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Architects + Masterplanners

Six 56 Warrington
Parameters Plans

Prepared for

Langtree PP and Panattoni

October 2020

Revision G

Contents

Parameters Plans

1. Development Proposals

1.1 Development Description

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

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

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

1.2 Suite of Parameters Plans

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

The parameters that inform the proposals for the Site have been generated from the key drivers identified within the South Warrington Urban Extension Framework Plan (SWUEFP) and Warrington Garden Suburb Development Framework Document (March 2019). From this starting point, the arrangement of the Site has been heavily influenced by the presence of the Scheduled Ancient Monument on Site, the neighbouring land uses, including the sensitive residential receptors, the strong transport links and facilities that establish a series of hard boundary conditions, site topography and geological features, and substantial landscape features including Bradley Gorse and Bradley Brook to the immediate South East of the Development Site.

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

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

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

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

Parameters Plans

1.3 Development Cells Parameters

The Proposed Development is to provide a maximum developable area of 62.9 hectares (155.43 acres) This will be provided across 4 development cells, located west to east across the site, as follows:

- Zone A – 2.33 hectares (5.76 acres)
- Zone B – 32.84 hectares (81.14 acres)
- Zone C – 5.06 hectares (12.51 acres)
- Zone D – 22.67 hectares (56.02 acres)

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

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

The formation of the development zones has evolved to respond to existing

Rev	Date	By	Description
G	02/03/2020	HR	Development Zone Boundries Revised

OVERALL SUMMARY:

Redline Area:
98.09 Ha / 242.39 Ac

Proposed Use:
B8 with ancillary B1(a)

Total Developable Area:
62.9 Ha / 155.43 Ac

Total Floorspace:
287,909m² (3,099,025 ft²) GIA

Planning Boundary

Development Zone Boundary. Only new buildings will be located within the development zones.

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Development Cells Parameters Plan

CDE Reference

Drawn: HR
Team: MMS
Scale: 1:2500 @ A1

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CAD Reference: 16-184-P110
Date: 03/20

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topography as well as form the opportunity for green infrastructure connectivity through the site.

