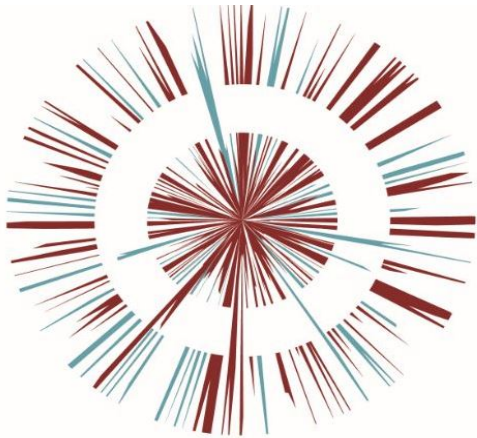




OMEGA ZONE 8, ST HELENS

Omega St Helens Ltd / T J Morris Ltd



Design & Access Statement
OPP DOC. 5



04.12.19

Omega Zone 8

Design And Access
Statement

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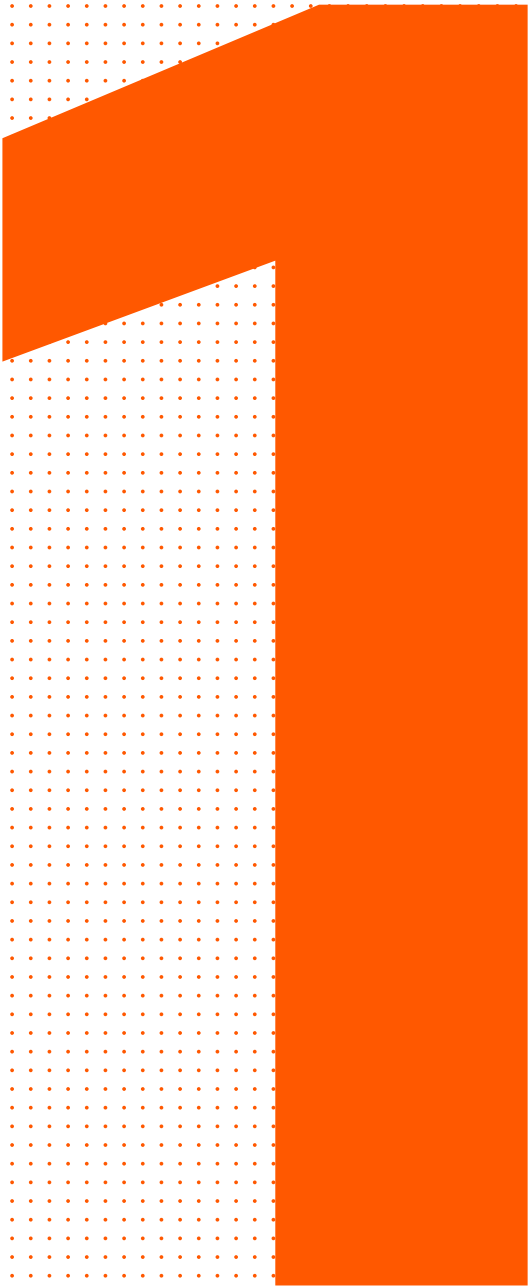
1.0 Introduction

2.0 Site Location

3.0 Design Principles

4.0 Conclusion

Introduction



1.0 Introduction

- 1.1 This Design & Access Statement has been formulated in support of an outline planning application as part of a hybrid application which is being submitted to St. Helens Borough Council for the erection of buildings for B2 and B8 purposes with ancillary B1 offices, formation of vehicle parking areas, landscaping with associated infrastructure with all matters reserved, on land located at the west of Omega Business Park. For the purposes of this planning application the site is identified as Omega Zone 8, St Helens.
- 1.2 The detailed application Design & Access Statement is being supplied by AJA Architects.
- 1.3 The Development is to be undertaken by Omega St Helens Ltd/ T.J. Morris Limited .
- 1.4 The Design & Access Statement outlines how the proposals respond to the development management principles, set out within the Local Plan and National Policy to deliver a high quality development.
- 1.5 The proposals are submitted in outline form with access brought forward as a reserved matter (given that the majority is shown within the full planning site) but all other matters such as landscaping, layout, appearance and scale have been reserved for future approval.
- 1.6 Flexibility is sought within the outline planning consent in order to allow for the development to be marketed and 'tailored' to suit the requirements of the potential occupiers.



