SGP

Architects + Masterplanners

Six 56 Warrington
Design & Access Statement

Prepared for

Langtree PP and Panattoni

March 2019
Revision D

Contents

SGP

1. Introduction

This Design and Access Statement has been prepared by Stephen George + Partners LLP on behalf of Langtree PP & Panattoni to support an Outline Planning Application for the development of 287,909m² (3,099,025ft2) (gross internal) of employment floorspace (Use Class B8 and B1(a) offices) with associated servicing and infrastructure works at land adjacent to the M6 Motorway and M56 Motorway interchange.

1.1 Scope and Content of the Design & Access Statement

In accordance with advice published by the Commission for Architecture and the Built Environment (CABE) in connection with Design and Access Statements, the design process has been fully informed by a consideration of issues, including:

DESIGN

- Use: What buildings and spaces will be used for;
- Amount: How much would be built on the Site;
- Layout: How the buildings and public and private spaces will be arranged on the Site and the relationship between them and the buildings and spaces around the Site;
- Scale: How big the buildings and spaces would be;
- Landscaping: How open spaces will be treated to enhance and protect the character of the place;
- Appearance: What the buildings and spaces will look like.

ACCESS

- Vehicular and Transport Links: Why the access points and routes have been chosen and how the site responds to road layout and public transport provision.

  Inclusive Access: How everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

FIGURE 1.1: NATIONAL CONTEXT PLANS

1.2 Design Team

The applicants have taken professional advice from a competent development team and supplementary information has been prepared in support of this Design & Access Statement and Outline Planning Application by the following consultants:

- Project Management – 4 Ward Consultants
- Planning – Spawforths
- Environmental Assessment Co-ordination - Spawforths
- Ground Conditions – Cundall
- Traffic and Transportation – Curtins
- Flood Risk and Drainage – Cundall
- Landscape and Visual Impact – Layer
- Ecology and Nature Conservation – Tyler Grange
- Socio Economic – Amion Consulting
- Noise and Vibration – Cundall
- Air Quality and Dust – RPS Group
- Cultural Heritage and Archaeology – BWB Consulting
- Utilities – Ridge and Partners LLP
- Waste – RPSGroup
- Agriculture & Soils - Patrick Stevenson Arable Advisors
- Energy – Ridge and Partners LLP
- Masterplan and Design - Stephen George + Partners LLP

1.3 Supporting information

This Design and Access Statement should be read in conjunction with the following documents that have been submitted to support this Outline Planning Application:

Planning Statement prepared by Spawforths

Alternative Sites Assessment prepared by Spawforths

Statement of Community Involvement prepared by Newgate Communications

Environmental Statement Non-Technical Summary prepared by Spawforths

Environmental Statement comprising:

Environmental Statement Part 1 with Appendices

Environmental Statement Part 2 Technical Papers:

- Technical Paper 1 - Ground Conditions and Contamination and appendices
- Technical Paper 2 - Traffic and Transportation and appendices
- Technical Paper 3 - Drainage and Flood Risk and appendices
- Technical Paper 4 - Landscape and Visual Impact Assessment (LVIA) and appendices
- Technical Paper 5 - Ecology and Nature Conservation and appendices
- Technical Paper 6 - Socio Economic
- Technical Paper 7 - Noise & Vibration and appendices
- Technical Paper 8 - Air Quality, Dust & Odour and appendices
- Technical Paper 9 - Cultural Heritage (including Heritage Assessment) and appendices
- Technical Paper 10 - Utilities and appendices
- Technical Paper 11 - Waste and appendices
- Technical Paper 12 - Energy
- Technical Paper 13 – Agricultural Land & Soils

1.4 Site Location

The Site is located in the North West of England, predominantly within the local authority area of Warrington.

The Site is located to the southeast of the town of Warrington (approximately 6 km (3.5 miles) from the town centre) and between the cities of Liverpool and Manchester (approximately 22km (13 miles) and 31km (19 miles) respectively). It is also located approximately 16km (10 miles) from Manchester Airport.

The M56 Motorway and M6 Motorway interchange (Junction 20 and 20A of the M6 and Junction 9 of the M56 Motorways) is located adjacent to the south east of the Site, with the M56 Motorway running east-west to the south of the Site, providing links to Cheshire and Greater Manchester; and the M6 Motorway running north-south to the east of the Site, provide links to Lancashire, Staffordshire and Greater Manchester, as well as the M62 Motorway at Junction 22A of the M6 Motorway to the north, which provides links east-west to Liverpool, Greater Manchester and Yorkshire.

The Site is shown on the national context plan on page 4 and regionally on a larger scale map below.

FIGURE 1.2: REGIONAL CONTEXT MAP

1.5 Planning Context

This section summarises the planning policies and other material considerations which are relevant to the proposal.

Further detail relating to the planning policy and guidance relevant to the application proposals and planning justification is set out in the accompanying Planning Statement and Environmental Statement.

The National Planning Policy Framework (the Framework) (2019) provides the national planning policy and promotes sustainable economic growth and seeks to support economic recovery through the planning system. National Planning Practice Guidance (NPPG) provides additional guidance. The NPPF now makes specific reference to storage and distribution operations and provides recognition of the recent growth in the logistics sector.

Local Planning Policy is provided within the Warrington Local Plan Core Strategy (July 2014), which is the adopted Development Plan for Warrington for consideration of this application. The Plan confirms the Site is currently designated as Green Belt.

Following a High Court Challenge, Warrington's housing target within the Core Strategy was quashed in the High Court in February 2015. Warrington Council is therefore committed to establishing a new evidence base of housing and employment needs and pursuing a new Local Plan.

Warrington Council consulted on their Local Plan Preferred Developments Options Regulation 18 documents in September 2017 and will be consulting on the Publication Version of their Draft Local Plan in April 2019. The emerging Local Plan sets out the Borough's growth ambitions and housing and employment needs to reflect this aspiration.

The Preferred Options Development Document (2017) identified four main areas of growth including a new Garden Suburb in the South East of the Borough providing the potential development of around 7,000 new homes to be delivered over the full 20 years of the Plan. The suburb also identified the Application site as part a major new employment area as an extension of the existing Appleton Thorn / Barleycastle estates at the intersection of the M6 and M56.

The Garden Suburb development option was also underpinned by the South Warrington Urban Extension Framework Plan Document (SWUEFP) (June 2017) produced on behalf of Warrington Borough Council. The SWUEEP document sets out the Council's vision for natural urban extension to the south of Warrington, which can accommodate sustainable residential growth, promote economic activity and unlock further employment development.

The Framework plan and Conceptual Approaches Plan (opposite); both contained within the Framework document, promote our application site as employment development.

The Publication Version of their Draft Local Plan continues to identify a Garden Suburb, which will deliver 5,000 homes in the new Plan Period up to 2037, with a potential for a further 2,300 homes from Green Belt release beyond the Plan Period.

The suggested location of the employment development site is a logical location given its close proximity to the major road arteries that ultimately provide access to the South Warrington area; namely the M6 and M56. Close proximity of employment uses including logistics to both the M6 and M56 not only provides quick access to a from the motorways but also reduce the penetration of service, staff and visitor traffic into existing and future residential areas.

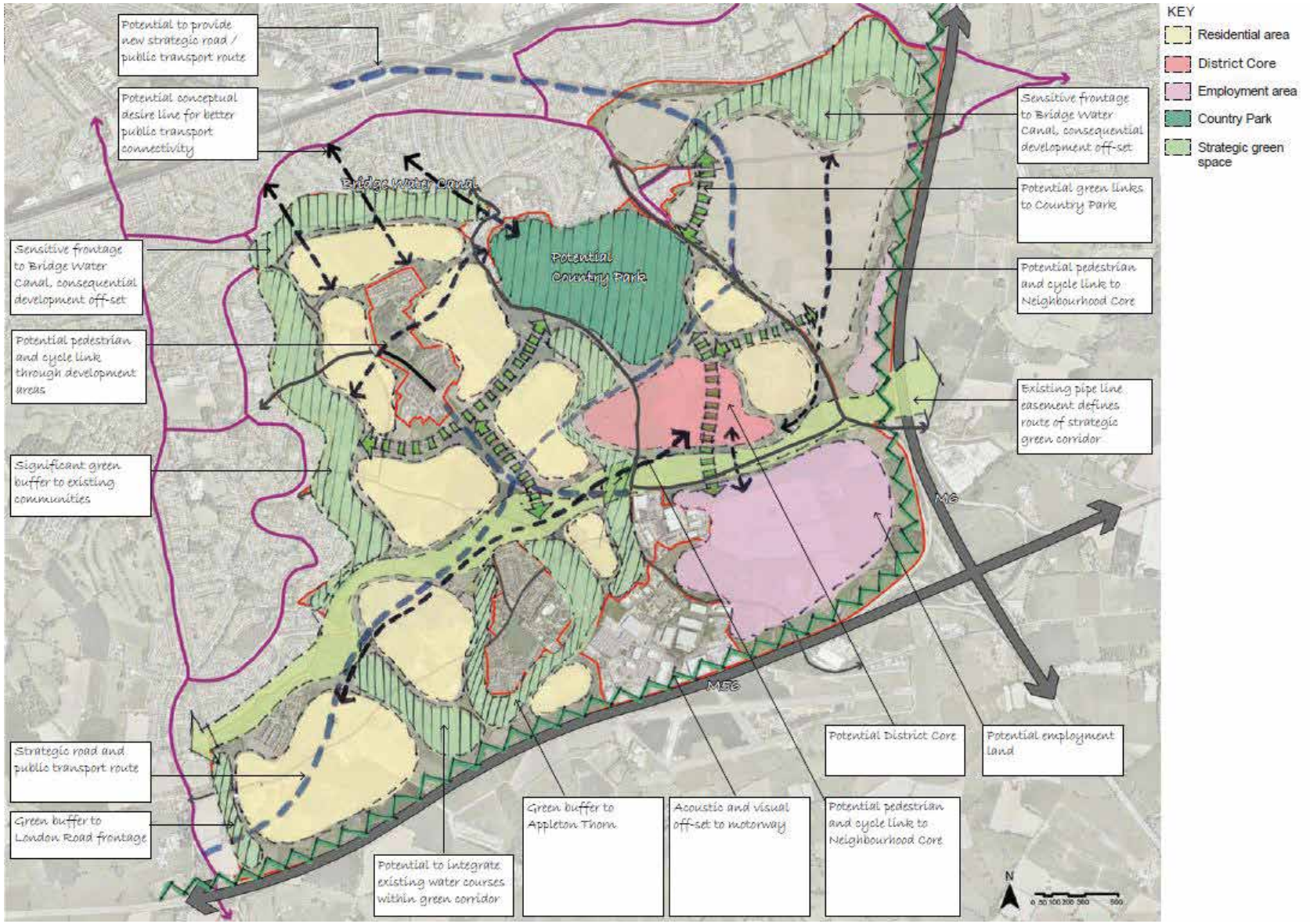


FIGURE 1.3: THE CONCEPTUAL APPROACHES PLAN FROM THE SWUEFP

1.6 Site Context

The Site relates to an area of land of approximately 98 hectares (242 acres) in extent and is irregular in shape.

The Site is bound by the B5356 Grappenhall Lane and the A50 Cliff Lane to the north and motorway slip road to the east. Appleton Thorn Trading Estate, Barleycastle Trading Estate and Stretton Green Distribution Park are located to the west and Bradley Brook runs east-west to the southern boundary.

The Site is predominantly farm land (arable and pastoral for cattle), with a series of hedges and trees to field boundaries. Bradley Hall Farm consists of farm house and a series of farm buildings as well as a further residential property.

There are a number of other neighbouring residential properties that are adjacent to, but outside the Application Site, including the Bradley Hall Cottages, which are all retained. The farm buildings adjacent to the Bradley Hall Farmhouse will be demolished as part of the proposals.

Bradley Hall moated site is a Scheduled Ancient Monument (SAM) located within the Site boundary, to the eastern part of the site, adjacent to the farm buildings. It comprises the buried and earthwork remains of a medieval moated site for a medieval manor house, which is to be retained. The moated island is partly occupied by the farm house associated with Bradley Hall Farm, which is excluded from the Scheduling, but which will be retained and converted to B1a office use as part of the Proposed Development.

Beyond the northern boundary of the Site (within the triangle of land outside of the Application Site to the south of Cliff Lane) is a residential property and associated outbuildings, which is accessed from the A50 Cliff Lane via the same access as Bradley Hall Farm. There is a Grade II* and a Grade II Listed Building located beyond the south of the Site and to the north of Barleycastle Lane (Tanyard Farm Building and Barleycastle Farm House).

