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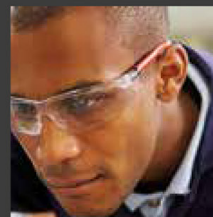
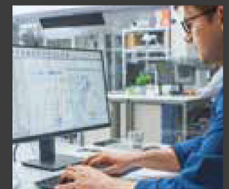
Architects + Masterplanners



THRAPSTON BUSINESS PARK DESIGN AND ACCESS STATEMENT

December 2022

Part 1 of 3





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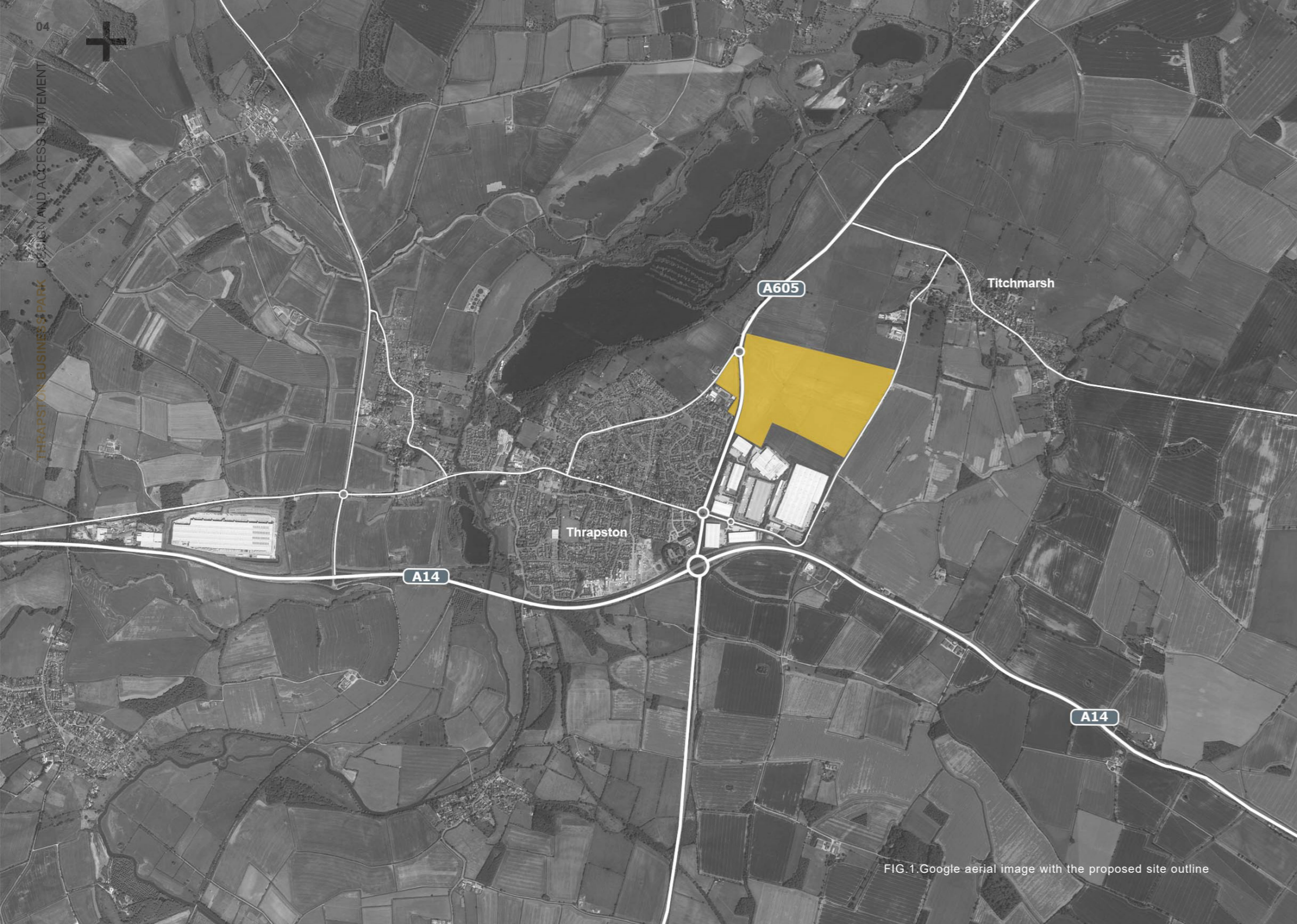


FIG.1 Google aerial image with the proposed site outline

1. INTRODUCTION

1.1 PROJECT OVERVIEW

This Design and Access Statement has been prepared by Stephen George + Partners on behalf of IM Properties. It is submitted to support the hybrid planning application (the 'Application') by IM Properties Developments Ltd (the 'Applicant') for the development of a high quality employment park to the land east and west of A605, and west of Islington, Thrapston (the 'site').

A Hybrid application has been prepared for: Outline application with all matters reserved for an employment park comprising B2 and/or B8, including offices E, service yards, plant, vehicular and cycle parking, earthworks and landscaping.

Full planning application for a B8 distribution Centre for use by DSV, internal spine road, substation, lighting infrastructure, engineering operations including foul pumping station, earthworks (including creation of development plot plateaus), pedestrian and cycle infrastructure and strategic landscaping including drainage infrastructure.

The site itself as illustrated on site Location Plan 13-019-P101, extends to approximately 58.30Ha in area.

In preparing this Design & Access Statement, reference has been made to 'Article 9 of the Town & Country Planning (Development Management Procedure) (England) Order 2015', 'Design & Access Statements (CABE 2006)' and 'Building for a Healthy Life (2020)'. The statement establishes design principles for the development that are appropriate to the site and the surrounding area.

As required by Article 9 of the Town & Country Planning Order this Design & Access Statement will:

- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation;
- Explain how any specific issues which might affect access to the development have been addressed; and
- Demonstrate the design evolution process which addresses coordination with design team and consultees.

1.2 DOCUMENT STRUCTURE

This document is structured in three key sections. Firstly an overview of existing site context, constraints and opportunities and the assessment work undertaken. Secondly a review of proposed development parameters. Finally, a detailed review of proposed design principles that have been informed by existing constraints and opportunities including design approach, access, masterplan strategy including landscape design principles, sustainability and crime prevention.

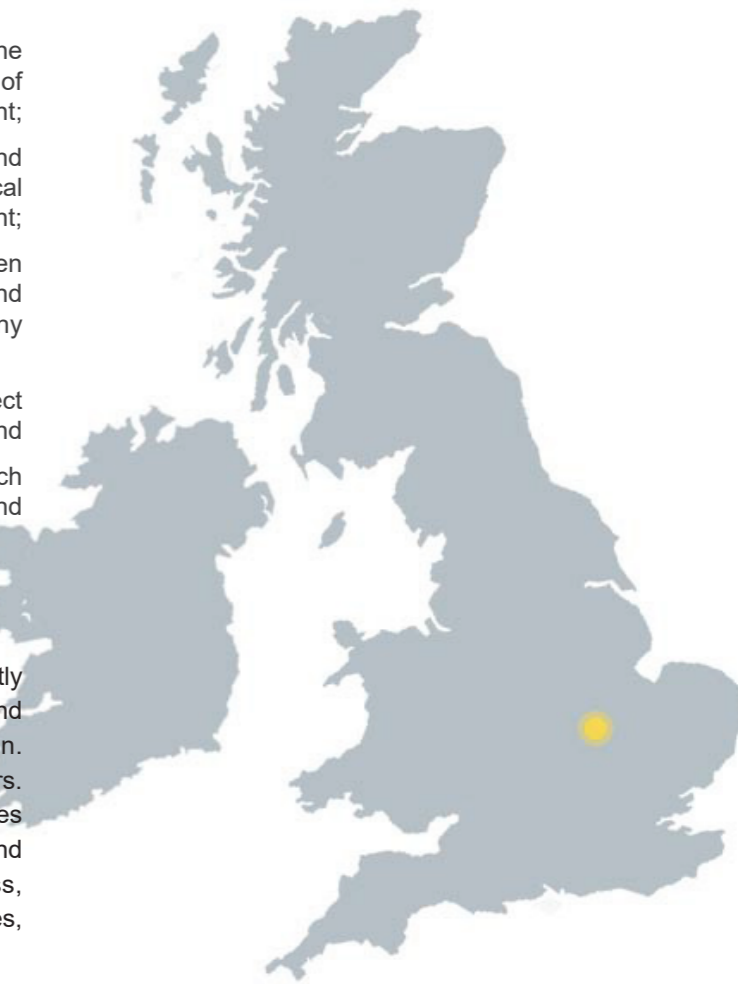


FIG.2.UK map with Thrapston location

1.3 DESIGN APPROACH

Stephen George + Partners

SGP's approach to the design involved the analysis of the:

- Use; What the buildings will be used for, modern requirements of business parks and local market research.
- Amount; How the buildings, the public and private spaces are arranged on site and the relationship between them, the buildings and spaces around the site.
- Scale; Size of the buildings and spaces (developable zones with associated parameters).
- Landscaping; How open spaces will be treated to enhance and protect the character of the local context as well as within the proposed scheme.
- Appearance; Detailed design intent for the DSV building with outline intent covered by the appended Design Guide.
- Viable Access; for transport links to understand why access points and routes have been designed to respond to road layout and public transport provision. As well as inclusive access of how everyone can move through the site on equal terms.
- This Design & Access Statement will demonstrate how the planning application has embodied these principles.

IM Properties Plc

IM Properties is one of the UK's largest independent development companies, with expertise in the development of new sites for industrial and logistics facilities.

The brief received from IMP focused on achieving the following aspirations:

High standard of building design, to be reflective of best practice within the industrial and logistics sector. Connectivity for sustainable transport means, including buses, cyclists and pedestrians within the site as well as in the broader road and footpath network;

Acknowledgement of the historic context, with the site being located in the proximity of existing conservation areas;

Robust green infrastructure to the peripheral boundaries and to corridors within the development;

Blue infrastructure and provision of feature areas for surface water attenuation and amenity space for prospective employees on site; and

A masterplan capable of a phased delivery, with a practical split of infrastructure and plots providing flexibility to respond to market demands.



2. SITE CONTEXT

2.1 LOCATION AND SETTING

The site, which extends to 58.30 Ha, is located on the east and west of A605, approximately 3km north of Thrapston town centre.

Centrally located within the heart of the UK, the site is well placed to connect and serve all regions within the UK. The site is well connected to the major national road network with the site approximately 4km north of a junction of the A14 and 50km east of the m1 Motorway.

The site is generally divided into two distinct 'parcels' by the A605; an 'eastern parcel' and 'western parcel' of the site. The site adjoins approximately 1km of the A605 highway.

The north of the site is bounded by agricultural fields. The south of the site by existing employment land.

The highways boundaries denotes the eastern and western boundaries of the site.

The surrounding context is predominantly rural and semi-urban, characterised by agricultural fields, the northern edge of Thrapston and the A605, employment uses to the south. A number of smaller settlements are present in the wider area, including: Titchmarsh and Islington to the north east which is connected to Thrapston by a PRoW along the northern boundary of the site. The wider context is made up by the Nene Valley.

2.2 LANDFORM AND FEATURES

The topography of the site is generally rising up the valley side from east to west, with more subtle and local

undulations. Within the western land parcel, site levels generally vary from approximately 39m AOD at the north up to approximately 53m AOD at the south eastern corner. Levels within the eastern land parcel generally rise relatively steeply from 33m AOD to 65m AOD.

A single open drain crosses the site, which enters from A605 running to the centre of the site.

Currently both parcels of the site are used for arable purposes. The site is generally bound by a combination of hedgerows, scrubs and trees with fencing present. There are three areas of non-agricultural use along south and west part of the site.



FIG.3.Highway site context

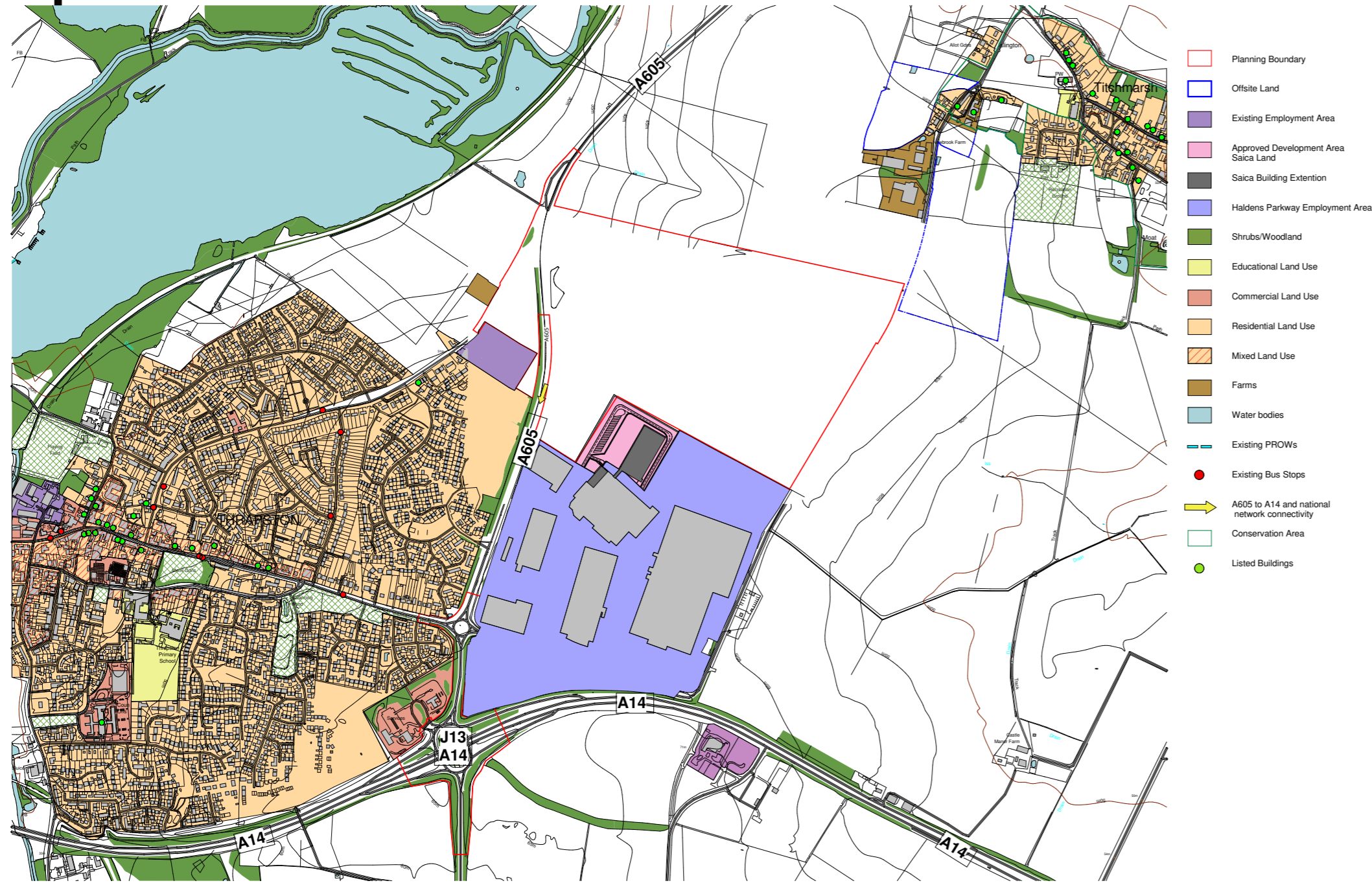


FIG.4.Context Plan

2.3 EXISTING SITE IMAGES



FIG.6.Existing Site Photos



FIG.7.Locations of the site photos



FIG.5. Map indicating location of the existing Employment area

3. ASSESSMENT

3.1 PLANNING

The site has not been subject to any recent planning applications.

A number of local and national planning policies and guidance are relevant to the proposed scheme. The site is not allocated in the adopted Local Plan Part 1 - The North Northamptonshire Joint Core (JCS), which was adopted in July 2016. However, there has been a significant increase in demand for industrial, in particular logistics, floorspace since then and Planning Practice Guidance requires up-to-date evidence in considering the type, size and location of facilities (Section 6).

The JCS does provide a positive platform for the planning application. The JCS has an urban focus, supporting the principle of development in urban areas including Thrapston, which is identified as a Market Town, supports development that delivers jobs growth and economic prosperity, including proposals for logistics. This is subject to criteria being met in respect of: unit size; accessibility to strategic road network; labour supply; design and environmental performance; environmental, community and landscape impact; highway mitigation; and HGV parking (Policy 24).

The Rural North, Oundle and Thrapston Plan (RNOTP), that is, the Local Plan Part 2, provides support for the relocation of existing businesses around Thrapston on sites that are adjacent to the existing built-up area (Policy THR4). The emerging East Northamptonshire Local Plan Part 2, which will replace the RNOTP, similarly provides

support for existing businesses that need to relocate or expand on sites adjacent to the existing built-up area (Policy EN20).

The above policies, along with a range of other policies and guidance, relating to design, highways, landscape and visual impact, heritage, green infrastructure, natural capital and environmental net gain have informed the design evolution of the scheme, as set out further within the accompanying Planning Statement, and illustrated within this Design and Access Statement.

3.2 ARCHAEOLOGY

A suite of archaeological work has been carried out to fully inform the design of the proposed scheme, the planning application and required mitigation. This work has included a desk-based assessment, taking into account previous fieldwork undertaken on Titchmarsh Roman town, a full geophysical survey of all land within the site, and trial trench archaeological evaluation. The results of this work are reported within the Archaeology Chapter of the Environmental Statement (ES).

The majority of the site is not of archaeological interest, although in the north-west corner of the site there are below ground remains of the margins of the Roman town, including a ditched trackway which forms the spine of a Roman 'ladder settlement' and outlying settlement enclosures. Evidence has been found of Roman activity from predominantly the 1st to 3rd centuries AD, including compacted stone surfaces and some evidence for small-

scale metalworking. Archaeological remains identified within the site will be excavated and recorded to conserve its interest, with provision made for public outreach and the enhancement of the social value of the development. Given this proposed mitigation, archaeology does not present a significant constraint on the development of the site.

3.3 BUILT HERITAGE

There are no designated heritage assets within the site. However, there are a number of designated heritage assets within the surrounding area. Those closest to the site include:

- Titchmarsh Conservation Area to the northeast of the site;
- Thrapston Conservation Area to the southwest of the site;
- Listed Buildings within Titchmarsh, including the grade I listed Church of St Mary the Virgin and the scheduled monument Titchmarsh Castle Moated site and Fishponds.

The relationship of the site with these and other heritage assets have been considered during the design process. Further details are set out in the Heritage Assessment.



3.4 CONNECTION AND ACCESS

Given the predominantly agricultural nature of the site, excluding the A605. The eastern parcel of the site is currently accessed off Oundle Road via field gates. Entrance to the western parcel is via a field gates on the Oundle Road A605 roundabout, and off Islington the east.

Public Rights of Way

The site is private land and currently in agricultural use. Public accesses to and through the site are limited to a single public footpath, which enters the eastern parcel of the site from the north and runs across the northern boundary. The site is connected to Titchmarsh Nature Reserve to the west, Titchmarsh village to the north and to Islington to the east by Public Rights of Way (PRoW).

Public Transport

Currently, there are no bus services that serve the site. However, an existing bus route does run past the site along the A14. Whilst there is no bus station within Thrapston itself, the existing bus services provide connection to stations in the wider area, the closest being Kettering Rail Station.