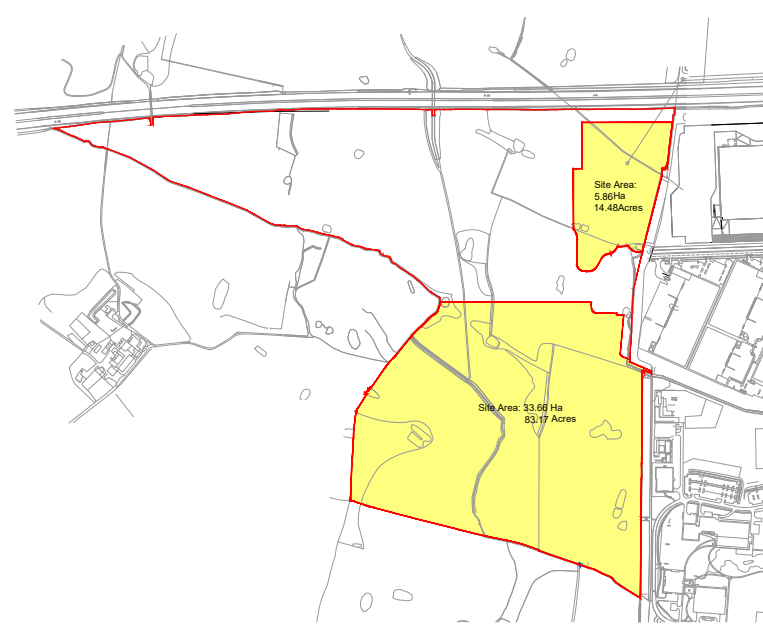
Aerial View of Site

Site Location



2.0 Site Location

- 2.1 The proposed Omega Zone 8 site is located approximately 3.5 miles to the north west of Warrington town centre.
- 2.2 The site is situated to the west of the former RAF Burtonwood Airfield, which was decommissioned in the 1960s.
- 2.3 The M62 motorway bisects the former airfield in an east-west direction over the former main runway. Before junction 8 was constructed, the last part of the runway was still visible but is now covered by the motorway junction. Part of the airfield is also occupied by the motorway service station.
- 2.4 The Omega site consists of a number of different zones, some of which have already been developed or are planned for development as part of this and other planning applications within the overall Omega Masterplan area.
- 2.5 The site is generally situated close to existing logistics developments to the east. Other commercial and industrial developments are planned to the far east of the Omega site, with many already being implemented.
- 2.6 The southern and western edge of the site is bounded by large areas of densely wooded and green areas.
- 2.7 The proposed site to which this outline application relates is shown opposite in context.