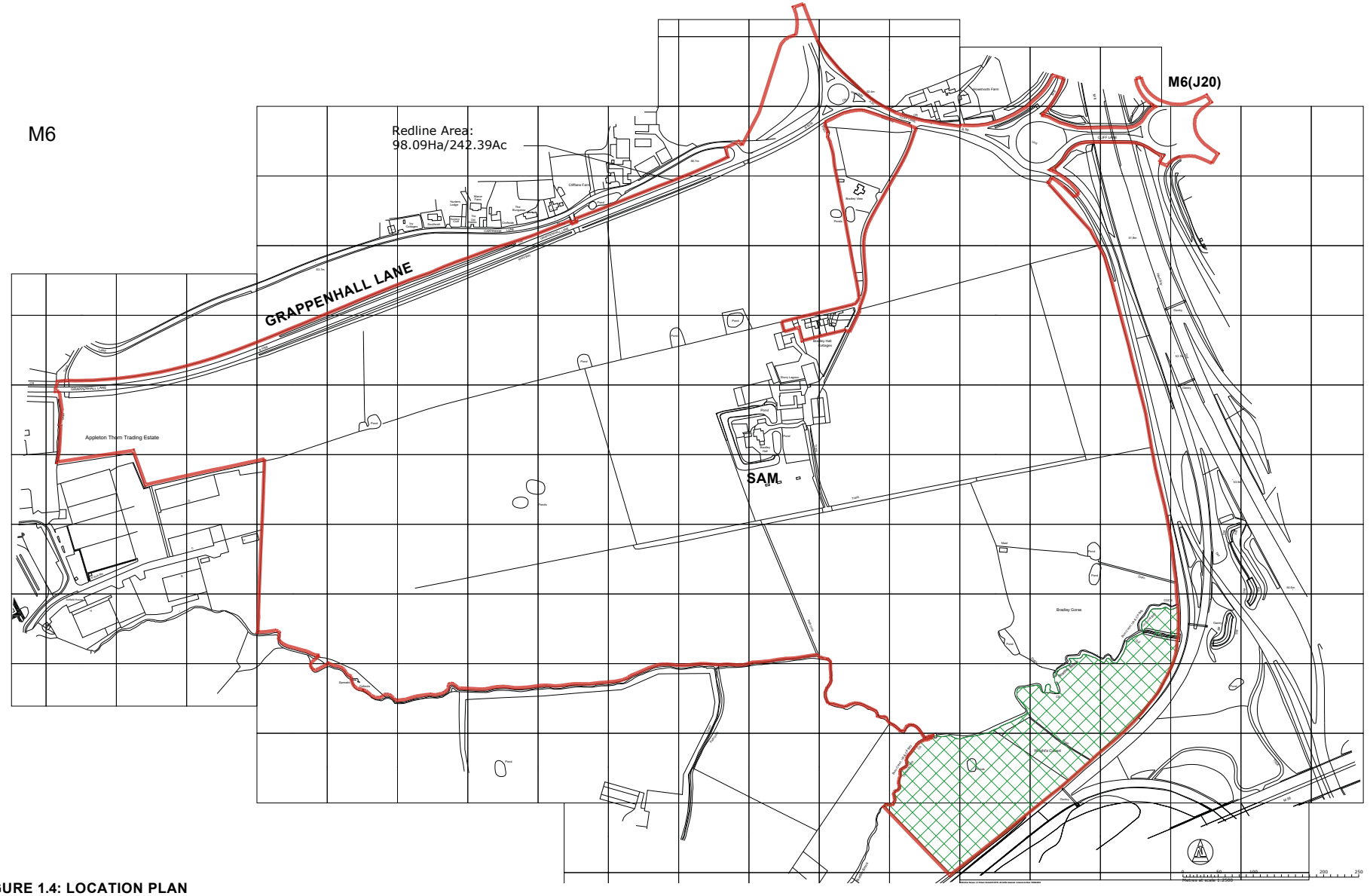


FIGURE 1.4: LOCATION PLAN

There are some wooded areas and wooded outcrops within the Site, including Bradley Gorse and Wrights Covert within the south east of the Site. A series of field boundaries consisting of hedgerows and trees and a number of ponds (ten in total) and ditches are located across the Site.

The character of the area is generally rural, with farms and agricultural land beyond the boundaries of the Site, predominantly to the north and south. However this is interrupted with the Strategic Highway Network and further industrial/logistic uses, most notably those beyond the Site boundary to the south, south west and east

Vehicular access to the Site is currently via Bradley Hall Farm from the A50 Cliff Lane, which has direct access to Junction 20 of the M6 Motorway, as well as Junction 9 of the M56 Motorway. There are also four field access points available from the Site's 1.15km long frontage to the B5356 Grappenhall Lane.

There are three designated Public Rights of Way across the Site, all of which are Footpaths. Footpath No 28 runs between the residential properties adjacent to Bradley Hall Farm in the east and Appleton Thorn Trading Estate in the west, however no actual connection is available on foot into the trading estate at its western end. Also, Footpath No's 3I and 23 run north-south across the site along the route of the main site access between Howshoots Farm to the north-east and Barleycastle Lane to the south of the Site.

The Site's topography is generally level, although it has two distinct areas of topography that are separated by a ridgeline running east to west. The northern plateau is a relatively flat area and the southern plateau becomes more undulating, with occasional ponds and depressions.

FIGURE 1.5: VIEW LOOKING NORTH EAST TO M6 J20

FIGURE 1.6: VIEW LOOKING EAST TO M6

FIGURE 1.7: VIEW LOOKING SOUTH WEST TO BARLEYCASTLE IND. ESTATE

FIGURE 1.8: VIEW WEST TO BARLEYCASTLE IND. ESTATE / GRAPPENHALL LANE (RIGHT)

FIGURE 1.9: VIEW SOUTH EAST TO BRADLEY GORSE & M6/M56

FIGURE 1.10: VIEW EAST TO SAM AND EXISTING COTTAGES AND FARM BUILDINGS

1.7 Constraints and Opportunities Plan

The Constraints and Opportunities Plan opposite identifies the key constraints and opportunities within and surrounding the site including:

Based on the Site analysis carried out by the professional team there are no major constraints to development on the Site.

As part of the detailed design process careful consideration has been given to:

- Retention of the Scheduled Ancient Monument which in turn presents an opportunity to set the SAM within a green infrastructure that provides a green linkage north to south through the site via the existing public right of way.
- Creating a comprehensive flood management and surface water drainage strategy to maximise the development potential of the site.
- Site levels to respond to the Site's existing topography, and to ensure that development plateaus are efficient and flexible to suit occupier requirements and that these tie into the overall surface water drainage strategy.
- Landscape treatment to minimise the impact of the development on the surrounding area in visual terms, and also to connect into wider Green Infrastructure corridor proposals.
- Integration of landscape and drainage features to create a sustainable and robust strategy that also enhances biodiversity.
- A robust and deliverable access strategy to ensure that the development does not impact on the surrounding network
- Building mass, form and overall height to minimise the visual impact and to ensure that the development both complements the existing context and provides the framework for the current generation of logistics buildings.
- Retention and repurpose of existing buildings within the SAM to integrate the the monumnent into the proposed development.
- Retention of Bradley Gorse and Wrights Covert which provides an opportunity and location for an ecological mitigation area.
- Safeguarding of existing watercourse (Bradley Brook) with associated clearance zone for existing corridor habitats.
- Retention of existing public rights of way with potential minor adjustment to integrate the PROW into the proposed development.
- Mitigation measures to existing properties within the general curtilage of the site but excluded from this application.
- Diversion of existing service utilities within the site

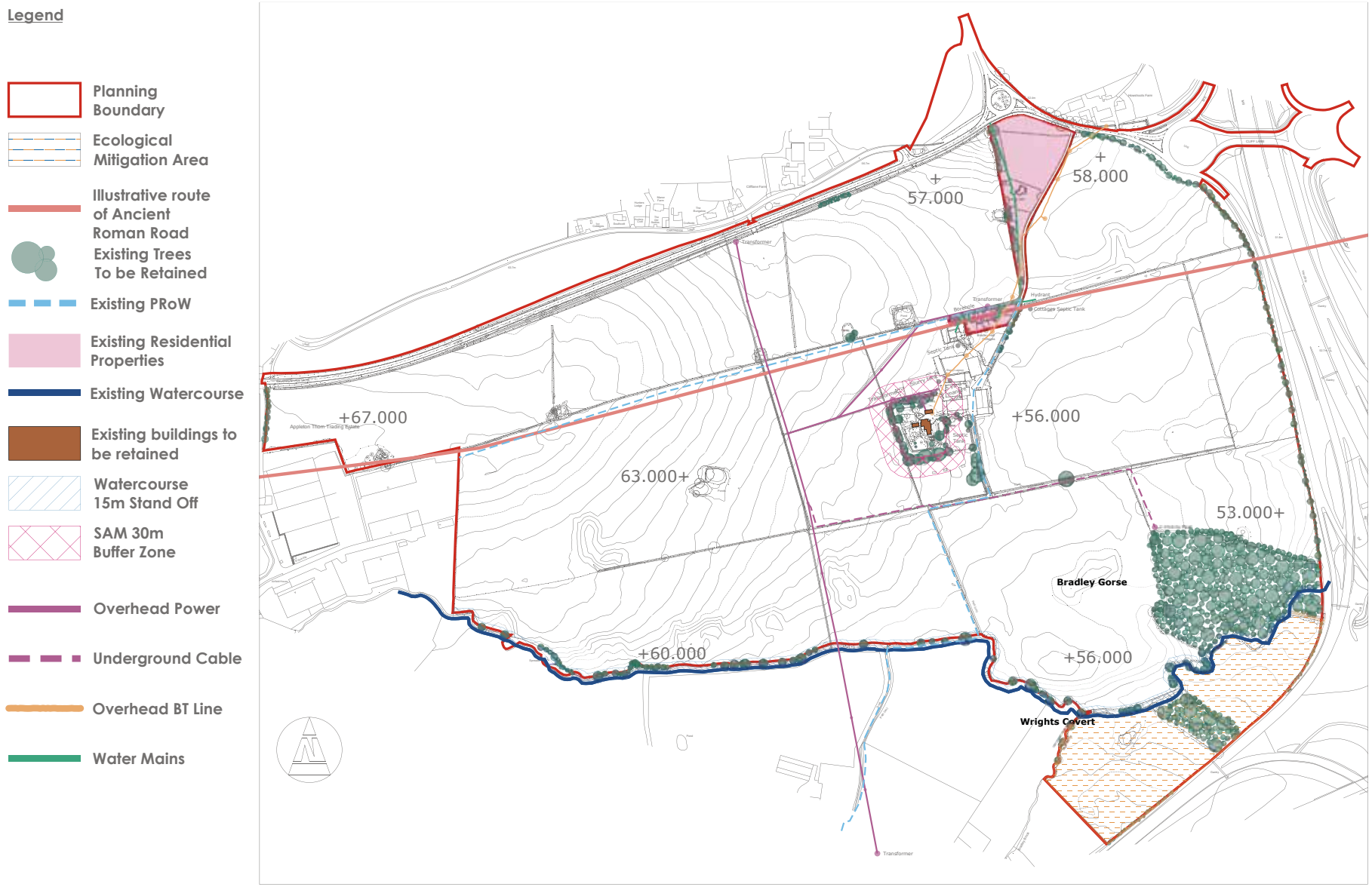


FIGURE 1.11: CONSTRAINTS AND OPPORTUNITIES PLAN

SGP

2. Development Proposals

2.1 Development Description

The application will be an outline planning application as described below:

The outline application (all matters reserved except for means of access) comprises the construction of up to 287,909m² (3,099,025ft2) (gross internal) of employment floorspace (Use Class B8 and B1(a) offices) including change of use of Bradley Hall Farmhouse to B1 (a) office use (335m² (3,600ft²)) and associated servicing and infrastructure including car parking and vehicle and pedestrian circulation, alteration of existing access road into site including works to the M6 J20 dumbbell roundabouts and realignment of the existing A50 junction, noise mitigation, earthworks to create development platforms and bunds, landscaping including buffers, creation of drainage features, electrical substation, pumping station, and ecological works.

All matters, except for the Means of Access are reserved for consideration at a later date.

2.2 Public Consultation

The Proposals have been subject to significant consultation with both public and statutory undertakers. The consultant team have been liaising with Warrington Council and surrounding authorities in formulating the proposals. The consultant team has been facilitated by a specialist communications company, Newgate, who have produced a Statement of Community Involvement which supports this Application.

Engagement has been undertaken with Warrington Council. This has included a number of meetings and close liaison with the Planning Team as part of a DTM (Development Team Management) process. The meetings have considered the principles for development as well as highlighting concerns and agreeing approaches to collating supporting information.

The Applicant have also met with the Leader and Deputy Leader and Chief Executive of the Council and a range of stakeholders including the Cheshire and Warrington LEP, Warrington and Co. and the Construction Industry Training Board (CITB) to discuss the proposals in advance of the submission of this planning application.

This section summarises the community consultation undertaken. A more detailed summary of the Community Engagement undertaken is provided within the Statement of Community Involvement (SCI) included with the planning submission.

The first workshop events were held over two days at Grappenhall Community Centre in October 2018. The two workshops were attended by around 180 people. The workshops were extremely helpful in highlighting the issues that are most important to local people. The Applicant have also worked with Warrington Borough Council officers and other consultees to ensure that the solutions developed for the site work for the whole of Warrington and the surrounding area.

Following the consultation events in October 2018, further technical and design work was undertaken to consider those key matters and evolve the scheme. This included addressing the highways impacts, landscaping, maximum building heights (the specific design details of the buildings is not being applied for, but the scheme is guided by parameters, which set a maximum building height). Further detailed traffic modelling and design work has been undertaken to address and mitigate off site highway capacity concerns.

A meeting was also held with three local ward Councillors on the 4th March 2019 to present and discuss the proposals in advance of the March consultation events and submission of the planning application.

The second events were held on Thursday 7th March, 2-7pm at Grappenhall Community Centre and Friday 8th March, 12-5.30pm at the Customer Information Point, Golden Square Shopping Centre, Warrington. Further information regarding the proposals and the technical information supporting

the proposals was displayed, providing the opportunity for members of the community discuss any issues and provide feedback, which would be considered by the Applicants consultant team and where appropriate inform any changes to the proposals prior to submission of the planning application.

A record of all the comments and issues raised during the consultation events is included within the SCI submitted with the Application.

In summary, the consultation strategy adopted has given an opportunity for the development team to explain and present information to the community concerning the proposals and allowed the needs of Langtree PP and Panattoni, Warrington Borough Council and the local community to be considered in a balanced manner.

2.3 Socio-economic Benefits

Over the past decade the nature of employment within the logistics sector has changed considerably, with a significant increase in both the quantum and quality of jobs created.

