Oxalis Planning

Prosperity Parc, Anglesey

Design & Access Statement

December 2024

FPCR | environment & design

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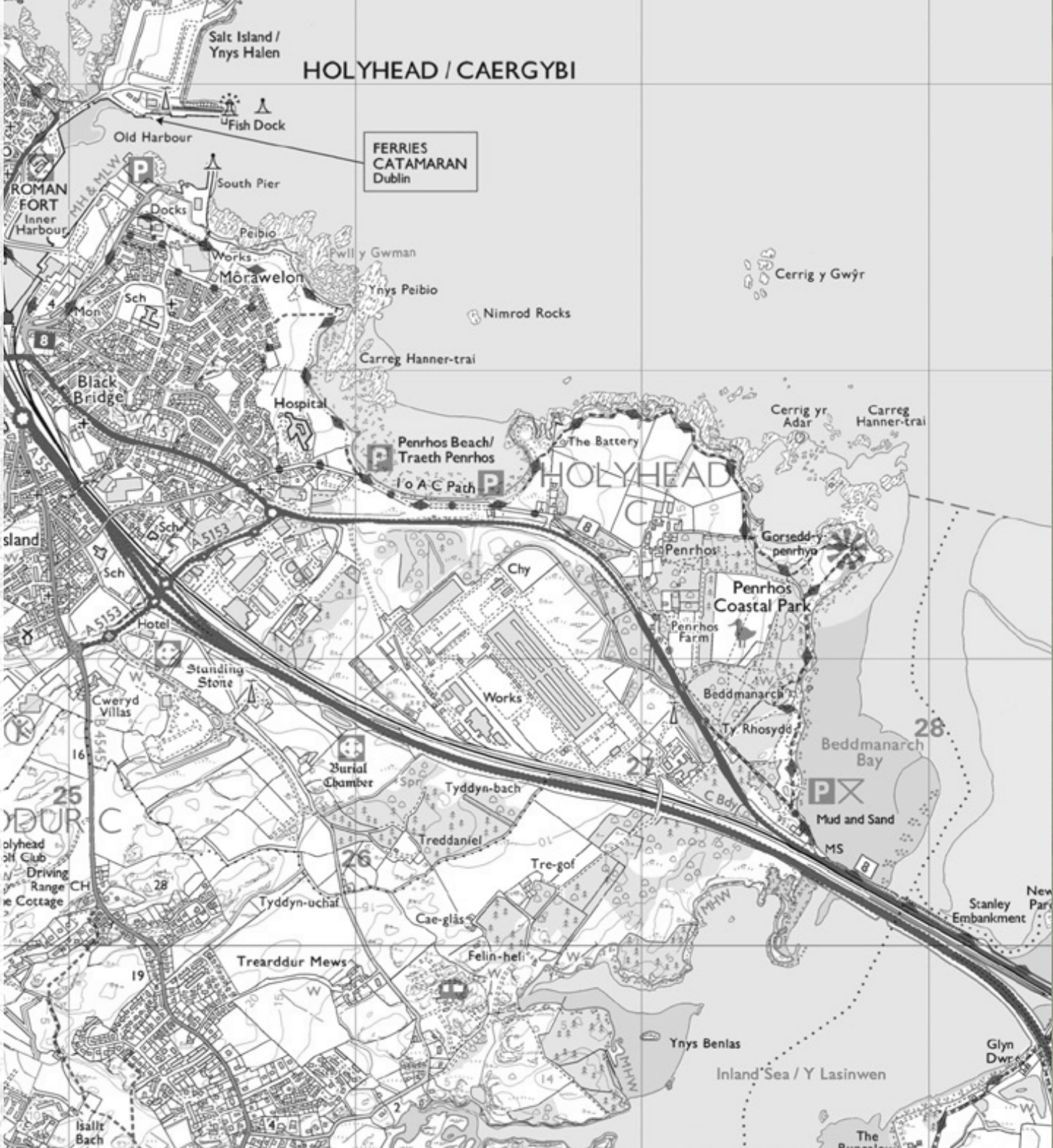

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01 INTRODUCTION

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Introduction

This Design and Access Statement (DAS) has been prepared to support an outline planning application made by Anglesey Land Holdings for a Technology Park at Prosperity Parc, Anglesey. The scheme proposes data centres (B8 use), offices, research and development (B1 use) and a Battery & Energy Storage System (BESS).

Methodology

The key purpose of the DAS is to explain the design process that has led to the application proposals.

The Welsh Government Guidance on Design and Access Statements (April 2017) provides the following guidance on Design and Access Statements:

"DASs were introduced to help ensure that both design quality and inclusive access are given sufficient consideration in the planning process. The DAS itself does not 'create' good design, rather it should demonstrate and clearly communicate the logical design process. The requirements of a DAS reflect the objectives of good design as set out in Planning Policy Wales (PPW) and Technical Advice Note 12: Design (TAN 12)" (page 3).

The Structure of the DAS

The DAS explains how the development proposals have evolved in a clear step by step approach. This includes an analysis of the site and its context, and responding to the sites constraints as well as its opportunities.

The DAS covers the requisite elements of: access, use, amount, layout, scale, landscaping and appearance and is structured around the following chapters:

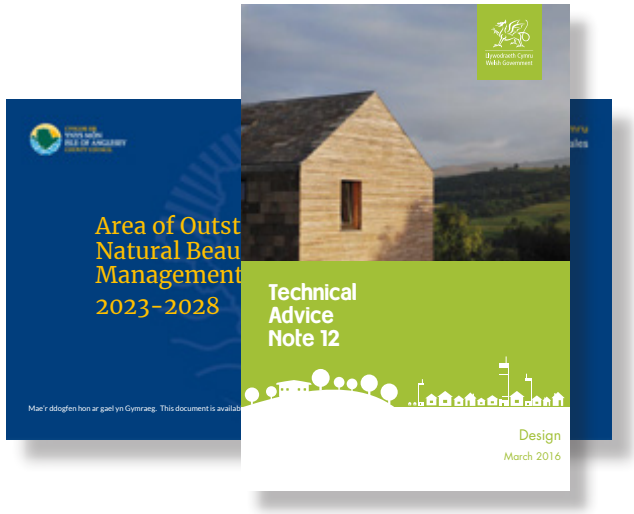
- Response to Context
- Evaluation
- Proposed Layout

Design Context

The DAS has followed best practice urban design principles that are aimed at delivering attractive places and inclusive new communities.

The following are the principal documents that have been embraced:

- Planning Policy Wales 12
- Technical Advice Note 12
- Anglesey and Gwynedd Joint Local Development Plan
- Anglesey SPG - Desgin Guide For The Urban & Rural Environment
- Anglesey AONB Management Plan

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Porth y Pwll

02 RESPONSE TO CONTEXT

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Location

The site is located at Prosperity Parc at Holyhead in Anglesey. The site previously comprised the former Penrhos Aluminium Works which began to close down in 2009 and fully ceased operations in 2013, and which is now largely derelict and awaiting redevelopment, including the 122m tall chimney stack which was demolished in 2024. A small number of buildings and businesses do, however, remain on site.

Around the edge of the site is boundary woodland planting and vegetation, with the railway line on the south. The site has two existing access points off the A5, the main access to the north-east, and a secondary access to the nort-east which is also used by AMG Alpoco UK who operate on land immediately adjacent to Prosperity Parc.

The previously developed site provides an excellent opportunity to provide employment development which responds to local context and creates jobs and brings investment to Holyhead and the Isle of Anglesey. The site is located adjacent to the strategic road network with the A55 immediately to the south. The site access from London Road (A5) provides a connection to J2 of the A55.

The existing context for the site includes the Holyhead Retail Park immediately to the north, with residential properties and Holyhead Ferry Terminal beyond the retail park. Beyond London Road there is Penrhos beach and Beddmanarch Bay. To the south of the site there is the Holyhead Inland Border Facility which sits in-between the Ty Mawr Standing Stone and Trefignath Burial Chamber.

The site also partially sits within the Isle of Anglesey Area of Outstanding Natural Beauty (AONB).