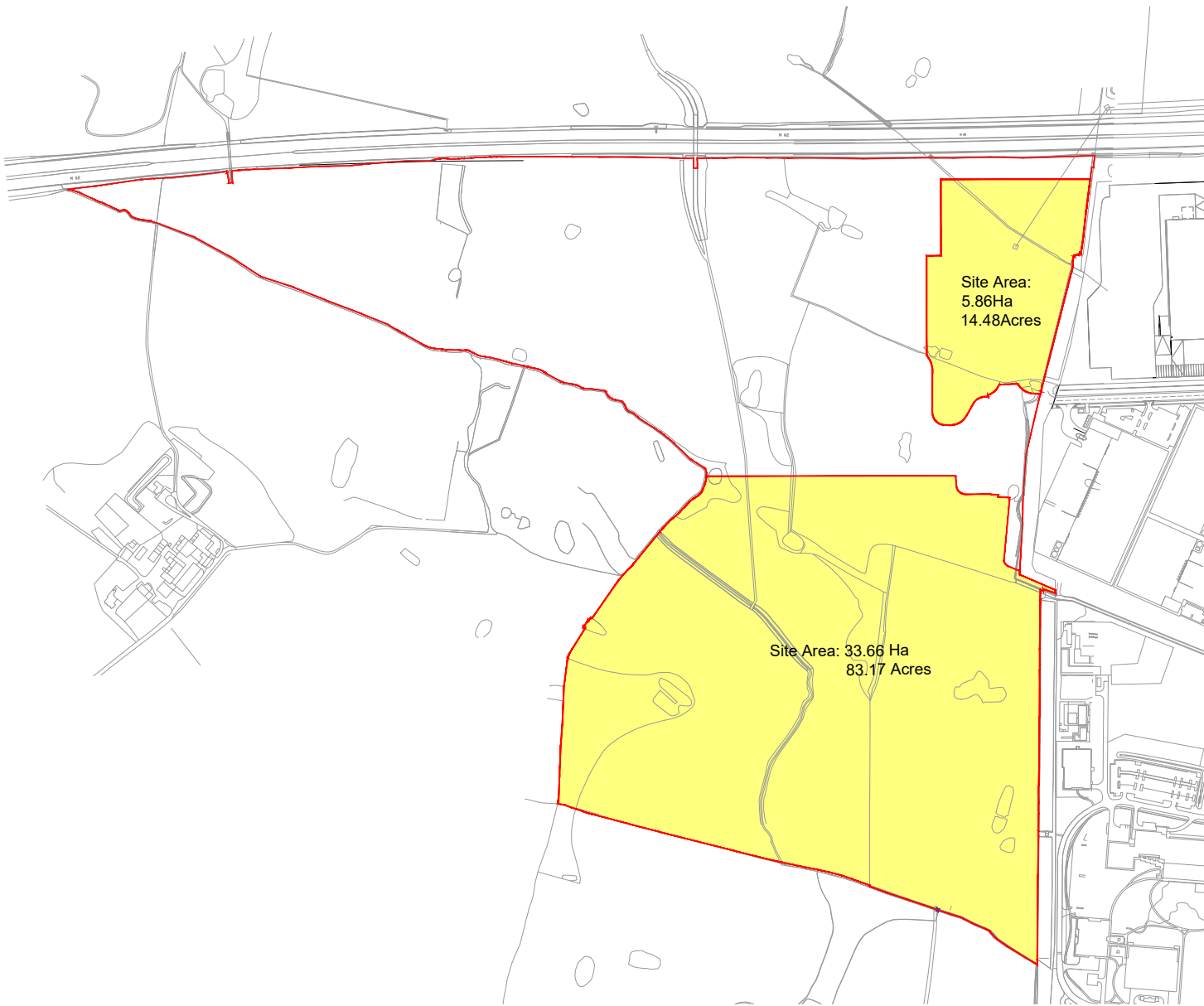


Outline Application Boundary

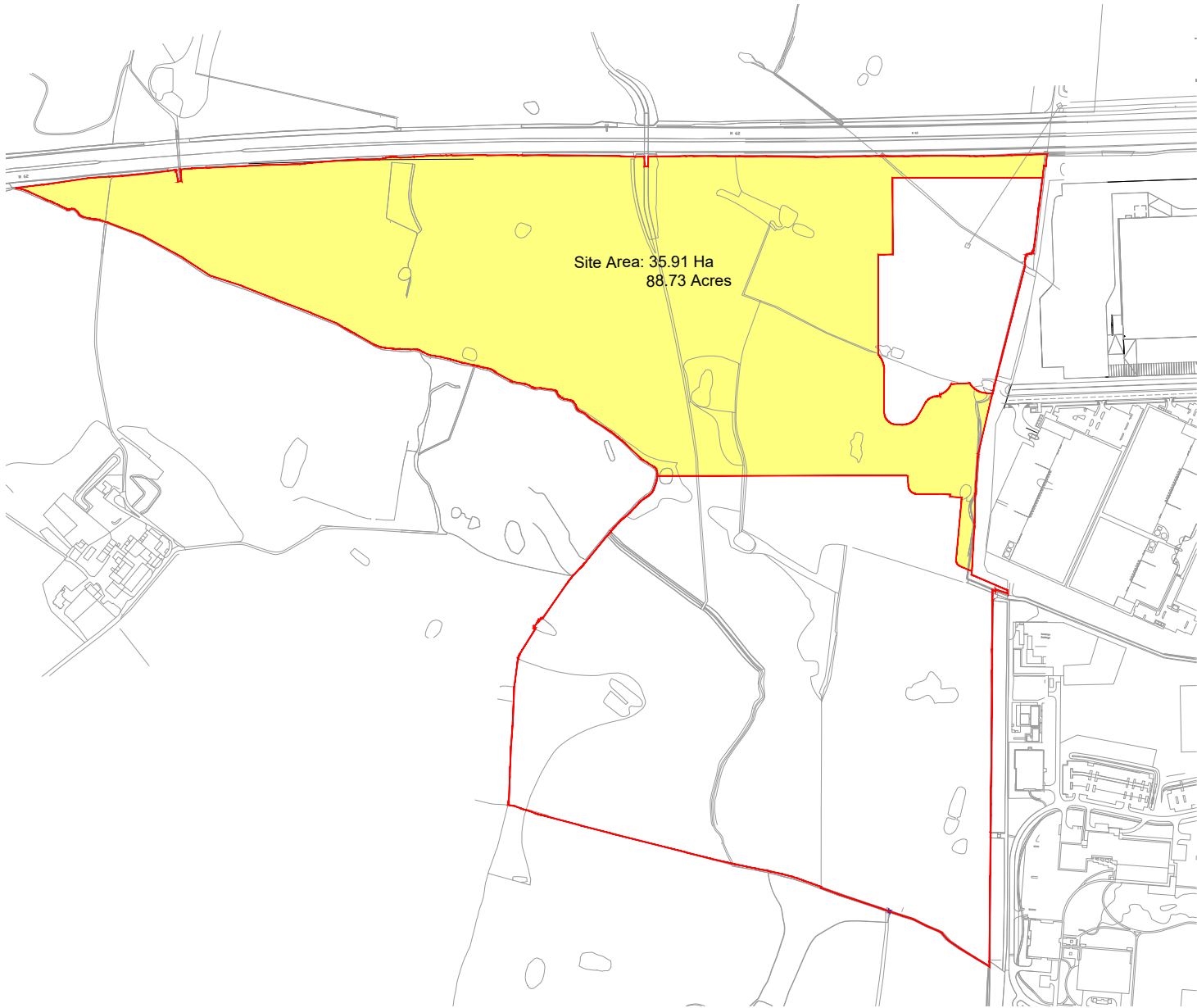


Location Diagram Map

2.0 Site Location



Outline Application Boundary



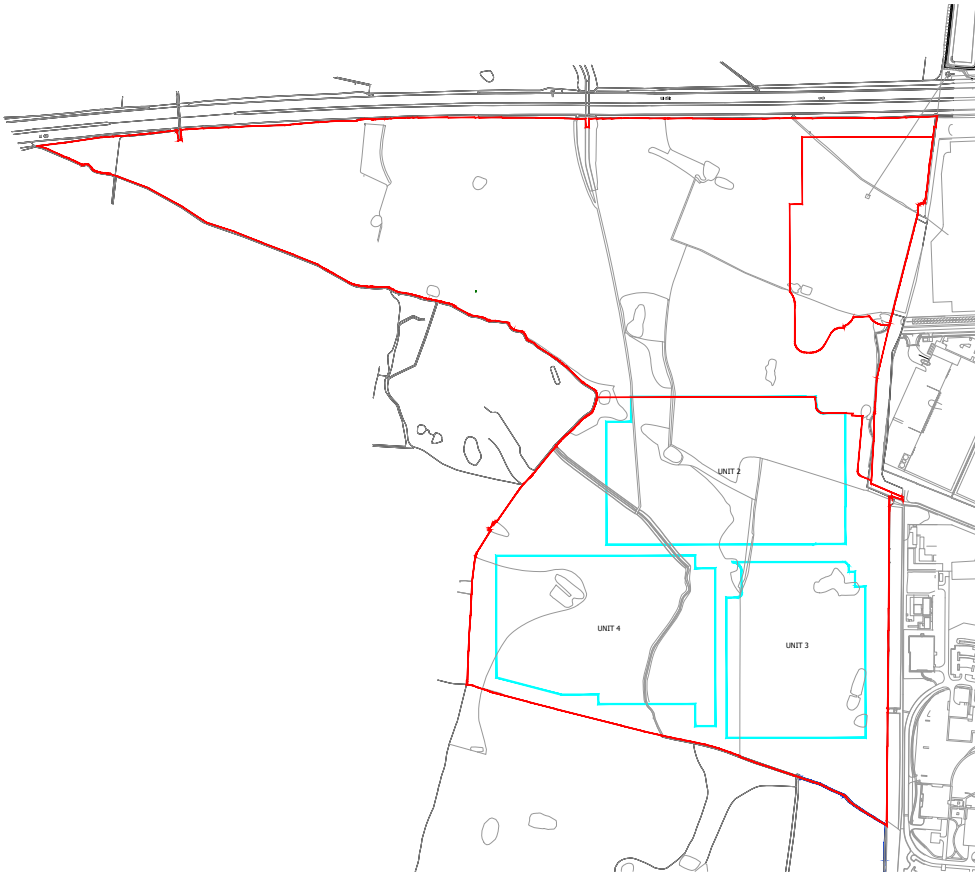
Detailed Application Boundary
For design & access statement refer to separate document prepared by AJA Architects.

Design Principles



3.1 Design Principles Use

- 3.1.1 The existing site is currently a greenfield site.
- 3.1.2 The surrounding road network and infrastructure have provisions to link into the new development sites in the form of roundabout stubs and newly created access bell mouths.
- 3.1.3 The outline application seeks the approval for the development of predominantly B8 / B2 Logistics use in several development parcels.
- 3.1.4 The proposals also include the development of recreational green space as well as a network of cycle routes throughout the site.