Modern logistics warehouses now employ a wide and far reaching cross section of employees with IT and engineers being a major part of the employee base. Forecasters believe employee make up will continue to grow towards larger numbers of support, IT and engineers as online retailing increases and logistics solutions evolve to meet the demands of the customer base, for example next day delivery. Six 56 Warrington has potential to deliver approximately 4,100 additional jobs. Please refer to the Socio-economic Technical Paper 6 within the Environmental Statement for further detail.

2.4 Suite of Parameters Plans

During the evolution of the proposals, a number of parameters have been fixed, and form the basis of the Design & Access Statement and environmental assessment supporting this outline planning application. These parameters Plans respond to specific, key elements of the schemes proposals. Many of the parameters Plans have evolved through iterative development which is described in more detail alongside each Parameter Plan presented.

The parameters that inform the proposals for the Site have been generated from the key drivers identified within the SWUEFP. From this starting point, the arrangement of the Site has been heavily influenced by the presence of the Scheduled Ancient Monument on Site, the neighbouring land uses, including the sensitive residential receptors, the strong transport links and facilities that establish a series of hard boundary conditions, site topography and geological features, and substantial landscape features including Bradley Gorse and Bradley Brook to the immediate South East of the Development Site.

The scheme's evolution will be influenced by a sequence of development plateaus relating to their immediate and wider context arranged around access routes through the Site. The scope of development of each of the plateaus is directly related to that of its immediate neighbours and the associated boundaries of that plateau. Environmental testing has also influenced the scheme evolution.

The proposed Parameters Plans have evolved into an Indicative Illustrative Masterplan showing how the site could be developed. Please refer to Section 3 and in particular figure 3.1 for the Illustrative Masterplan.

The proposed parameters are grouped into a series of key themes and are identified across the suite of Parameter Plans, These themes are as follows:

- Development Cells – Developable areas across the site and associated site areas. The developable areas exclude constraints and safeguarded areas.
- Disposition – Land use and disposition of uses across the site, number of units, building heights, finished floor levels, floor space and car parking provision.
- Green Infrastructure – strategic landscaping, open green corridor, ecological mitigation, buffers and bunds, retained vegetation.
- Access and Circulation – points of access into the Site, improvements to A50 junction and M6 J20 dumbbell roundabouts including existing, proposed and diverted footpaths and cycleways and areas safeguarded for potential highway improvements.
- Drainage – including details proposed drainage strategy
- Noise – including areas identified for noise mitigation
- Building Heights – zonal areas identifying maximum building heights across the site
- Heritage – buffers to Heritage Asset
- Demolition – buildings proposed for demolition

Each of these are discussed in more detail in the following pages:

2.5 Development Cells Parameters

The Proposed Development is to provide a maximum developable area of 64.74 hectares (159.97 acres) This will be provided across 4 development cells, located west to east across the site, as follows:

- Zone A – 2.33 hectares (5.76 acres)
- Zone B – 32.51 hectares (80.33 acres)
- Zone C – 5.47 hectares (13.51 acres)
- Zone D – 24.43 hectares (60.37 acres)

The development plots respond to existing topography and exclude a number of safeguarded areas including the SAM and watercourse stand off zones. The opportunity to provide a green infrastructure link running north to south along the existing PROW is reflected in the space between Development Zones B & D. Buffer zones are incorporated around the existing properties that are outside the scope of this outline application and thus privdes opportunity for appropriate mitigation measures.

The development of proposed buildings will be limited to these development zones and the space outside of the development zones will be provided as site wide infrastructure.

The formation of the development zones has evolved to respond to existing topography as well as form the opportunity for green infrastructure connectivity through the site.

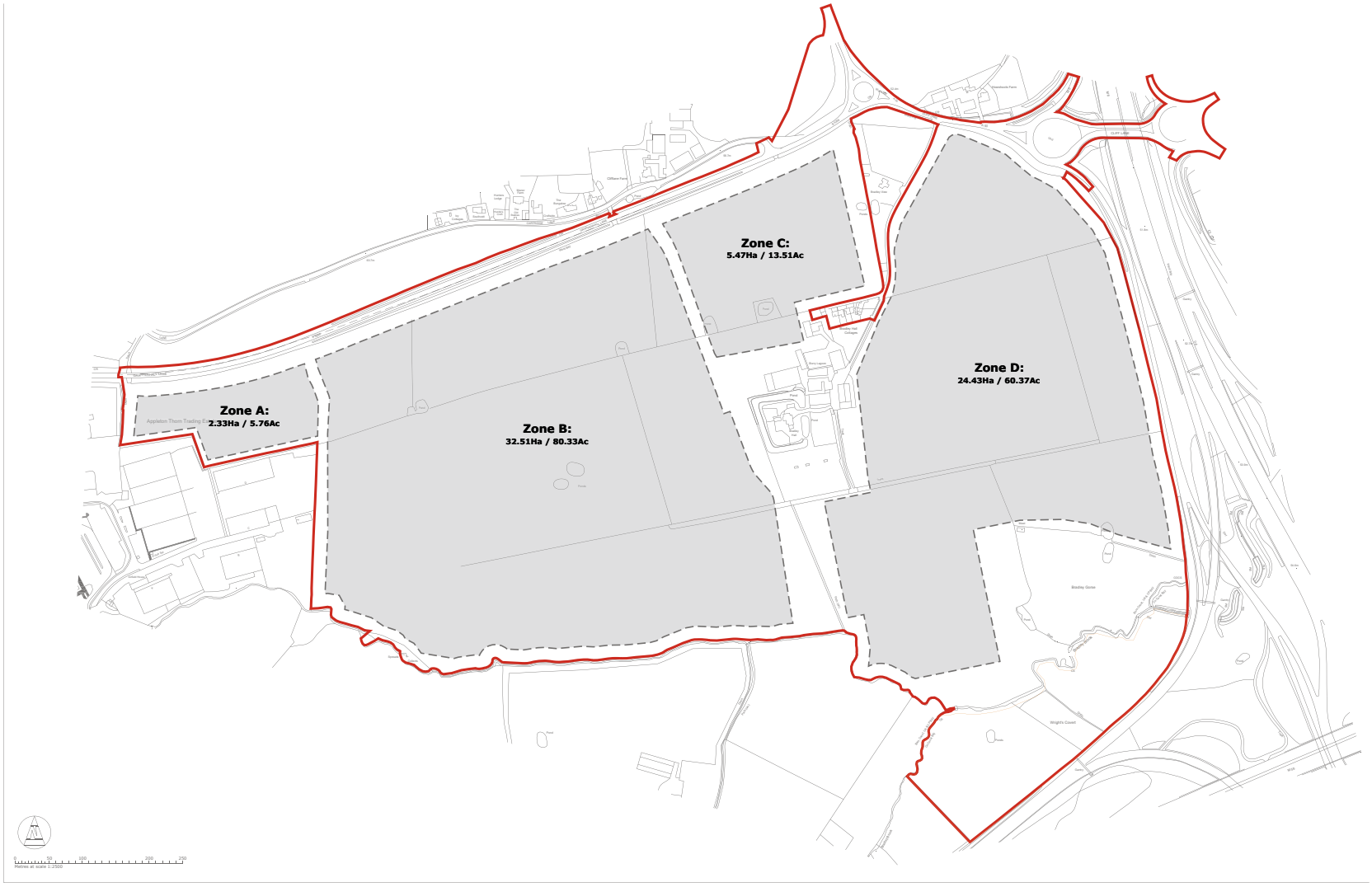


FIGURE 2.1: DEVELOPMENT CELLS PARAMETERS PLAN

2.6 Disposition Parameters

The Proposed Development is to provide a maximum developable area of 64.74 hectares (159.97 acres) This will be provided across 4 development cells, zones A to D inclusive. The disposition of proposed floorspace across the four zones are as follows:

- Zone A – 8,919m^2/96,000ft^2
- Zone B – 144,652m^2/1,557.025ft^2
- Zone C – 25,920m^2/279,000ft^2
- Zone D – 108,418m^2/1,167,000ft^2
- Total - 287,909m^2/3,099,025ft^2
- Existing building within SAM: 335m^2/3,600ft^2

The proposed Planning Use for Zones A to D inclusive is B8 with ancillary B1(a). With the existing building within the SAM as B1(a).

The disposition of B1(a) is ancillary to the main use of B8. Typically, the proportion of ancilary offices associated to B8 use is approximately 5% of the total floorspace. However, this does vary and depends greatly on the specific occupier requirements.

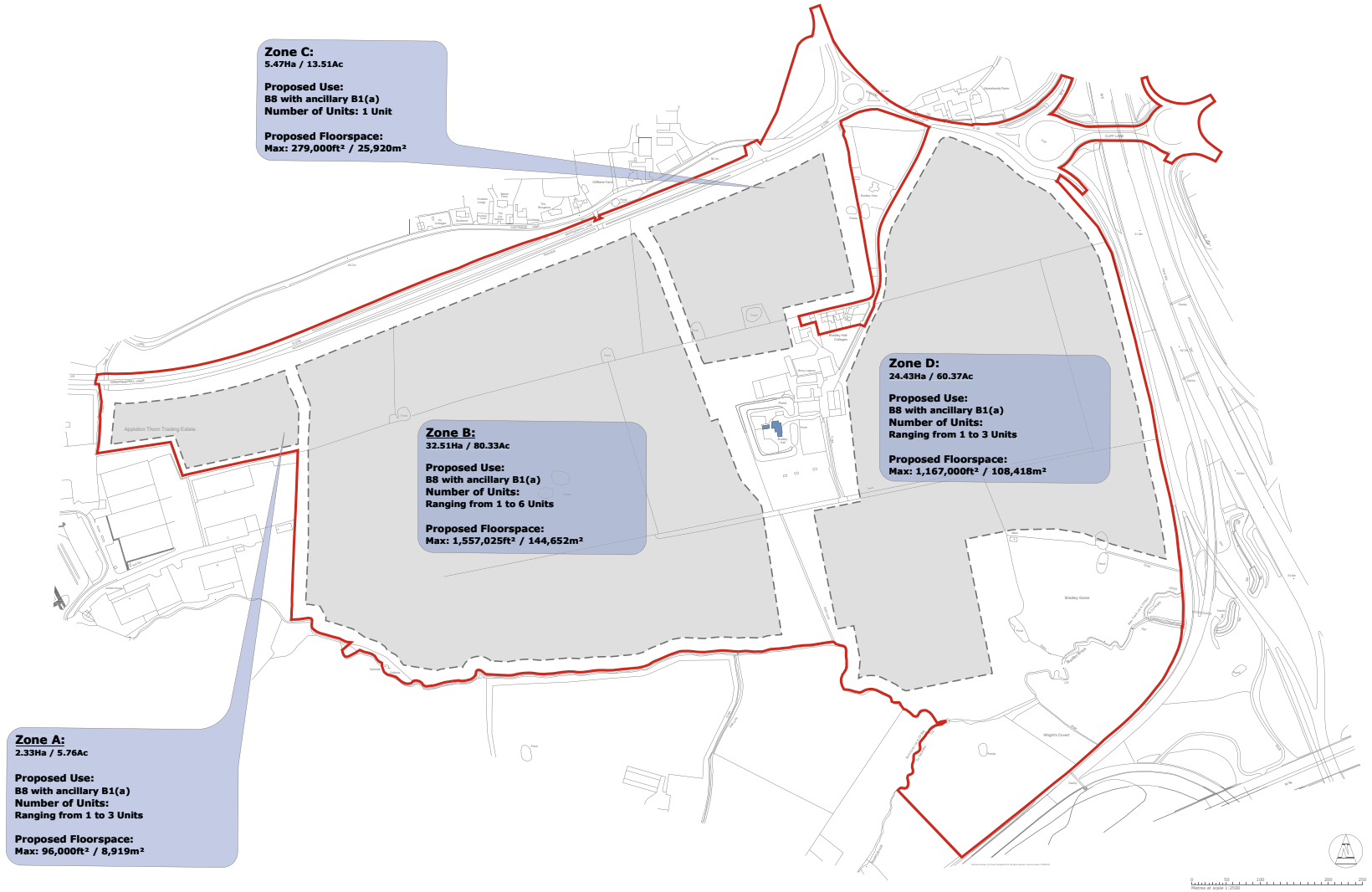


FIGURE 2.2: DISPOSITION PARAMETERS PLAN

SGP

2.7 Green Infrastructure Parameters

Strategic landscaping will be provided around the boundary of the Site. This will also enable the retention of existing trees and vegetation to the outer Site boundaries. Bradley Gorse and Wrights Covert to the southeastern extent of the Site are to be retained, as are the trees within and around the Bradley Hall moated site to the centre of the Application Site.

The two access corridors into the Site from the B5356 Grappenhall Lane will sit within the proposed strategic landscaping areas.

A Green Corridor will be provided from north to south within the Site to retain an open corridor around the Bradley Hall moated site and through the Site. A 15m standoff from built development will be retained to Bradley Brook, which runs east to west along the southern boundary of the Site. An area of ecological mitigation is to be provided to the south of Bradley Brook, around Wrights Covert.

The Site is predominantly a rural, pastoral landscape of small to mediumscale fields bounded by mature hedgerows with occasional hedgerow trees. Tree cover includes small woodland blocks and copses, including Wrights Covert and Bradley Gorse. The well-vegetated Bradley Brook runs along the southern boundary of the Site. There are several field ponds within the northern part of the Site with mature trees and scrub.

The baseline Arboricultural Survey and Assessment carried out in September 2017 (which is appended to the ES) has established that the tree stock across the Site is broadly made up of either moderate (Category B) or high landscape value (Category A) trees, which are generally in a good condition. The report recommends that buffer zones should be placed between new development and landscape features including Wrights Covert, Bradley Gorse and Bradley Hall moated site. Managed hedgerows both within and along the boundaries of the Site are generally mature and appear to be in a good condition.