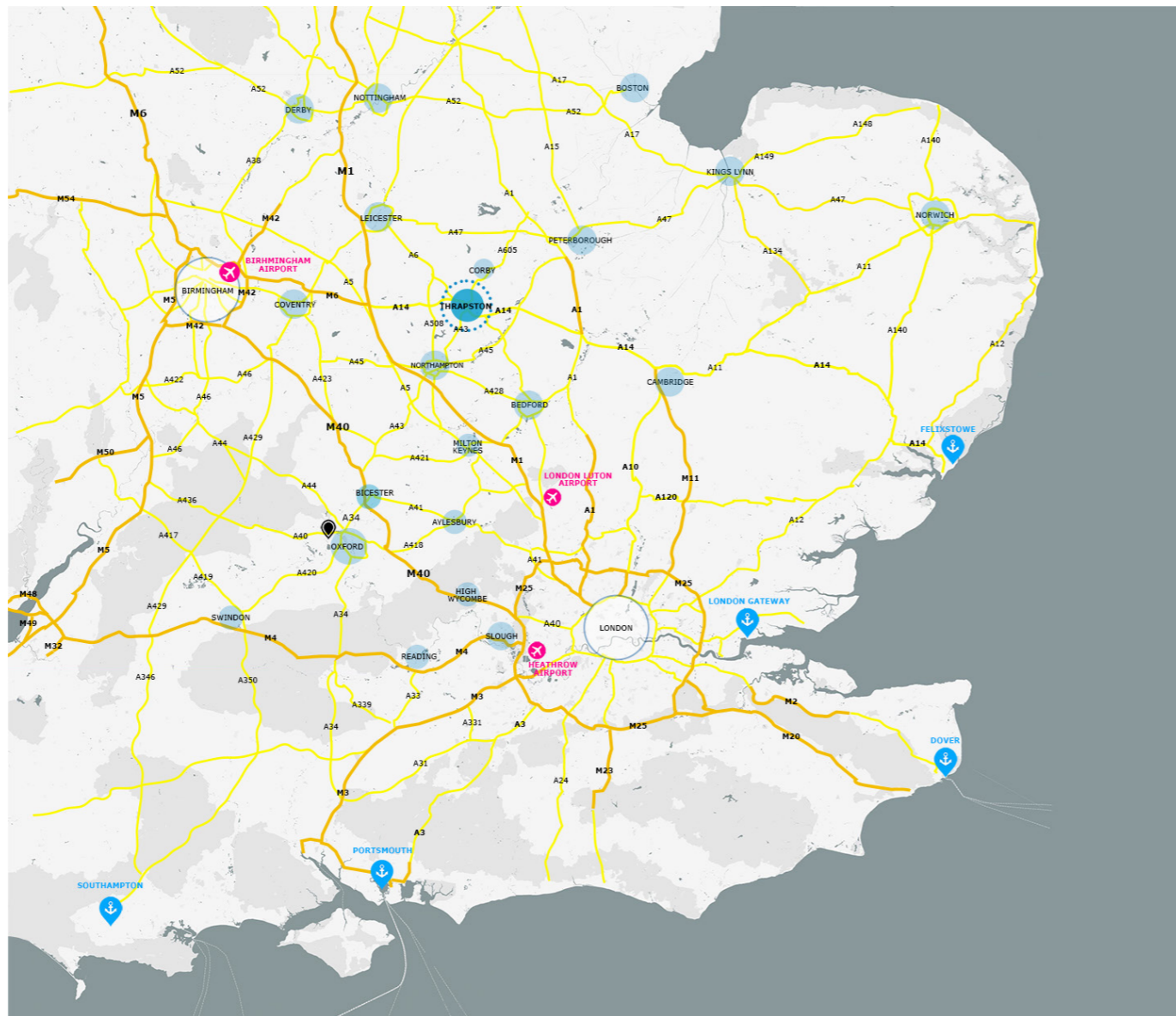


FIG.8.Wider transport analysis

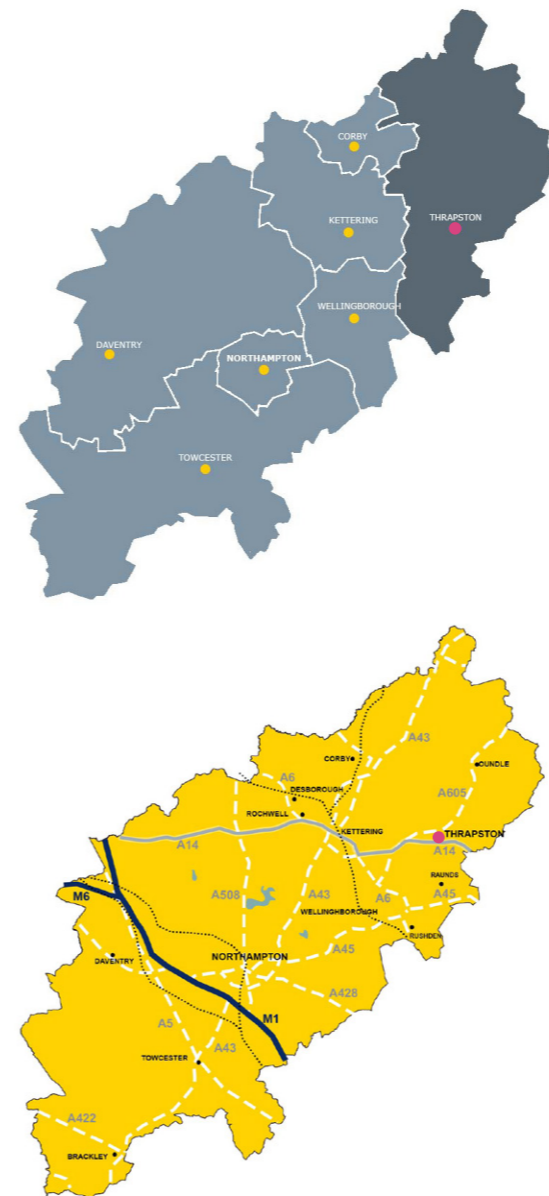


FIG.9. Thrapston location in relation to Northamptonshire

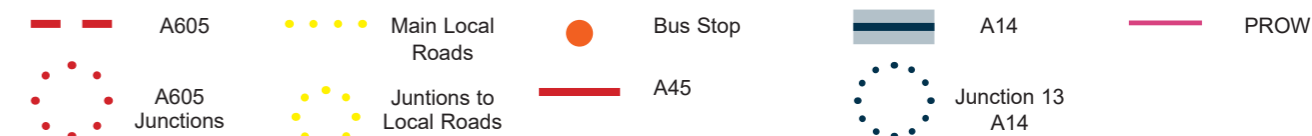


FIG.10.Transport analysis diagram



3.5 BIODIVERSITY

With respect to biodiversity, many existing features within the site will be retained including:

- Retention of the majority of the scrub and grassland within the north boundary;
- Retention of the trees along west and east boundary; and
- Retention of many of the boundary hedgerows. As stated in Middlemarch's Hedgerow Survey:

→ Seven hedgerows (H4, H7, H10, H11, H12, H13 and H16) were found to be 'Important' in accordance with the Hedgerow Regulations (1997), due to being greater than 30 years old and supporting Birds of Conservation Concern Red List species (yellowhammer or linnet). However, these hedgerows would not qualify as 'Important' based on the other wildlife and landscape criteria, such as number of woody species and associated features.

→ Hedgerow H9 qualifies as 'Important' based on the other wildlife and landscape criteria, as it possesses five or more woody species within a 30 m section and has four associated features

3.6 LANDSCAPE AND VISUAL ENVIRONMENT (LVIA)

A Landscape and Visual Impact Assessment has been completed and it is addressing the likely landscape and visual impact upon all identified receptors. Landscape and Visual Impact Assessment (LVIA) has been created by Nicholson's Lockhart Garratt.

The terms of reference of this assessment are as follows:

- To assess the baseline landscape and visual characteristics of both proposed sites, including desk survey information and first-hand field evidence;
- To identify and assess the potential landscape and visual impacts of the proposed development upon the established baseline; and
- To propose, where possible, suitable mitigation measures to reduce adverse impacts to an acceptable level.

A number of plans and photographs have been prepared to illustrate the character and visual environment of the Application Site and its context.

3.7 UTILITIES

Existing utility apparatus has been identified on or bordering the site as summarised below:

- Western Power Distribution 11,000-volt Overhead cables from the east to west of site;
- Western Power Distribution Low Voltage buried cable circuits within the A605;
- Cadent Gas Medium Pressure Distribution Mains within the A605;
- BT Openreach buried assets within the A605;
- Gigaclear Telecom Assets within the A605;
- Anglian Water Telecoms Assets within Islington Road & the A605;
- Consultation with the following network operators is being undertaken to establish if the proposals have an impact on existing assets:

- Anglian Water (Potable Water) – Potable water mains within Islington Road;
- Openreach (Telecoms) – Duct and chamber assets identified on the A605;
- Gigaclear (Telecoms) – Duct and chamber assets identified on the A605;
- Cadent (Gas) - Distribution mains identified on the A605; and
- Western Power Distribution (Electricity) – On site 11kV high voltage and low voltage cables.

In summary, there will be some localised diversion of existing services to facilitate the proposed development but no significant constraint to the development progressing.

3.8 TOPOGRAPHICAL / ENVIRONMENTAL LEVELS

The proposed site, including the triangular site, currently comprise unoccupied ploughed fields used for cultivation of crops. The larger site, which is broken up into several fields, is bound by the A605 to the west, Islington Road to the east, ploughed fields to the north and south east and industrial units to the south.

Site levels to the north eastern field initially slopes gently and progress moderately downwards towards the south west. A localised ridge of soil is present centrally, rising up in the western portion of the site. A shallow drainage ditch runs east to west to the centre of the main site, along the southern boundary of the northern field.

The mid-eastern field slopes gently towards the west

and moderately up towards the north. Site levels drop steeply downwards as progress is made to the west, with a noticeable depression centrally. Steep drops of circa 3m are noticeable towards the south west.

The south eastern field slopes gently towards a ditch to the north west. The field slopes upwards at a steep gradient towards the north. The area then levels out as progress is made further to the east with levels gently sloping upwards in this direction.

The western field adjacent to the A605 is relatively level at the north western corner. The drainage ditch which passes through the large site, picking up flows from the other field ditches, continuous towards the west, entering a brick culvert before flowing off site at the north western corner.

From the survey information it shows that the site falls steeply from the eastern boundary with a high level of circa 66.25m AOD to a low point at the northern corner of the site of 33.88m AOD.

The triangular site is bound by the A605 to the east, Oundle Road to the west and a veterinary centre and industrial unit to the south. Site levels slope moderately upwards towards the south by a maximum of approximately 15.0m between the northern and southern boundary.

A ground Investigation appraisal has been undertaken. The site has remained undeveloped and historical maps indicate that the site has comprised agricultural fields to the present day. The site is characterised by a cover of

ploughed/disturbed topsoil and subsoil. The underlying natural soils comprise a variable sequence of Jurassic Strata with parts of the area underlain by superficial deposits of glacial till and glaciofluvial sand and gravel.

In accordance with Environment Agency (EA) document CLR11 'Model Procedures for the Management of Contaminated Land' the information from the desk study and site investigation was used to generate a risk assessment. The purpose was to confirm and modify the initial conceptual site model to establish whether there are any potentially unacceptable risks present and determine the action required to provide any further information to refine the model.

Hazardous contamination was not identified during this investigation relative to the proposed commercial end usage. The site has no published history of potentially contaminative development and deep made ground were not encountered within the exploratory holes undertaken. In summary, none of the results from the investigation have exceeded their relevant screening criteria. As a result, the risk to human health is considered to be low and the site is considered as not being contaminated. Based on the low concentrations of determinants that were recorded within the soils and waters the risk to controlled waters is considered to be low.

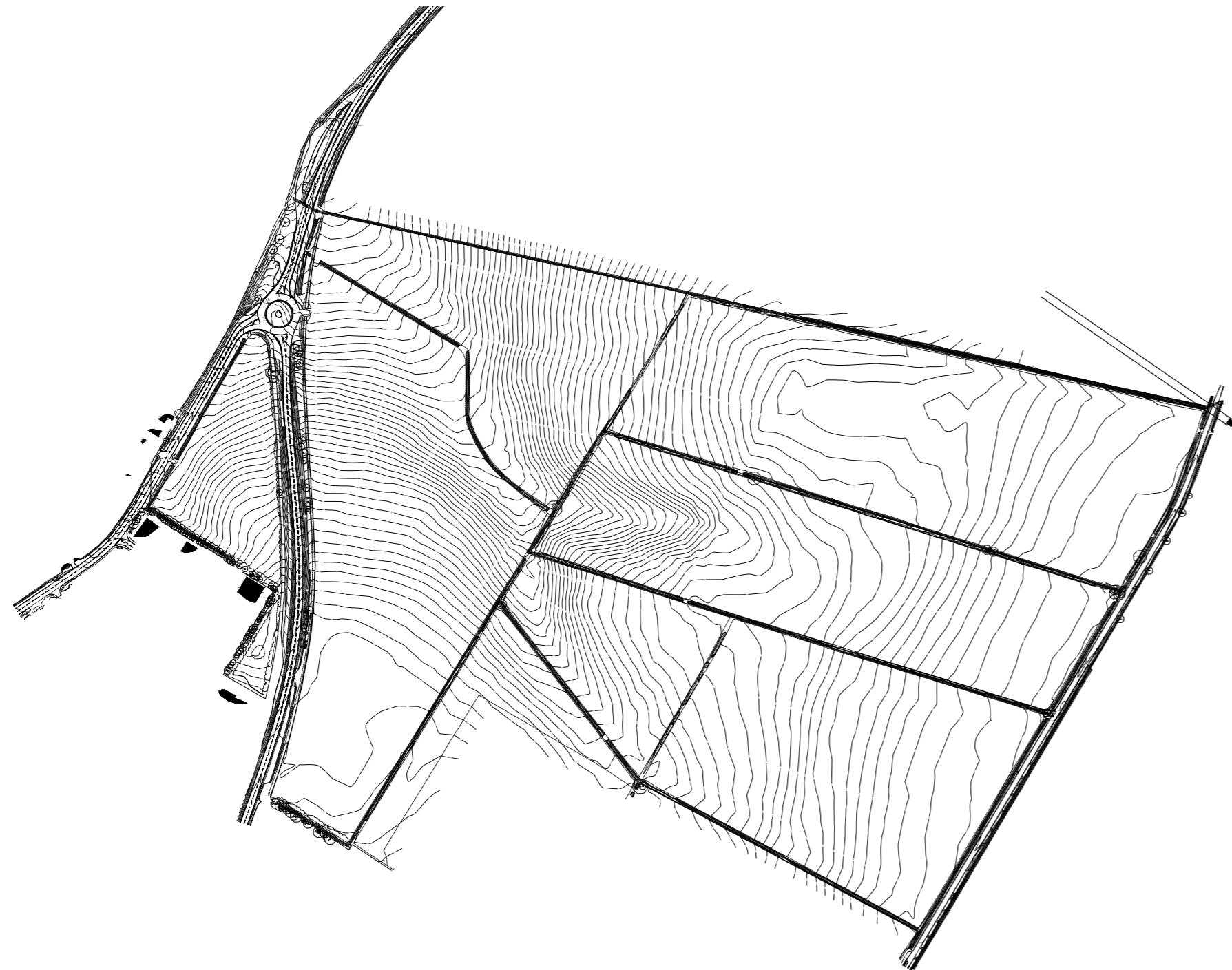


FIG.11.Topographical survey

3.9 DRAINAGE (INC. FLOOD RISK)

The nearest water features are the existing field drainage ditches running across the site. The ditches connect to a single ditch which runs to the low point at the northern corner. The ditch continues towards the west, entering a brick culvert before flowing off site into an existing ditch at the north western corner. A drainage ditch is present along the western and southern boundary of the triangular site. A ditch from the field to the south of the development site runs into the development site ditch and connects into the single field ditch on site.

The proposed development is located in Flood Zone 1, an area with a low probability of flooding from rivers or sea. The current site appears to be at low risk of surface water flooding for the majority of the site. From inspection of the topographical survey, the areas at higher risk appear to be localised low areas which relate to the drainage ditch running through the site. These areas of the site shown at risk of flooding, will be managed by the proposed levels and drainage design, which will mitigate any potential site flooding.

No historic flood events have been recorded on the development site.

3.10 NOISE AND LIGHTING ENVIRONMENT

Noise

The baseline acoustic climate at receptors to the south-west of the proposed scheme, which are residential properties forming the north-eastern edge of Thrapston, is dominated by road traffic noise from the A605 with occasional noise from the commercial and industrial units to the south of the proposed scheme also audible.

The baseline acoustic climate at receptors to the north and east of the proposed scheme, which are in the villages of Titchmarsh and Polopit, consists of distant road traffic noise from the A605, with occasional vehicle movements on roads through the villages. The level of road traffic noise from the A605 is lower due to the greater distance from the road, and noise from other sources.

Lighting

A baseline site survey of the existing lighting levels around in and around the proposed development site has been undertaken to determine existing lighting levels and establish the pre-existing Environmental Zones. Although there is no existing artificial light sources within the site due to its agricultural nature, to the south, there is a pre-existing distribution site whose northern boundary faces onto the proposed development site.

Although there are few residential receptors in the vicinity of the site the Aldwinckle Marsh (a SSSI) is within 500m of the proposed site as will be the closest Titchmarsh residential receptor. The baseline survey has identified the Environmental Zones (E) of the existing site and the surrounding area which range from E3 (Suburban, Medium district brightness) on the existing DSV site, E2 (Rural,

Low district brightness) in Thrapston and Titchmarsh with all other areas, including the site itself, being E1 (Natural, Dark, Relatively uninhabited rural areas, National Parks, Areas of Outstanding Natural Beauty).

Although areas within the proposed site will rise to E3, as per the DSV site, all other areas outside of the site boundary will not increase in their existing Environmental Zone value as per the requirements for the ILP's guidance on minimising light pollution (2021) which states: 'where an area to be lit lies within visual distance of the boundary between two zones then the obtrusive light values applicable to the most rigorous zone shall apply'.



4. COMMUNITY ENGAGEMENT

IM Properties recognises the importance and value of involving local communities in the planning and development process, and is committed to consulting local people in a way that is relevant to the location, nature and scale of its proposals.

For Thrapston Business Park, the decision was taken to deliver the consultation over two stages – starting with early engagement on the vision and key issues, and following up with consultation on detailed plans and technical work.

During both stages, the consultation was hosted on a dedicated website (www.imptrapston.co.uk) and supported by in-person events in Thrapston and Titchmarsh, as well as meetings with key stakeholders and groups. The consultation was promoted extensively through a range of channels and there were various mechanisms for interested individuals to ask questions, highlight issues and give their feedback on the plans.

The in-person events were attended by around 300 visitors across the four days, and there were 1,470 individual visitors to the website across the two consultation stages. While written feedback from the two stages was limited – the result of a local campaign group advising the local community not to comment on the plans – IM Properties was able to capture significant feedback from conversations at the in-person events.

This confirmed a number of in principle areas of interest and concern:

- Need for the development and why the site was chosen;
- Doubts over the quality of jobs that would be on offer, whether jobs were needed given low unemployment rates locally, and where employees would come from given existing recruitment challenges;
- Congestion on local roads and the A14, and whether they would cope with additional traffic from the development;
- The scale of buildings, light pollution, and whether landscaping would be effective in screening the development from local views;
- Wildlife, flooding, air quality and noise, and doubts over the ability to achieve biodiversity net gain on a large development site; and
- How the community might benefit from the development, including options for the off-site land and support for community initiatives.

The second consultation sought to respond to these areas of interest and concern, with detailed plans and images presented alongside an explanation for the approach taken, an overview of key strategies and objectives, and an update on technical work being undertaken to inform the plans.

IM Properties recognises that there is a local opposition to its plans and that concern remain. However, IM Properties was encouraged by the large number of visitors to the consultation events who recognised that its proposals were well considered and that a genuine effort had been made to respond to the community's key interests and concerns.

IM Properties was also encouraged by the number of positive comments made in relation to specific aspects of its proposals. In particular:

- Inclusion of flexible space for smaller occupiers to support innovation and growth of local businesses;
- Commitment to the Building with Nature benchmark and achieving a net gain in biodiversity above the minimum requirement;
- Proposals to enhance the wider landscape, environment and community access opportunities on the off-site land connected to Titchmarsh;
- Approach to site layout, building elevations, site reprofiling and landscaping to minimise impact on local views;
- Provision of a safe route for pedestrians and cyclists within the northern landscape corridor, alongside proposals for a safe crossing of the A605; and
- Proposals for increasing capacity and improving traffic flow at junction 13 of the A14, along the A605 and at the access to the site.

Full details of the consultation, and how local feedback has been taken on board, can be found in the Statement of Local Engagement submitted with the planning application.