Omega Zone 8 Indicative Master Plan

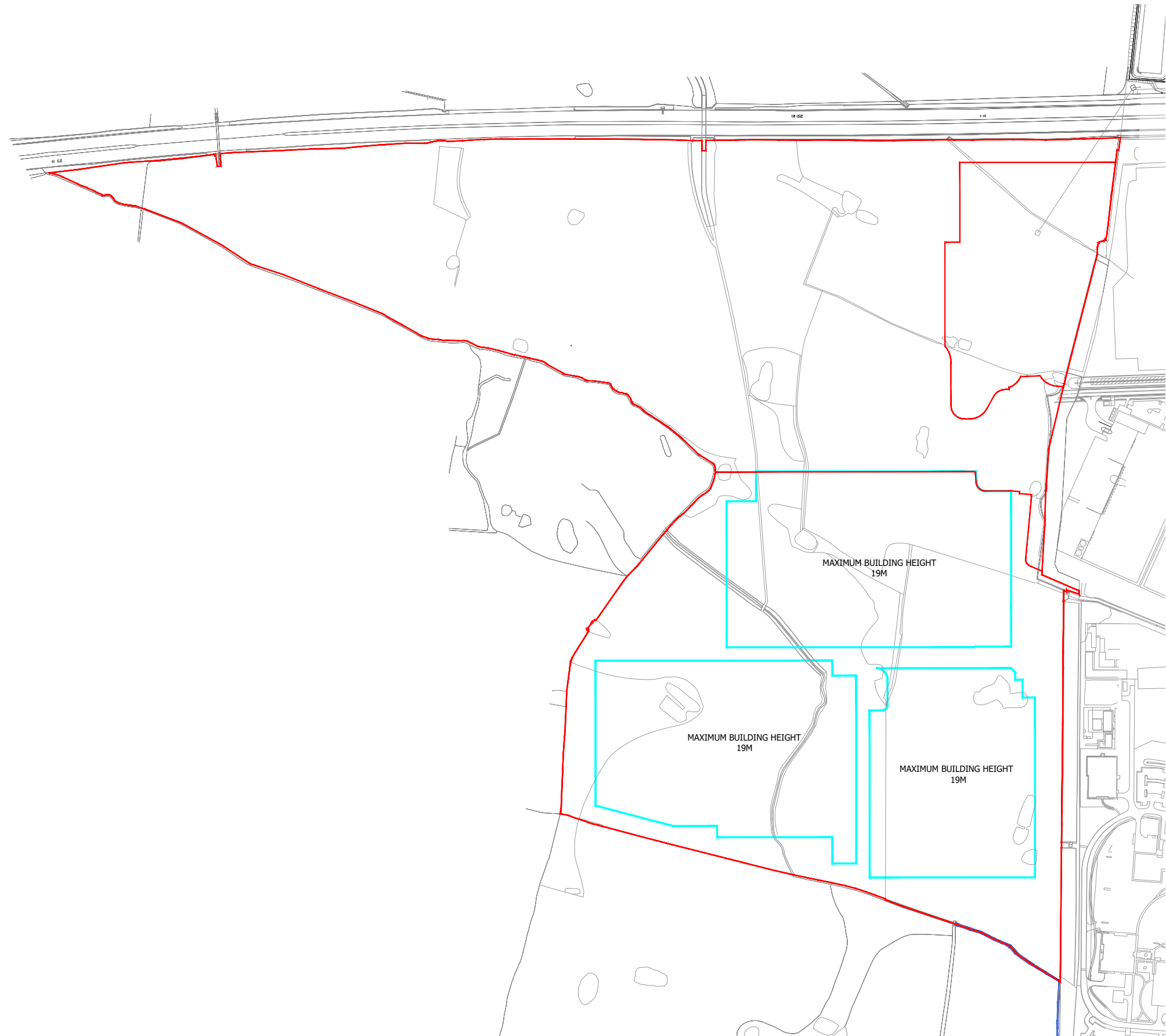


Omega Indicative Master Plan

3.2 Design Principles

Amount

- 3.2.1 The vision for Zone 8 is the creation of a successful, leading edge commercial development which:-
- Is attractive to potential occupiers with large space requirements
 - Accords with the new sustainability agenda
 - Accords with Secured by Design standards
 - Demonstrates environmental best practice, and
 - Satisfies identified need for large-floor plate logistics development in the area.
- 3.2.2 The main component of the proposed buildings is to be used for a possible storage and distribution of B8 use. These incorporate 2 or 3 storey offices for ancillary B1 use. There will also be a gatehouse for each plot. The units could be single or double sided.
- 3.2.3 Finished floor levels (FFL) will be set across the site to respond to the underlying topography and to minimise cut and fill works.
- 3.2.4 The units are to be designed and sited to reduce the visual and noise impact on the surrounding areas.