The existing trees and mature hedgerows within the Site will be retained and enhanced where possible. Retained trees and woodlands blocks, particularly along the Site boundaries, will form an important part of mitigating the potential impacts of new development. The landscape proposals will include new woodland belts on earth mounding along the Site boundaries and internal roads which with the Sustainable urban Drainage Scheme will aim to enhance site-wide biodiversity and create new wildlife corridors.

Ecology and Nature Conservation

There are no statutory designated sites within the Site, or within the study area. Four locally designated non-statutory sites are present within 2km of the Site, but no impacts to these are expected.

An ‘extended’ Phase I habitat survey undertaken in November 2016 identified features of ecological importance comprising:

- Broadleaved Woodland
- Hedgerows
- Ponds
- Scattered Trees
- Watercourses (Bradley Book and tributary adjacent to Site boundary)

Other habitats comprise improved grassland and arable fields, scrub and tall ruderal. Walkovers of the site have been undertaken since the initial Phase 1 habitat survey in November 2016 and the conditions on site remain the same as the initial survey.

Habitats of ecological importance will be retained wherever possible. Where losses are unavoidable, compensation will be made through the inclusion of replacement planting of similar species within the landscape design including enhancement of boundary features and replacement planting to provide green buffers and open space throughout the Site.

The proposed landscape strategy is explained further in Section 3.2

FIGURE 2.3: GREEN INFRASTRUCTURE PARAMETERS PLAN

2.8 Height Parameters

Across the Site, built form will range from 12.5m to 40m to haunch and 18.5m to 43.5m to ridge. The upper range of building heights will be located to the east and south of the site and the lower range to the north and west of the site where the building heights impact is at its least. Zone A will have a maximum of 12.5m (to haunch above FFL. In Zone C and the northern part of Zone B there will be a maximum of 15m (to haunch) above FFL. In the southern part of Zone B there will be buildings ranging from a maximum of 40m to 21m (to haunch) above FFL and in Zone D a maximum of 21m (to haunch) above FFL.

These are maximum unit heights but the final unit heights will ultimately be determined by end user requirements that are driven by commercial demand. The nature of logistics buildings and the myriad of different storage solutions require flexibility of building height.

Maximum building levels will fluctuate across the and are subject to a cut and fill exercise that will create development, The maximum building levels that include the height of the proposed buildings are illustrated on the Heights Parameters Plan and summarised as follows:

- Zone A (83.50 AOD) including buildings 12.5m clear internal height, 16m to top of ridge.
- Zone B1 (84.00 AOD) including buildings 15m clear internal height, 18.5m to top of ridge.
- Zone B2 (85.50 - 104.50 AOD) including buildings 21m and 40m. clear internal height respectively, 24.5m and 43.5m to top of ridge respectively.
- Zone C (79.00 AOD) including buildings 15m clear internal height, 18.5m to top of ridge.
- Zone D1 (82.00 AOD) including buildings 21m clear internal height, 24.5m to top of ridge.
- Zone D2 (80.50 AOD) including buildings 21m clear internal height, 24.5m to top of ridge.

Trends in current logistics buldings are promoting increased volume as a product of building height. This is to optimise storage capacity as well as accommodate a range of storage solutions. The range of building heights proposed accommodate the range of building sizes which in turn responds to sensitivities around the perimeter of the site.

FIGURE 2.4: BUILDING HEIGHTS PARAMETERS PLAN

2.9 Access and Circulation Parameters

Proposed Access

The proposed development will be accessed via two new roundabouts on Grappenhall Lane. The principal roundabout will be at a point approximately 380m to the west of the A50 Cliff Lane / Grappenhall Lane roundabout and a secondary roundabout 350m to the east of the existing Broad Lane / Grappenhall Lane / Barleycastle Lane roundabout.

The roundabouts will be designed in full accordance with design standard TD16/07 of the Design Manual for Roads and Bridges and will accommodate the swept path manoeuvres of high volumes of large HGV vehicles.

An extensive package of mitigation works is proposed at the A50/Cliff Lane roundabout and M6 J20. These are set out in the Environmental Statement. The Site currently benefits from five access points along the B5356 Grappenhall Lane, including one main Site access into Bradley Hall Farm, between the A50 Cliff Lane / Grappenhall Lane roundabout and the western roundabout of the M6 Motorway Junction 20, plus four field accesses along the Site's frontage to Grappenhall Lane.

The main Site access into Bradley Hall Farm also forms part of the Public Right of Way Network (Footpath No 3I), which allows a connection through the Site to Barleycastle Lane to the south (where the route becomes Footpath No 23).

Internal Roads

Circulation within the Site is to be detailed at the Reserved Matters stage.

Pedestrian and Cycle Routes

A footway and cycleway is proposed along the length of the Site's northern boundary and frontage with the B5356 Grappenhall Lane. This should be a 3.5m shared cycleway/footway 1.2km in length along this road corridor. Suitable pedestrian and cycle provision will be catered for within the internal Site layout as part of the development of a detailed scheme layout.

The existing Public Right of Way, Footpath 31 follows the line of the current farm access into the Site from the A50 Cliff Lane and continues past the Bradley Hall moated site and to the south of the Site as Footpath 23. It is proposed to retain Footpath 31 in its general extent, although it may require a minor variation to the alignment to provide a safe crossing point across an internal estate road.

Footpath 28 runs east-west across the site from Footpath 23 and 31, to the north of the Bradley Hall cottages, across the fields, before terminating at the field boundary to the western extent of the Site. Footpath 28 will be diverted as part of the Proposed Development. Its diverted route will run along the northern boundary of the site, parallel with the B5356 Grappenhall Lane at the point of the proposed eastern access point. It will then re-enter the site alongside an internal estate road and rejoin Footpath 23.

Public Transport

The accessibility of the proposed development via public transport is considered in detail as part of the Transport Assessment and ES.

The potential to improve the accessibility of the Site by public transport will be set out in a Travel Plan Framework submitted as part of the planning application. The internal estate road and link between the two roundabouts will allow buses to penetrate the site with provision of a bus stop within the site.

The nearest railway stations are in Warrington (Warrington Bank Quay and Warrington Central), both situated some 6.5km crow-fly distance from the Site. The stations lie within 8km cycle distance from the Site, making a longer journey by rail / cycle a possibility.

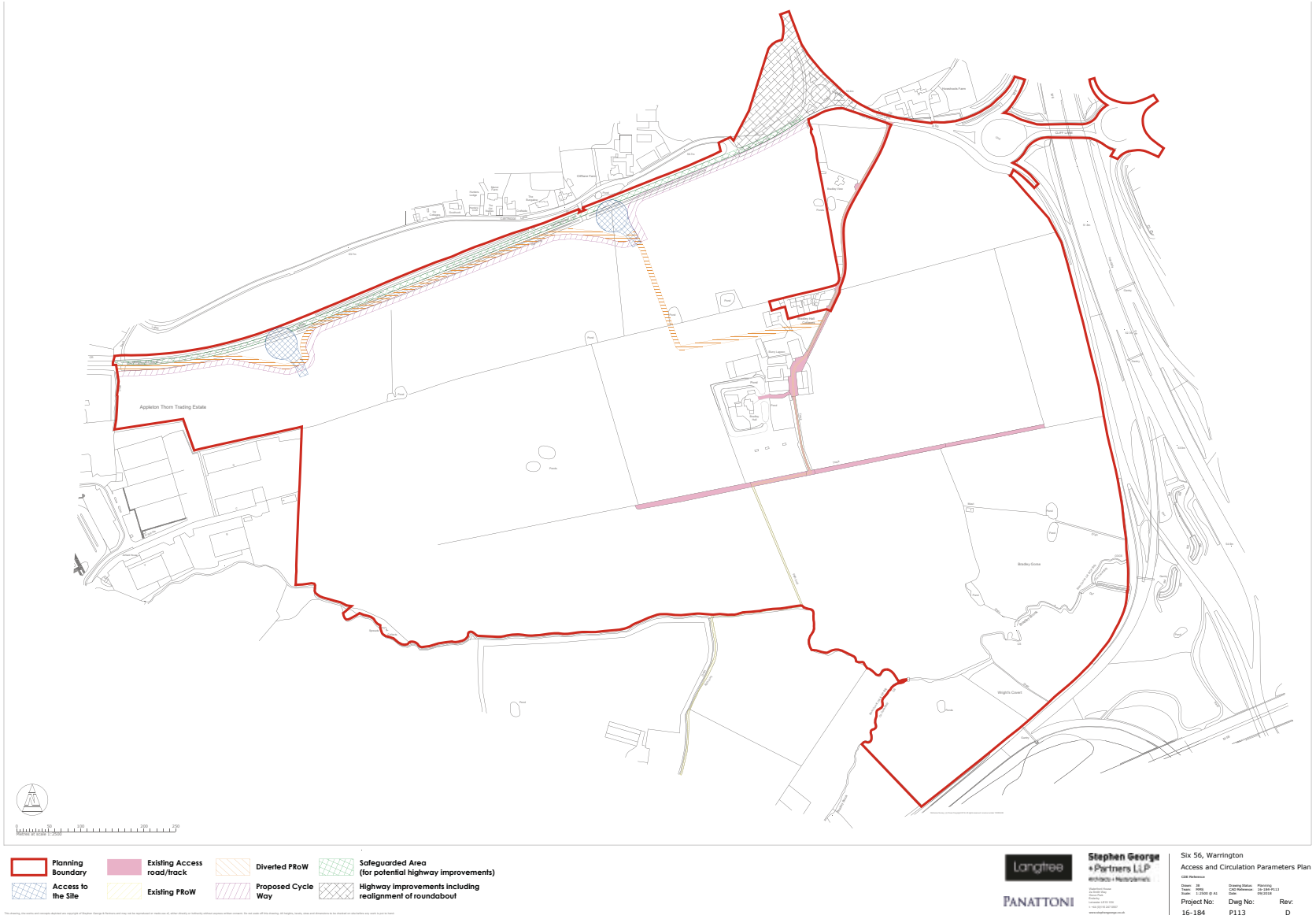


FIGURE 2.5: ACCESS AND CIRCULATION PARAMETERS PLAN

2.10 Drainage Parameters

Ultimately, each development plot will have its own surface water drainage strategy as well as attenuation of the associated and immediate public realm. A strategy is being developed for plot level and site wide drainage.

Sustainable drainage systems will be used along with greenfield runoff rates for surface water drainage.

Foul water will be pumped to meet United Utilities sewers from a new pumping station within the site.

The Site is wholly within Environment Agency Flood Zone 1 land, classified as land that has a low probability of flooding.

A main EA river network is present on the southern boundary of the Site. A tributary of Bradley Brook originates from Barleycastle Lane flowing west to east before joining Bradley Brook prior to being culverted under the M6. The river continues north through Lymm with eventual connection to the Manchester Ship Canal network.

There are no groundwater abstraction points or primary aquifers within 1km of the Proposed Development.

There are no formal foul or storm artificial drainage connections offsite from the development. The existing drainage assets are limited to the farm house, cottages and field drainage. The waste from the existing properties is collected within an underground system and discharges to a series of local artificial cess pits which are emptied at regular intervals. The storm water drainage from the properties and surrounding infrastructure is collected and conveyed to a combination of ground and overland routes with eventual collection in the Bradley Brook network on the southern boundary. Artificial drainage from the agricultural fields is also present with discharge to various ditches throughout the Site.
The closest adoptable sewer network is located in the industrial estate to the west, under the responsibility of United Utilities. The closest adoptable sewer network with available connection to processing plants is found further south-west within the outer regions of Appleton.

The natural drainage patterns on the Site indicate mainly greenfield runoff toward Bradley Brook. There are also a series of onsite ponds which collect and store water for sub-catchments without positive artificial connections. Bradley Gorse also has an independent natural drainage network which includes ponds and overland connectivity with eventual connection back to Bradley Brook.

The proposed foul drainage strategy is to collect and convey waste via gravity to a central pumping station. This will then be pumped within a rising main west and south along the B5356 with connection to the United Utilities sewer network.

The proposed storm water drainage strategy will see the Site with eventual discharge direct to Bradley Brook at Greenfield Runoff Rate. Storm water will be restricted to GRR from each plot and conveyed to a central SuDS corridor where discharge from the road network will also discharge. Treatment levels will be provided both on plot and in the public realm.