FIG.12.Public Consultation images



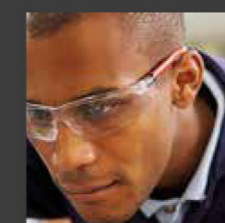
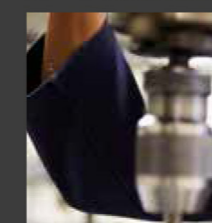
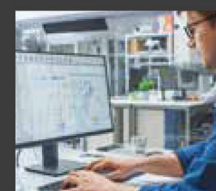
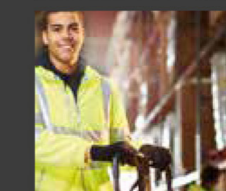
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THRAPSTON BUSINESS PARK DESIGN AND ACCESS STATEMENT

May 2022

Part 2 of 3





5. CONSTRAINTS & OPPORTUNITIES PLAN

The existing site characteristics and constraints are graphically described on the plan opposite. While we have focussed on reviewing the constraints associated with the site, it is important to note the opportunities available to the design team :

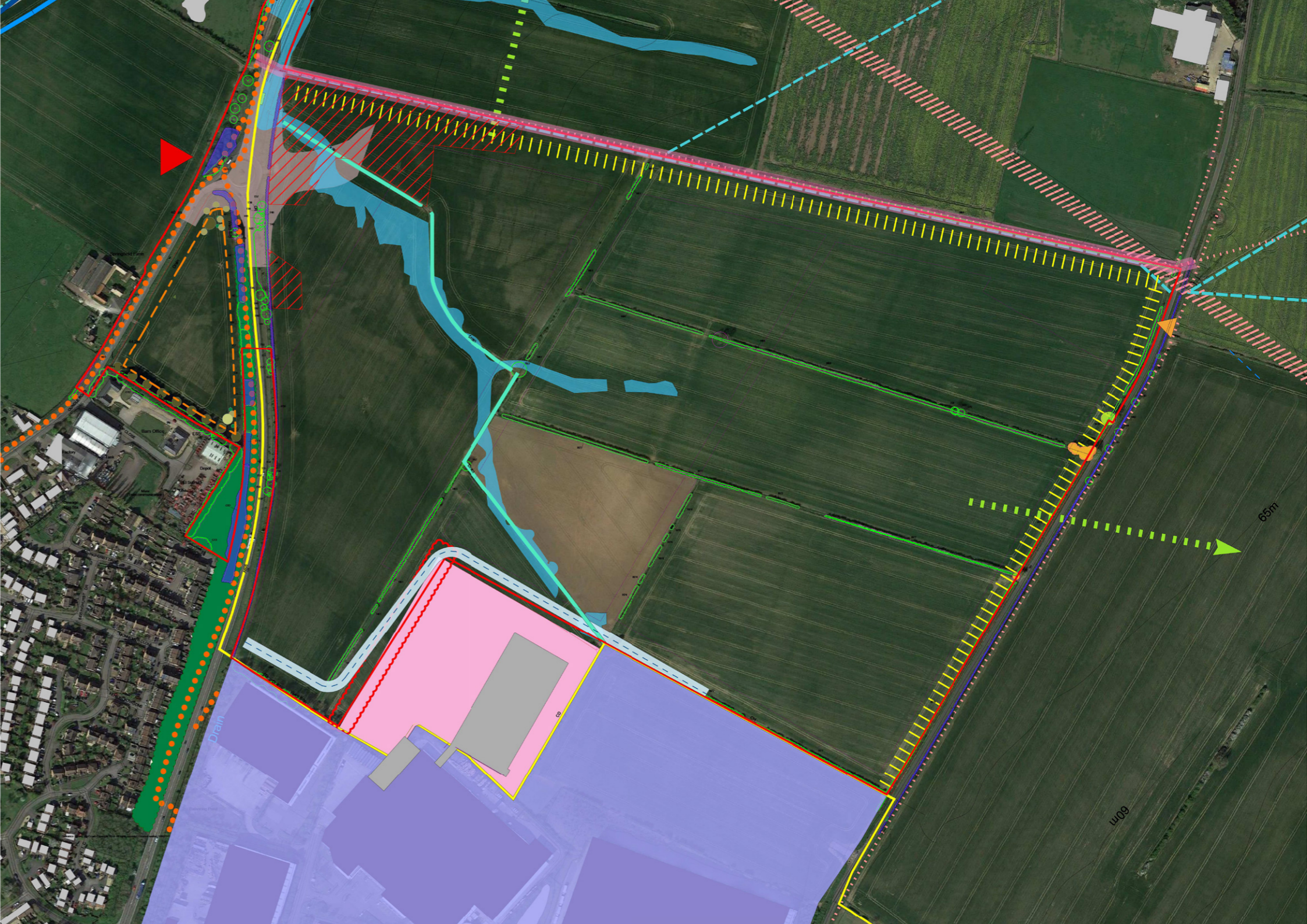
- Improving connectivity and access from Islington and Titchmarsh to Thrapston via pedestrian and cycle links across the site's northern boundary provides opportunity to delivery a much quicker and safer link;
- The eastern and western parcels of land and located to the north of Oundle Road offer a landscape gateway opportunity to give a sense of arrival to Thrapston from the north;
- Opportunity for an educational and social responsibility design feature in the landscape gateway to showcase archeological remains identified within the site;
- Recognition of the most sensitive boundaries has informed our approach to the landscape strategy. Utilising and retaining existing mature landscaping and adding additional landscaping to reinforce the landscape buffers;
- The retention and enhancement of existing landscape and watercourse features at the south west corner of the site. This provides an opportunity to provide a landscaped amenity space for employees as well as the general public to enjoy;
- In addition to the establishment of the sensitive boundaries, the orientation of building's primary facades have been considered; rather than facing highways surrounding sites, the focus has been to face primary facades inwards, except for the entrance to the site where in particular Plot 3 can utilise the prominence of the location to provide an attractive

facade design. Similarly, an entrance feature for the initial unit, can be used to express the high level of design for the development; and

- Establishing a clear access and highway strategy and alignment to improve road safety and maintain and improve connectivity across the site.



FIG.13.Constraints and Opportunity Plan





6. THE UK INDUSTRIAL AND LOGISTICS SECTOR

The requirements of industrial and logistics operations have evolved considerably in recent years, and whilst requirements can often be very specific to the nature of the operations being undertaken within the respective building, they share many characteristics, not least increasing levels of automation. Often an occupier will undertake both production and distribution activity from the same building, leading to a blending of the use classes (E, B2, B8). The need for such sites has been greatly increased by the recent pandemic that has triggered a huge shift in shopping habits towards e-commerce.

Moreover, occupiers are increasing consolidating a wider range of activity on site, typically including regional or even national headquarter type functions, leading to a demand for additional office accommodation where administrative, human resources, accounting, marketing, and customer facing services can be undertaken. This in turn is supporting a broadening of workforce on sites.

Common requirements include:

- Large service yards - typically 35-55m – and occasionally with access either side of the building (to facilitate efficient transfer of goods);
- Full circulation of building perimeters (for larger buildings) for efficient circulation and fire control;
- Large, clear building footprints with minimal columns for efficient storage of goods;
- Increased building heights to maximise storage of goods and provide flexibility for the potential installation of mezzanine floorspace (where permitted), racking and automation equipment (where required);

- Increased variety and number of loading doors to cater for a number of different vehicle types and efficient movement of goods;
- Sufficient car parking to accommodate increased employee numbers, but also to provide short term capacity for shift change over, and provision of EV charging points (to reflect demand);
- Rooflights to improve natural daylight and reduce energy consumption (which needs to be reconciled with photovoltaic panels where installed); and
- Enhanced provision for employees including cycle/motorcycle storage, changing/shower facilities, and other welfare facilities.

These functional requirements, amongst others, have a significant impact on site layout and building form to ensure that developments are attractive to modern occupiers. It is recognised that such requirements also need to balance with site specific considerations and how best to integrate modern industrial and logistics buildings into local environments.

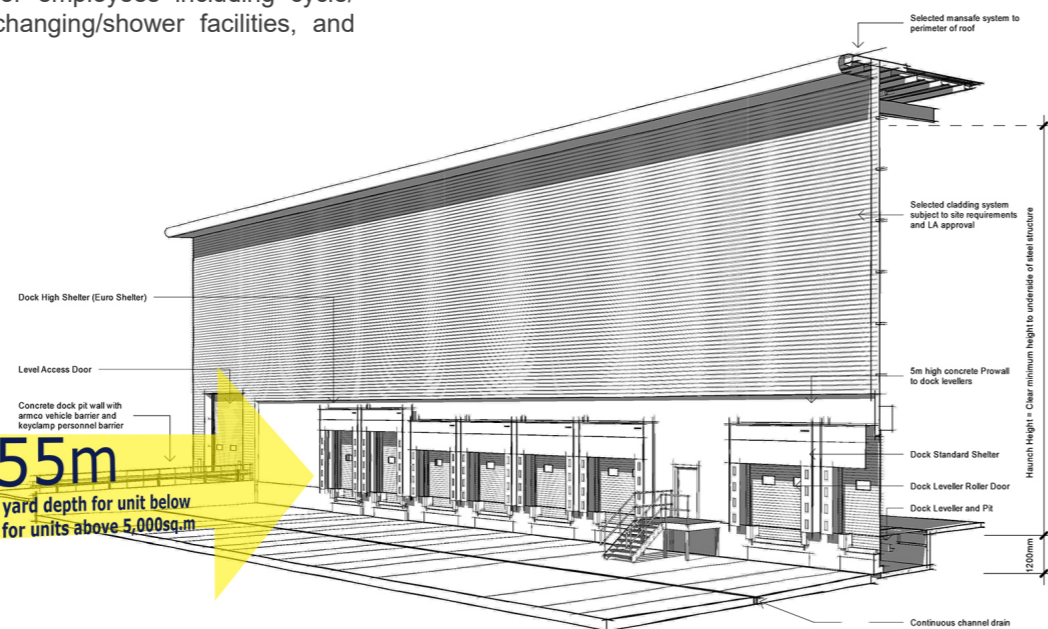


FIG.14. Diagram indicating yard sizes

7. PROPOSED PARAMETERS

7.1 INTRODUCTION

Outline consent is sought for Plots 2, 3 and 4 development zones and their associated building envelopes, layouts, building heights, use classes, parking, service yards and further complementary infrastructure as illustrated on the Parameter Plan 19-282-SGP-XX-00-DR-A-001002.

Detailed permission is sought for the Plot 1 DSV building, it's associated infrastructure, parking, services yards and connectivity.

Detailed permission is sought for the proposed new access also to the site from the A14, comprising a 4-arm roundabout, the internal spine road (inclusive of pedestrian and cycle infrastructure) which will provide access to the development plots.

Detailed consent is also sought for key infrastructure including a substation, foul pumping station and earthworks to create development plateaus.

All temporary and permanent works associated with the proposed scheme will take place within the planning application boundary indicated by the red line boundary on the site location plan (save for any works that may be required pursuant to other agreements including S278 agreement).



FIG.15. Parameter Plan

7.2 PARAMETERS - PROPOSED LAND USE AND QUANTUM

The Proposed Development includes the following land use classes, which will be delivered across four development zones:

- E (offices), B2 (general industrial) and/or B8 (storage and distribution including open air storage) uses.

Below is a summary of the anticipated quantum for each land use:

Development Zone	Use Class	Maximum Quantum(GIA – sqm)	Maximum Quantum(GEA – sqm)
PLOT 1	E, B2, B8	99,817	100,585
PLOT 2		40,244	41,049
PLOT 3		41,251	42,076
PLOT 4		4,000	4,080
TOTAL		185,312	187,790

The distribution of development zones and building heights have responded to existing topography and follow detailed consideration of key views towards the site.

Proposed maximum building heights are described below:

BUILDING HEIGHTS (TO RIDGE):

PLOT 1 : 18.7m
PLOT 2 : 24m
PLOT 3 : 21m
PLOT 4 : 13m

The Parameters Plan has evolved following consideration of a number of factors, which are summarised below:

Landscape Led Strategy

- Provision of landscape gateway feature addressing the main access roundabout and providing a sense of arrival to the development
- Enhancement of existing landscape boundaries to the north and east to provide amenity/welfare facilities as well as biodiversity and ecological benefits
- Improved connectivity via an attractive green corridor for cycle and pedestrian links along the northern boundary
- Landscape treatment along boundaries as well as within the site itself to soften the development plot boundaries, provide bio-diversity and welfare and amenity to the future employees.

Engineered Solution

- Overcoming existing topography and constraints to provide level plateaus suitable for modern industrial and logistics buildings
- Securing estate road design in accordance with highways standards to navigate through the site providing access to each development zone as well as connecting the main site access safely with the A605
- Managing earthworks design to retain as much material on site as possible.

Flexible Solution

- Providing commercial viability;
- The variation of unit sizes and uses provide commercial flexibility within the proposed scheme. This is essential to be market facing, provide longevity and future proofing of the development and ensure optimum occupier take up; and
- Connectivity of plots to development infrastructure promoting good permeability and connectivity to the local area whether on foot, bicycle or car.

7.3 DESIGN ANALYSIS AND SITE ARRANGEMENT

Through the proposed design parameters, IM Properties aim to achieve a high a quality development by the integration of design, sustainability and connectivity providing a scheme that can be flexible to respond to market demand. Existing topography has significantly influenced the infrastructure design which in turn has established the developable plots within the proposed scheme.

The distribution of parameters within each zone have been considered in context with existing constraints and opportunities summarised below.

Heritage & Archaeological Interest

There are no designated heritage assets within the site boundary, however there are a number in proximity to the site. Of particular relevance are the designated assets to the north of the site, in the village of Titchmarsh which is also a conservation area.

The relationship of the site with these assets and others has been taken into consideration during design development to ensure that heritage impacts are minimised. This has included the provision of a landscaped buffer and retention of existing trees to the northern boundary of the site, both of which provide an element of visual separation and reinforce the screening of views from heritage assets. The impact of the proposals on the significance and setting of built heritage assets is addressed in the Heritage Assessment.

Watercourses and Standing Water

The site contains existing field drainage ditches running across the site. The ditches connect to a single main ditch which runs to the low point at the northern corner.

The main ditch will be realigned to suit the site layout and feed into series of swales and ponds will provide an opportunity to enhance landscaping experience for pedestrians; providing those employed within the business park as well as those passing through enhanced amenity and promoting positive well-being.

The scheme will be replacing greenfield run-off from the existing site topography with a positive drainage system. This system will be taking water from roofs, roads and hard paved areas and attenuating these flows prior to discharge via the new ponds, swales and realigned ditch passing through the site. The drainage proposal for the scheme is therefore providing sustainable urban drainage systems (SuDS) features to mitigate this and replicate the natural discharge flow generated by the pre-development site (greenfield run-off rate). This strategy is part of



National and Northamptonshire best practice guidance.

For the new development the proposed pollution controls will be full retention interceptors for the service yard areas and permeable paving to car parking areas. All surface water will also pass through catch pits to remove silts as water passes through the network.

Foul water will be drained via a dedicated foul water network to an adopted pumping station adjacent to the detention basin. This water will then be pumped via a rising main to an upgraded Anglian Water sewer network within Springfield Avenue and Oundle Road.

Biodiversity

The key ecological feature within the proposed design is a broad wildlife corridor that will span the northern side boundary from east to wide and provide connectivity to further areas of habitat to the north-east. This corridor has been designed to provide a mosaic of native terrestrial and aquatic habitats that will be of value to a range of species including invertebrates, amphibians, nesting birds and foraging bats.

Retained hedgerow habitats will be subject to enhancement and improved management to maximise their biodiversity value and enhance connectivity across the site.

The lighting strategy for the site will be designed to minimise impacts on sensitive ecological receptors, such as bats. Illumination of retained and created habitats will be minimised and dark corridors will be maintained where possible.

Noise

Receptors have been identified as part of the noise assessment, which will form part of the Environmental Statement, to the south-west in Thrapston, and to the north and east in Titchmarsh and Polopit.

While the proposed scheme has the potential (without mitigation) to lead to adverse effects at nearby noise-sensitive receptors identified above, the scheme design takes account of both the existing acoustic climate in the area and the need to appropriately control off-site noise emissions to avoid significant adverse effects arising directly from the site. A range of potential mitigation measures are set out in the noise assessment, including the use of appropriately located and oriented buildings, the use of perimeter acoustic screening, which may take the form of bunding or acoustic fences (subject to detail specialist drawing), and the appropriate location of certain uses in some locations.

Further specific mitigation requirements will be determined at the Reserved Matters/detailed design stage.

Lighting

Good practice design principles will ensure the above include the following detailed measures:

- Wherever possible, detailed lighting design will use controlled light distribution, optimised optics (flat glass – controlled light distribution below the horizontal with light exit parallel with the ground) and considerate luminaire positioning/minimal heights;

- All luminaire selections are based on inherent glare control to an appropriate G class ranging between 4 and 6;
- Modern, Light Emitting Diode (LED) luminaires will be employed throughout to minimise the light spill footprint and be as energy efficient as possible. Where appropriate some will be dimmable;
- Columns will be as short as practicable to ensure light spill is minimised from the site and the visual impact from such luminaires is minimised when looking towards the site;
- All luminaires used around the perimeter of the site will be mounted within the site, and, where possible, the main photometric distribution of the luminaire will be towards the task area only; and
- Wherever possible, adopting a light quality that minimises disruption to existing ecological systems in the form of LED light sources (<3000K) which emit minimal ultra-violet and blue light.

New Utility Infrastructure

The proposed development site has limited utility infrastructure within its boundary. To facilitate the development proposals, new service connections will be required and the relevant statutory authorities have been consulted to establish viability. No significant issues have been identified in providing services to the scheme.

7.4 STRATEGIC ACCESS

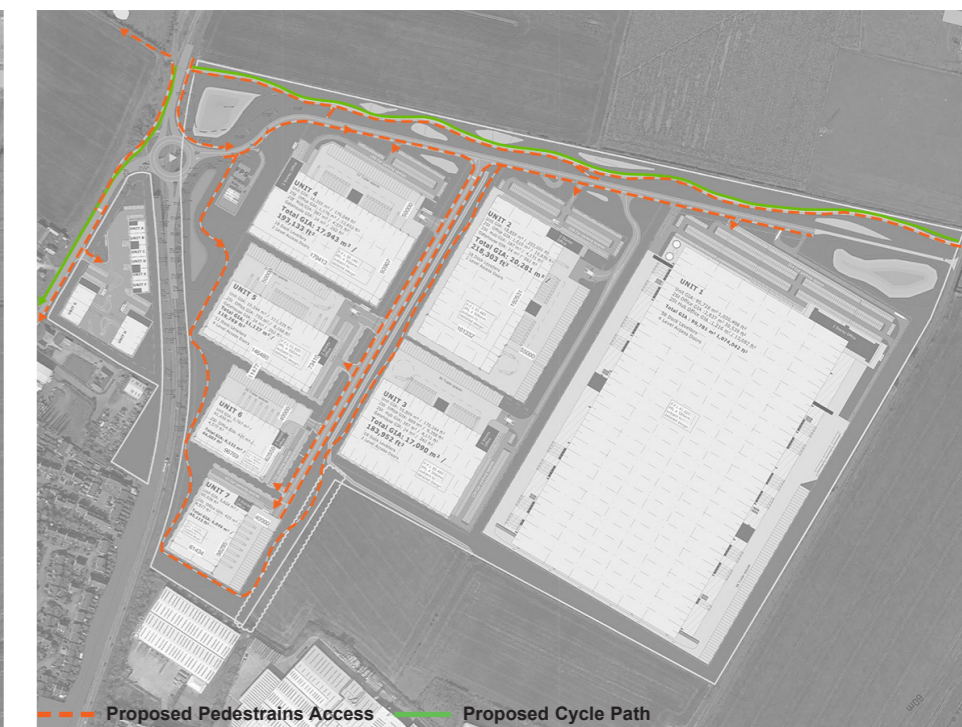
The connectivity of the site is a vital element in the successful integration of the development within the local area.



The site will be accessed from the A605 via an improved roundabout. The precise detail of the roundabout will be submitted as part of the Section 278 works.

The existing roundabout will be improved with better safety standards and designed to current codes. The roundabout will facilitate connection with the wider national highways. The only access taken from Islington is for temporary construction use, and then emergency vehicles and will not be used on a day-to-day basis.

FIG.16. A605 Main Site Access diagram



Pedestrians and Cycle Access

Pedestrian routes within the Thrapston Business Park will connect into existing networks in the area, and links Titchmarsh and Thrapston. For wider context diagram, please see Figure 20.

FIG.17. Pedestrians and Cycle Access diagram



Car Access

All junctions for cars to access the car parks will be designed in accordance with the Design Guide with 6m vehicular isles and 5.0m x 2.5m standard parking spaces

FIG.18.Car Access diagram



HGV Access

All junctions for HGVs to access the service yards will be designed in accordance with the Design Guide with 15m radius.