3.3 Design Principles

Layout

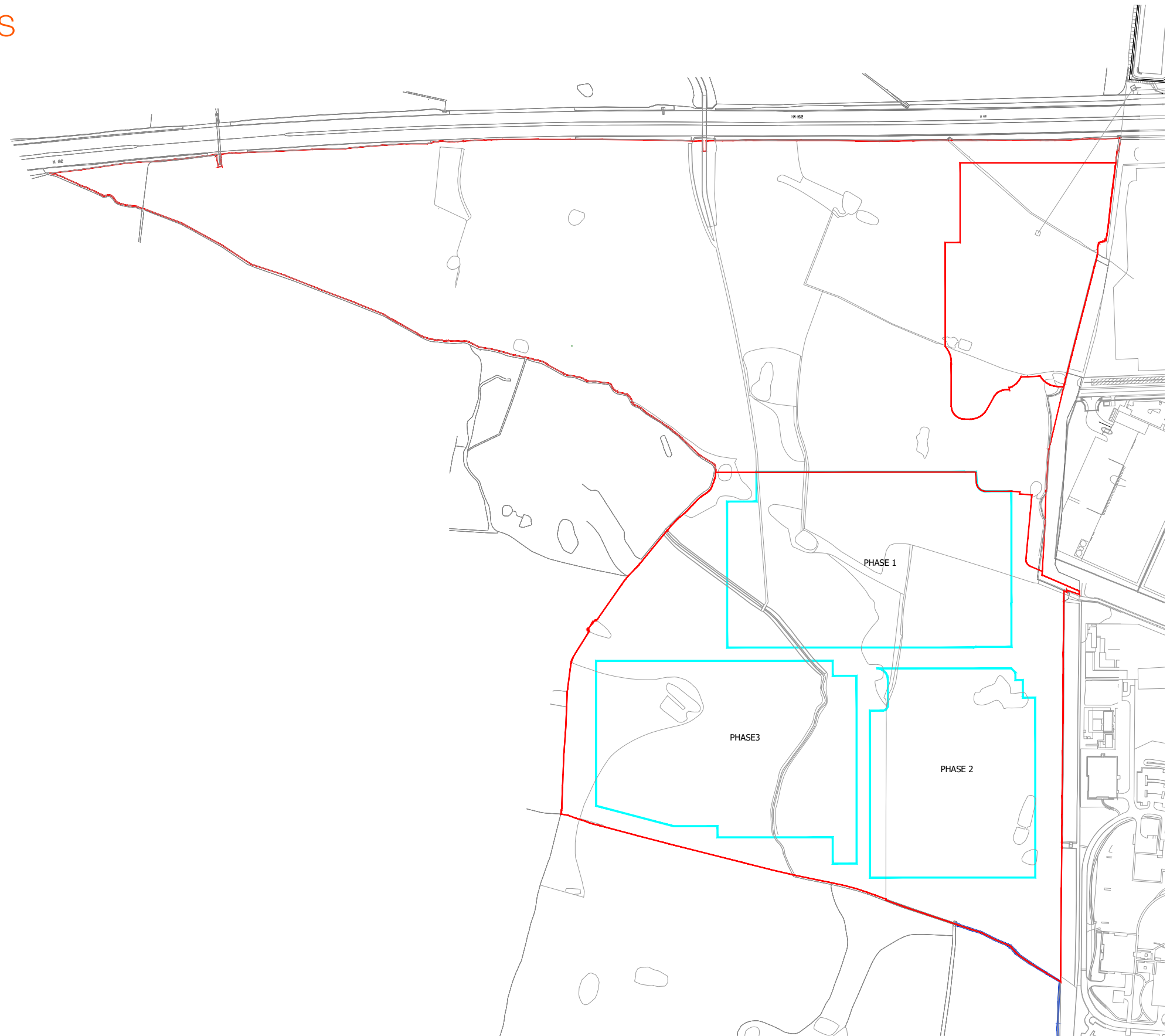
- 3.3.1 Urban design principles for the buildings are as follows:
- 3.3.2 Character and form of the buildings, to ensure that they are appropriate to their context;
- 3.3.3 The simplicity of their built form;
- 3.3.4 Continuity and enclosure of the site, so as to provide a sense of place with suitably defined public and private areas; legibility, so as to ensure that the site is animated in a manner that ensures the site has key landmarks that aid navigation and provide a sense of place;
- 3.3.5 The provision of services in an inconspicuous way so they appear as a purposefully considered element in the design of the logistics park;
- 3.3.6 Encouraging easy access to the development parcel via a range of modes that include, public transport, HGV's, cycles, by foot and by private car;
- 3.3.7 Ensuring that the buildings are designed and operated in a manner that is sustainable. These considerations relate to:
- minimising the damage to the quality of top soil;
 - minimising the quantum of cut and fill;
 - minimising energy consumption in terms of heating and the lighting of the building;
 - reducing carbon emissions as far as it is practicable;
 - embracing water conservation by adopting the use of grey water in the operation of the site;
 - including balancing lagoons and swales as part of the sustainable drainage solution; and
 - enhancing the biodiversity of the site by providing native mixes of structural landscaping