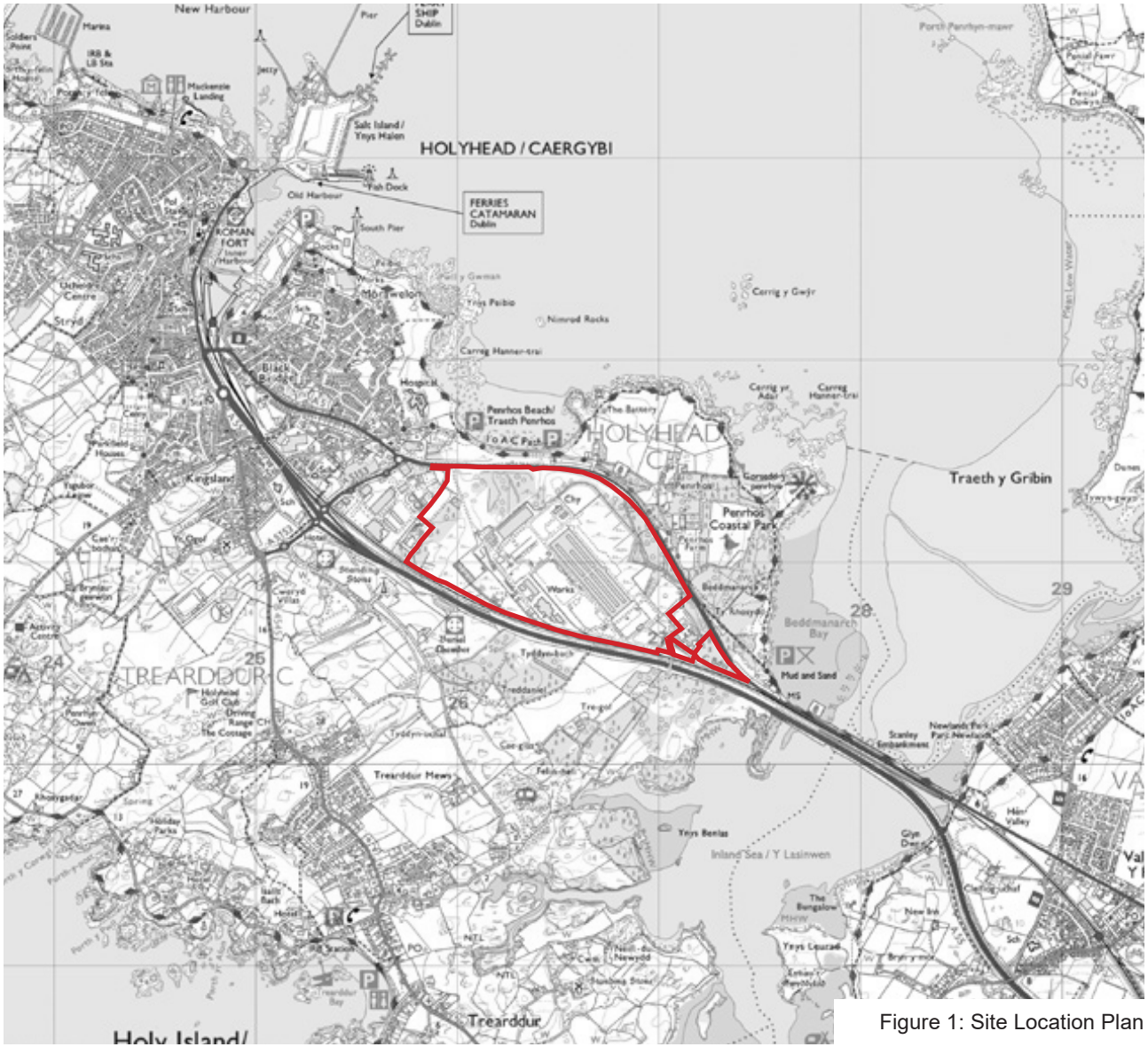

Figure 1: Site Location Plan

Site boundary

Planning Policy Wales 12

Edition 12 of Planning Policy Wales (PPW) sets out that Good design is fundamental to creating sustainable places where people want to live, work and socialize (paragraph 3.3). PPW12 details five objectives of good design which are:

- *Access and Inclusivity;*
- *Character;*
- *Movement;*
- *Environmental Sustainability; and*
- *Community Safety*

In respect of the five objectives, PPW 12 states:

1/ Access and Inclusivity: Development proposals should place people at the heart of the design process… offer choice where a single design solution cannot accommodate all users, provide for flexibility in use and provide buildings and environments that are convenient and enjoyable to use for everyone.

2/ Character: The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations.

3/ Movement: Good design is about avoiding the creation of car based developments.

4/ Environmental Sustainability: Good design can help to ensure high environmental quality. Landscape and green infrastructure considerations are an integral part of the design process

5/ Community Safety: The aim should be to produce safe environments that do not compromise on design quality.

Technical Advice Note (TAN) 12

The purpose of Technical Advice Note (TAN) 12 is to equip all those involved in the design of development with advice on how 'Promoting sustainability through good design' and 'Planning for sustainable building' may be facilitated through the planning system. TAN 12 states:

"The Welsh Government is strongly committed to achieving the delivery of good design in the built and natural environment which is fit for purpose and delivers environmental sustainability, economic development and social inclusion, at every scale throughout Wales"

TAN 12 sets out how to develop and assess the design of development by considering key objections stated in PPW. TAN 12 also details that a design and access statement provides an opportunity for developers to demonstrate how they have considered the design issues discussed in TAN 12.

Local Planning Policy

Anglesey and Gwynedd Joint Local Development Plan (July 2017)

The Core Joint Local Development Plan sets out the vision, objectives, spatial strategy and overarching policies to guide development in Anglesey and Gwynedd to 2025. The policies provide a framework against which all planning applications will be assessed. Policy and guidance, which covers the local area, has been utilised to inform the design process. Policies of particular relevance include:

- *Policy TRA 4 (Managing Transport Impacts)*
- Strategic Policy PS 5 (Sustainable Development)
- Policy PCYFF 3 (Design and Place Shaping)
- Policy PCYFF 4 (Design and Landscaping)
- Policy PCYFF 5 (Carbon Management)

Policy PCYFF 3 states that all proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places. Innovative and energy efficient design will be particularly encouraged. Policy PCYFF 4 also adds that proposals should integrate into their surroundings and should show how landscaping has been considered within the design.

Other Relevant Planning Guidance

The site is covered partially covered by the Isle of Anglesey AONB. The vision of the (AONB) Management Plan states that all development within and adjacent to the boundary of the AONB should be compatible with the aims and objectives of the management of the designation and should reflect the traditional character of the Island.

The Anglesey Design Guide SPG (2008) also notes that new development should respect the distinctiveness of each setting and integrate the proposed built form accordingly.

Topography

Site Landform

The Prosperity Parc site is located on lower land ranging between 5 to 15m Above Ordnance Datum (AOD), to the east of Holyhead. To the north and east of the site, the land remains low, especially along the coastal edges of Penrhos Beech and Beddmanarch Bay with some localised high points, including The Battery and Gorsedd-ypenrhyn – a coastal headland located within the Penrhos Coastal Park. The land gently rises from the site towards the south and west, including parts of Holyhead, where beyond the land steeply rises towards the South Stack Cliffs Nature Reserve.

The summit of the Holyhead Mountain reaches a high point of 220m AOD, where the historical monument of Caer y Twr is located. The topography of Holyhead Mountain and the nature reserve means that the majority of Holy Island, including the former Penrhos Aluminium Works and Holyhead are relatively visible from the higher ground.

Context Landform

Most of Prosperity Parc, is relatively flat at 7 to 8m AOD. There is some mounding up to 15m AOD, including the northern boundary with the A5, the western boundary with Holyhead Retail Park, and along the southern boundary with the railway line and A55 North Wales Expressway.