FIG.19.HGV Access diagram

7.5 CONNECTIVITY TO EXISTING INFRASTRUCTURE



FIG.20.Connectivity with the existing infrastructure

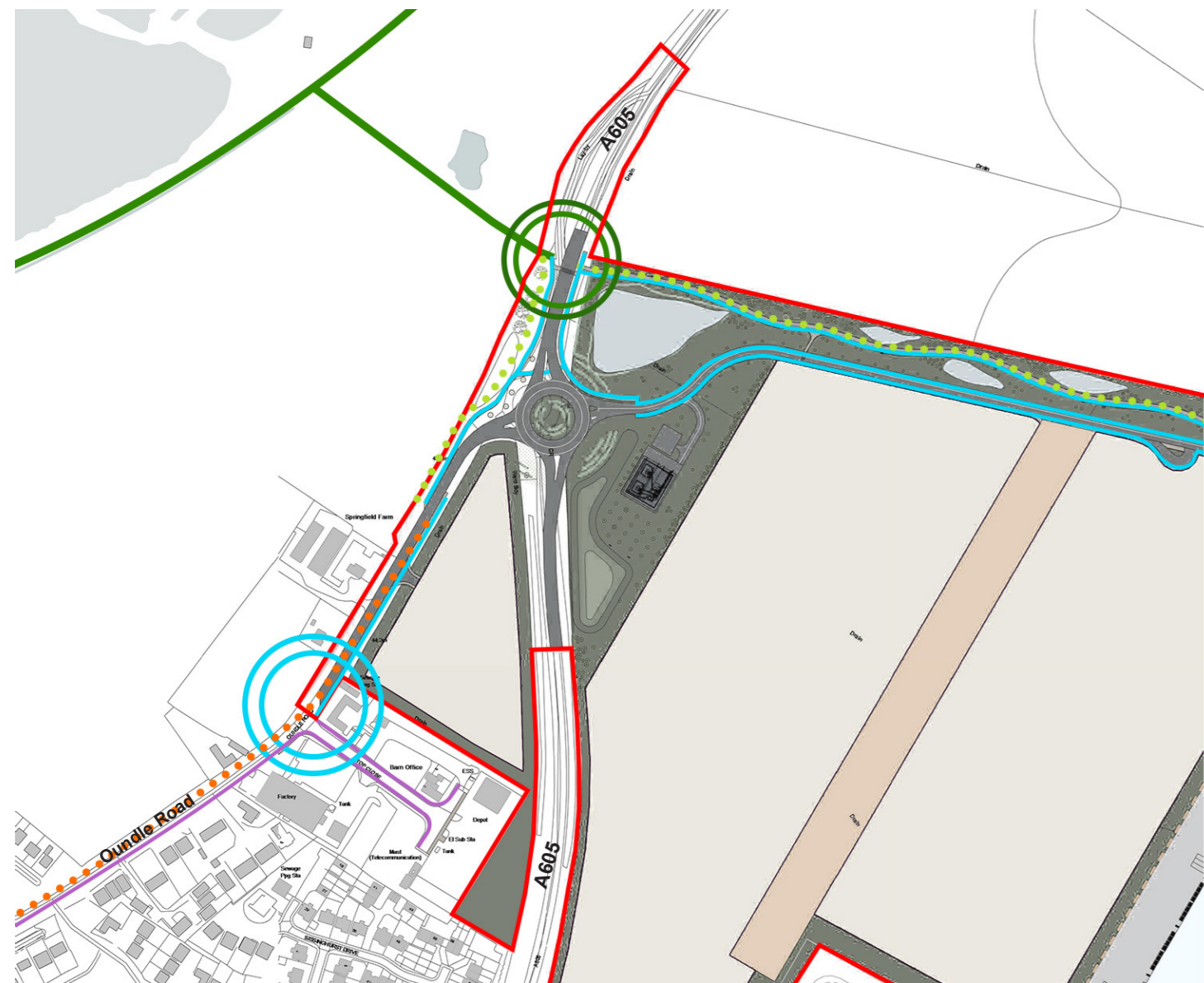







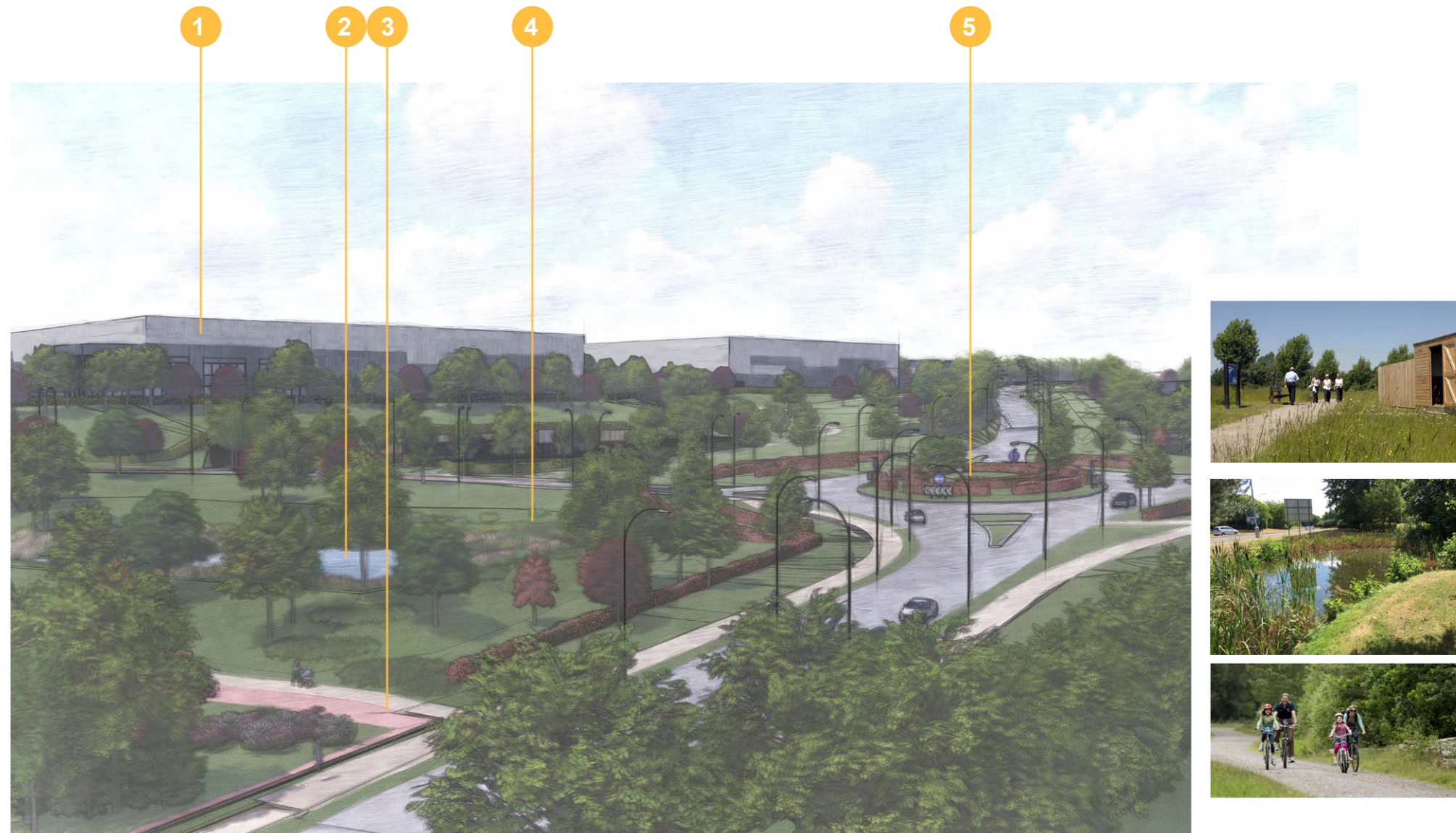


FIG.21. Proposed connection between proposed Employment Area and existing footpaths/Public Right of Way

-  Proposed Cycle Path
A new 3m footway/ cycleway will be provided from the new signalised crossing on the along the northern side of the A605 to a point along Oundle Road. At this location cyclists will be transitioned to the carriageway (within a 30mph area) and the footway will cross to the south side of Oundle Road and will tie into the existing footway provision.
-  Existing Public Right of Way/Footpaths
-  Proposed Signalised Crossing Point
-  Proposed Footpath
-  Proposed connection between Existing and Proposed footpath.
-  Connection between Proposed Employment Area and Thrapston Town Centre
-  Existing Footpath








-  1 Employment zone
-  2 Blue Infrastructure
-  3 Pedestrian footway / cycleway
-  4 Attractive landscaping scheme
-  5 New Roundabout Design - Thrapston Gateway

FIG.22. CGI of A605 - New Thrapston Gateway





- 1 Employment zone
- 2 Landscape corridor to be implemented between individual units and the connective routes, serving to improve the quality of the public realm.
- 3 7.3m wide Estate Road
- 4 3m wide Footpath

FIG.23. CGI of Estate Road with Landscape Corridor between individual Units



8. LAYOUT EVOLUTION

8.1 DESIGN APPROACH

The application is hybrid with the development Plots and some of the landscape infrastructure presented in outline. A number of illustrative masterplans have been produced to demonstrate how the proposed Parameters Plan could be realised. Whilst the masterplans are illustrative only, they have evolved through the design and consultation process and ultimately fed back into the evolution of the Parameters Plan.

Illustrative masterplans have evolved through consideration of the following points:

- Surrounding context and topography;
- Existing constraints and opportunities;
- Fulfillment of green infrastructure framework and features;
- Flexibility and variety of potential occupier requirements; and
- The Illustrative masterplans on page 32 & 33 indicate how the proposed scheme could be developed with varying sizes of buildings and types within the development zones established on the Parameters Plan.

high quality staff by definition. This shows that occupiers that create the right environment in which to work encourages staff to 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 has a relaxing atmosphere, yet 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 responds to and accommodate requirements from a wide range of occupiers, with flexibility to facilitate growth over time.

Innovative and high quality design will attract major regional and national employers to the site. Initial occupiers will 'buy into' the long-term vision. High quality businesses employ

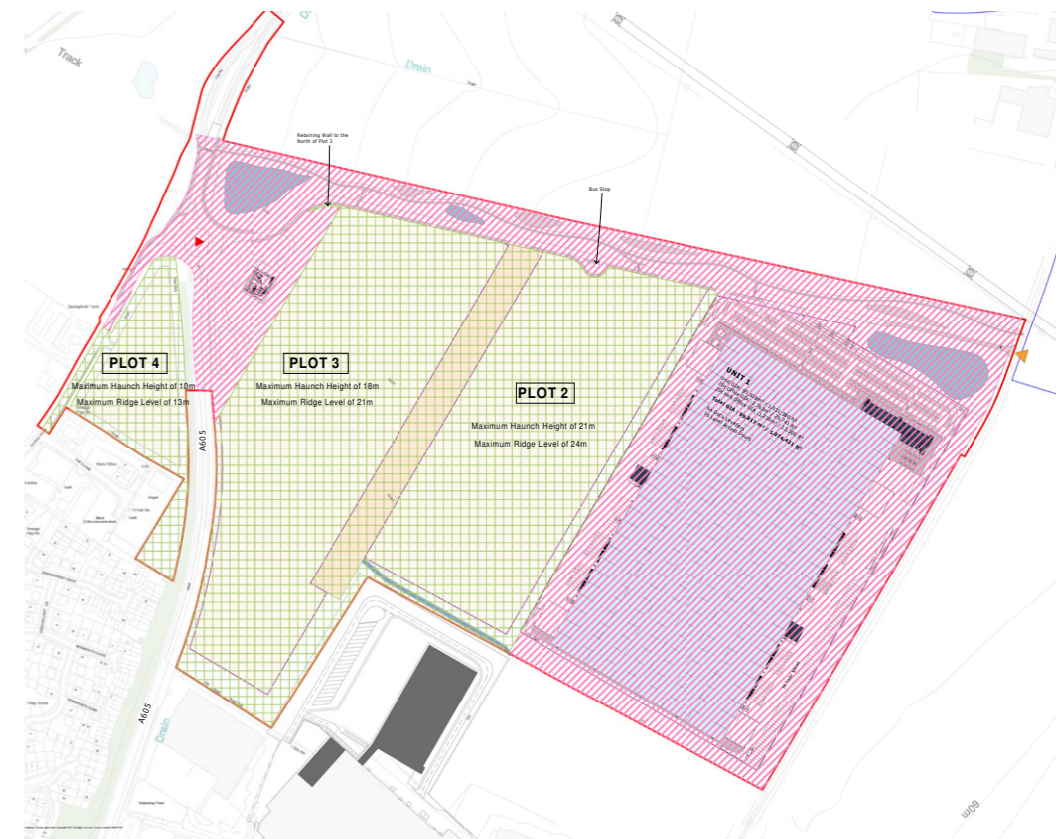


FIG.24.Full/outline plan

For detailed highways information please refer to separate drawings

For illustrative purposes

8.2 ILLUSTRATIVE MASTERPLAN DESIGN CONSIDERATIONS

The masterplans, as presented show an illustrative layout responding to topography and access location constraints.

Option 1 shows a multi unit scheme in the central plot and option 2 as single unit in the central plot. Both schemes respond to topography constraints whilst providing connection to the existing highway.

The intention is to demonstrate the building sizes capable while adhering to the design parameters established as well as the strategies developed by the design process.

Each plot is separated by landscape buffers that also provide a means of addressing the level changes across the site. This provides a green setting to reduce any perceived visual impacts of the proposed buildings and a further opportunity for user amenity and welfare facilities.

The proposed buildings are configured so that key public and visitor access points are expressed as focal points with office frontages and car parking areas addressing the main access road.

The ethos and design intent for this project is to deliver a holistic masterplan with well-designed buildings, green spaces, and a sense of place.



FIG.25. Illustrative Masterplan Option 1

The scheme is designed to deliver high quality employment uses - key to this is the importance of masterplan arrangement, scaling sensitivity, well-considered geometry and thoughtful materiality. The buildings and public spaces are arranged with active frontages along its public roads that address focal points and vistas within the site contributing to the sense of place.

The location of the principal offices are arranged to address key focal points as you enter the site providing visitors clear indication of public frontages.

This arrangement of active frontages that address the public realm help to highlight key focal points within the site, are integral to developing a sense of place and provide security to public spaces.

Each illustrative unit has been provided sufficient car parking and trailer parking to reduce the need for on street parking and vehicular clutter. Generally, all service yards address the estate road, this reduces the impact on the site boundaries and creates a safer environment with offices overlooking the public spaces. To all boundaries a landscape buffer has been provided to further reduce the visual impact on the immediate context, this is covered in greater detail later within this document.



FIG.26. Illustrative Masterplan Option 2



8.3 BUILDING TREATMENT

The vision for the proposed scheme is to present the business park with a cohesive group of buildings that are holistically connected but not necessarily identical. Consistency can be attained by using a consistent palette of materials, cladding profiles and colour.

The form, size and height of the buildings are informed by the functional parameters due to the nature of the proposed use and operation. Therefore, warehouses will reflect a functional design aesthetic using changes of colour and texture to break down the scale and mass of the building.

Unit 1 is proposed to be determined now. The detailed design for the remainder buildings will be considered through future reserved matters applications and can be seen referenced in the associated Design Guide.

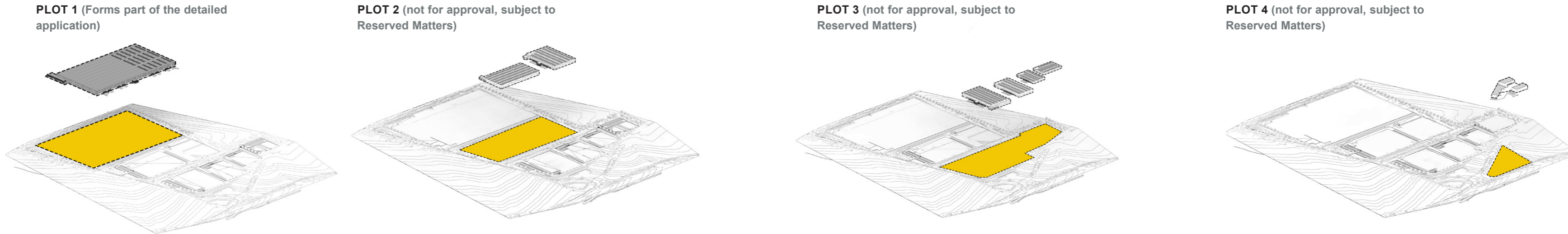
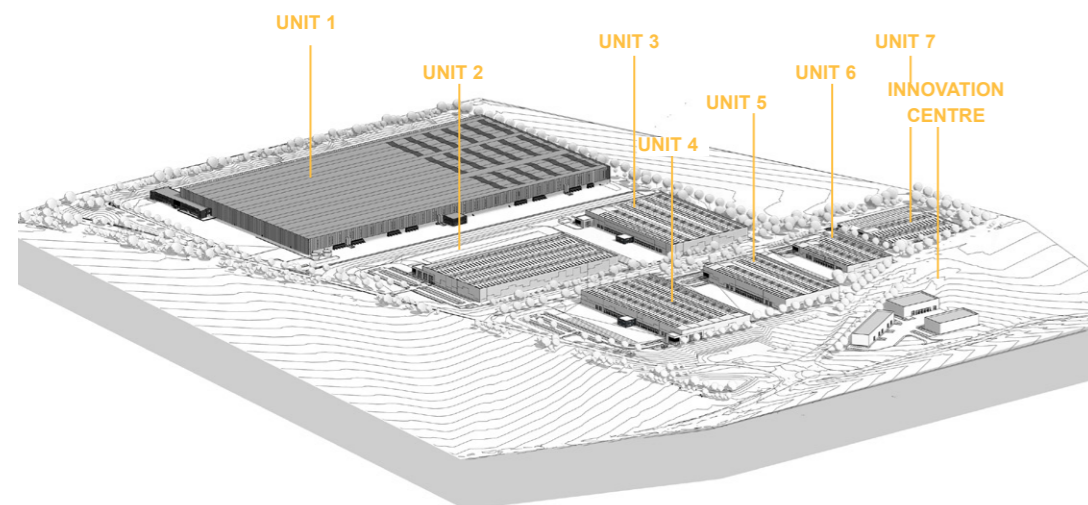


FIG.27. Illustrative Elevations across Plot 1



8.4 BUILDING TREATMENT IN CONTEXT OF THE ILLUSTRATIVE MASTERPLAN

Below illustrative cladding strategy is presented in context of illustrative masterplan.



PLOT 1
PLOT 2
PLOT 3



WEST ELEVATION (Plot 1- subject to detailed application. Plot 2 and 3 subject to Reserved Matters Application)

FIG.28.Illustrative Masterplan Option 2 3D

PLOT 1
PLOT 2
PLOT 3



NORTH ELEVATION (Plot 1- subject to detailed application. Plot 2 and 3 subject to Reserved Matters Application)

FIG.29. Illustrative Site Elevations



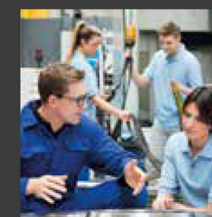
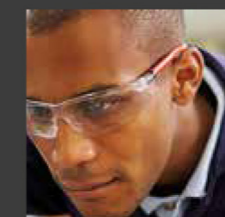
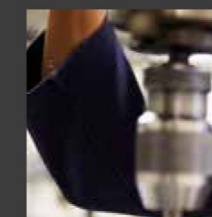
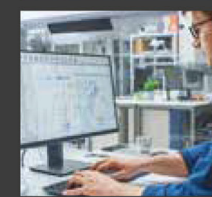
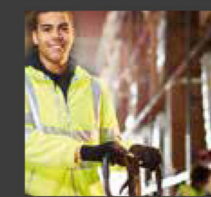
SGP

Architects + Masterplanners

THRAPSTON BUSINESS PARK DESIGN AND ACCESS STATEMENT

May 2022

Part 3 of 3





9. DETAILED ELEMENT OF THE PROPOSAL - DSV

9.1 ABOUT

DSV is a Danish transport and logistics company offering transport services globally by road, air, sea and train. Since its foundation in 1976 by nine independent Danish hauliers, the company has achieved rapid expansion and international presence, predominantly through a series of strategic competitor acquisitions, some of the most important ones being Samson Transport (1997), DFDS Dan Transport Group (2000), J.H.Bachmann (2004), Frans Maas (2006), ABX LOGISTICS (2008) and UTI Worldwide. DSV acquired Panalpina Welttransport (Holding) AG in April 2019.

With headquarters in Hedeusene (near Copenhagen), Denmark, and offices in more than 80 countries, DSV employs 56,000 people and collaborates with partners and agents globally. The company is listed on NASDAQ OMX Copenhagen (Copenhagen Stock Exchange) and included in the OMXC25 index as one of the 25 most traded stocks.