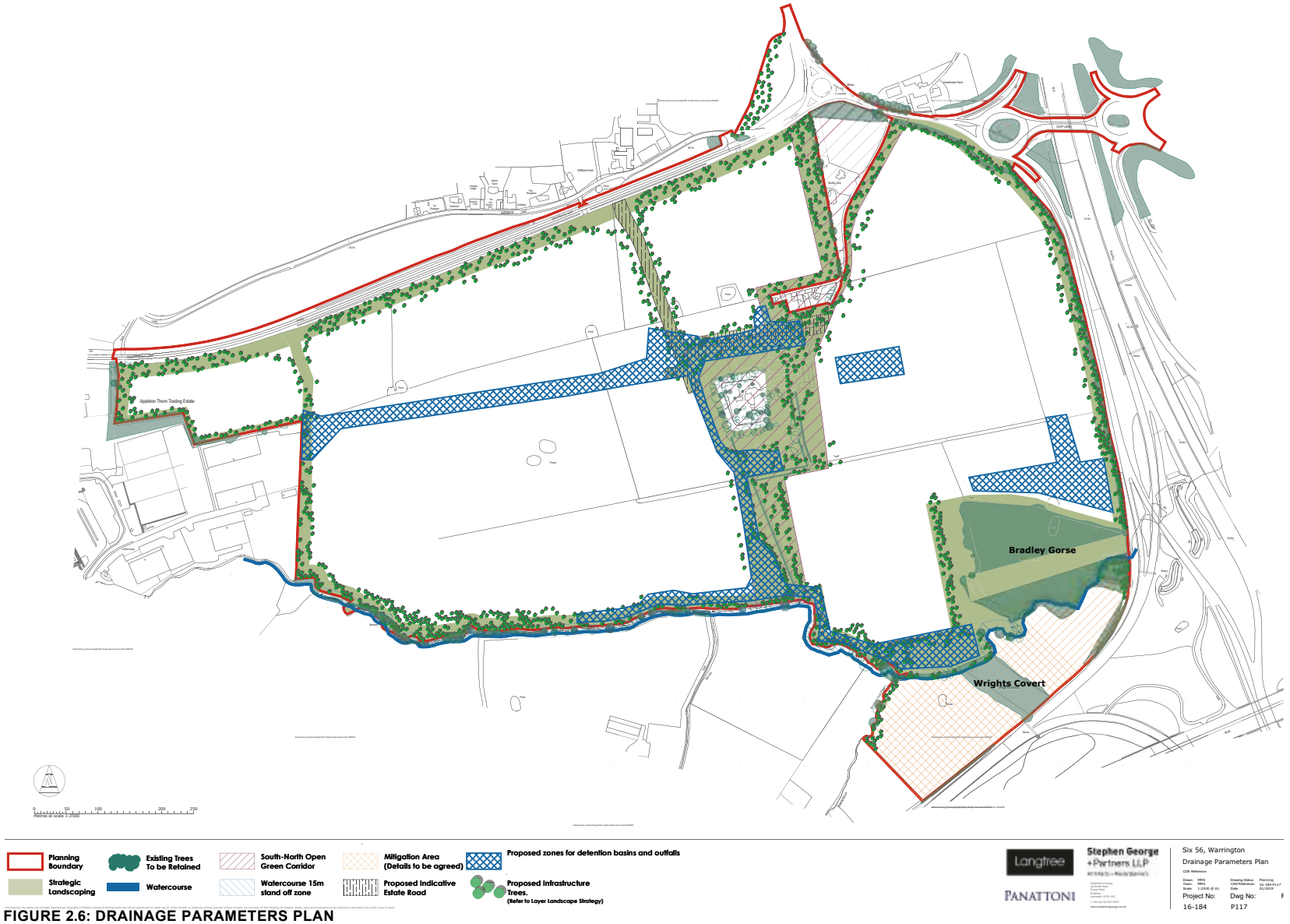


FIGURE 2.6: DRAINAGE PARAMETERS PLAN

2.11 Acoustics Parameters

The Acoustics Parameter Plan identifies areas closest to boundaries with residential properties and where external service plant or other noise generating equipment should not be placed, unless it can be demonstrated that appropriate mitigation can be put in place to avoid significant adverse effects on the noise receptors. It also details that in these areas, delivery/ loading bays should be orientated away from the Site boundaries and the neighbouring residential properties.

Within the Noise and Vibration Technical Chapter, noise and / or vibration effects on existing sensitive receptors and their occupants during the proposed construction works have been considered:

- Effects on occupants of existing sensitive receptors due to noise from operational activities associated with the operation of the Proposed Development; and
- Effects on occupants of existing sensitive receptors associated with increased noise from changes in traffic flows due to the Proposed Development.

The assessment undertaken for this application has been based on several worst-case assumptions, as final operators for each of the proposed units have not been confirmed.

Future Reserved Matters planning applications should therefore include further assessments on noise impacts, based on confirmed proposals such as building layout, operating procedures, plant requirements, and vehicle flows.

These future assessments may affect the mitigation measures required, such as the detailed design of perimeter bunding currently included within the outline application.

With regards to the existing properties of Bradley View Cottages and Bradley Hall Cottages, mitigation measures are proposed assuming the proposed illustrative masterplan is brought forward and these include bund and fence features. It should be stressed these are presented as worst case scenarios.

FIGURE 2.7: NOISE RECEPTOR PLAN

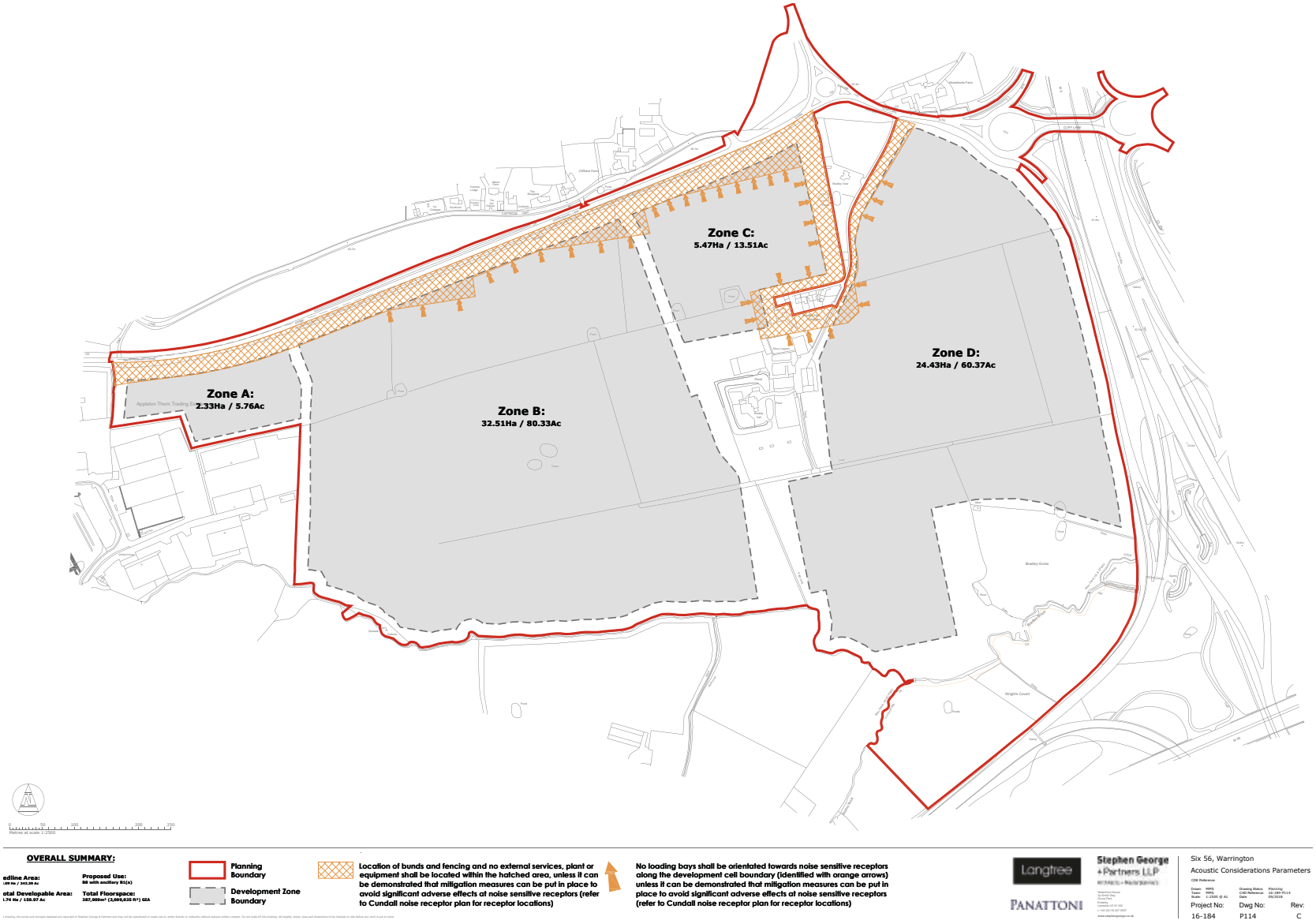


FIGURE 2.8: ACOUSTIC PARAMETERS PLAN

2.12 Heritage Parameters

Bradley Hall moated site is a Scheduled Ancient Monument (SAM) located within the Site boundary, to the eastern part of the site, adjacent to the farm buildings. It comprises the buried and earthwork remains of a medieval moated site for a medieval manor house, which is to be retained. The moated island is partly occupied by the farm house associated with Bradley Hall Farm, which is excluded from the Scheduling, but which will be retained and converted to B1a office use as part of the Proposed Development.

This Heritage Parameter Plan seeks to identify a 30m stand-off and buffer between any built development and the moat which is a heritage asset. The existing Bradley Hall Farm building, which is a locally listed building (nondesignated heritage asset), will be retained and converted for B1a office use.

A corpus of work has been undertaken to understand the Cultural Heritage Context of the Site including the historical built form including listed buildings, conservations areas, the archaeological resource and the historic landscape within which the Site sits.

The Cheshire Environments Records (HER) have identified a number of archaeological sites and findspots within the area. These have either been recorded through aerial photographs, evaluation/ mitigation or through chance discoveries.

Identified to the southeast of the Site is an elliptical enclosure which may have prehistoric origins. Found to the north of this near to Junction 9 of the M56 Motorway was a prehistoric stone shaft-hole axe. No other artefacts or monuments of this date are recorded within the study area.

Recorded within the northern extent of the Site is a Roman road which heads in an east west direction. Accounts state that it has been traced for over 12km with its alignment dictated by the crest-line of an escarpment of New Red Sandstone which overlooks the Mersey Valley to the north. Evidence for the road has been proven from the study of Tithe and estate maps, parish boundaries, hedge lines, place names, and observations of road material in plough fields.

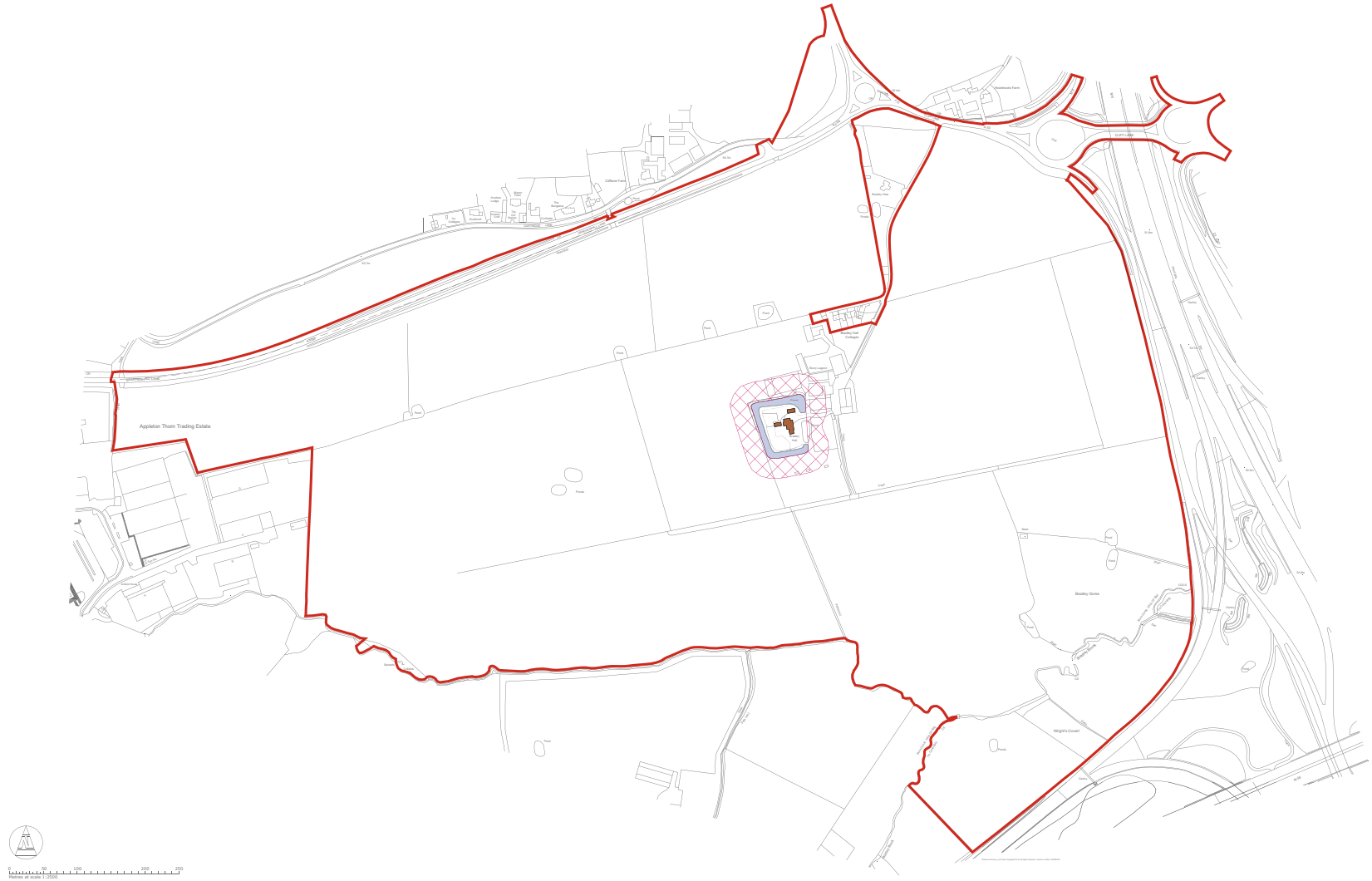
A section through the road was excavated to the west of the site prior to the development of the adjacent industrial estate. At this point the road was found to be 13.5m wide. Accounts suggest that the road continued in use during the medieval period which is in part substantiated by the placement of a cross on the road near to Bradley Hall Medieval moated site.