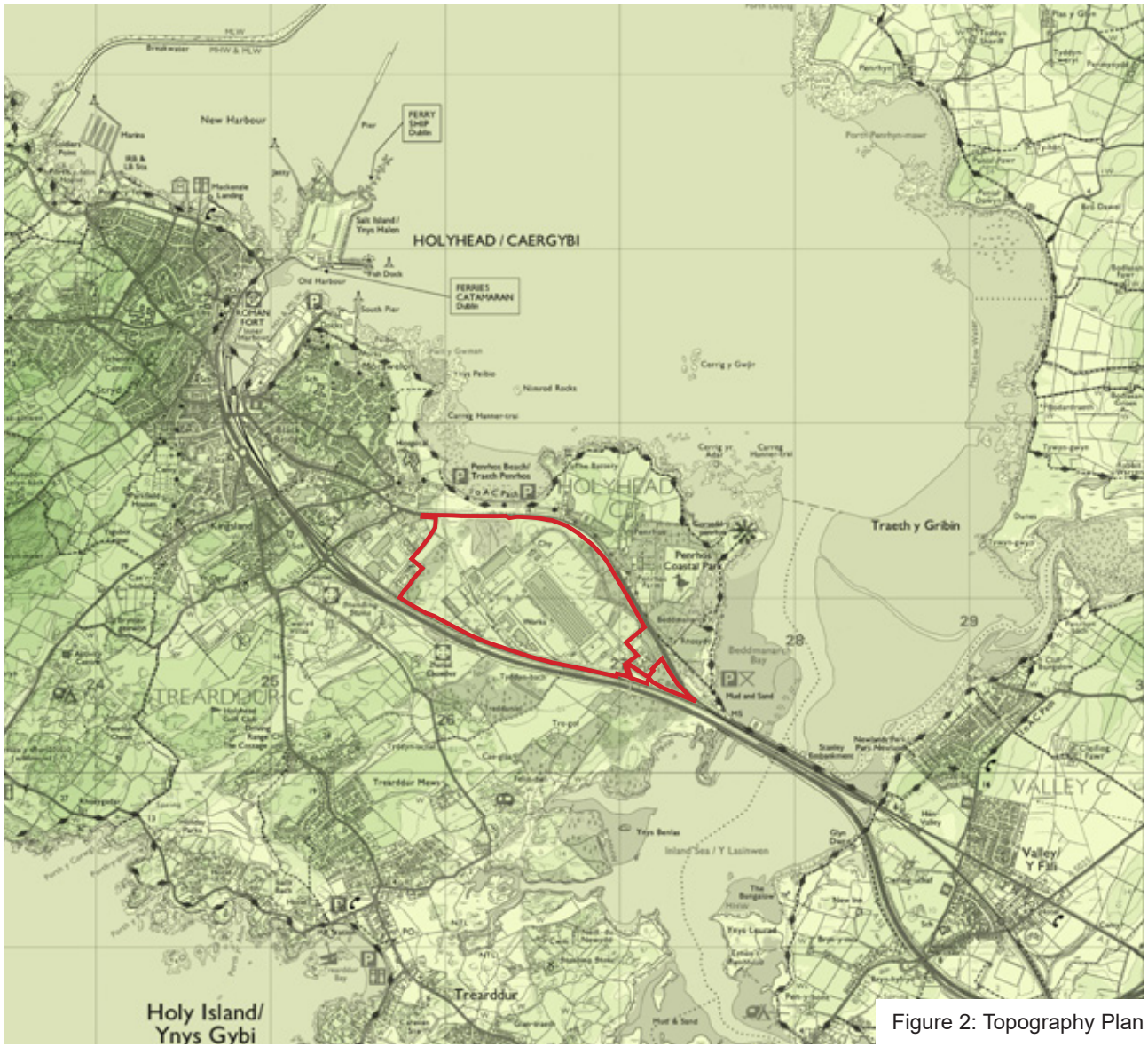

Figure 2: Topography Plan

Site boundary

Figure 3: Ecology Plan

Key

- Site Boundary
- Area of Works
- Broadleaved Woodland
- Mixed Woodland
- Other Tall Herb and Fern - Ruderal
- Remaining Buildings
- SI — Semi-improved Grassland
- Scrub - Dense/Continuous
- Scrub - Scattered
- Standing Water
- Wetland: Reedbed and Scattered Broadleaved Trees
- Willow and Other Ruderal Vegetation
- Native Hedgerow
- Ditch

Ecology & Arboriculture

A Phase 1 Habitat survey of the site has been undertaken. This has determined the ecological conditions and value of habitats within the site. In tandem with this, surveys for protected species such as bats, badges and birds have been carried out. The application site predominantly comprises previously developed land associated with the former industrial activity on the site, and this land has very little or no value in terms of habitats and species. Surrounding the previously developed land there are boundary trees and woodland, including a couple of TPO areas, with vegetation and scrubland. The boundary woodland, including the TPO areas, are being retained as part of the development. There is one hedgerow towards the north of the site on the edge of the previously developed land. Within the north-east there is an area of semi-improved grassland and wetland which is proposed to be retained in the scheme.

There is one site of national importance in close proximity to the site, the Beddmanarch-Cymyran SSSI which is approximately 500m from the site. Given the site's coastal proximity, there is also the Holy Island SSSI, SPA and SAC approximately 2.5km from the site.

There is evidence of birds, invertebrates and badgers on site but through appropriate and best practice mitigation the impacts will be limited.

An Arboriculutral Impact Assessment has been undertaken for the site and notes that the site includes a mixture of species including Sycamore, Beech, Alder, English Oak, Willow and Birch. There are a range of categories of trees but there are no category A trees within the site.

Landscape Character & Context

At a national level, Wales has been divided into 48 broad scale National Landscape Character Areas (NLCAs). These are broad areas with regionally distinct natural, cultural and perceptual characteristics. At this very broad landscape scale, the Site lies within the National Landscape Character Area (NCLA) 01 'Anglesey Coast'. This NLCA stretches from encircles the entire island of Anglesey and includes Holy Island.

The Anglesey Landscape Strategy provides an update of the Landscape Character Areas for the Isle of Anglesey, which were identified within the original LANDMAP landscape assessment study for Anglesey published in 1999. It subdivides the landscape into 18 Landscape Character Areas (LCA). The character assessment identified the area of the Site as being part of the LCA 2 'Holy Island'. The site is partly covered by the Isle of Anglesey AONB. The main purpose of the AONB designation is in protecting the natural features and scenic value of the Anglesey coastline. A TPO woodland sits in two areas on the eastern boundary of the site.

There are no designated heritage assets within the site but outside the site to the west there are two scheduled monuments just beyond the A55 (the Ty Mawr Standing Stone and Trefignath burial chamber). To the east there are listed buildings, with a scheduled monument further to the south.