The company is structured in three divisions, Road, Air & Sea, and Solutions. Its main activities lie within road transport networks in Europe, North America and South Africa, and its global air and sea freight forwarding business. The group also has a growing contract logistics business.

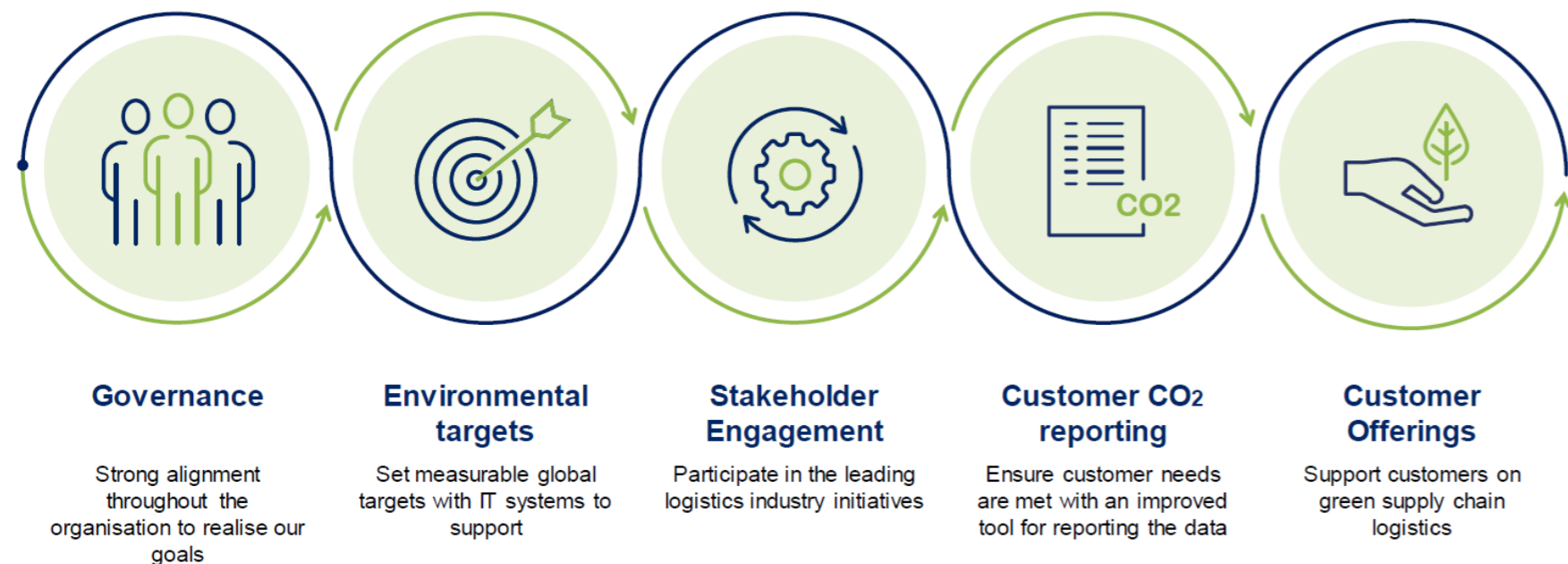


FIG.30.DSV core values diagram

9.2 SITE PLAN DESIGN

The building is positioned on Plot 1 at the eastern side of the application site on the highest development plateau. The building is orientated north south with the administrative offices positioned on the northern gable to provide surveillance to the carparking and ingress, a focal point and sense of arrival on approach and active frontage to the proposed Titchmarsh – Thrapston cycle and pedestrians connectivity.

HGVs access the site via the estate road to the north which provides significant stacking within the site demise and on the estate road. HGVs circulate the building in an clockwise direction accessing firstly the eastern goods-in service yard before existing via the westerly goods out service yard.

Staff car parking is located to the north of the office. Staff and visitors to the warehouse will gain entry via the offices or externally via turnstiles located south of the projecting office. The ancillary office is twin aspect providing views to the good in yard and panoramic views to the open countryside boosting office workers' wellbeing. Upon approach the reduced mass of the office brings a more human scale to the development.

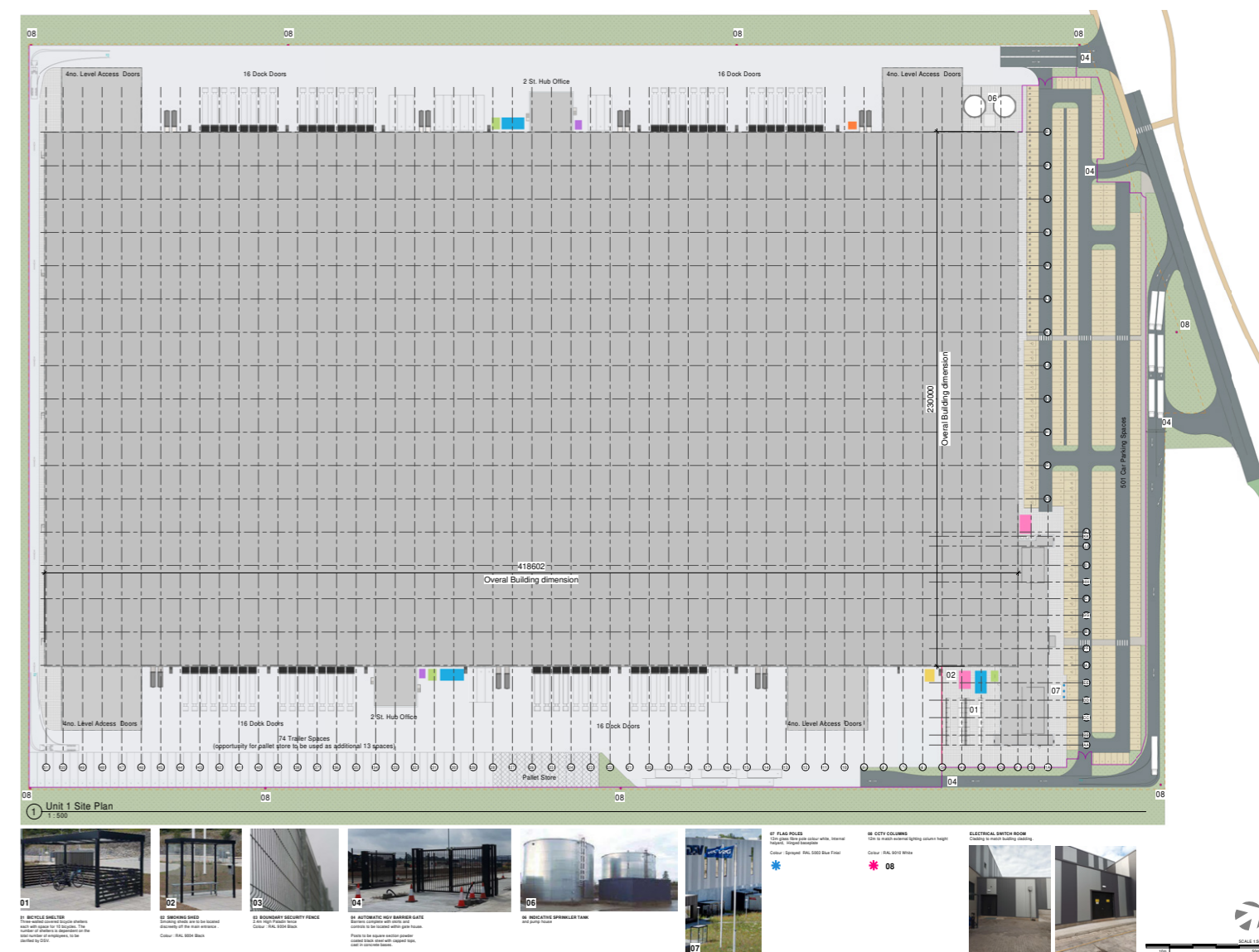


FIG.31.Unit 1 Site Plan



9.3 USE CLASS B8 & E

The logistics warehouse is designed to deliver DSV's logistics solutions for businesses. This includes the following:

- Warehousing;
- Freight management;
- Assembly and kitting;
- Configuration;
- Reworking and co-packing;
- Serial number capture and batch control;
- Spares management and batch control; and
- Quality inspection and testing.

The use applied for within the application is B8 with ancillary offices E. In proposing this, the occupier require a 24-hour operation.

- Ancillary functions that are also to be provided are as follows:
 - Bin Stores.
 - Cycle Shelters.
 - Smokin Shelters.
 - M&E external equipment.
 - Sprinkler Tanks.
 - Cross-dock service yard on the western and eastern side of the building.

9.4 SCALE

With an overall length of 418m and width of 230m the footprint of this building fills the space of Plot 1 almost completely. The proposed logistics warehouse building has a maximum overall height of 19.8m, this sets the proposed building at circa 4.2m under a notional parameter height of 24m, significantly reducing visual impact to the surrounding context in comparison to a typical building of this footprint area.

Warehouse scale is driven primarily by the required floor area for the unit. The unit does not exceed 15m clear internal height above floor level to the underside of eaves. The cross docking terminal and the two storey office building to south of the warehouse helps to break up the structure when viewed from the site entrances.

Massing is also broken up vertically with various cladding elements as well as loading docks and doors at low levels, which create a strong horizontal shadow line along the length of the building.

9.5 AMOUNT

The proposed unit is a steel-framed, single storey distribution unit. The application seeks to provide 99,817 m² of total gross internal area. The sizes of the yard areas are borne out of the dimensions of modern articulated vehicles and their turning circles.

Articulated lorries are the most common form of transport for the end user and drive alongside of the building between service doors. There is a change in floor level between the lorry yard and the internal slab of the

warehouse, to accommodate the height of the lorry trailer.

The proposed site layout submitted as part of this application confirms the proposed floor areas as listed in the schedule of accommodation.

9.6 LANDSCAPING

Separating the warehouse from the northern boundary is the staff and visitor car park and beyond that the emergency fire access track. The building is bound on all sides by green infrastructure controlled by the full planning application. The service yard is set 1.2m below the finished floor level (FFL) with the green infrastructure graded up providing additional visual impact mitigation.

9.7 ARCHITECTURAL DESIGN

In addition to the principal ancillary office to the north of the warehouse, two smaller two storey hub offices will be accessible both from the warehouse floor and also the service yard are located in the centre of the building within both service yards. These provide good surveillance for the goods-in and goods-out operations within the service yards and provide drive amenity facilities.

- | | |
|--------------------------|----------------|
| 1 Warehouse | 6 HGV Entrance |
| 2 Hub Office | 7 Car Entrance |
| 3 Ancillary Office | 8 HGV Exit |
| 4 200 Cycle Spaces | 9 Canopies |
| 5 501 Car Parking Spaces | |

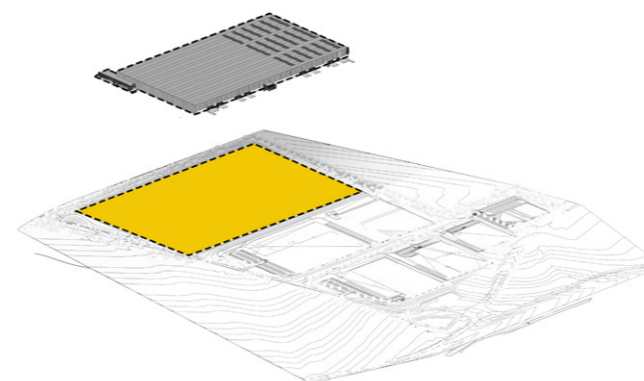


FIG.32. Unit 1 and Plot 1 diagram

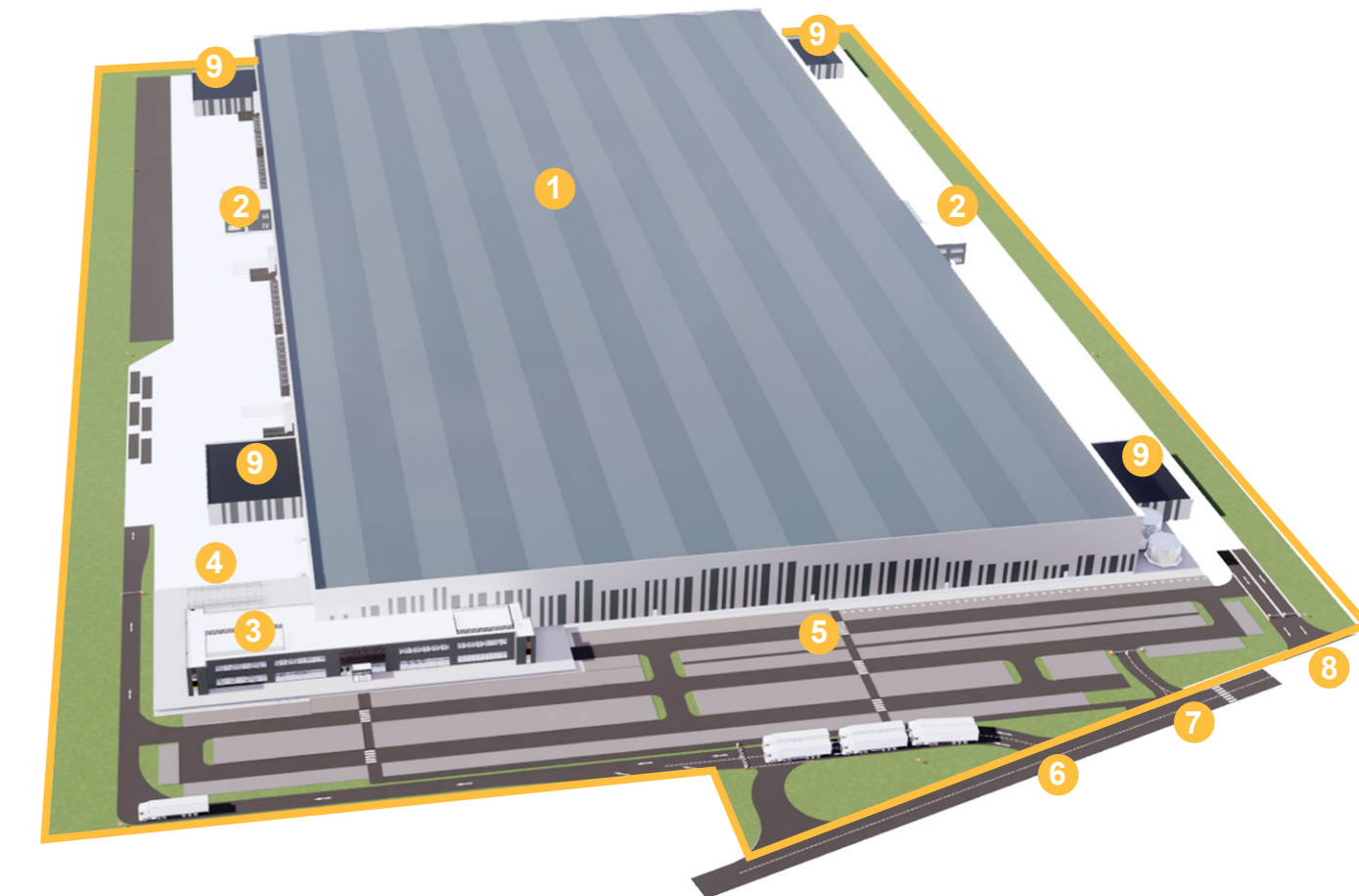


FIG.33. Unit 1 CGI



9.8 ROOF PLAN

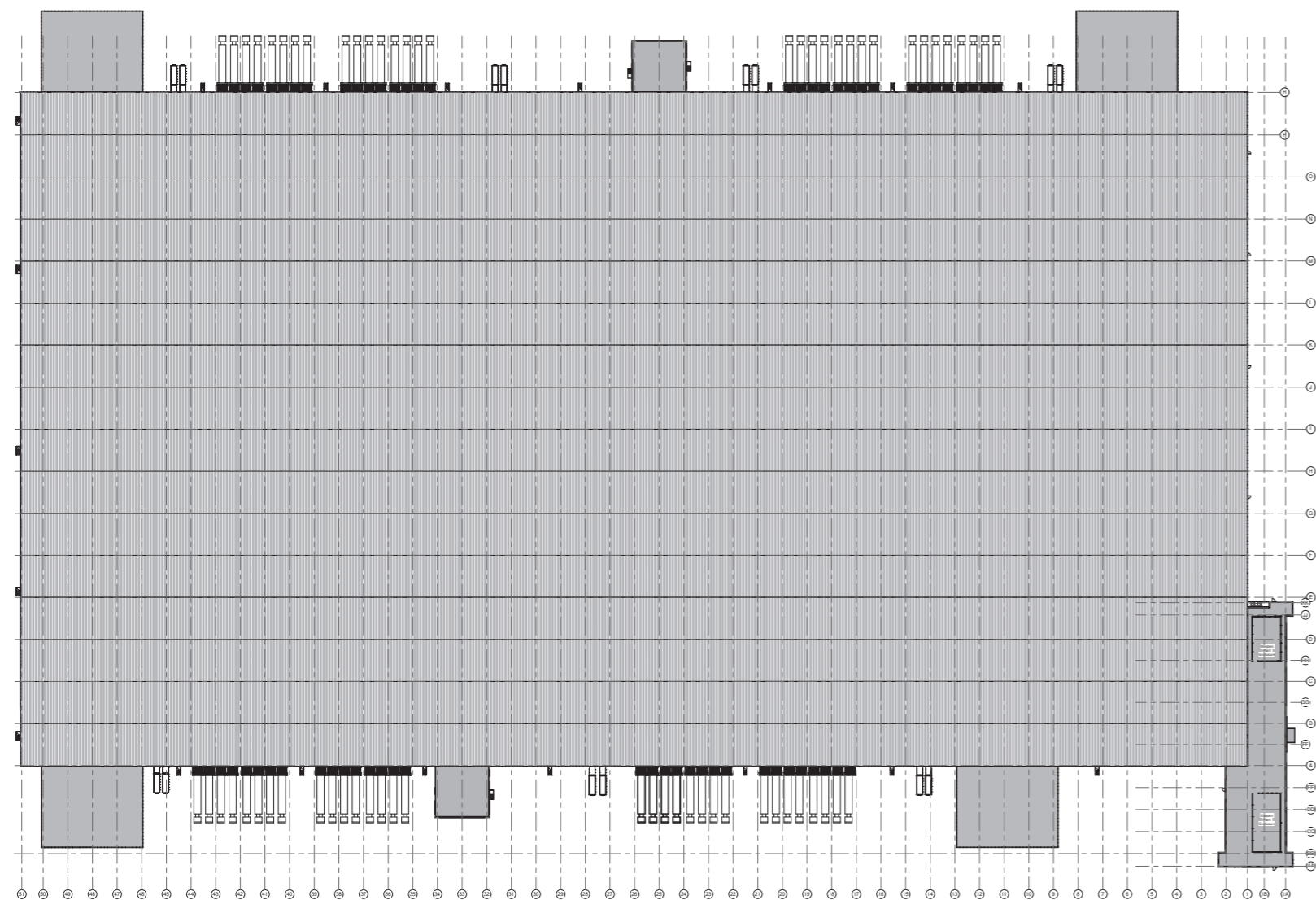


FIG.34.Unit 1 Roof Plan

9.9 ELEVATIONAL TREATMENT

The design rationale that underpins the proposal is the successful marriage of a strong corporate identity into an approved architectural language.

The design of the logistics warehouse is driven part through material properties, the lower elements of the south facade that surround the loading doors has a smooth and robust light grey concrete finish. The metal cladding that sits above this concrete plinth provides the language necessary for the building to retain individuality.

The vertical cladding design responds directly to the existing countryside and woodland setting. When the elevational treatment is combined with the proposed landscape and bunding, the warehouse is broken up amongst the verticality provided by the native tree species, further helping the building retreat into the surrounding landscape.

Whilst the natural context is responded to, it is not mimicked. Three contemporary shades of grey have been proposed in order to present a contemporary, sleek building. This method of vertical striping helps to maintain a constant appearance throughout the day and across the seasons as light levels, weather conditions and vegetation change.

The vertical banding has been dropped on the south-west corner to help mitigate the visual impact on the horizon when viewed from key vantage points as identified in the Landscape and Visual Impact Assesment (LVIA). This building sits on the horizon and as such the grey band set against white cladding should help break up the visual mass of this building.