3.4 Design Principles

Appearance and Materials

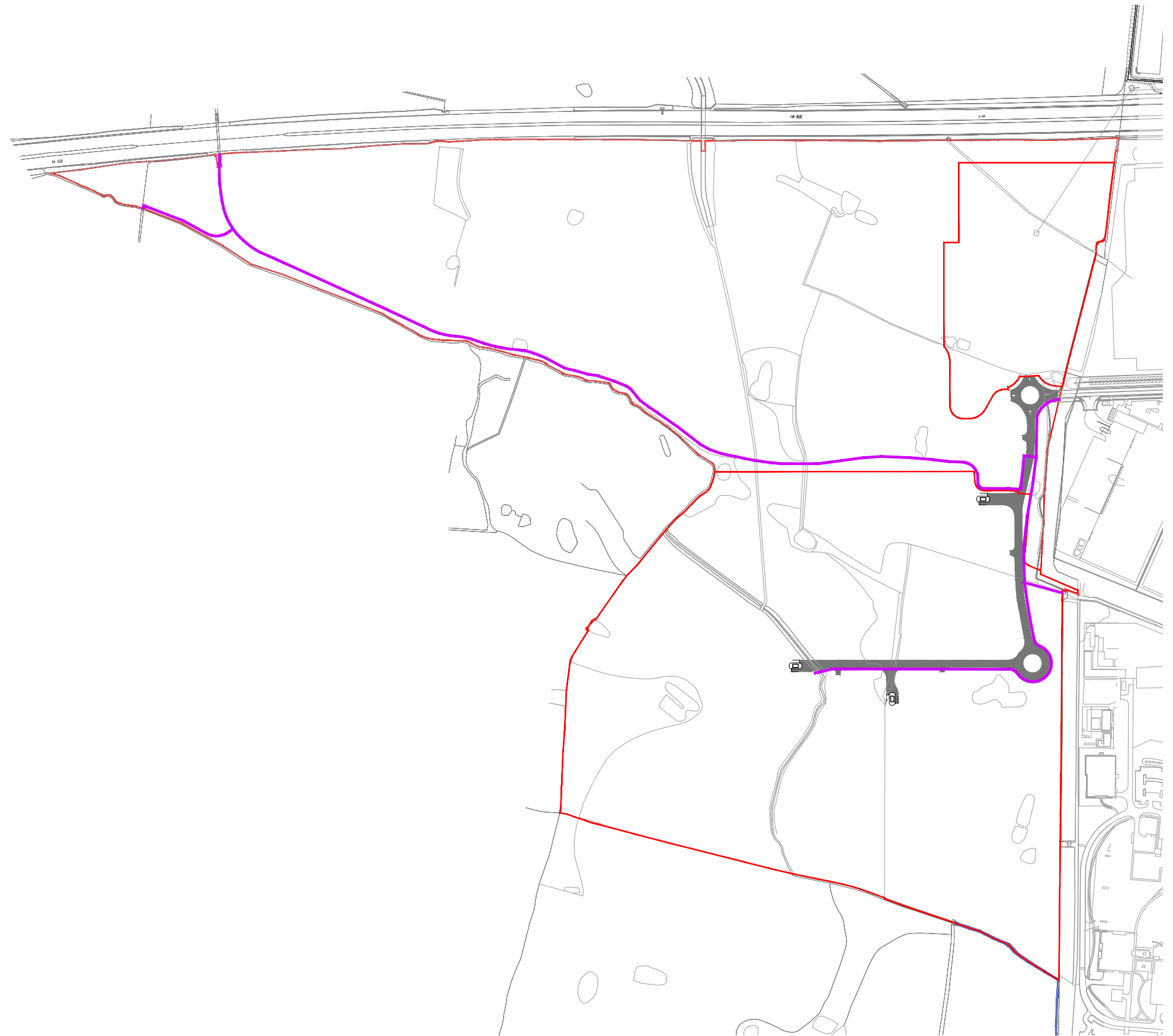
- 3.4.1 It is intended that the design and layout of the buildings will create a shared character identity for the development. The buildings will be designed to create a strong visual focus on the office component and to use materials and colours selected from a palette used previously across the Omega Site
- 3.4.2 It is anticipated that glazing will be provided to all floors of the offices. The building entrances will be highlighted with a feature entrance door and curtain walling.
- 3.4.3 The office areas may be also identified on the building elevations using alternative cladding panels.
- 3.4.4 Detailed design and reserved matters application for each individual parcel shall be submitted in due course