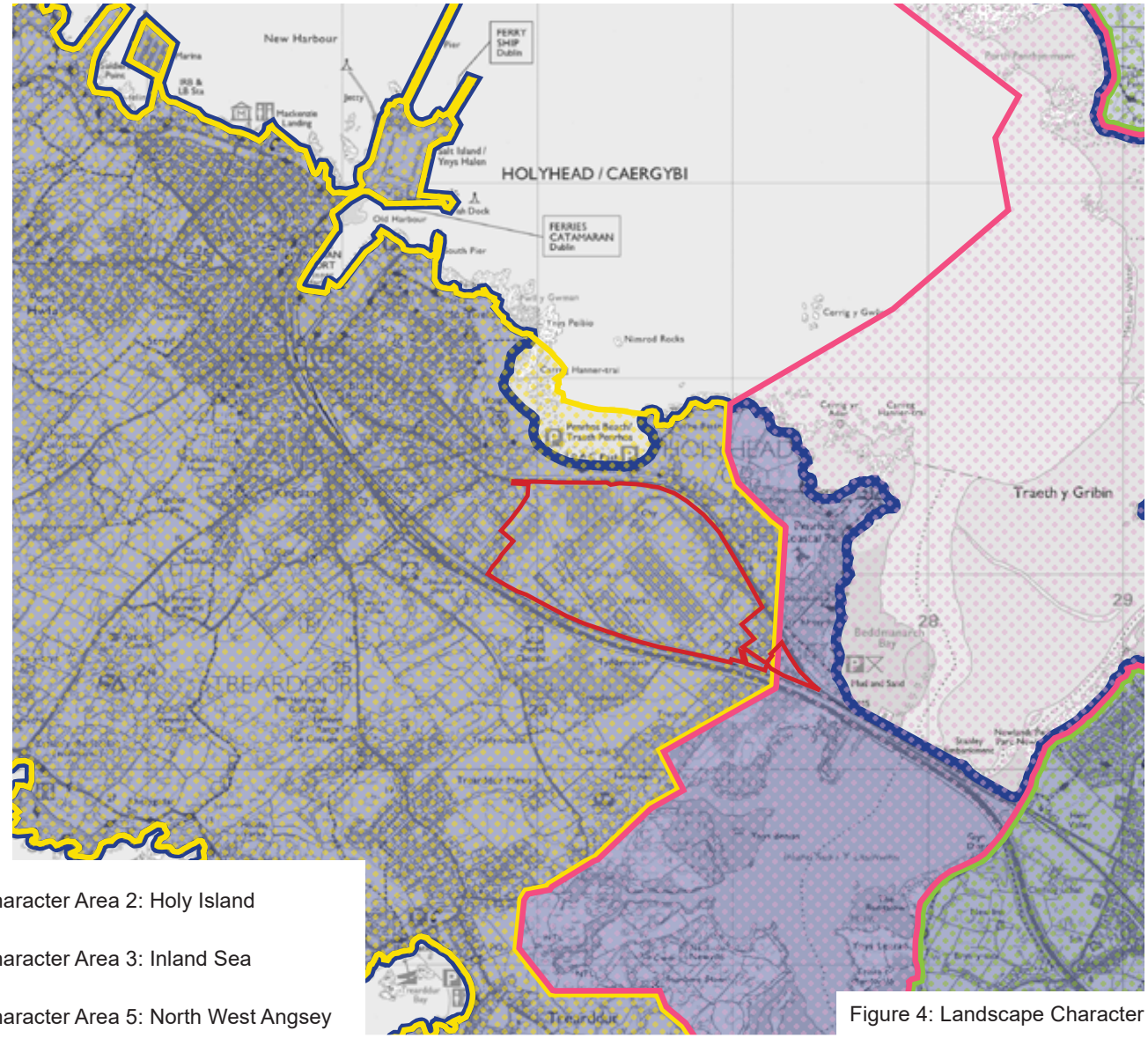

Figure 4: Landscape Character

Key

- Site Boundary
- NLCA 01 Anglesey Coast

Anglesey Landscape Strategy: The Isle of Anglesey County Council (2011)

- Landscape Character Area 2: Holy Island
- Landscape Character Area 3: Inland Sea
- Landscape Character Area 5: North West Angsey

Figure 5: Context Plan

Key

- Site Boundary
- A55 North Wales Expressway Road
- A5 Road
- Retail Park
- Extent of Previously Developed Land

Visual Analysis

A detailed analysis of the existing landscape features and visual context of the site, carried out in accordance with Landscape Institute guidelines, can be found in the Landscape and Visual Appraisal report that accompanies the planning application. Selected viewpoints are included overpage.

Visibility of the Site is restricted as it is located on lower-lying land with the screening effects of the local topography combined with surrounding areas of dense mature woodland vegetation along the site boundaries of the site, including the mounding and woodland vegetation along the boundary with the A5 to the north and east, and the boundary to the south with the railway line and A55 North Wales Expressway.

Potential visual receptors of the proposed development considered by this assessment include residents of properties within the vicinity of the site and users of public footpaths in the area.

Note: Included on the following pages are 4 selected viewpoints, with a range of further viewpoints in their entirety found within the Landscape and Visual Impact Assessment (LVIA).

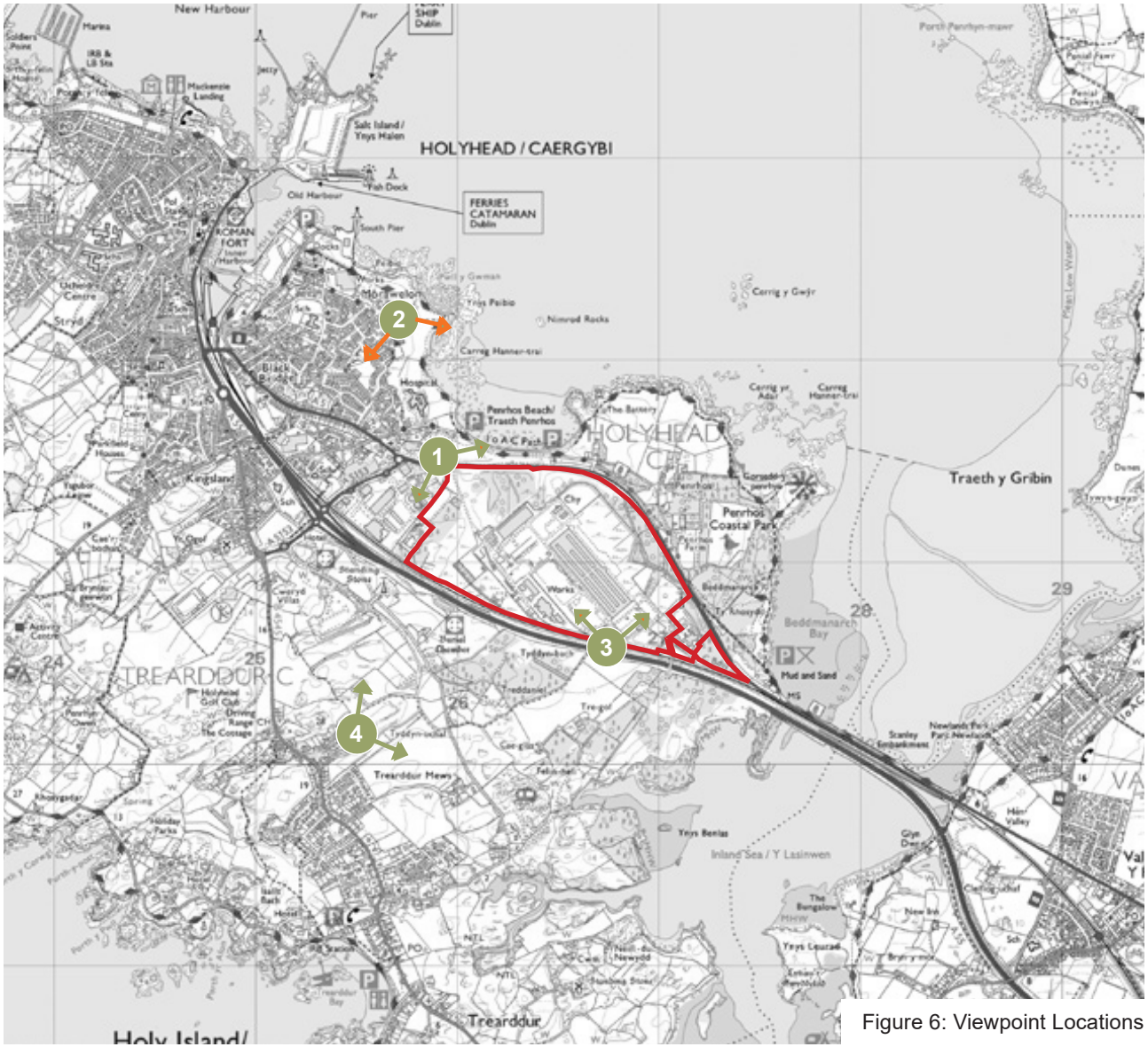

Figure 6: Viewpoint Locations

Site boundary

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PHOTO VIEWPOINT 1: View southeast from A5 London Road

