land.

9.1 MASSING & SITE - The site is located on a undeveloped area of Halsnead Garden Village. The proposal has utilised the site parameters to minimise the impact on the current site conditions. The proposed development is designed to achieve a high quality solution, in keeping with the site and its surroundings, whilst taking into account the requirements of the wider Halsnead Masterplan.

9.2 LAYOUT - The proposal responds to the existing topography and takes into account the requirements of the wider Halsnead Masterplan. The location of the building respects the site constraints and is set back from Cronton Road to allow a significant landscape buffer to be enhanced, which also providing an active streetscape when viewed on approach from Tarbock Island. The service yard is located to the back of the site to reduce it's presence from public areas. A new access road is provided to the east of the site to provide future connectivity to the wider Halsnead development.

9.3 COLOURS & TEXTURES - After a series of studies a detailed selection of commercially available colours have been chosen. A limited palette of materials provides consistency across the facades which will stand the test of time. A simple horizontal cladding wraps around the top of the building envelope to provide a clean 'box' aesthetic with large areas of glazing at the office entrances to provide a contemporary and high quality design solution which appeals in close engagement. Roofscapes are recessive with clean horizontal parapet lines and colour serves to minimise the visual impact from the street scene. The building form relies on a clear set of materials, textures and colours to attract a high quality tenant and subsequent employment.

9.4 LANDSCAPE - The landscape areas have been designed to retain the existing trees and scrubs where possible and will continue to offer habitat protection combined with habitat creation, whilst new vibrant soft landscaping and planting will further enhance the site. The proposed vast tree planting around the site will add to the green scape and raise the perception of the development.

9.5 ACCESS - A new vehicle access road will be formed off Cronton Road to serve the service yard and future Halsned wider development. A second access point is provided from Cronton Road to serve the car park. All parking standards are compliant with local authority standards based on the use class of the facility. Full provision for alternative transport modes and access for disabled is fully incorporated.

9.6 CONCLUSION - The overall design is a striking contemporary solution using high quality materials, textures and finishes. The proposal aims to create a fresh approach to what can be achieved for an industrial building and will be perceived as a high quality image of modern standard working/business environment. The development should be welcomed by the wider local community for its positive contribution to the Borough.