FIG.35.Unit 1 Material Palette

9.10 DESIGN EVOLUTION

During the statutory consultation and stakeholder engagement period comments were received from Place Services on 1st September 2022 in relation to Urban Design. The report identifies opportunities for the DSV cladding strategy to draw links between the LVIA, the site context and the proposals. As such the DSV cladding strategy has been through a design review process resulting in an alternative approach. The DSV cladding strategy originally submitted reflects their corporate branding and livery with a vertical banding designed to reduce the horizontal elevation mass and mitigate visual impact. However, upon review the design team agreed that an alternative approach is needed to further mitigate visual impact. The revised cladding strategy draws design cues from the cladding strategy proposed for Development Plots 2 and 3 as described in the submitted RMDG (Plots 2 and 3). It is important that the updated cladding strategy also retains an

element of the DSV branding to identify their built asset.

The design objectives across the residual site are; 'to provide a cladding strategy that is varied but connected for each Plot to allow the mass of the building's to be broken on a building by building basis without forming a monolithic mass across the site.' This is achieved through a graduated/pixelated strategy described in detail in the RMDG Section 7.1 for Plots 2 and 3. During a walk and talk on site with Place Services it was agreed that the NW corner of the proposed DSV building has prominence on the ridge when viewed across the Nene Valley. Therefore, we agreed that an alternative cladding approach is contextually appropriate. The DSV parapet will almost exclusively be viewed above the horizon from the key viewpoints with the northwest corner forming the most prominent visual feature.

Our key briefing design objectives for the revised design strategy are:

- Develop an alternative cladding strategy that draws links from the RMDG strategy for holistic approach
- Retains reasonably accepted corporate identity
- Mitigate visual impact of the parapet line above the horizon
- Focuses attention on the northwest corner

The proposed alternative cladding strategy approach which is presented by drawings (Fig. 34 Unit 1 Elevations) demonstrates adherence to the brief by adopting the following approach:

- The vertical bands have been treated as the darker shades identified by (RMDG Section 7.1 for Plots 2 and) at lower levels to add gravitas to the base of the building, with colours lightening up the elevations to reduce the visual impact.
- The vertical bands have been retained to retain DSV's corporate identity albeit they do not extend to the parapet.
- The vertical bands no longer extend the full height of the elevation and instead have been grouped together and terminate at varying heights along the length of the building. Much like the strategy adopted on Plots 2 and 3. This interference pattern

will break up the horizontal line formed by the top of the parapet. With the lighter shades generally at higher levels softening that line and visually receding against the skyline mitigating visual impact.

- The blocked vertical bands are kept to a minimum height on the northwest corner providing generally lighter shades to that area of mass

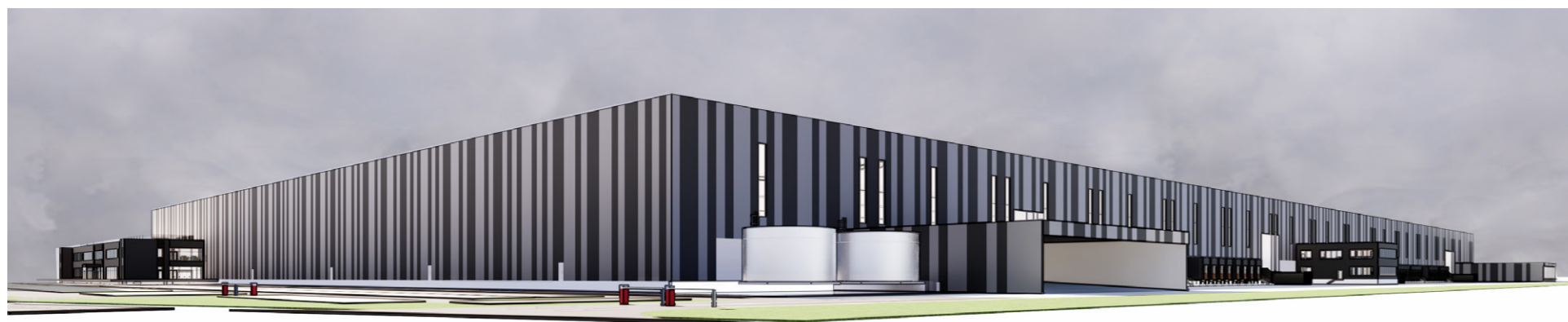


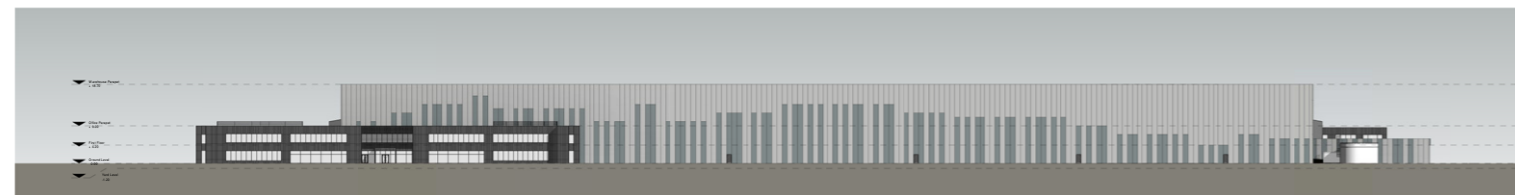
FIG.36.DSV Corporate Cladding Strategy



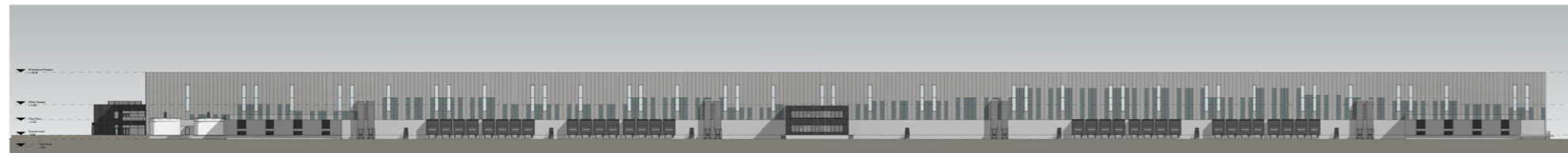
FIG.37.DSV Alternative Cladding Strategy



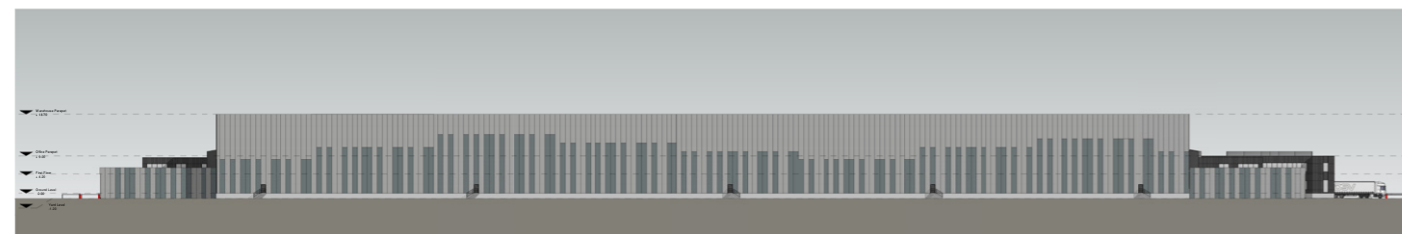
1 East Elevation
1:450



2 North Elevation
1:450



3 West Elevation
1:450



4 South Elevation
1:450

FIG.38.Unit 1 Elevations

9.11 ANCILLARY OFFICE

The design for the ancillary office building makes use of the architectural language that characterises the end user's commercial identity. To contrast the vertical striations of the logistics buildings within the site the two storey ancillary office building is conceived as a monolithic architectural volume with the central section of the buildings slightly recessed in order to accommodate solar shading elements to a two storey atrium.

The main public entrance gives access to this atrium space where visitors are welcomed by the reception desk; offices and meeting rooms can be found on the upper floor, overlooking the logistics area of the site as well as the surrounding landscape. External balconies are located to the east and west elevations at first floor level affording valuable breakout space and amenity to the staff whilst adding depth and visual interest to an otherwise unembellished façade.

When considering the colour choice for the ancillary office it was generally agreed during stakeholder engagement with Place Services on 21st October 2022 that the colour was acceptable from a visual impact perspective. In the context of the DSV warehouse element and when viewed from key viewpoints the mass of the office is generally recessive to the warehouse, is always viewed with the warehouse as a backdrop and is of a more human scale. Therefore, it does not need to be subject of further design review.

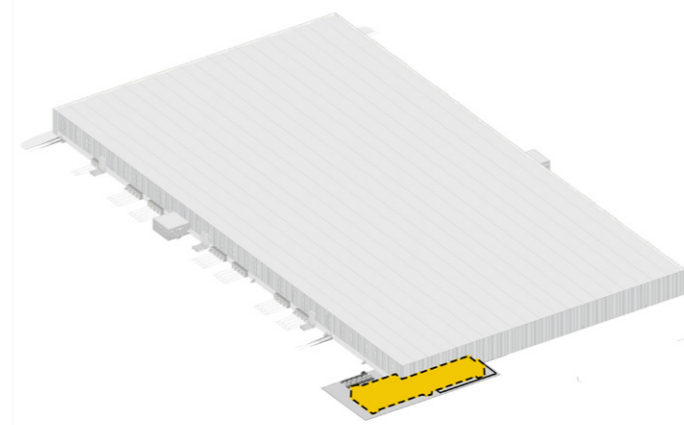


FIG.39.Indication of Unit 1 Office location

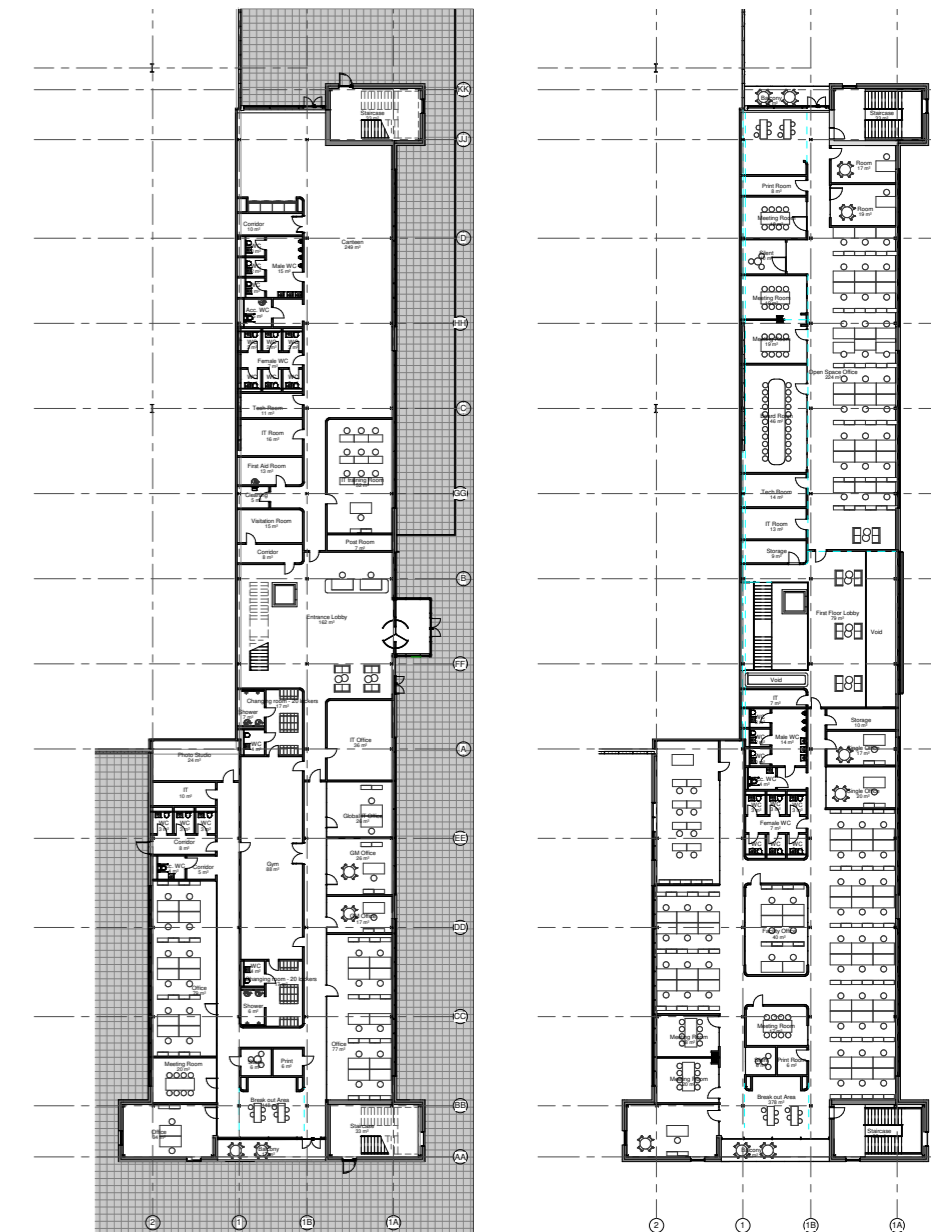
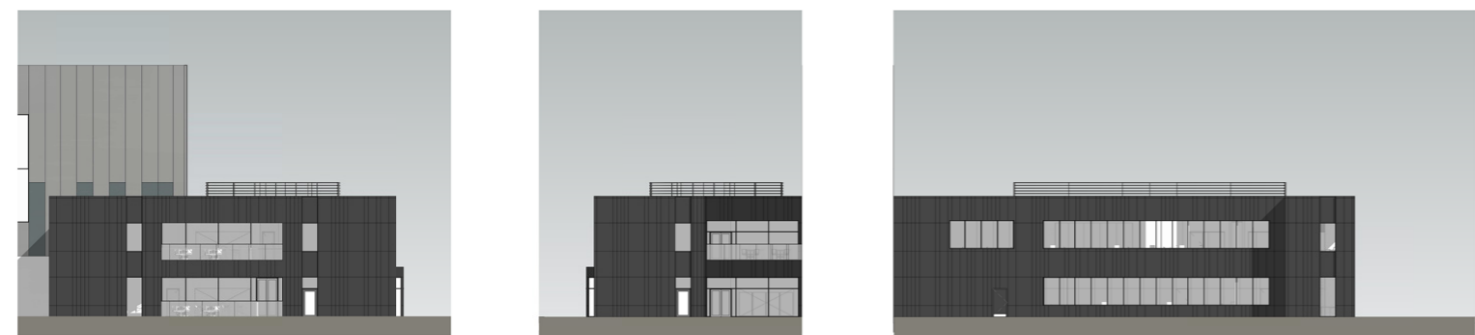


FIG.40.Unit 1 Office GA Plans



2 Office Elevation East
1 : 200

4 Office Elevation West
1 : 200

3 Office Elevation South
1 : 200



1 Office Elevation North
1 : 200

FIG.41.Unit 1 Office Elevations

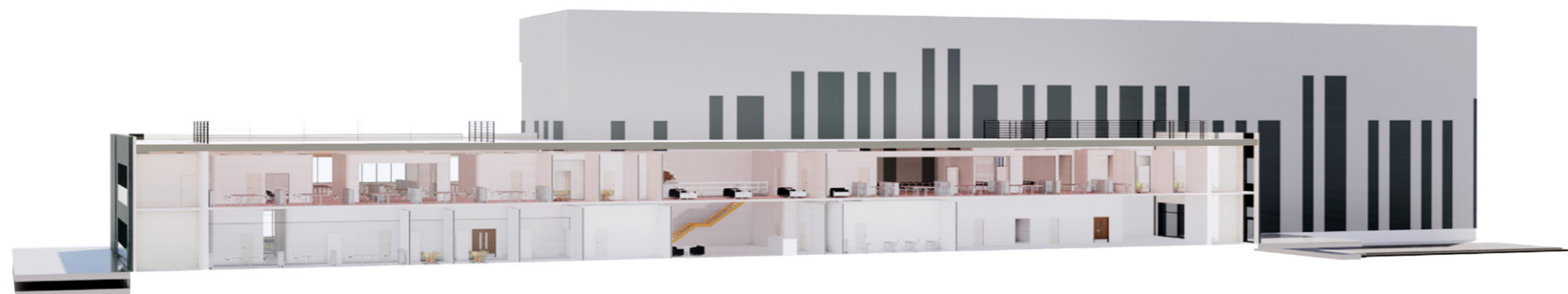


FIG.42.Unit 1 Office 3D Section

9.12 HUB OFFICE

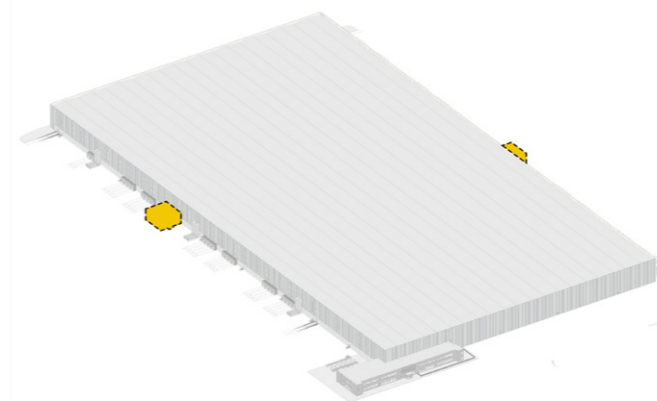
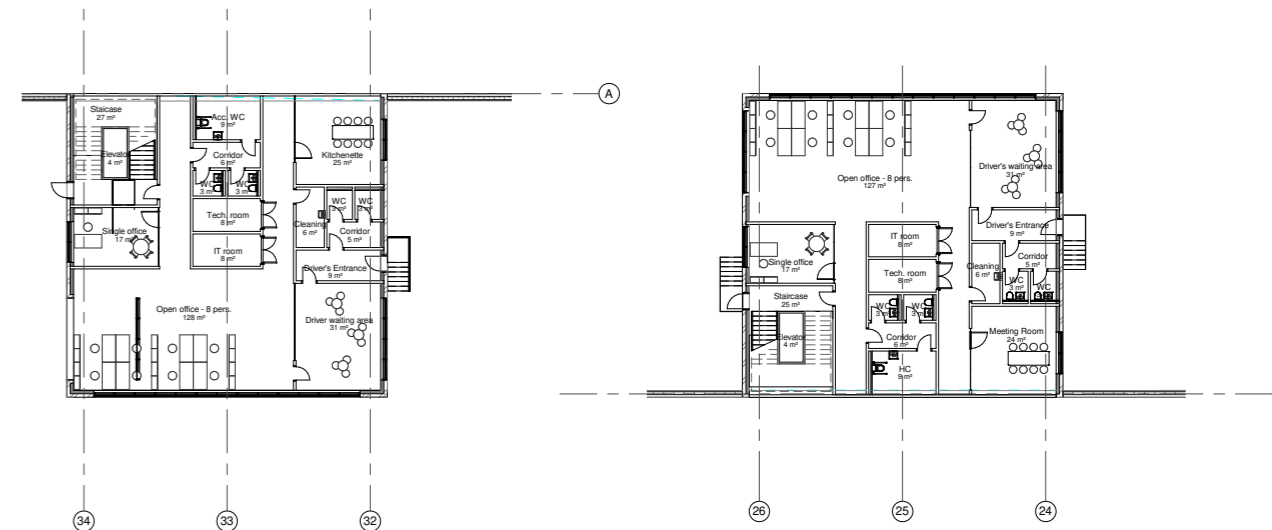
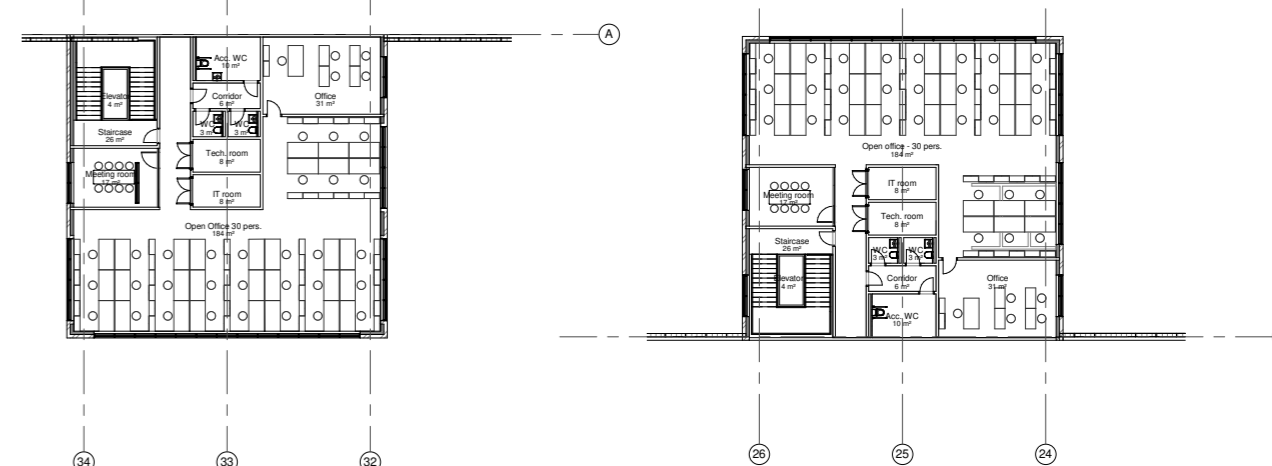