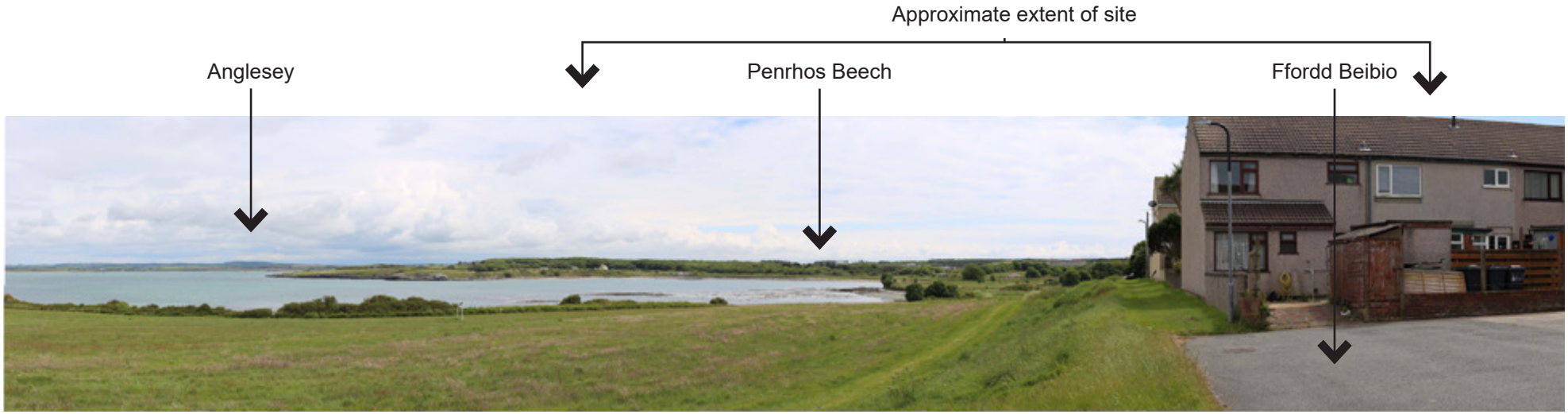

PHOTO VIEWPOINT 2: View southeast from footpath CAERGYBI / HOLYHEAD 19/010/2, Holyhead

PHOTO VIEWPOINT 3: View north from the A55 North Wales Expressway

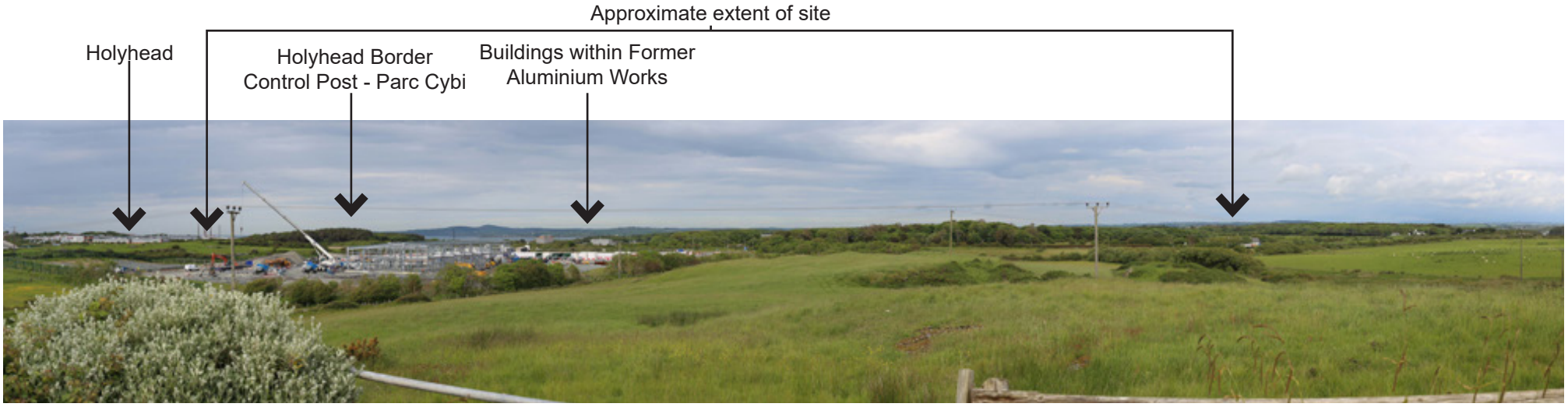

PHOTO VIEWPOINT 4: View northeast from Penrhyn Geiriol, Trearddur Bay.

Access and Movement

The main site access to the north of the site is via an existing priority-controlled T-junction on the A5 London Road. There is also a secondary access to the southern end of the site also off the A5.

The site is well located in relation to the strategic road network with the A55 North Wales Expressway immediately adjacent to the west, with Junction 2 to the north accessed by the A5 and A5153.

In terms of pedestrian access, there are street-lit footways on both sides of the A5 London Road on the desire line to and from Holyhead and there are crossing facilities, at the A5/A5153 roundabout to facilitate pedestrian movements. There are no public rights of way within the site.

With regard to cycle infrastructure, the A5 London Road is a designated cycle route, with offroad cycle facilities along the northern side via a shared footway/cycleway linking Holyhead with Valley (see adjacent image showing Active Travel opportunities in the vicinity of the site).

The nearest bus stop is around 1,250m from the centre of the site, via the footways along the A5 London Road via the site access on the A5. There is an hourly bus service (number 4) between Holyhead and Llangefni.

The closest railway station to the site is Holyhead, approximately a 3-minute drive, 6-minute cycle, or 25-minute walk from the proposed site. Direct services are provided to key national destinations including Swansea, Cardiff, Shrewsbury, Crewe, Birmingham, Manchester, and London. Services to Manchester Piccadilly are offered twice a day during the week and on Saturdays. On Sundays there are limited services to Cardiff, Crewe, Birmingham, and Manchester Airport.

Local Services and Facilities

There are several facilities within the town of Holyhead which includes shops, hotel, school, and the Stena Holyhead Port with services to Ireland.

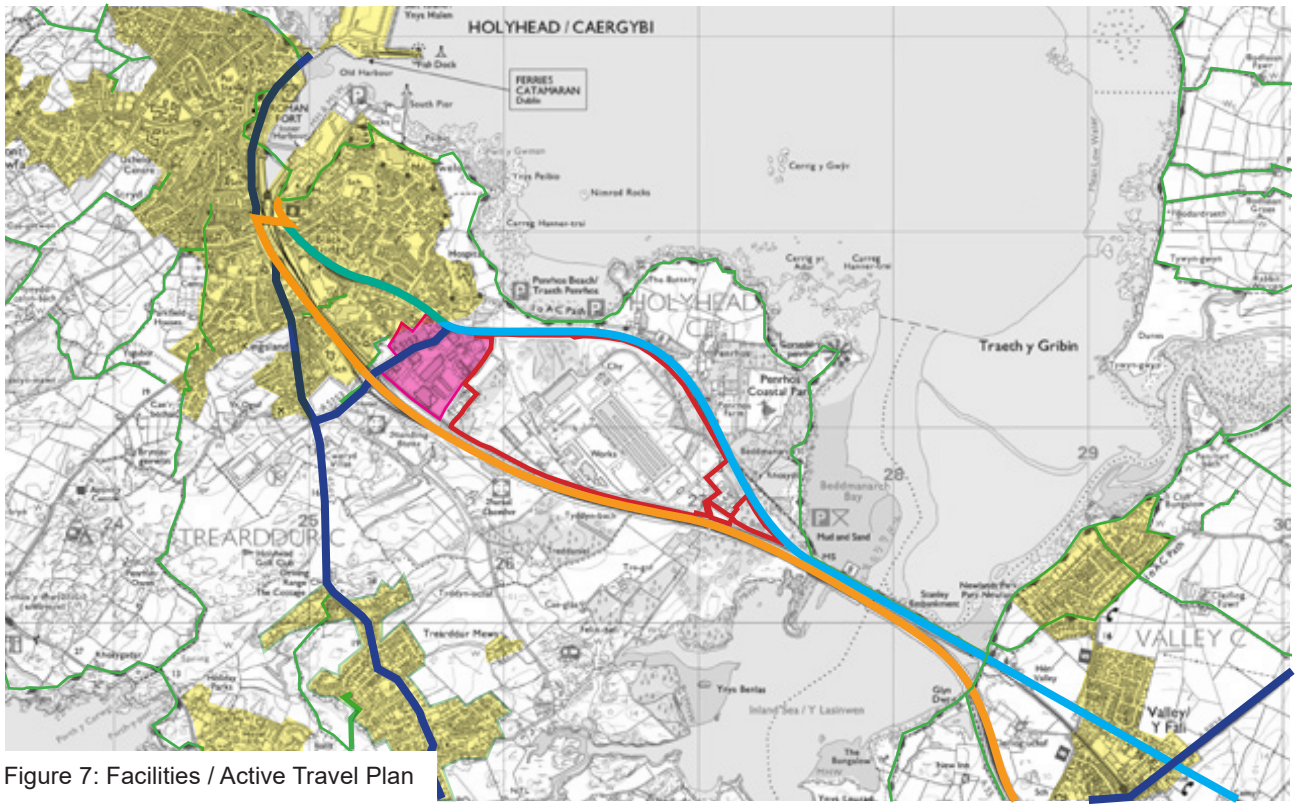

Figure 7: Facilities / Active Travel Plan

Key

- Site Boundary
- A55 North Wales Expressway Road
- A5 Road
- Other Main Roads
- Retail Park
- Public Rights of Way, Bridleways, National Trail
- Area of Urban Settlement

Figure 8: Flood Risk Map

Key

- Site Boundary
- Flood Zone 3
- Flood Zone 2

Flood Risk and Drainage

The application site is mostly situated in Flood Zone 1 (lowest risk of flooding). There is a small portion of the site close to the frontage with the A5 road shown to lie in Flood Zone 3 (high risk of flooding). However, no built development is proposed in that area which will be retained as part of the on-site green infrastructure and landscaping provision.