Designated Assets

Located within the eastern part of the Site is Bradley Hall Moated Site which was designated a scheduled monument in 1991. It comprises the buried and earthwork remains of a medieval moated site for a medieval manor house. The moated island is approximately 70m by 55m and is grass covered in the areas not occupied by buildings. Excluded from the scheduling are the farmhouse, access drive, fences, hedged field boundaries and a telegraph pole.

The moat remains water filled and within the island are two occupation phases which survive beneath the present house and gardens. The moat surrounding the island is c. 10m wide and 2.5m deep. Part of the moat has been disturbed through the creation of an ornamental pond on its east side. Access is currently gained from a causeway also on the east side which replaced an earlier drawbridge.

The original hall within the moat was erected in the early 14th century. Documentary sources refer to it around this time with its first depiction on a map dating to 1735 which shows the hall to the northeast of its current position and the moat extending beyond its present location. The hall shown on the aforementioned map replaced that erected in the 14th century. Between the early 18th and the early 19th century the hall was considerably altered as was the location and extent of the moat. Analysis of later maps shows the addition of a number of outbuildings to the hall as well as a number of agricultural buildings immediately to the northwest of the moat.



Planning Boundary

Scheduled Ancient Monument (SAM)

SAM 30m Buffer Zone. No new buildings to be built or encroach into this zone.

Existing building to be retained and re-used for conversion

Langtree

PANATTONI

Stephen George + Partners LLP

Six 56, Warrington
Heritage Parameters Plan

Project No: 16-184
Dwg No: P112
Rev: E

FIGURE 2.9: HERITAGE PARAMETERS PLAN

SGP

2.13 Demolition Parameters

This Demolition Plan identifies the extent of the existing buildings on site proposed for demolition on site. These comprise the complex of farm outbuildings associated with Bradley Hall Farm.

Existing Services Arrangements

The existing Site has the following services that will either be disconnected and / or diverted to facilitate the proposed development:

- Electrical services (Low Voltage only)
- Telecommunication services
- Water services

The existing electrical services comprise an overhead low voltage cable that runs south from the B5356 Grappenhall Lane, across the site to Barleycastle Lane. The cable serves Bradley Hall, an on-site telephone mast, adjacent to Bradley Gorse, and properties on Barleycastle Lane.

The Electrical supplies to the existing site will be disconnected and the existing services on Barleycastle Lane shall be re-fed from new supplies to the south of the Site. Should the residential properties adjacent to Bradley Hall Farm be retained, now services will be installed.

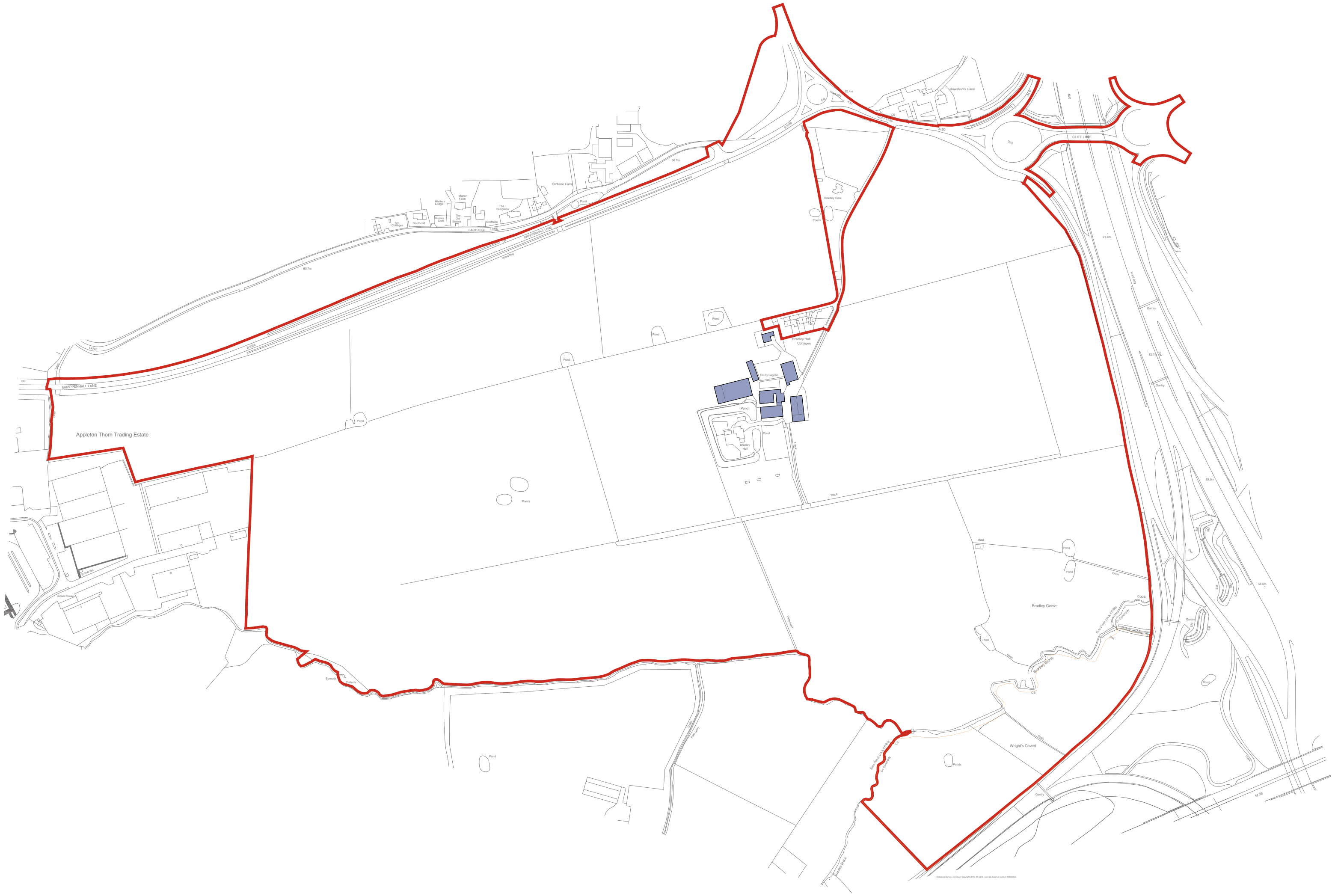
The telephone mast will be re-fed by a new supply via underground cabling from the proposed development.

The existing telecommunications services feed the existing residential properties adjacent to Bradley Hall Farm, these services will be disconnected back to B5356 Grappenhall Lane or new services installed to the residential properties.

The existing water services feed the existing residential properties adjacent to Bradley Hall Farm, these services will be disconnected back to B5356 Grappenhall Lane or new services installed should the residential properties.

The existing Gas, Electric and Telecomms services running along Grapenhall Lane / A50 are not envisaged to be affected by the re-aligned roundabout at the junction of Grapenhall Lane / A50.

The existing Water service running along Grapenhall Lane / A50 will require re-routing to facilitate the re-aligned roundabout the re-aligned roundabout at the junction of Grapenhall Lane / A50.



Planning Boundary

Buildings to be demolished as part of the proposed development

Waterfront House
2a Smith Way
Grove Park
Enderby
Leicester LE19 1SX
t: +44 (0)116 247 0557
www.stephengeorge.co.uk

Six 56, Warrington

Demolition Parameters Plan

CDE Reference

Drawn:	JB	Drawing Status:	Planning
Team:	MMS	CAD Reference:	16-184-P118
Scale:	1:2500 @ A1	Date:	09/2018

Project No:	Dwg No:	Rev:
16-184	P118	D

FIGURE 2.10: DEMOLITION PARAMETERS PLAN

3. Illustrative Masterplan

The proposed suite of Parameters Plans in section 2 set out the criteria for establishing the future masterplan. To illustrate how the proposed Parameters could be brought forward, an Illustrative masterplan has been completed. Ultimately, the masterplan will evolve subject to occupier demand and market forces.

3.1 The Vision

Six 56 Warrington represents an opportunity for consistent, coherent and high quality development with flexibility to accommodate a range of logistics and industrial occupiers in varying size units.

Specifically the illustrative masterplan illustrates:

- A layout that is flexible enough to accommodate a wide range of unit sizes, integrated into an extensively landscaped setting.
- An access strategy that is sympathetic to the existing highway layout and maximises opportunities for modal shift and makes provision for potential connection to future the South Warrington Urban Extension area.
- The use of appropriate building design striking a balance between expressions of individual identity and providing an overall harmonious built form.
- Integration of built forms into the landscape both visually and physically.
- Appropriate spatial separation from nearby residential properties, with mitigation where appropriate.

The principle at Six 56 Warrington is to establish a flexible framework capable of accommodating a wide range of occupiers in a coherent and cohesive development. The following section indicates how the site could be developed in accordance with the principles set out in the Parameters Plans.

Within the overall ‘landscape framework’ a series of development plateaus will be formed capable of accommodating a range of units with a total floorspace creation of 287,909m² (3,099,025 ft²) GIA.

Where practical, the buildings will have offices and car parking fronting the key estate roads with service yards set to the rear and screened where possible with landscape belts. The building design will seek to create a new identity for the park with consistency in quality, scale and colour. Detailing and material selection will be carefully co-ordinated to provide an attractive cohesive park, thus realising a contemporary and innovative architectural solution.

Innovative and high quality design will attract major regional and national employers to the site. High quality businesses employ high quality staff by definition. This shows that occupiers creating the right environment in which to work and the ability of their staff to enjoy work can be more creative, more productive and stimulated. It helps to attract and retain the best people in the future. A sense of community created by building design, landscape and the public realm, with active on-site management, will ensure an environment which is a relaxing atmosphere with a bustle and energy through interaction which is attractive to occupiers. The ability to provide a diverse range of accommodation, in size, specification and tenure will also be important to ensure that the development appeals to the widest possible occupier market. In this way, the scheme will respond and accommodate requirements from a wide range of occupiers, with flexibility to facilitate growth over time.

FIGURE 3.1: ILLUSTRATIVE MASTERPLAN

SGP

3.2 Landscape & Ecology

A Masterplan and subsequent ‘cut and fill’ exercise was undertaken, to create level platforms for the introduction of logistics units within each plot. Given the scale of the proposed units, the requirement for planted bunds around the periphery of the Site would be needed to reduce the impact of the propose development from receptors within the immediate context. The excavated material will be used to create ‘screening’ bunds. Additionally, tree planting will be incorporated along the bund to provide additional screening of the development. In order to ensure the integration of the Proposed Development with the surrounding context the proposed tree species will incorporate species identified within the Abroricultural Survey and Impact Assessment as already existing within the Site. These species include Quercus robur (English Oak), Acer pseudoplantanus (Sycamore), Alnus glutinosa (Black Alder) and Betula pendula (Sliver Birch).

A development offset of 30m around the Bradley Hall Moated Site, Scheduled Ancient Monument (SAM) was agreed with Historic England in order to protect the setting of the monument itself and the sense of openness within the immediate context. This was undertaken to allow a greater appreciation of the SAM, to further encourage this, the Appleton FP23 PROW will be re-directed to the west of the existing footpaths position in order to ensure pedestrian users can identify the location of the SAM and interact with it accordingly. The PROW currently consists of an unmarked route moving through existing tracks and field vegetation. The relocated PROW will follow the same example. The route will consist of an unmarked path through a proposed wildflower meadow surrounding the SAM, therefore protecting and enhancing the setting of the SAM. The setting of the monument will also be promoted through the limiting of tree planting within the 30m offset area. Where possible to the north of the SAM, bunding will be incorporated to further screen the lower portions of the Proposed Units within Plot 1 from view.

A number of key habitats have been created through the enhancement of much retained landscape within the Site. To the south, Bradley Gorse and the surrounding vegetation will be retained and enhanced in order to form the Ecological Mitigation Zone (EMZ). Links to the EMZ from the open space provisions in the centre of the Site (surrounding the SAM) have been incorporated through a continuous landscaped strip. Proposed hedgerow planting along the boundary of this area, runs from the north and east of the SAM, along vehicular routes and car parking provisions, leading to the (EMZ), therefore allowing ‘animals and insects’ within the Site to move freely with limited interaction with the vehicles. Throughout the Site a series of water attenuation ponds have been included, to include marginal Aquatic planting, further reinforcing the integration of bio-diversity and ecological enhancement.

Within the centre of the site wildflower meadowland planting is proposed to enhance ecological connectivity and reinforce the green connectivity running through the site. Figures 3.10 to 3.12 in particular, show the design intent of the wildflower meadowland planting through the centre of the site.