FIG.43.Indication of Unit 1 Hub Offices location



1 00 Hub Office East GA Plan
1 : 200

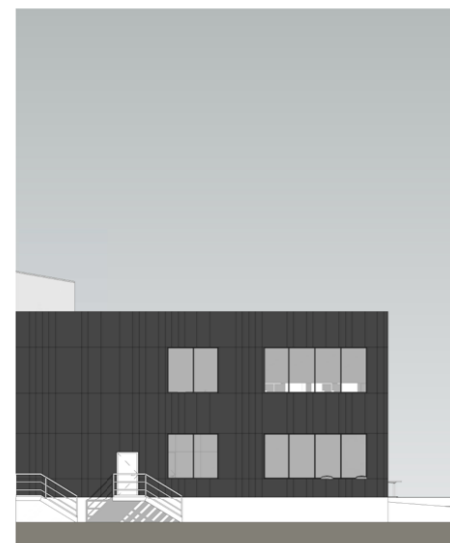
2 00 Hub Office West GA Plan
1 : 200



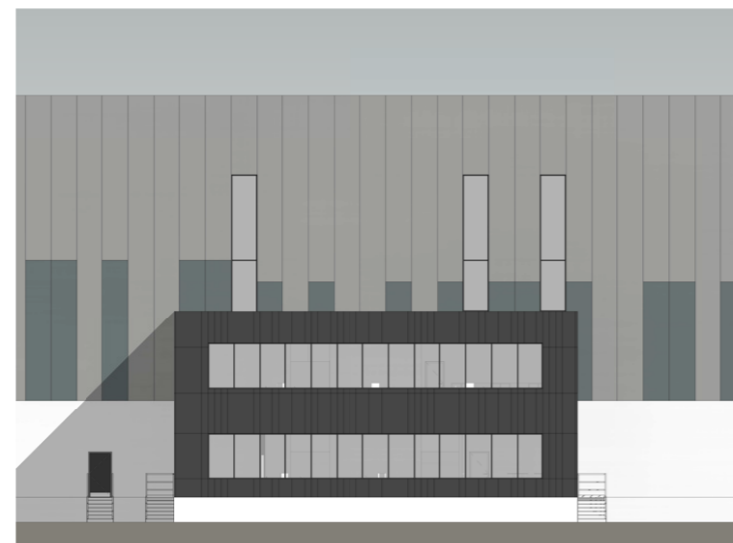
3 01 First Floor Hub Office East GA Plan
1 : 200

4 01 First Floor Hub Office West GA Plan
1 : 200

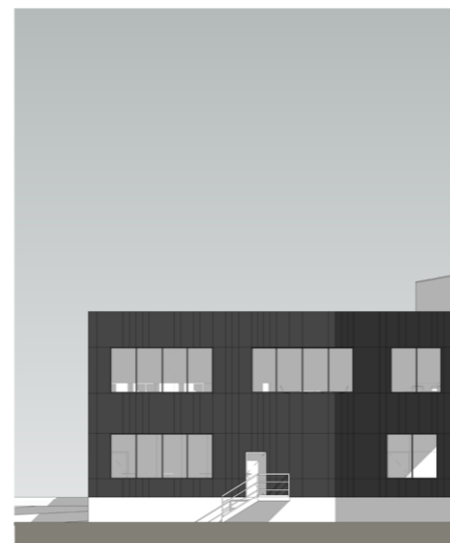
FIG.44.Unit 1 Hub Office GA Plans



1 Hub Office Elevation 1
1:100



2 Hub Office Elevation 2
1:100



3 Hub Office Elevation 3
1:100

FIG.45. Unit 1 Hub Office Elevations



FIG.46. Unit 1 Hub Office 3D Section

10. VISUAL IMPACT CONSIDERATIONS

From the outset IMP have adopted a landscape led approach, which puts the landscape and the provisions of open space and green infrastructure on site at the heart of the development process. This has helped to inform the development layout ensuring sufficient space is available for key landscape buffers, new planting, and habitat areas; following which the development masterplan is developed.

It is IM Properties intention to deliver a high-quality scheme. One which is not only visually attractive and welcoming, but which also integrates with the receiving landscape, and which contributes to the sense of place and the community as a whole.

Views and Key Issues

Our initial assessment of the site identified that its location on the edge of the Nene Valley occupying an elevated position within the landscape, would allow wider views from the northwest and west across the valley. This highlighted the importance of good design and detailed assessment of the likely visual impact of the development, influencing not only the design and layout of the proposals but also the scale, nature and extent of the proposed landscape planting, open space areas and landscape buffers.

Working with both the landscape architect, the team's heritage advisor and the local authority we developed a clear understanding of both short and long-distance visual impacts which allowed for all design proposals to be assessed throughout. This was further supported by engagement on site and a visit to the existing IMP site at Mercia Park.

Specifically, we identified a series of key views within both the immediate setting of the site, and the wider landscape. These are illustrative on the Viewpoint Location Plan shown below. While not exhaustive they provide an accurate overview of the wider visual environment and allow us to explore the impact of future development from key locations.

Included below are two key views from the Nene Valley, the public footpath network to the north of the site and the outskirts of the Titchmarsh village to the northeast.

Verified wireframe views have been used to clarify proposed zone parameters in terms of maximum height parameters, orientation of units, design work to elevations and most notably the landscape design.

These have been further developed to provide CGI visualisations to assist in the understanding of the relationship of the proposals with the wider landscape.

Other considerations including the proximity of the site to the village of Titchmarsh, the extensive network of well used Public Footpaths and Bridleway have also been an integral factor in informing the design approach.

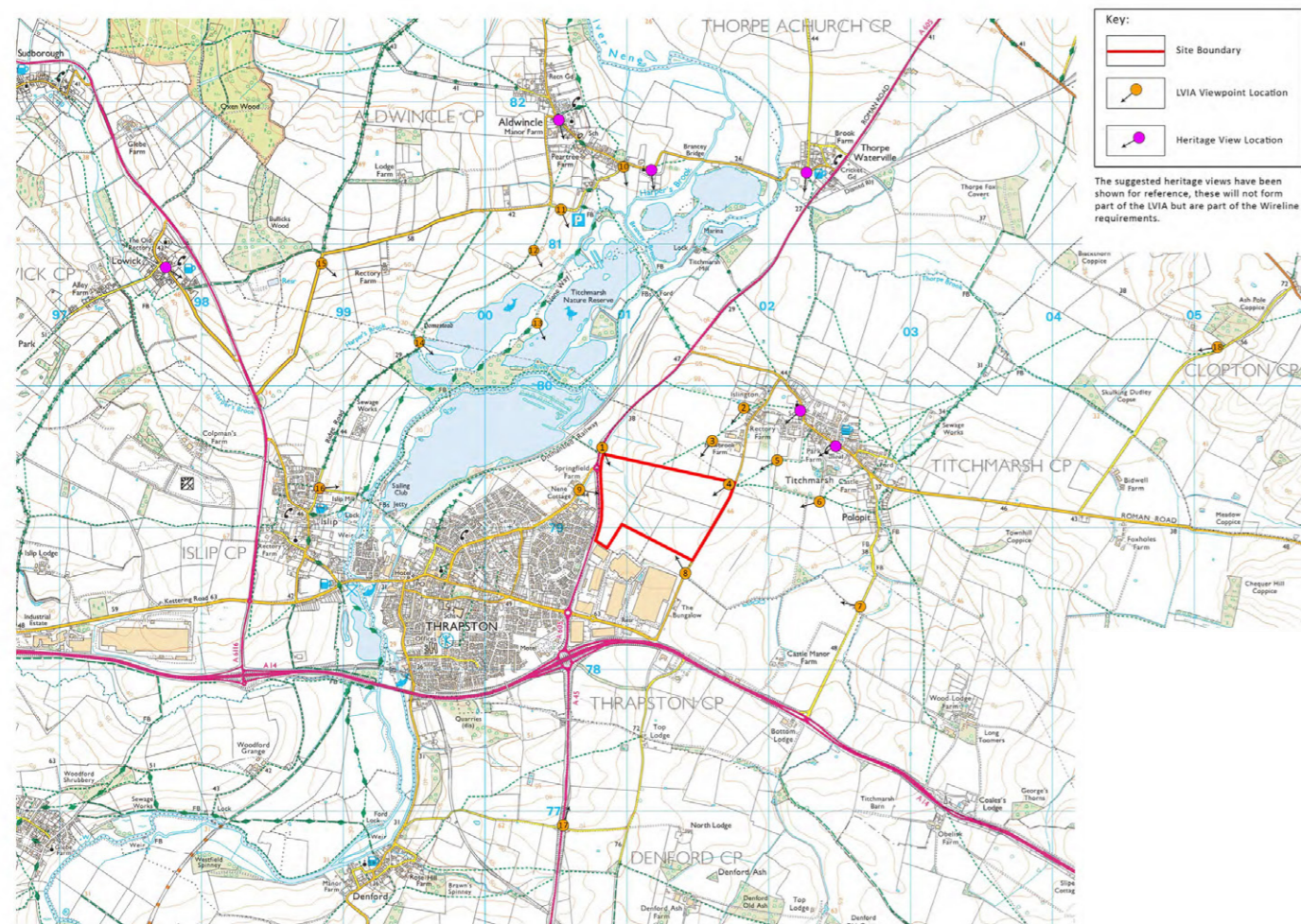


FIG.47.Viewpoints location



FIG.48.Viewpoint 13



FIG.49.Viewpoint 16



11. LANDSCAPING STRATEGY

11.1 INTRODUCTION

Development Approach

From the outset the development masterplan process has followed a landscape led and environmental approach, one that seeks to ensure that the development not only provides an attractive setting for future business and employees; but which also makes a positive contribution to the community, and the receiving landscape/environment. Working in close conjunction with the project architect and ecologist, Nicholson Lockhart Garratt have developed a comprehensive and wide-reaching landscape strategy for the site; one that meets and exceeds the applicants' obligations with respect to Biodiversity Net Gain. The scheme has been developed in accordance with Building with Nature.

11.2 DESIGN RESPONSE

The development proposals have been carefully designed so as to preserve a robust green corridor and landscaped edge along the northern and eastern site boundaries. This ensures that the development area is set back and is always seen within the context of a robust green infrastructure, and that views of the proposed units will be contained and filtered as this planting establishes. The remaining site boundaries and internal landscape areas have also been carefully designed and considered so as to provide an attractive setting for the development alongside areas of new ecological habitat, circular trails, and walks.

The creation of the green corridor and landscape area along the northern boundary also allows for the creation of a new pedestrian/cycle link, that compliments the

existing Public Footpath, and which provides enhanced connectivity between Thrapston and Titchmarsh and the wider network of Public Rights of Way.

The provision of offsite mitigation in the form of new planting and habitat areas within landscape owned by the diocese, public access to these offsite areas will also be enhanced, providing a new resource for residents of Titchmarsh and Thrapston alike.

Public Art

Whilst North Northamptonshire's policy framework doesn't incorporate any Public Art specific requirements, IM Properties recognises that there is an opportunity to deliver a public arts strategy as part of the proposed development. The walking route through the northern part of the site provides a great opportunity for members of the public to interact with the site and potential installations.

Whilst the detail of the strategy will be reserved to be approved via an appropriate planning condition, the team have been giving some early consideration to the potential themes which a future strategy may develop around. One such theme is the archaeological potential of the site.

As set out in Archaeology Assessment Section 3.2, to the north-west corner of the site there are below ground remains of the margins of the Roman town. This provides an opportunity to convey an archaeological story through inspiring public interest in the Roman town of Titchmarsh which could ultimately be interpreted through different forms of artwork, bringing benefits in relation to community engagement, co-design and place making.

11.3 LANDSCAPE MITIGATION MEASURES

Strategic Landscape Areas

Strategic Landscape Areas encompass key site boundaries and open space areas where the proposed landscape mitigation is considered integral to the successful integration of the development into the receiving landscape and visual environment. For reference this includes:

- The northern site boundary and Green Corridor between the A605 and the site access in the west and Islington in the east;
- The eastern site boundary with Islington to the east of Plot 1 (Unit/DSV Unit);
- A section of the southern site boundary, to the immediate south of Plot 1 (Unit 1/DSV Unit); and
- A portion of the open space areas to the west of the proposed sub-station/Foul Water Pumping Station and east of the proposed access.

These areas form part of the detailed element of the hybrid planning application and are to be developed in conjunction with the construction of Unit 1 and its associated infrastructure. This will ensure that from the outset Unit 1 and the outline development Plots 2 and 3, will benefit from a robust landscape and green infrastructure setting, and that future phases of development will benefit from establishing mitigation measures prior to construction.



FIG.50.Landscape Layout



11.4 GREEN CORRIDOR

The northern site boundary is to be developed as a robust landscape edge and green corridor, providing enhancements in terms of connectivity whilst providing a large area of accessible green space and ecological habitat. Pockets of woodland shrub and tree planting will define much of the boundary, providing a sense of containment and helping to filter and frame views of the proposed development from the north and north west. The network of attenuation ponds/basins and swales, that line this boundary, will provide further visual interest, and habitat improvements and will, in turn, help with enhancing biodiversity on site.

The remainder of the corridor will comprise of meadow grassland and wildflower meadow, interspersed with pockets of tree and shrub planting. This space, including the approach to levels within the corridor has been carefully considered, so as to ensure that there is a degree of separation between the green corridor and the development plots to the south.

It is envisaged that this space while primarily a connective space, will also provide opportunities for employees to spend time during lunch breaks and throughout the working day, providing access to nature for their mental wellbeing and health. The inclusion of benches at key locations along the route will also encourage users to make use of the space for extended periods of time.



FIG.51.Landscape Layout - Green Corridor



11.5 THRAPSTON GATEWAY

The new access arrangements and highways works offer a unique opportunity to improve the sense of arrival on the approach from the A605, forming a new 'Gateway' to the town. While full details of the proposed landscape treatment within the gateway are subject to a S278 agreement as part of the highways works, we have developed an illustrative proposed design, as illustrated on this page. The key features of the current design include, low formal clipped hedgerows and a series of concentric circles of hedgerows and associated tree planting at differing heights to add visual interest and filter views not the site.

11.6 AMENITY LANDSCAPE AREAS

Much of the landscape mitigation and open space areas on site is intended to be dual purpose, providing opportunities for habitat creation and enhancement, whilst performing a role in terms of providing amenity space and accessibility. Pure amenity landscape treatment is therefore limited to the curtilage of the proposed units. These areas will be designed to a high quality and will provide an attractive setting for employees whilst contributing to the wider green infrastructure on site.

These spaces, will include linear features such as hedgerows that will help interlink the various strategic landscape areas, creating functionally linked habitats and green space of benefit for wildlife.



FIG.52.Landscape Layout - Thrapston Gateway

11.7 WOODLAND PLANTING

Woodland tree and understorey planting is proposed on the site boundaries, providing visual containment and a robust green edge to the development. This has been designed to incorporate a variety of native tree species and varying heights and scales, including some extra heavy standard stock, in order to provide a good degree of containment at day one, and in time establishing to form a robust woodland habitat.

Consideration has been given to the climate resilience when selecting woodland tree and shrub species and indeed all species on site; a requirement of Building with Nature Standard 2; namely:

"The GI is designed to be climate resilient by incorporating mitigation and adaptations that respond to the impacts of climate change. The green infrastructure is designed to promote low carbon behaviours and contributes to achieving zero carbon development by optimising carbon sequestration and demonstrating low carbon approaches to design, construction, and long-term maintenance."

11.8 MEADOW GRASSLAND

The majority of the strategic landscape areas, including the green corridor and the area to the west of Plot 3, will be maintained as meadow grassland and maintained in a more natural form. The use of a variety of meadow mix suitable for grassland and wet meadow areas are proposed.



FIG.53.Species selected for Thrapston Business Park



11.9 COMMUNITY GARDEN & ORCHARD

A Community Orchard is proposed within the western site area to the site entrance. This is to be promoted as a community facility providing an opportunity local residents and employees to collect and harvest fruit and to enjoy access to nature.

The objectives for the Community Orchard will be:

- Provide a variety of fruiting trees of suitable varieties planted at a maximum of 3m centres in a grid pattern;
- Orchard Area to be under sown with species rich meadow/wildflower meadow; and
- Provide opportunities for seating within the orchard to allow users to appreciate this space throughout the year.



11.10 WETLAND HABITAT AND SUSTAINABLE URBAN DRAINAGE SYSTEMS (SUDS)

The drainage strategy for the site follows a combination of natural SUDS features and underground crates to collect, filter and slow the movement of the water across the site. Much of the 'mechanical' attenuation is located within the development plots within the car park areas. However, a network of attenuation ponds/basins and swales are proposed along the northern site boundary, within the proposed green corridor, the largest of which are located at the top and bottom of the site.

Alongside their purpose as part of the drainage strategy for the site, these features allow for the creation of wetland and seasonally wet ecological habitat and landscape features, providing opportunities for wet meadow planting and marginal planting that is not only aesthetically pleasing but which also provides further opportunities for wildlife.

A further wetland area is proposed between Plots 2 and 3 and along a section of the southern site boundary, where the existing drainage ditches are to be realigned and incorporated into the scheme. Further planting, of a similar nature that described above will provide further opportunities for wildlife and the creation of an attractive and varied green space.



FIG.54.SUDS exemplary images



11.11 PUBLIC ACCESSIBILITY AND CONNECTIVITY

The green corridor which lines the northern site boundary incorporates a new combined pedestrian and cycle way, providing access to the site and for future employees as well as improving connectivity between Thrapston and Titchmarsh village. The existing PRoW which lines the northern site boundary is to be retained.

Discussion with regard to the wider Northamptonshire Greenway has been undertaken with North Northamptonshire Council, and the proposed pedestrian/cycle link, alongside the proposed offsite enhancements, have the opportunity to deliver much improved connectivity for Thrapston as part of the wider Greenway project.



FIG.55.Exemplary images of Green Corridor



- 1 Employment zone
- 2 Robust and attractive landscaping scheme to be implemented to the green corridor
- 3 Pedestrians path
- 4 Cycle Path

FIG.56.Green Corridor CGI

11.12 THE EASTERN BOUNDARY

The primary role of the landscape and ecological buffer to the eastern site boundary will be to filter and contain views into the site from the east and north east. A combination of native tree, shrub and scrub planting, alongside existing retained hedgerow and tree cover will provide a robust green edge to the development and help to soften the appearance of the proposed Unit 1.



FIG.57.Trees species to be planted along East Boundary



FIG.58.Landscape Layout - Eastern Boundary

11.13 INNOVATION CENTRE

Planting within the Innovation/Business centre, will provide a robust green edge to the development parcel with new tree, shrub & hedge planting lining the boundaries.

Internally, formal landscaped areas will provide amenity space for employees and an attractive setting for business.

The western boundary will comprise combination of woodland and shrub planting as part of a robust landscape and ecology buffer. This will help to contain views of the development with the A605 and filter middle and longer distance views from the west, and will ensure that the development is seen within the context of a robust green infrastructure.