The area of Flood Zone 3 is shown to be prone to flooding from the sea.

Various Sustainable Drainage features (SUDS) are available for consideration, the provision of which is to address the four pillars of SuDS. The British Geological Survey map shows the local geology to compose superficial deposits of Till, Devensian – Diamicton overlaying bedrock comprising New Harbour Group – Mica, Schist and Psammite. Ground conditions are therefore not suitable for infiltration as the method for disposal of the surface water run-off from the development.

The surface water run-off from the former industrial development discharged directly to Holyhead Bay at an unrestricted rate of discharge via twin 1800mm diameter pipes. It is proposed that surface water run-off from the development will utilise the existing outfall.

03 EVALUATION

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Constraints

Following evaluation of the site and its surroundings a number of opportunities and constraints have been identified and informed the evolution of the proposed development.

In summary the site has very few physical constraints to development of the type proposed. Those that do exert an influence are as follows:

Physical & Environmental Constraints

- Vegetation - trees and scrubland, particularly along the site's east boundary with the A5, the majority of which can be retained within the proposals. There are a couple of woodland areas on the eastern edge of the site which are covered by TPOs.
- Landscape - it is important that the new development responds to its landscape setting within the Anglesey AONB and character areas of the NCLA 01 'Anglesey Coast' and Isle of Anglesey LCA 2 'Holy Island'.
- Topography - the site needs to respond to landform and benefits from boundary mounding alongside the A5 which minimises views.
- Ecology - retention of some existing green and wet space with opportunities for environmental enhancements within the site.

Neighbourhood & Social Constraints

- Consider close range views and amenities of the nearest residential properties to the east, as well as longer views from properties within Holyhead to the north.
- Consider views from the scheduled monuments to the west.
- Consider close and longer range views and amenities of uses of the public footpaths in the area.
- Impacts on views and amenities within the Anglesey AONB.

Access Constraints

- The main vehicular access point will be off the A5 London Road to the north of the site
- The secondary vehicular access will also be from the A5 London Road to the south of the site.

The site has no overriding environmental or physical constraints and provides an opportunity to establish high quality employment development which responds to the local context. The development proposals seek to minimise environmental disruption and maximise enhancement potential across the whole development area. Some aspects identified as constraints above also present opportunities for enhancements as follows;

Opportunities

- The redevelopment and enhancement of an existing brownfield site with a strong economic heritage that provides employment opportunities for Anglesey.
- The existing access off the A5 London Road creates a green gateway and safe entrance into the site.
- The existing footpath network can be enhanced with improved cycleway connections to Holyhead and the surrounding area.
- The existing retained boundary landscape and opportunity for new green space within the site will form the basis of an enhanced green infrastructure framework.
- Green Infrastructure provision would be in accordance with Planning Policy Wales 12.
- Opportunities or on site sustainable drainage features (SuDS) will be explored during the detailed design of the scheme. The existing drainage provision will also be utilised to ensure that the development will continue to not increase the likelihood of flooding elsewhere.
- A range of habitats will be retained with opportunities for biodiversity enhancement utilised.

Each of the constraints and opportunities has been used to inform the design proposals for the site.

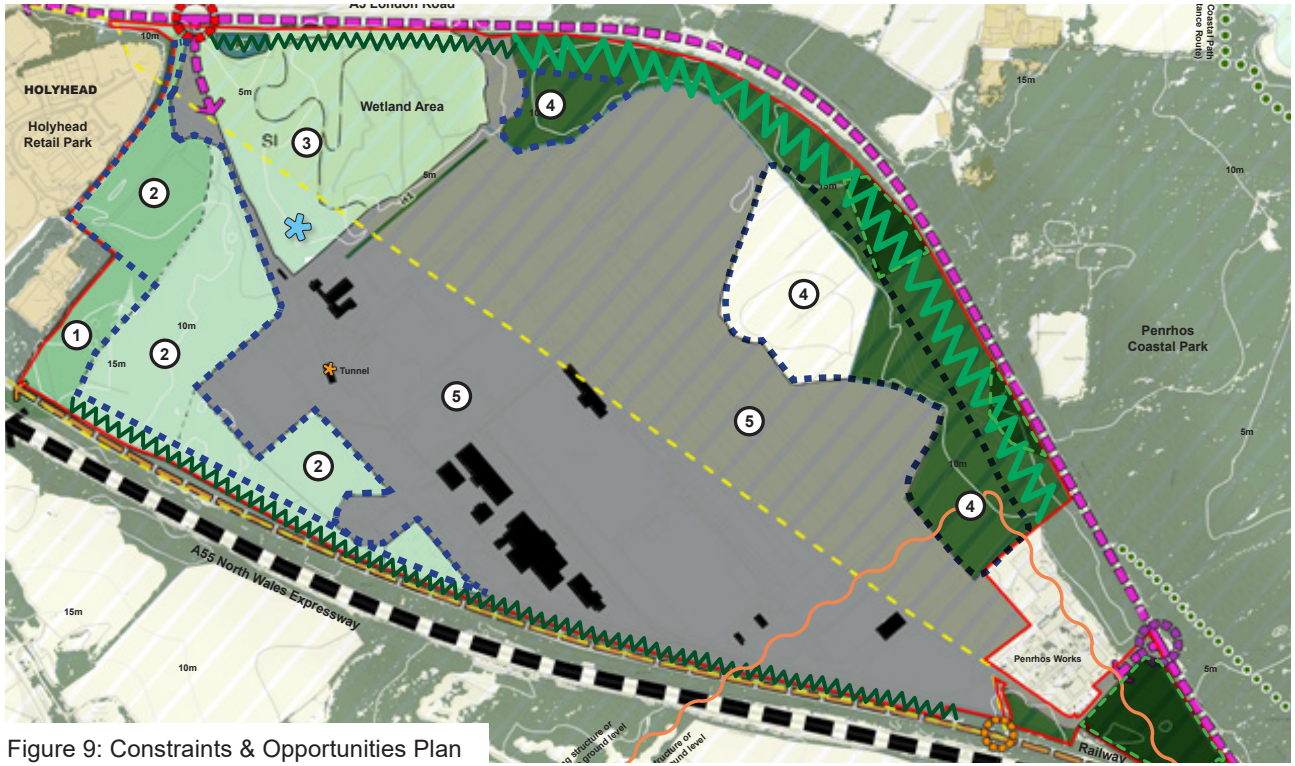

Figure 9: Constraints & Opportunities Plan

Key

- Site Boundary
- Anglesey Area of Outstanding Natural Beauty (AONB)
- Indicative areas of existing vegetation
- Indicative areas of Tree Preservation Orders (TPO)
- Existing built form (offsite)
- Buildings to be removed
- Low point of site - Potential for SUDs Features
- Existing main access
- Existing secondary access
- A5 London Road
- A55 North Wales Expressway
- Rail access to the site
- Existing Public Rights of Way (PRoW)
- MoD / RAF Consultation Zones on Heights
- Buffer planting. Approx 50m
- Buffer planting. Approx 20m
- 1 Woodland buffer for retention
- 2 Woodland and ruderal / poor quality scrub - Potential for redevelopment
- 3 Grassland / wetland areas to be retained and enhanced
- 4 Woodland / ruderal vegetation - Potential for redevelopment similar to the approved biomass area
- 5 Previously developed land

The Site has no overriding environmental or physical constraints and provides the opportunity to establish a high quality employment development. The following objectives are a direct result of the evaluation of baseline data, the site's context, constraints and opportunities:

- To enable the redevelopment of a brownfield site and provide employment and investment opportunities for Anglesey and North Wales.
- To promote high quality sustainable design in accordance with development plan policies and best practice design guidance.
- To make the most effective and efficient use of land responding to the local landscape character and topography of the site.
- To create a high quality employment development, that responds to the sites landscape setting within the Anglesey AONB and character areas of the NCLA 01 'Anglesey Coast' and Isle of Anglesey LCA 2 'Holy Island'.
- Retention of boundary planting and green and wet space, and the provision of new green and blue space as part of the enhanced Green Infrastructure.
- To provide infrastructure to improve footway/ cycleway connections from the site to Holyhead and the surrounding area.
- To promote high quality built form using 21st Century contemporary design and methods of construction in keeping with sustainable design objectives.