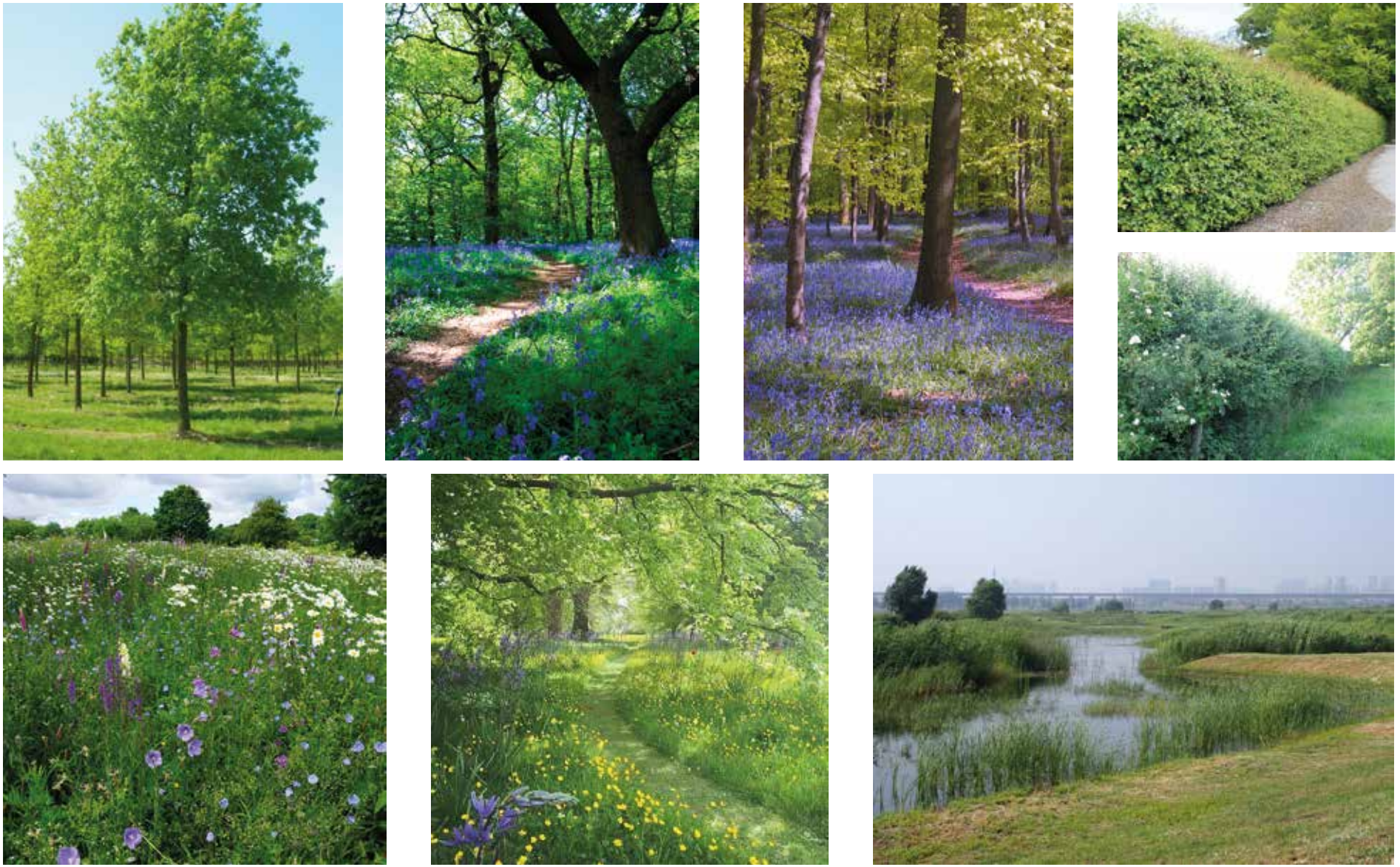


FIGURE 3.2: INDICATIVE LANDSCAPE CHARACTER IMAGES

3.3 Density and Massing

Uses of the nature proposed inevitably require buildings of a significant scale. The layout and treatment of building elevations will be used to break down the scale of the building. The use of colour and changes in texture will be used to break down the overall mass of the building. The use of barrel roof forms will also create an attractive roof line.

Horizontally spanning panels may be used on the elevations to reduce the perceived height, and these could be broken up with contrasting vertically spanning materials in panelled areas, in order to punctuate the length of the façades. At low level, dock doors add interest and definition to the ground level loading and servicing area.

The landscape strategy proposes the introduction of significant new areas of planting across the development. This will act further in breaking up and softening large building elevations and will limit the visual impact of the scheme. Areas of bunding and proposed landscaping will be introduced to provide visual mitigation to existing receptors as well as views into the site particularly fro Grappenhall Lane. Please refer to the indicative site sections (Figures 3.3 to 3.5 inclusive) showing the relationship between existing site features and proposed buildings.

3.4 Access, Circulation and Parking

Access to and egress from the development site is via 2 new roundabouts from Grappenhall Lane. This creates a segregation of users from the outset as users of the employment zone are removed from roads serving the other areas.

Minimisation of individual car travel to work will be encouraged and the occupation of the building will be subject to the approval of a Travel Plan.

Inclusive access within each plot is achieved with paths leading pedestrians from the car parks to the main office entrance. A link to the cycle lanes will be provided to cycle shelters located near to the office main entrance. As far as possible, pedestrian and cycle routes will be segregated from routes used by motorised vehicles. Service vehicles will; in turn, be segregated from staff and visitor traffic motorised traffic to each site.

The position of secure, covered cycle parking areas within each plot will be located in close proximity to the office accommodation entrances to encourage use as well as enhance security. Shower/changing facilities will be provided within all development plots to encourage non-car travel.

Car park areas will be screened through the use of mounding, fencing and planting. Soft landscaping will be integrated into the car parking areas to enhance the visual appearance as well as blend the site into its context. Pedestrian linkages should be designed and specified to create ‘pedestrian friendly’ areas through car parks. The provision of disabled parking bays will be provided to a minimum of 10% of the total car parking number and be positioned in close proximity to the office entrance. Car, cycle and HGV parking and motorcycle parking provision will be in accordance with Local Authority standards.

3.5 Plant & Equipment

Whilst details of plot specific plant and equipment are not known at this stage, the position of proposed plant equipment will be positioned to minimise noise and air quality impact on local receptors. Acoustic screening and natural landscape buffers and bunds should be employed where possible to mitigate plant equipment areas.

FIGURE 2.5: PROPOSED ACCESS DESIGN / IMPROVEMENTS

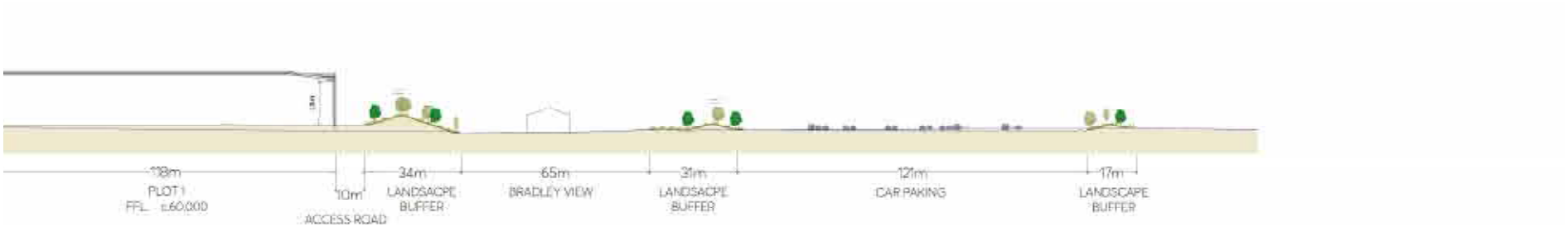


FIGURE 3.3: ILLUSTRATIVE SITE SECTION THROUGH PLOT 1 & BRADLEY VIEW COTTAGE & PLOT 2

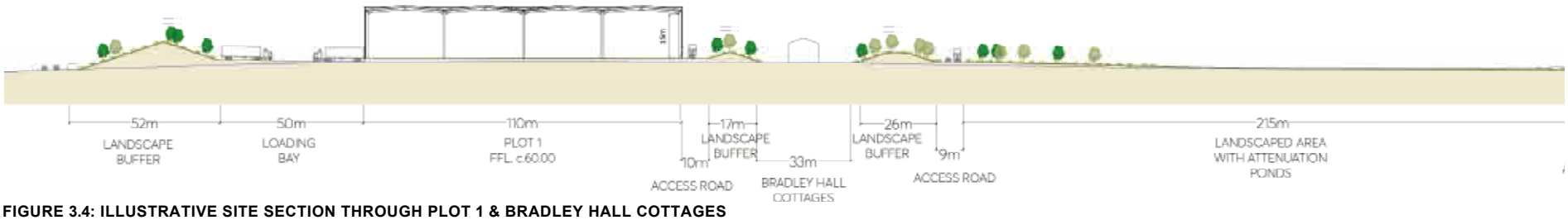


FIGURE 3.4: ILLUSTRATIVE SITE SECTION THROUGH PLOT 1 & BRADLEY HALL COTTAGES

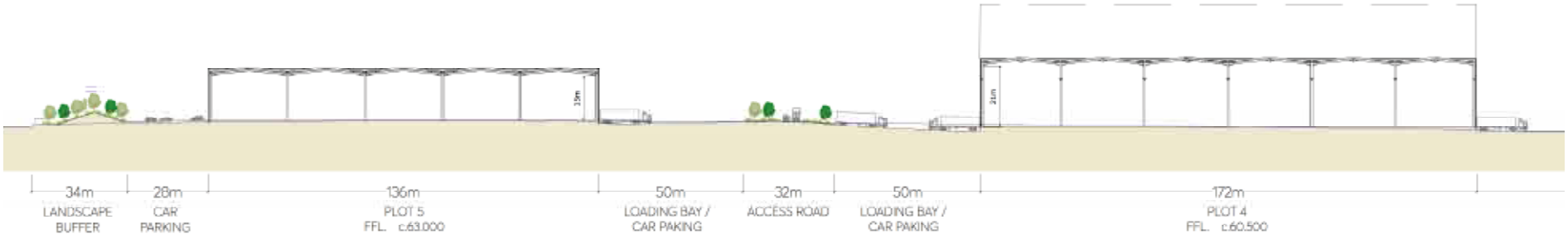


FIGURE 3.5: ILLUSTRATIVE SITE SECTION THROUGH PLOTS 5 & 4

SGP

3.6 Urban Form

The positions of the proposed logistics buildings have been informed by the site context such that the bulk of the largest potential unit has been located on the lower tier and adjacent to the existing industrial background of the Barley Castle Industrial Estate.

In order to minimise visual impact the proposed roof form is unarticulated w ith a clean parapet line. Providing an animated roof line would emphasize the overall mass of the buildings. Please refer to 3.6, 3.7, 3.9 - 3.12 inclusive for illustrative images of the suggested approach to dealing with the building mass, form and suggested colour palette.

The proposal generally locates offices on the end elevations of the warehouses. This forms a focal point for views from the estate road, provides natural surveillance into the car park and also provides a visual connection from the offices across the yard area. This strategy is also employed adjacent to the SAM with office frontages provide focal points from views from the SAM.

3.7 Safety

The proposed development has been carefully laid out to create a working environment that is not only practical and fit for purpose, but is first and foremost a safe place.

Pedestrians are restricted from service yard areas, except for where their job specifically requires them to be there. However, because the units may be cross-docked and require 100% circulation around the building for HGVs, pedestrians and trucks may be required to interface at the entrance to the offices.

Fencing is anticipated around the perimeter of the units that will create a secure environment. The presence of a security gate house would further enhance control of the restricted area.

Personal security is aided through the layout of the car parking areas through the avoidance of creating hiding places. All areas of the car parks are visible from both the office and from the road.

3.8 Implementation

The impact of construction on the environment, nearby residents and villages and upon existing occupiers nearby the development will be minimised. To achieve this, strict control of construction works is therefore necessary, and discussions with adjoining parties and those potentially most affected by the proposed development have already commenced.

It is anticipated that the outline planning permission is likely to be subject to conditions relating to the hours of construction, the method of disposal of material, wheel washing etc. Additionally, construction sites must be secured in accordance with current legislation and construction traffic must be adequately managed.

3.9 Waste, Recycling & Storage

Construction waste

Spoil is likely to comprise the largest waste type (by quantity) to be generated during the construction phase as a result of site levelling and also during earthworks for buildings, drainage and infrastructure. Design work undertaken to date has identified that a cut and fill balance on the site would be achieved and that all spoil material would be retained on site (subject to contamination testing). Where contamination is encountered, remediation would be undertaken on the site where possible.

Spoil material would be used in the creation of buffers for noise and landscaping and the creation of development platforms for the buildings and therefore, would avoid potentially large quantities of spoil being removed for disposal off site. This would reduce the potential impact on the capacity of waste management infrastructure in the borough.

Operational Waste

The design of Six 56 Warrington will make provision for appropriate waste storage and recycling collection facilities. A dedicated storage area will be provided within the design of each unit to allow for the segregation and storage of recyclable waste

FIGURE 3.6: VIEW TO PLOT 1 FROM GRAPPENHALL LANE ROUNDABOUT

4. Design Appearance

4.1 Materials

The details of the proposed materials and building design will ultimately be controlled via planning conditions and future Reserved matters Applications. However, below is an example of what the units and development could be. Form, sizes and heights of the buildings are informed by the functional parameters of the nature of the proposed usage. Therefore, the warehouse design will reflect a functional design aesthetic, with the design of the offices providing an opportunity for innovation and place making.

The selection, detailing and maintenance of all external materials will be considered at the outset of the design process and only products with proven lifespan and quality will be specified. Particular attention will be given to detailing to ensure continued performance especially at joints and abutments.

The selection of materials must have due regard to the embodied energy for construction, environmental impact and ongoing maintenance. The use of recyclable materials, where appropriate, will be considered.

Contractors will be required to work directly with manufacturers to ensure supplied materials are pre-cut to size to minimise wastage wherever possible. This will also ensure a higher standard of construction which will help to improve detailing. Materials should also be sourced locally, recycled and/or recyclable where practicable.

4.2 Building Materials

The logistics units will include elements of ribbed and flat composite cladding panels and built up profiled cladding systems laid both horizontally and vertically. This will provide variety to the elevation by producing a change in texture.

To reduce the impact of the warehouse building upon the surrounding environment, a selection of recessive and neutral colours will be used. The potential for the controlled use of stronger colours in feature bands, flashings, fascias and glazing at lower levels then becomes acceptable in order to offer contrast and relief, and to create some individuality for occupiers.

The warehouse roof will be a colour coated profiled steel. A light colour will be used to reduce the effect of the mass of the building.

Offices will use high quality materials. Curtain walling entrance features and aluminium framed glazing/window systems would enhance the pedestrian interface with the building.