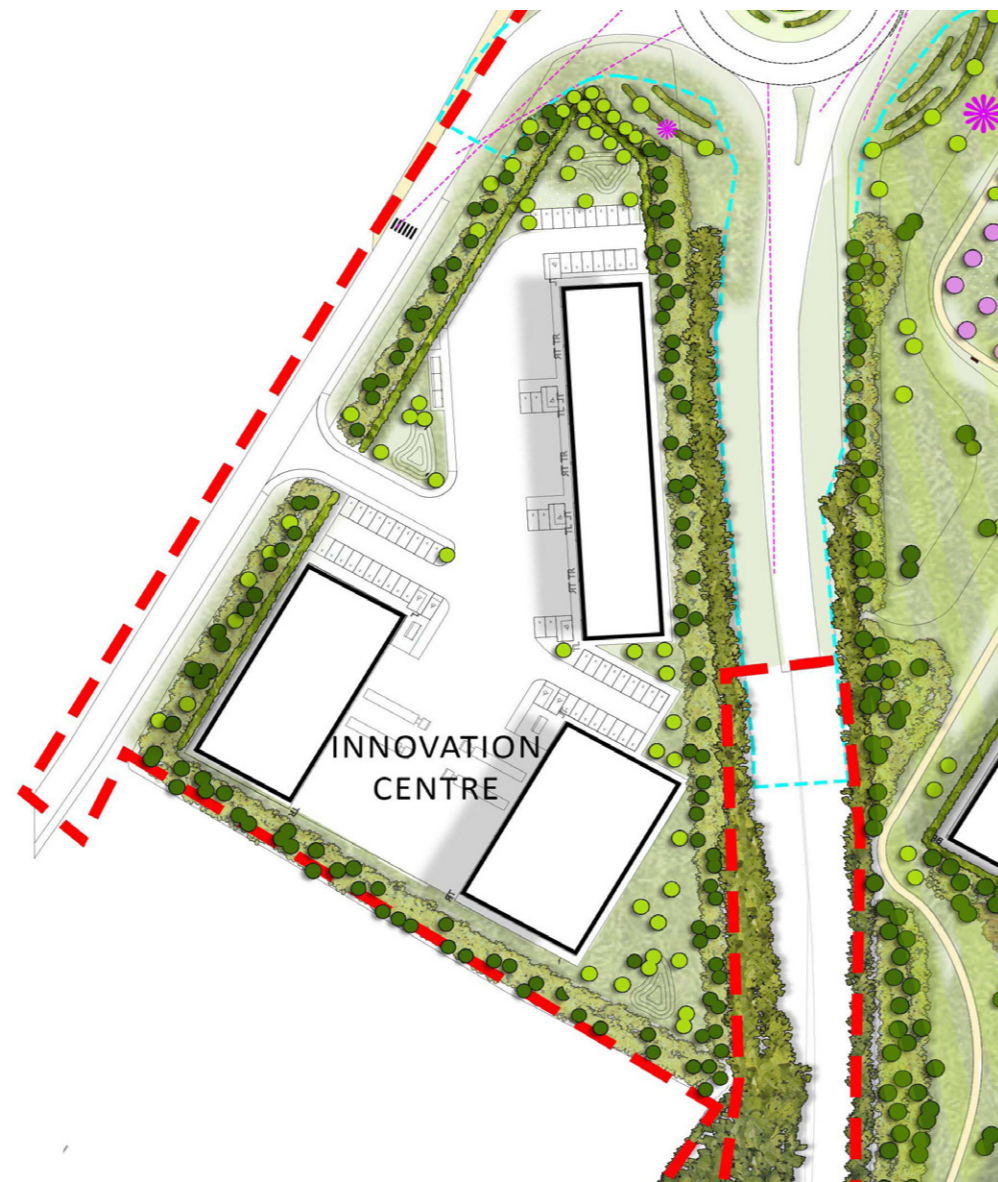


FIG.59.Landscape Layout - Innovation Centre

11.14 OFFSITE LAND ENHANCEMENTS

IM Properties and the consultant team have explored options for the use of the offsite land with the landowners Peterborough Diocese. Our proposal for the land will be to convert areas of intensively farmed arable land into species rich grasslands to enhance the biodiversity. Based on initial calculations the biodiversity uplift have indicated that with the off-site land the project would deliver a net gain in biodiversity in excess of 35%.

However, working with the landowner IM Properties aspirations are to go further and design a truly multifunctional scheme that will not only deliver the increase in biodiversity, but also deliver other environmental benefits for the local landscape and community. For example carbon storage, air and water quality, public access and informal recreation and health and well-being.

The creation of permitted access pathways, new hedgerows, mosaic scrub woodland, a community orchard, parkland, restored existing ponds and a rough wet grassland corridor within the offsite land areas are proposed all of which will be carefully designed to facilitate a variety of flora and fauna.

The use of the offsite land also provides additional scope to mitigate against the loss of open space. within the site, by providing improved habitat within the immediate site context.

These thoughts and ideas are set out on the Offsite Land: Illustrative Biodiversity and Community Enhancement Scheme Ref: 21-1035 V1 040422.

The current scheme includes:

- Reseeding areas as species-rich grasslands, managing others as hay meadows and scrub, and exploring options to maximise biodiversity;
- New species rich native hedgerows;
- Improving existing hedgerows by filling in gaps with native planting and allowing them to grow wider and taller;
- Restoring existing ponds and creating a wet grassland habitat corridor;
- Maintaining existing and undertaking supplementary

parkland and native woodland/scrub planting;

- Developing a network of permissive access routes to provide linkages to existing public footpaths and circular routes whilst providing segregation from important wildlife areas;
- Providing high quality signage to highlight key features, flora and fauna and explain management practices; and
- Community Orchard

If possible it is IM Properties aspiration that the management will be delivered by the existing occupier as a part of their wider diversified farming business.

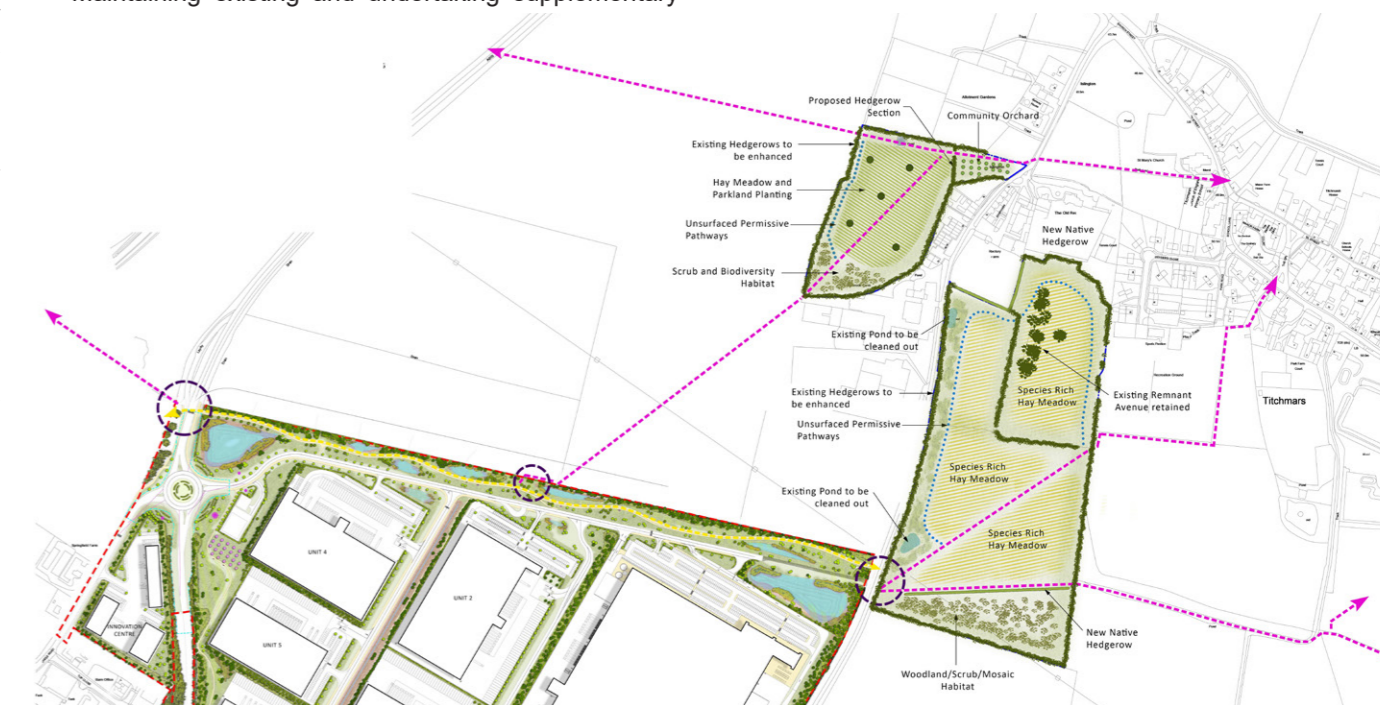


FIG.60.Landscape Layout - Off-site Land



12. BUILDING WITH NATURE

As noted above the project design has been Landscape and Environmental led and throughout the design process this has been guided by the framework of the Building with Nature standard.

12.1 BACKGROUND

The Building with Nature benchmark has been set up as the UK's first green infrastructure standard, making it easier for those charged with designing, delivering, and maintaining green infrastructure to deliver ecosystem services for people and wildlife.

The Standard aims to demonstrate 'what good green infrastructure looks like' and provides a fundamental evidence base to identify and highlight key environmental considerations and challenges, help project teams engage with stakeholders, collaborate through the design process, and present the aspirations of the development scheme to the local planning authority.

The Building with Nature standard provides an independent assessment of the development's delivery of good green infrastructure, using an evidence-based approach.

The assessment reviews the site context and development proposals against a set of twelve standards, to measure how well the scheme will deliver the key GI targets:

- Wellbeing and recreation
- Water and natural processes
- Wildlife and habitats
- Multifunctionality

This approach provides a demonstrative and collaborative approach to planning applications and ensures that multifunctional greenspace is delivered in a meaningful and relevant manner.

12.2 PROJECT APPROACH

The landscape architect, together with other key project members, has been working with IM Properties to develop the #SustainableFutures framework policy. This is framed around three central themes of People, Place and Planet. IM Properties approach is aligned to the UN Sustainable Development Goals, which provide a blueprint to help them achieve a better and more sustainable future for all.

The Building with Nature standards have fed into this and will be used as a tool to review and steer the design process of our projects to ensure that the provision of green infrastructure is appropriate to the site's context and aims to deliver beyond the statutory minimum.

In support of the above IM Properties have engaged in extensive consultation with the full suite of green Infrastructure stakeholders and North Northamptonshire Council including a green infrastructure workshop held at the council offices on 8th February 2022.

What this means for the design process

Through the Building with Nature approach, IM Properties have tested the emerging design proposals and development masterplan against the requirement of the Building with Nature Standards. This will achieve a higher quality development which not only benefits the environment and wildlife on site, but which also makes a positive contribution to the community.

This, in the long term, delivers a better development and one that will enhance the local community and the environment.

12.3 PROPOSED ENHANCEMENTS

As part of the landscape and ecological approach a mosaic of different habitat types are proposed throughout the development area. These include areas of woodland planting/buffers, native shrub and scrub areas, hedgerows, wildflower meadow and grassland areas, wetland and marginal habitats within the vicinity of the proposed swales and attenuation basins, orchard spaces and amenity landscape areas.

These will provide a variety of habitat types which will constitute a marked improvement upon the existing arable landscape and field margin habitats that presently exists. Landscape and ecology remain at the heart of IM Properties design approach and are considered integral to the achievement of a successful development.

12.4 GREEN INFRASTRUCTURE STRATEGY

From inception green and blue Infrastructure has been at the heart of the design process and has guided the mitigation focus for the technical assessments both on and off site. The Building with Nature approach has been used to test and steer the emerging design.

12.5 POLICY CONTEXT

North Northamptonshire Council has maintained green infrastructure at the heart of its planning policy following the extensive work undertaken in the late 90's by the River Nene Regional Park.

Policy 19 of the current North Northamptonshire Joint Core Strategy highlights the importance of the green infrastructure network and for the need to secure a net gain in green infrastructure on the back of development. Protection and enhancement of identified sub-regional and local green infrastructure corridors will be key and the proposed site lies just to the east of the main Nene Valley Sub-regional corridor, with local corridors just to the north and south.

12.6 KEY ISSUES AND PROJECT RESPONSE

12.6.1 Protection and enhancement of the River Nene Sub-regional corridor and SSSI.

A comprehensive network of swales will form the backbone of a SUD system, with a particular focus on the northern boundary corridor. Water bodies and swales will be designed to maximise their biodiversity at the same time as delivering a reduction in silt run off and improved water quality.

12.6.2 Enhancement of the rights of way network in particular the proposed Greenway network.

High quality connectivity has been at the heart of the developing green infrastructure proposals for the site. A key focus has been to provide a high-quality and safe pedestrian and cycle route linking Titchmarsh to Thrapston and the emerging Greenway Network. Additional access provision is proposed to extend and link to the public footpath network around Titchmarsh.

Linkage within the wider environment to other critical GI assets, in particular the River Nene directly to the west of the site. The onsite and offsite green infrastructure

proposals have been designed to strengthen and develop linkages to the wider GI network. In particular the heritage and landscape assets in Titchmarsh village to the north and The River Nene to the west, further linking through to the proposed Thrapston Nene Valley Park.

Green environments for health and wellbeing of staff within the development and potential to open this up to neighbouring and linked residential and commercial areas. (Access to Natural Greenspace measures by Natural England (ANGST)). The comprehensive network of access routes both within the proposed development, within the offsite land adjacent to Titchmarsh and linking the site to the developing Greenway network and the Thrapston Nene Valley Park will provide high quality facilities and wider connectivity for both existing and new residents.

Heritage and Archaeology are both important to the site and the surrounding context. The design and implementation of the green infrastructure and the detailed landscape design have been shaped to respond and reflect this importance. Educational materials and signage will be included to increase understanding and awareness of the local heritage and historic environment.

12.7 ENHANCING PUBLIC ACCESS

Access to the site is currently restricted to an unsurfaced public footpath on the northern boundary. This route is currently difficult to access and poorly used.

One of our key proposals is to enhance access provision and in particular provide linkages with key areas of accessible

greenspace, local services and enhance opportunities for shifts in modes of transport for employees and local residents.

IM Properties propose to develop a high-quality pedestrian and cycle route between Thrapston and Titchmarsh. This will be integrated into the northern landscape boundary using woodland and habitats to create interest and enhanced views and experiences. Enhanced signage and interpretation will be provided, embracing both the wider landscape and environmental assets, but also embracing change and new uses.

Within the site a network of pedestrian access routes will be developed to focus on health, wellbeing, and education. Trim trails or other access infrastructure will be integrated to provide a high-quality environment for employees.

12.8 A605 CROSSING

We will work with the Council to secure an upgrade to the section of public footpath to the north west of the site that could link the proposed footpath and cycleway to the proposed Greenway route in the River Nene and then to the developing Thrapston Nene Valley Park.

The areas of proposed offsite land surrounding Titchmarsh village are currently crossed by existing public footpath routes, however, there is little connectivity and currently the opportunities for circular routes are limited. IM Properties aim is to rectify this though the provision of a network of permissive routes and connections, to specifically meet local needs, that would be designed into these areas.

12.9 GREENWAY

Our aim is that the proposed high-quality pedestrian and cycle route between Thrapston and Titchmarsh that is integrated into the design of northern landscape corridor on the site will form a valuable connection to the wider

The east Northamptonshire Greenway network.

We will continue to work with the Council's Rights of Way team and the Greenway Project to ensure that our

proposals are fully integrated into local plans and assist in the development, connectivity and usability of the Rights of Way network.



FIG.61. Indication of possible Greenway

13. CRIME PREVENTION

During the design process, consideration has been given to the layout of the whole development to ensure that development does not create an environment conducive to crime nor be restrictive to occupiers and visitors.

Security options could include:

- 2.4m fencing to service areas
- Alarms
- CCTV cameras or / and motion sensors (notably where HGVs are stored)

It is anticipated many of the buildings within the development plots will operate security gates and/or security gatehouses. However, the buildings and site layouts within the developable plots would provide as a minimum level of security the following:

- All yards to be securely contained and fenced;
- Car parking away from HGV vehicles (where appropriate);
- Car parks overlooked by office areas (in most prominent locations);
- Separate entrances for cars and HGVs (where appropriate); and
- Within the proposed development, pedestrians routes have been clearly defined to provide convenient movement without compromising security.

In order to mitigate against the effects of crime and criminality the estate should be built to comply with Policy S10 of the WNJCS (Achieve the highest standards of sustainability design incorporating safety and security

considerations); the SPG on Planning out Crime section 10 which contains key principles to reduce crime in such environments and saved Policy G3 (has full regard for the needs of security and crime prevention).

These considerations have informed the details for the DSV/Unit 1 part of the planning application.

Detailed consideration will be given to security measures at Reserved Matters design stage, for the outline part, and will include those inherent to layout and design (recognising Secured by Design principles) and any specific crime prevention measures.



14. SUSTAINABILITY

IM Properties holistic approach is 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, CO2 emissions and water consumption.

The key considerations for reducing energy use in frost protected logistics buildings (the vast majority of logistics and production buildings do not have space heating, except in the office space) are artificial lighting and energy consumption due to air leakage.

IM Properties is committed to exceeding the requirements of both the Building Regulations and standard practice by increasing the total area of rooflights and therefore improve natural day-lighting. This may be complimented by installing intelligent lighting systems operating on PIR motion sensor with daylight override and dimming 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 strive to achieve an air leakage rate of 1.5m³/m²/hr at 50Pa for units less than 100,000sqft and 2.5m³/m²/hr at 50Pa for units greater than 100,000sqft. In comparison to the requirement of the Building Regulations AD Part 2 L2 of 5m³/m²/hr at 50Pa, this will result in a potential energy saving of circa 50-70% based on a traditional UK warehouse.

Electric Car Charging Facilities

Electric charging points will be provided within the associated car parks of each building. The use of EVs will be encouraged via the development of travel plans as part of future full planning applications.

Waste Management

A Site Waste Management Plan will be in place to provide a framework for the creation of individual plot Waste Management Plans, with the target to reduce waste during the construction periods, facilitating use of responsible methods of construction.

Please refer to the separate Sustainability Statement submitted as part of this application.



FIG.62.Electric charging Point

14.1 SUSTAINABILITY SUMMARY

- Minimum BREEAM level of Excellent for all buildings.
- EPC A-rating.
- Installation of roof mounted Photovoltaic cells. Permission is sought for PVs to 100% of Unit 1 with detailed amount and detail subject to LPA planning condition. Outline permission will also be sought on Plots 2, 3 and 4 with details to follow as part of Reserved Matters applications.
- Use of a range of energy efficient measures such as LED lighting, thermally efficient materials and roof lights to facilitate daylight penetration reducing energy consumption of artificial lighting.
- Potential utilisation of larger percentage roof coverage of rooflights and intelligent lighting systems.
- Sustainable urban drainage systems (SUDS) will be incorporated for the external works where practicable.
- Utilise off-site fabrication for major building components providing CO2 savings.
- New links with existing public transport and footpath/cycle route network.
- Conservation, where possible and enhancement of existing planting and habitat and proposed landscape framework to improve biodiversity.
- Use of climate tolerant species within the green infrastructure.
- Demountable and reusable steel frame.

14.2 PHASING

The application for detailed permission for the DSV building and the development plots 2, 3 and 4 demonstrate a clear opportunity for delivery of the development.

15. CONCLUSION

This Design and Access Statement forms part of the hybrid planning application supporting the delivery of a high-quality employment park, meeting modern business requirements of industrial/logistics occupiers (including those local businesses seeking to grow or relocate). The proposal is aimed to present an outstanding employment location as well as be an economic asset to the local area within Northamptonshire.

The proposal will deliver the beneficial development of the site; creating modern employment buildings and supporting new jobs. Overall the proposal will deliver significant economic benefits, as set out in the Land Requirement, Labour Supply and Economics Benefits report. This includes, in summary, 500 direct jobs (full time equivalent) per month during its 72 month construction period generating £26.2m GVA per annum, then when operational 2,090 jobs (full time equivalent) generating £88.6m GVA per annum.

The connection of the development to the main highway network on the A605 is readily achievable through the construction of an improved roundabout which would be delivered through a formal Section S278 design and approvals process.

This Design and Access Statement has outlined and explained the principles and concepts governing the proposed use, amount, layout, scale, landscape design, accessibility and appearance of the proposed development. It is an important strategic location for

logistics and employment serving business unmet needs in the area.

The proposal will deliver the beneficial development of the site; creating modern employment buildings and supporting new jobs.

The design principles and intentions and carried through into Unit 1 (the detailed part) expressed through the illustrative layouts and to be controlled by the Parameters Plan have given careful regard to existing neighbours and surrounding uses with a 'landscape led and environmental' design approach.

The development will deliver sustainable buildings, improve access permeability and connectivity as well as improve highway safety.

The external environment has been designed to provide a pleasant setting for people to work and visit whilst accommodating the functional requirements of the development. Over time the shrub and tree planting proposed for the development will mature to provide an attractive landscape setting, which assimilates the new development into the immediate surroundings. The landscape created will be managed in accordance with sound ecological principles to improve the overall biodiversity of the site. Furthermore, the areas of proposed wildflower/species rich grassland will also serve to increase the overall habitat potential of the site benefiting a variety of species.





FIG.63.North West part of the site CGI



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