04 PROPOSED LAYOUT

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Parameters Plan

Following the assessment of the site and its surroundings and establishment of the constraints and opportunities a Parameters Plan was prepared to show the required disposition of uses on the site, the maximum height of buildings, extent of development on site, location of green space and access arrangements for the site. The Parameters Plan has evolved through an iterative process, informed by site surveys, pre-application consultation with Local Planning Authority consultees, desk-based research and assessment of local and national planning guidance

Use and Amount

Having gained a good understanding of the existing site and place, an appropriate framework informed the production of a Parameters Plan. The site covers a total area of 87.92 hectares, with development proposed as follows:

Built Development: A total of 68.71 hectares providing up to:

- up to 10,000sqm B1 office
- up to 5,000sqm B1 research and development space
- minimum of 223,000sqm / maximum of 238,000sqm B8 data centre use (with the data centre use exclusively, and no standard B8 storage and distribution uses).
- The total proposed GFA has therefore increased to up to 238,000sqm.

Green Infrastructure: The total area of land within the site proposed for retained/enhanced green space and infrastructure is 21.72 hectares. This includes the exiting boundary woodland areas and wet space towards the north-east corner of the site.

Key

Application Site Boundary:
87.92ha / 217.25ac

Development Zones / Built Infrastructure:
66.20ha / 163.58ac

Will contain on-plot and other landscaping and planting, habitat enhancement and creation, drainage and other infrastructure including vehicular, cycle and walking access. Up to 238,000 sqm Class B1 and B8 (data centres only), plus battery energy storage (unique use); Finished Floor Levels: Similar to existing ground levels of approximately 5 to 10m AOD.

Retained & Enhanced Green Infrastructure:
21.72ha / 53.67ac

Retained existing access from the A5

Secondary / emergency site access (existing)

Railway site access (existing)

Indicative Tree Preservation Orders (TPO)

MoD / RAF Consultation Zones on Heights

Building Heights

Zone A: Max height up to 18m to ridge excluding point features

Zone B: Max height up to 21m to ridge excluding point features

Figure 10: Parameters Plan

04 PROPOSED LAYOUT

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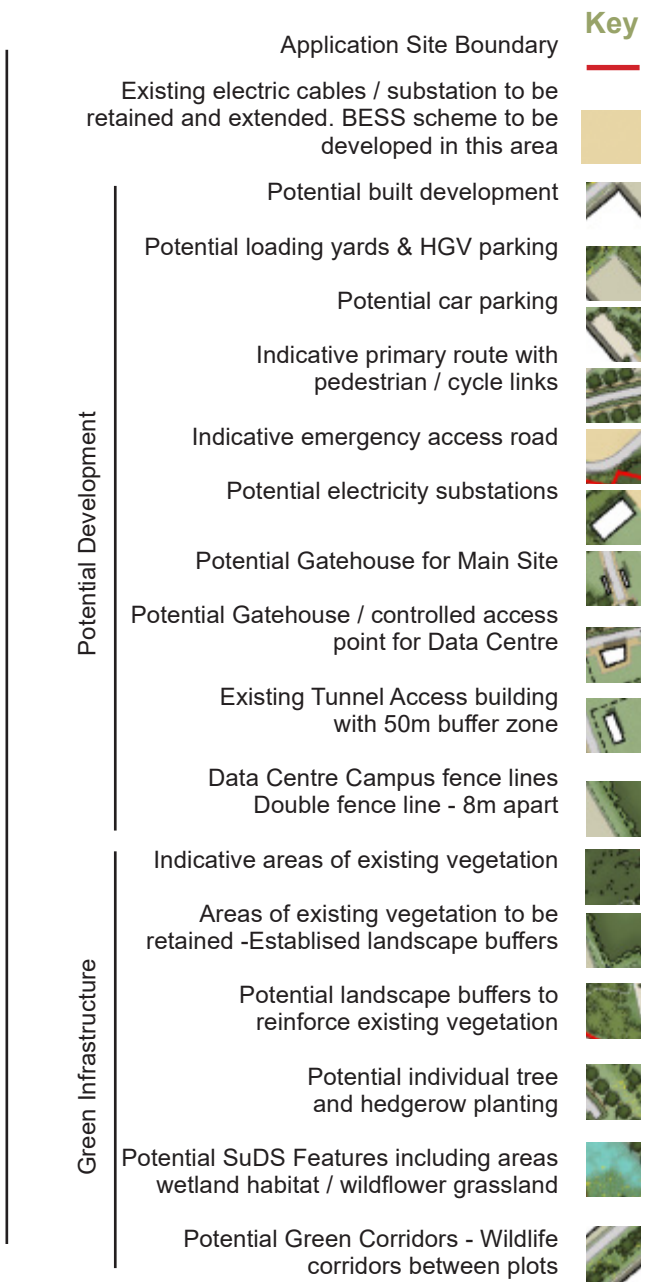
Illustrative Layout

The outline application excludes details pertaining to the design, layout and scale of development within the site, as well as the detailed landscaping scheme – these would be determined through reserved matters submitted in due course.

However, an illustrative Masterplan has been prepared to demonstrate how the site could come forward in due course, purely for illustrative purposes.

The illustrative Masterplan demonstrates how development on site could be successfully assimilated into the overall landscape based upon the framework of the Parameters Plan and the Design principles contained within this document.

The illustrative Masterplan shows how the Technology Park could be developed with data centre units occupying the majority of the site and arranged in a 'campus' format interspersed with blue spacek. The Illustrative Masterplan also includes research and development, and office units which would be associated with the data centre activity. Towards the southern end of the site there is space for existing cables, the substation and a BESS scheme.



PROPOSED LAYOUT 04

Figure 11: Illustrative Layout

04 PROPOSED LAYOUT

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Access and Layout

The site will utilise the existing access arrangements from the A5 London Road with the main access being to the north and secondary access to the south.

The main access is via an existing priority-controlled T-junction on the A5 London Road and the junction includes a narrow ghost island right turn lane of approximately 2.5m in width (see adjacent image).

The secondary access is an existing emergency access onto the A5 via a simple T-junction with ghost island right turn lane at the south-eastern site boundary.

In terms of pedestrian and cycles access, there is currently a footway along the site access road. In addition, pedestrian and cycle access would be improved as part of the proposed development and it is an aspiration to provide an additional new pedestrian/cycle access which connects the site with the Holyhead Retail Park, and this is currently being explored and would be confirmed if feasible through reserved matters.

The layout of the site would be confirmed through reserved matters in due course. However some of the guiding principles of the development would include:

- 'Campus' approach to the scheme including utilising opportunities for open space with on-plot landscaping and blue space providing a contemporary high-quality and attractive working environment;
- Making effective and efficient use of land, responding to the local landscape character and topography of the site.
- Retention/enhancement of boundary planting, include TPO areas;
- Retention/enhancement of green space/wet area towards the north-east corner of the site;
- Utilising the existing main and secondary site accesses;
- Facilitating a footway/cycleway link between the site and the surrounding area, including to Holyhead;
- Staff parking and offices positioned close to the main entrance at the front of the buildings. Service yards to be screened from wider views by a combination of proposed buildings, woodland and tree belts.
- Establish a legible circulation pattern by the use of a higher order Primary Street and lower order Secondary Roads.
- The Primary access road creates the main boulevard to the centre of the site. Secondary Roads off the Primary Road provide access into each development plot.