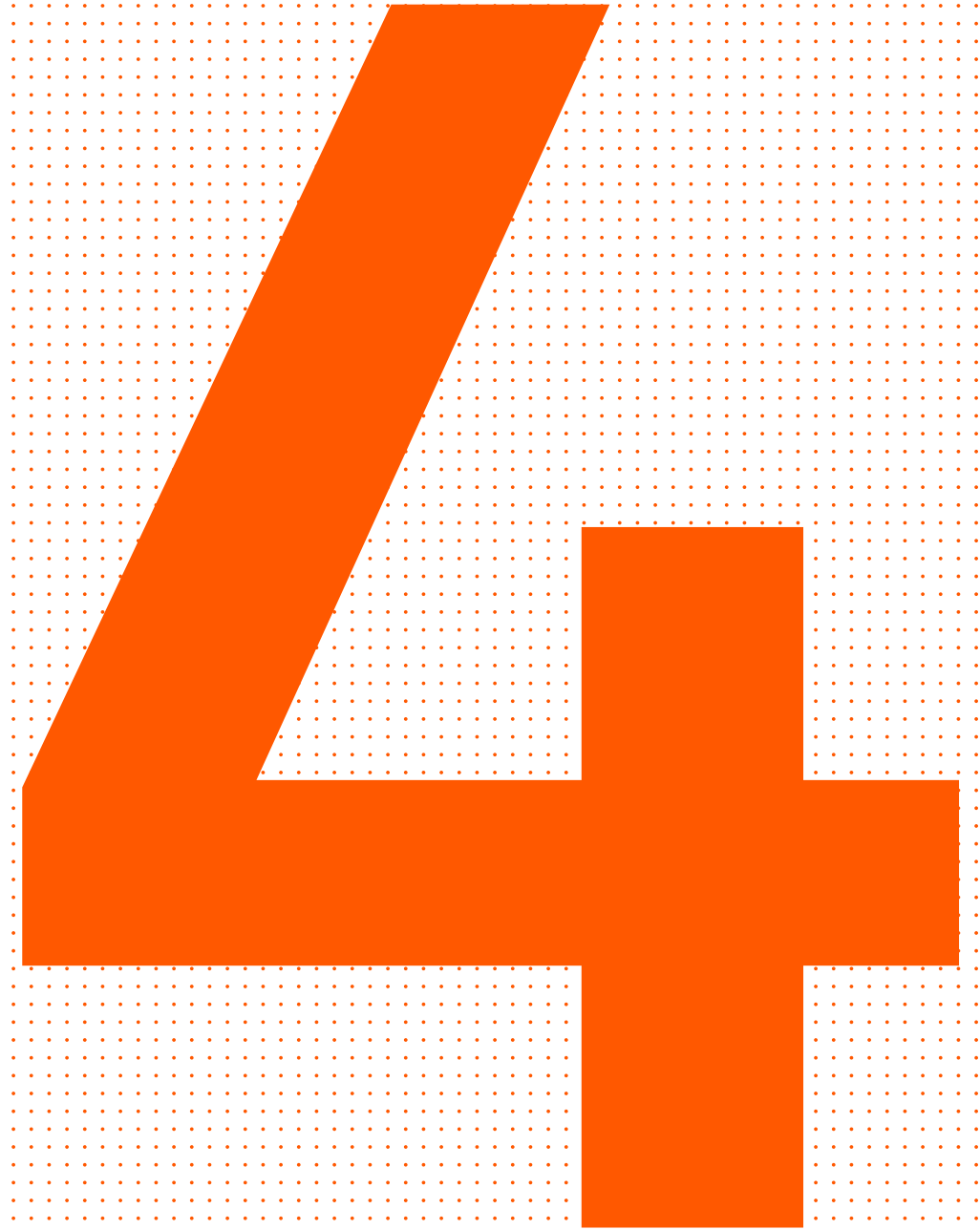
3.5 Design Principles

Access

- 3.5.1 The HGV entrance for the site will be from an extension of the recently constructed infrastructure road, using a new roundabout. The vehicular access for cars will be via the same route and branching off the new infrastructure road.
- 3.5.2 Segregated pedestrian cycle lanes and footpaths will be provided along the proposed access roads.
- 3.5.3 Parking will be provided for HGV's, cars, bicycles and motorbikes on site in accordance with local standards.
- 3.5.4 Covered cycle and motorcycle shelters are to be provided close to the building entrances.



Conclusion



4.0 Conclusion

- 4.1 The proposed development accords with the objective in the NPPF, which states that significant weight should be placed on the need to support economic growth through the planning system.
- 4.2 It is considered that 'very special circumstances' exist that serve to justify the proposed development in the Green Belt, as required by the Framework, UDP Policy GB1, Core Strategy Policy CAS5 and 'Submission Draft' Local Plan Policy LPA01. These circumstances are sufficient to outweigh the harm to the Green Belt associated with the proposals (i.e.. in relation to both 'inappropriateness' and 'other harm').
- 4.3 The proposed form of the development meets the requirements of the UDP [Policy GB2] and the associated investment and job creation will have significant benefits for both St Helens and Warrington Boroughs. It would accord with the objectives and locational policies of the Core Strategy (Policies CSS1 & CAS5) and 'Submission Draft' Local Plan Policy LPA02.
- 4.4 It is considered that the indicative design and layout of the new warehouses on the allocated site in terms of mass, scale, materials, layout and impact will all be acceptable. With the existing vegetation and the existing boundary structure to the west and south with the potential to significantly enhance the landscape through new mounds and additional planting we consider that the development can be effectively and satisfactorily assimilated into its surroundings.
- 4.5 Through the evolution of the development proposals, we will seek to mitigate the impacts of development on surrounding receptors given the operational requirements of modern logistics and high value manufacturing operators.
- 4.6 We hope the submitted outline proposal can be supported and planning permission granted.

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