4.3 External Works

Car parking access roads will be surfaced with block paving with parking bays surfaced in a flexible bituminous material. These measures will avoid large unsightly areas of “black-top” and also help to control surface water run-off rates. Parking bays will not be surfaced with any material that may be adversely affected by spills from standing vehicles.

Pedestrian links through car park areas will also be picked out in a contrasting material and rumble strips should be introduced at transition points.

The planting proposals in and around areas of car parking is critical, in order to avoid large areas of hard-standing. The runs of parking bays will be broken up with tree and shrub planting at regular intervals.

FIGURE 3.7: VIEW TO PLOTS 1 (RIGHT), PLOT 5 & PLOT 4 (LEFT)

In the interests of safety, the design of car parking areas and other pedestrian areas will ensure that soft landscaping in these areas does not obscure visibility and that there are no hiding places.
Visual cohesion will be enhanced not only by the careful integration of the buildings and planting but also by use of a furniture palette that provides a consistency throughout the site. The selection of bollards, litter bins and external seating etc. will seek to achieve a high quality development.

Security/boundary fencing will be incorporated into the soft landscape boundary treatment and restrict access to warehouse service areas.

All light fittings will be 'Dark Skies' compliant as described in CIBSE Lighting Guide LG6:1992. The proposed lighting equipment will comply with current standards and to the greatest extent possible, the luminaries and their settings will be optically set to direct light only to where it is required and to minimise obtrusive effects and if necessary, additional shielding will be considered. The fittings will be chosen from a range offering an appropriate degree of design consistency and quality. The car parks and principal pedestrian areas will be well lit to ensure the safety and convenience of users. Service yard lighting will be designed so as to minimise light pollution.

Lighting levels will be as follows:

Service Yard average of 30 lux, with 40% uniformity in accordance with BS EN 13201 - 2:2015, Table 2 Class C1. LED Flood lights (Holophane D-Series, Kingfisher Italo or similar) on columns to the service yard periphery. Localised lighting above loading doors again with LED Floods, (Holophane D-Series, Kingfisher Italo or similar) with zero tilt mounted flat to the ground.

Car Parking and Road Areas average of 10 lux with 40% uniformity and a minimum of 5 lux at kerb lines from 4 – 6m high columns and bollard lighting all controlled by photocells/time-switch. Locally, lighting levels will be increased to 50 lux at the main entrances.

4.4 Boundary Treatment

Security/boundary fencing will be incorporated into the soft landscape boundary treatment and therefore will be set back from the public side of the landscaping belt.

The detail specification of the security fence is to be agreed at Reserved matters stage. To ensure site security around the yard area, a 2.4m high security fence is typically provided. In order to blend in with existing and proposed landscaping, the colour of the fence should be coloured RAL 6016 (turquoise green).

Additionally, security/demise fencing will be provided around the car park area.

Acoustic mitigation measures to limit noise impacts should be adopted as detailed within Reserved Matters Applications to include where possible:

- The orientation of loading bays / docks with respect to sensitive receptors.
- The location of services plant to maximize distance from noise-sensitive

receivers and the potential screening effects afforded by proposed units.

FIGURE 3.8: KINGFISHER S05 OPTIC & DECO BOLLARD LED LIGHT FITTINGS

FIGURE 3.09: VIEW TO PLOTS 4 & 5 FROM GRAPPENHALL LANE

FIGURE 3.10: VIEW TO PLOT 3 ALONG PROW LOOKING SOUTH

FIGURE 3.11: VIEW LOOKING NORTH TOWARDS PLOT 3 (RIGHT) & PLOT 1

FIGURE 3.12: VIEW TO PLOT FROM PROW

5. Sustainability

5.1 Approach to Sustainability

Whilst the detail design of each plot will be subject to Reserved Matters application; with the holistic design of each future unit, a conscious decision has been made to reduce energy consumption and therefore reduce energy waste at source. This takes into consideration the lifespan of the project, from inception through construction and the likely operation of the buildings. Through the design and delivery of the buildings, including the shell and internal fit-out works, this approach will reduce energy use, CO^2 emissions and water consumption.

At source, analysis of the operation of the buildings has been undertaken to reduce the incoming load requirement for gas, water and electricity. Using guidance and base data from CIBSE and the BRE for typical warehouse buildings, our target is to reduce incoming electrical, gas and water capacity by 50% if possible, although this is dependent upon the final occupier.

The key criteria for reducing energy use in frost protected warehouses (the vast majority of warehouses do not have space heating, except in the office space) are lighting and air leakage. Lighting takes up the vast majority of the operational energy of the base building, which in turn makes up 50% of the total embodied energy. This includes construction.

We are committed to exceeding the requirements of both the Building Regulations and standard practice by increasing the total area of rooflights to a maximum of 15% and therefore improving natural daylighting. This may be complemented by installing intelligent lighting systems operating on PIR with daylight override and dimming facility. Improved lighting efficiency, incorporating high efficacy compact fluorescents generally and LEDs on emergency lighting would be 40% more efficient than ‘industry-standard’ fluorescent lighting, based on 6W/m² when compared to 10W/m² on a typical UK facility.

Air leakage, or air tightness, relates to the thermal performance and heat loss through the building envelope. Through commitment to best practice in the design, manufacture and installation of the external envelope, we anticipate to achieve an air leakage rate of 3.5m³/m²/hr at 50Pa or better in comparison to the requirement of the Building Regulations AD Part L2 of 5m³/m²/hr at 50Pa. This will result in a potential energy saving in excess of 30% based on a traditional UK warehouse.

This information demonstrates the energy efficient design of the proposed buildings and our aspiration to reduce energy consumption and energy waste at source.

5.2 Sustainable Transport

As the logistics supply chain industry has evolved, the location of logistics parks has become centred around transport module hubs, with access to the national strategic highway network an absolute priority. Building size has increased as economies of scale are sought, and 24-hour operation 365 days a year is the norm in many cases.

This shift in locational requirement, size and use has resulted in logistics facilities not being naturally sited immediately adjacent to residential areas and few premier parks are sited as such.

As a result sustainable transport models need to reflect the location and the needs of modern logistics parks with walking to work being an unrealistic presumption. The Travel Demand Management, exhibited in the framework Travel Plan identifies the quality public transport service and car sharing offers the greatest opportunity for reducing journeys by car.

A travel plan can also achieve more efficient use of private transport in the deployment of an employee database to encourage car sharing. Staff will be encouraged to partake in car sharing to reduce the number of single occupancy car trips to the site when other modes of sustainable travel are not feasible.

Please refer to Technical Paper 2 - Traffic and Transportation and appendices for further detail.

5.3 Proposed Services Arrangements

New Utilities services will be installed for the proposed development including electric, telecommunications, water and gas services.

The proposed electrical supplies to the proposed development will comprise a new 33kV primary sub-station to be located within the Proposed Development Site, this primary sub-station will feed a number of 11kV sub-stations located adjacent to the units. The capacity applied for the proposed development supply is 20Mva.

The proposed telecommunications services to the proposed development will comprise an infrastructure of below ground ducts and wire ways to each unit. The ducts will connect back to the telecommunications primary network on B5356 Grappenhall Lane.

The proposed water service to the Proposed Development will derive from the existing water main on B5356 Grappenhall Lane, and will distribute throughout the Site to serve each unit and fire hydrants. A pumping station is envisaged to be required at this stage to meet the required flow rates. The existing water mains infrastructure requires upgrading to support the Proposed Development. The capacity applied for the proposed development is 13.39 l/s.

The proposed gas supply to the Proposed Development will be derived from the existing 180PE M/P main, located near to the junction of Barleycastle Lane and Grappenhall Lane, the new gas main will run underground along Grappenhall Lane to the Proposed Development, this distance is approximately 900 meters. The new gas supplies for the Proposed Development will run underground to each unit location terminating into a dedicated gas meter per unit. The currently applied for gas load is 26,500 kWh. The existing network is unlikely to require reinforcement; confirmation of this is required from the asset owner following a full network study which will be carried out during detailed design analysis.

5.4 Sustainability Summary

- Buildings will be designed to achieve a minimum BREEAM Very Good rating
- EPC A-rating (for all buildings over 1,000 sqm)
- Incoming loads for gas, water and electricity optimised and reduced
- Potential utilisation of larger percentage roof coverage of rooflights and intelligent lighting systems.
- Potential utilisation of photovoltaic cells on the roof if required and viable
- Sustainable drainage systems (SUDS) will be incorporated for the external works where practicable
- Utilise off-site fabrication for major building components providing CO^2 savings
- New links with existing public transport and footpath/cycle route network
- Conservation, where possible, of existing planting and habitat and proposed landscape framework to enhance biodiversity
- Buildings are orientated to maximise natural daylighting and cross ventilation where possible
- Improved quality of collected water run-off prior to discharge to watercourses where practicable
- Create amenity and community value in the landscape
- Demountable and re-useable steel frame
- Non-VOC paint, recycled carpet tiles and FSC accredited, European sourced joinery

The detail of the above summary will be agreed at Reserved Matters stage.

6. Phasing

The delivery of the Proposed Development will come forward in phases. This will ultimately be driven by the demand for the employment buildings, however for the purposes of the Environmental Assessment, the following timescales have been assumed, which represent a precautionary approach (and therefore a worst case scenario) by assuming a single continuous phase of site enabling works

- Planning Submission – 2019 (late Q1)
- Planning Determination – 2019 (early Q3)
- Reserve Matters/Detailed Design – 2020
- Initial Site enabling and infrastructure works – 2020 (6 months – Q2 2020 to Q3 2020)
- Development – 2020 to 2027 (6.5 years – Q4 2020 to Q1 2027

The Development stage is expected to take approximately 6.5 years, with the initial enabling works commencing in the first 6 months of the development. The delivery of the units will be phased across the 6.5 years, alongside the other infrastructure works which are likely to be developed on a plot by plot basis. This will be dependent on market demand.

7. Conclusion

This Design and Access Statement (DAS) has explained how the design proposals for Six 56 Warrington have evolved in accordance with the relevant design policies in the adopted Core Strategy and The South Warrington Urban Extension Framework Plan Document (SWUEFP) (June 2017) produced on behalf of Warrington Borough Council as part of their evolving planning policy.

The proposals respond to the unmet demands from the logistics sector for the provision of a site that is well located to the strategic highway network and can accommodate large footplate buildings.

Six 56 Warrington meets these operational requirements, and offers the opportunity to create a first class regionally significant logistics hub on the important M6 & M56 interchange connected to the wider UK motorway network.

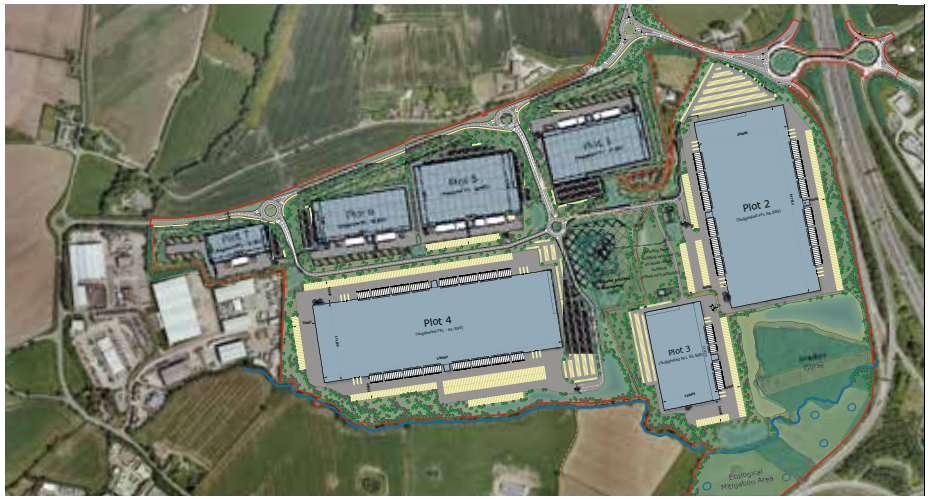
The need for logistics floorspace is embedded throughout the supply chain of goods - and is no longer to be regarded as a place of storage for final products, with few job opportunities. The UK's manufacturing industry requires efficient logistics facilities to serve the manufacturing process. Recent trends in 'reshoring' - the return of component suppliers back to the UK particularly from the Far East - has accentuated the need for efficient logistics buildings to be developed as a matter of urgency.

For many the trend towards very large-scale logistics buildings is perhaps best appreciated from the phenomenal growth in online retailing. The sophistication of the supply chain, and the efficiency in delivery of goods to customers is only achievable by the location of logistics buildings close to the strategic highway network and close to the customer.

The DAS has explained the constraints and opportunities presented by Six 56 Warrington to meet this development need which is of significance to the local, regional and national economy. The Site is highly suitable to accommodate this form and scale of built development with minimal environmental and technical impacts as demonstrated through the submitted Environmental Statement.

The Design and Access Statement has explained how the development will be phased in response to occupier demand. When complete Six 56 Warrington may provide approximately 4,100 new jobs with apprenticeships and skill training opportunities. A very significant contribution will be made to the local economy particularly for local businesses in Warrington.

A very significant advantage of Six 56 Warrington is that the development can be brought forward promptly in response to the granting of outline planning permission to meet the local employment need set out in the Councils evidence base to support their emerging Local Plan.



SGP

SGP

Architects + Masterplanners

London
t: +44 (0)203 755 5178

Leicester
t: +44 (0)116 247 0557

Leeds
t: +44 (0)113 246 7969

Birmingham
t: +44 (0)121 222 5346

Solihull
t: +44 (0)121 711 6929

Sofia
t: +359 (0)2419 9059

www.stephengeorge.co.uk