Scale and Structure

Building height and massing

Landscape and visual analysis of the site and surrounding context has informed the parameters of the proposed development and design of the green space.

The height of built development is split into two zones – Zone A and Zone B. In Zone A buildings to the ridge exluding point features will be up to 18 metres, with buildings in Zone B being 21 metres to the ridge exluding point features. These heights are proposed in the context of the former industrial development on site which included a chimney that was 122 metres in height.

Finished Floor Levels would be similar to existing ground levels of approximately 5 to 10m AOD.

The retention of the existing boundary woodland planting will help with the integration of the scheme into the landscape.

Appearance

The proposed development will provide a local exemplar of a quality contemporary campus in terms of design and construction. Individual buildings will provide functional high quality structures that will meet particular requirements of occupiers whilst creating a strong sense of identity .

The overall form of the distribution units will be informed through their functional requirements. The physical footprint, proportion and elevations of the buildings will be largely driven by operational requirements of the end-users. The proposed data-centre buildings will typically consist of rectilinear, steel framed buildings, creating space to house large data halls alongside areas for maintenance and development of the facility and equipment.. The footprint of each data centre building would maximise its capacity for storage. Ancillary and contemporary office space will also form part of the data centres.

In addition, buildings for research and development, or office space would reflect contemporary space for employees with internal layouts responding to the needs of occupiers.

New buildings within the site will be clad in a similar treatment which would establish a corporate identity and sense of place for the development. When seen in the wider landscape, they will read as part of a single co-ordinated development with visual cohesion.

Various treatments for the buildings elevations along with their construction detailing will be used to assist in the integration of the proposed development within the surrounding landscape. In order to ensure a satisfactory appearance, the proposed buildings would avoid large expanses of uniform cladding. Well considered use of coloured cladding materials will sub-divide the mass of warehouse buildings and add visual interest.

The need for external lighting would be carefully assessed and all lighting would be designed by a specialist consultant in accordance with best practice and guidance to prevent light pollution. The minimum amount of lighting necessary to illuminate the area would be used. There are published standards for lighting tasks which the proposed development would adhere to. External lighting would include building mounted units, and lighting columns along access roads and within car and lorry parking areas.

An attractive ‘gateway’ entrance feature will be created along the A5 London Road. Existing retained trees and hedgerow will be supplemented with additional on-plot planting including specimen trees and green space.

Image source: https://jca.co.uk/project-profiles/data-centre/

04 PROPOSED LAYOUT

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Resource Efficiency

A high quality technology energy and data 'campus' design is proposed throughout the proposed development, including the new roads and open spaces, which together with ongoing maintenance will help to promote respect towards the environment and therefore increase its use by occupants, safety and the overall sustainability benefits of the application site. Measures will also be incorporated to minimise pollution elements such as light and noise.

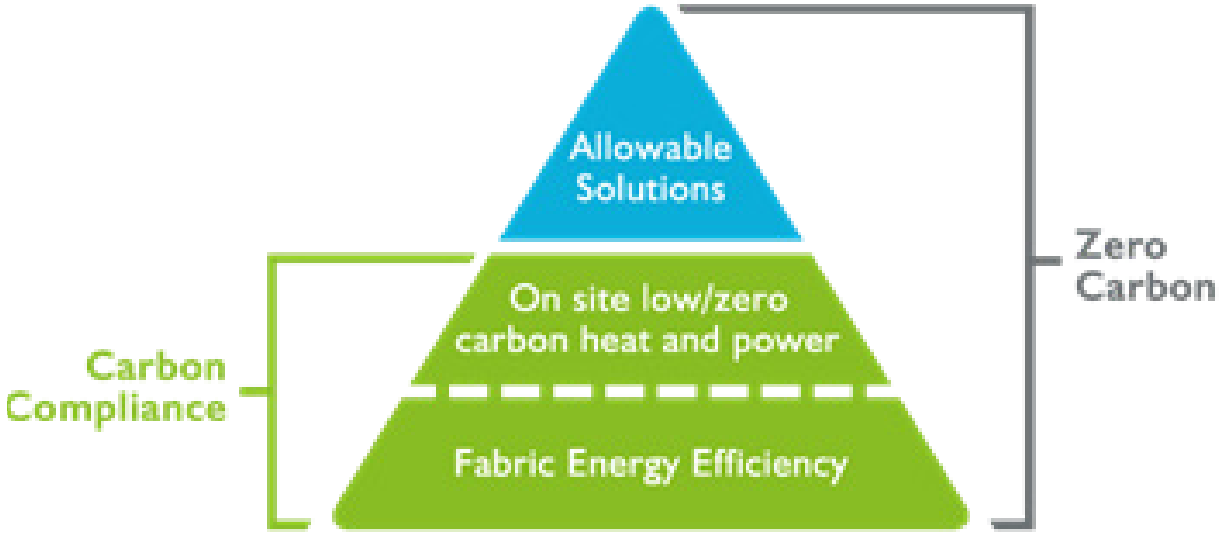
The detailed design and layout of the proposed development will adopt the UK Building Regulations as a minimum benchmark. These Regulations encourage the conservation of heat through design means.

It is through this same design and layout that orientation of buildings will be designed taking into account where possible solar benefit. As such, the orientation of the individual buildings will be designed to respond to opportunities for passive measures of shading and cooling. The recent step changes in the Building Regulations have incorporated energy efficiency and further reductions in CO2 through improved material standards in heating, insulation and glazing. These measures will ensure good levels of energy sustainability are achieved.

Planting and landscaping methods will be further developed at the detailed design stage, through means such as green buffers around and throughout the application site boundary. It is these measures that will account for the shelter of buildings from prevailing cold winds in the winter, whilst providing the necessary shading in the summer without the loss of natural light.

Individual plot lighting and ventilation will also further be developed during the detailed design phase to deliver the development in a sustainable manner while targeting the current Building Regulations requirements.

Embodied energy of materials used during construction will be minimised through responsible sourcing of raw materials whilst full consideration will be given to minimising waste and promoting re-use and recycling of materials.



04 PROPOSED LAYOUT

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Landscaping and Green Infrastructure

The total area within the site which will be retained and enhanced for green space and blue space is 19.21Ha.

High-quality Green Infrastructure (GI) principles have been developed in conjunction with the multi- disciplinary design team including landscape architects, ecologists, arboriculturalists, as well as acoustic, highways and drainage engineers. A cohesive multifunctional GI Statement has been prepared alongside this outline application in order to demonstrate how opportunities for environmental benefits could be utilised.

Existing boundary woodland planting will be retained to assist in mitigating the potential effects of the proposed development. The proposals would make effective and efficient use of the previously developed site by delivering a contemporary a development which delivers modern data centre campus and which responds to the local landscape character and topography of the area. In addition to providing landscape and visual enhancements, the GI will create diverse new habitats. The existing retained landscape and site features including trees and wet areas will form the basis of an enhanced green infrastructure framework. Retained features will be supplemented by a range of new habitats which utilise opportunities for incorporating locally occurring native tree and shrubs as well as species rich grassland meadow.

The creation of water habitats will also be explored during the detailed design and development of the scheme.

The retention of boundary planting and mounding, including the existing TPO areas, will assist with the integration of built development development and provide opportunities to enhance habitats for existing protected species on site such as birds and invertebrates.

Additional planting will also be included along the southern boundary to help screen views and provide approximately 7,500 new trees on site.

The existing access into the site would provide an attractive gateway. The gateway will be designed to create a distinctive entrance into the development for safe and convenient use.

All of the landscape areas and features would be managed and maintained in the long term. This would be achieved through the implementation as appropriate of a Landscape Management Plan (LMP). The LMP ensure the successful establishment and continued thriving of the planting proposals.

Key

Indicative areas of existing vegetation **1**

Areas of existing vegetation to be retained - Establised landscape buffers **2**

Potential landscape buffers to reinforce existing vegetation **3**

Potential individual tree and hedgerow planting **4**

Potential SuDS features including areas of wetland habitat / wildflower grassland **5**

Potential Green Corridors - Wildlife corridors between plots **6**

Figure 12: Green Infrastructure Proposals

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