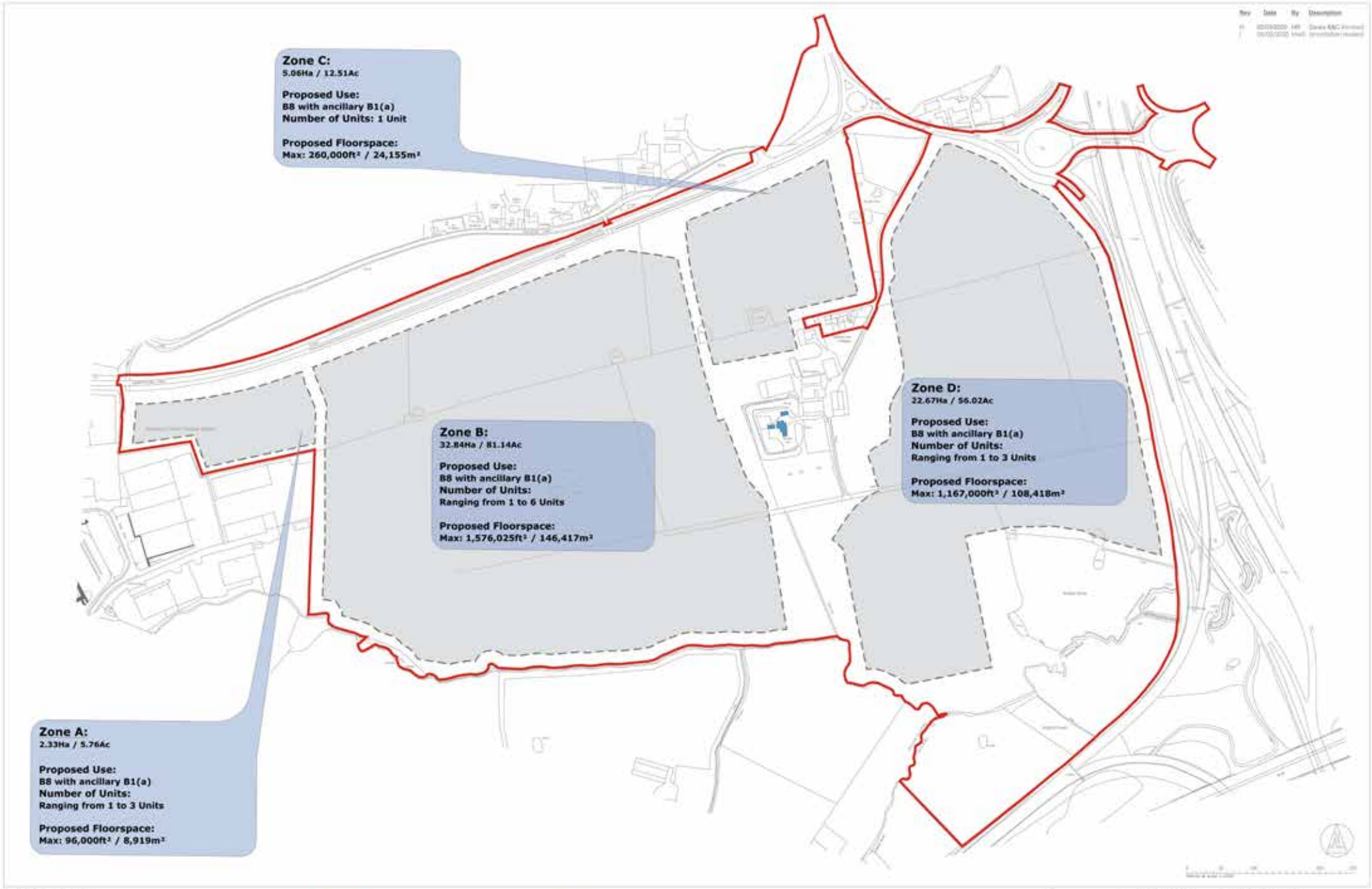
1.4 Disposition Parameters

The Proposed Development is to provide a maximum developable area of 62.9 hectares (155.43 acres) This will be provided across 4 development cells, zones A to D inclusive. The disposition of proposed floorspace across the four zones are as follows:

- Zone A – 8,919m^2/96,000ft^2
- Zone B – 146,417m^2/1,576,025ft^2
- Zone C – 24,155m^2/260,000ft^2
- Zone D – 108,418m^2/1,167,000ft^2
- Total - 287,909m^2/3,099,025ft^2
- Existing Bradley Hall Farmhouse buildings within SAM: 352m^2/3,783ft^2

The proposed Planning Use for Zones A to D inclusive is B8 with ancillary B1(a). With Bradley Hall Farmhouse existing buildings within the SAM will be retained and subject of a separate change of use application.

The disposition of B1(a) is ancillary to the main use of B8. Typically, the proportion of ancilary offices associated to B8 use is approximately 5% of the



OVERALL SUMMARY:

Redline Area:

Total Developable Area:

Proposed Use:
B8 with ancillary B1(a)

Total Floorspace:

Car Parking Provision:

Existing Buildings within SAM:

Planning Boundary

Development Zone Boundary. Only new buildings will be located within the development zones.

Existing building to be retained. Residential Use will cease prior to occupation of proposed industrial uses on the site. Conversion of these buildings to be subject of separate change of use application

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Disposition Parameters Plan

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Parameters Plans

total floorspace. However, this does vary and depends greatly on the specific occupier requirements.

1.5 Green Infrastructure Parameters

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

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

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

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

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

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

Ecology and Nature Conservation

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

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

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

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

Habitats of ecological importance will be retained wherever possible. Where

Planning Boundary

Strategic Landscaping. No new B8 buildings to be proposed in this area.

Existing Trees To be Retained

Watercourse

South-North Open Green Corridor

Watercourse 15m stand off zone

Mitigation Area (Details to be agreed)

Proposed Indicative Estate Road. (Any estate road traversing the green corridor east to west should be constructed & built into levels to minimise impact on views and setting of the SAM - Details to be agreed)

Proposed Infrastructure Trees. (Refer to Layer Landscape Strategy)

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Green Infrastructure Parameters Plan

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

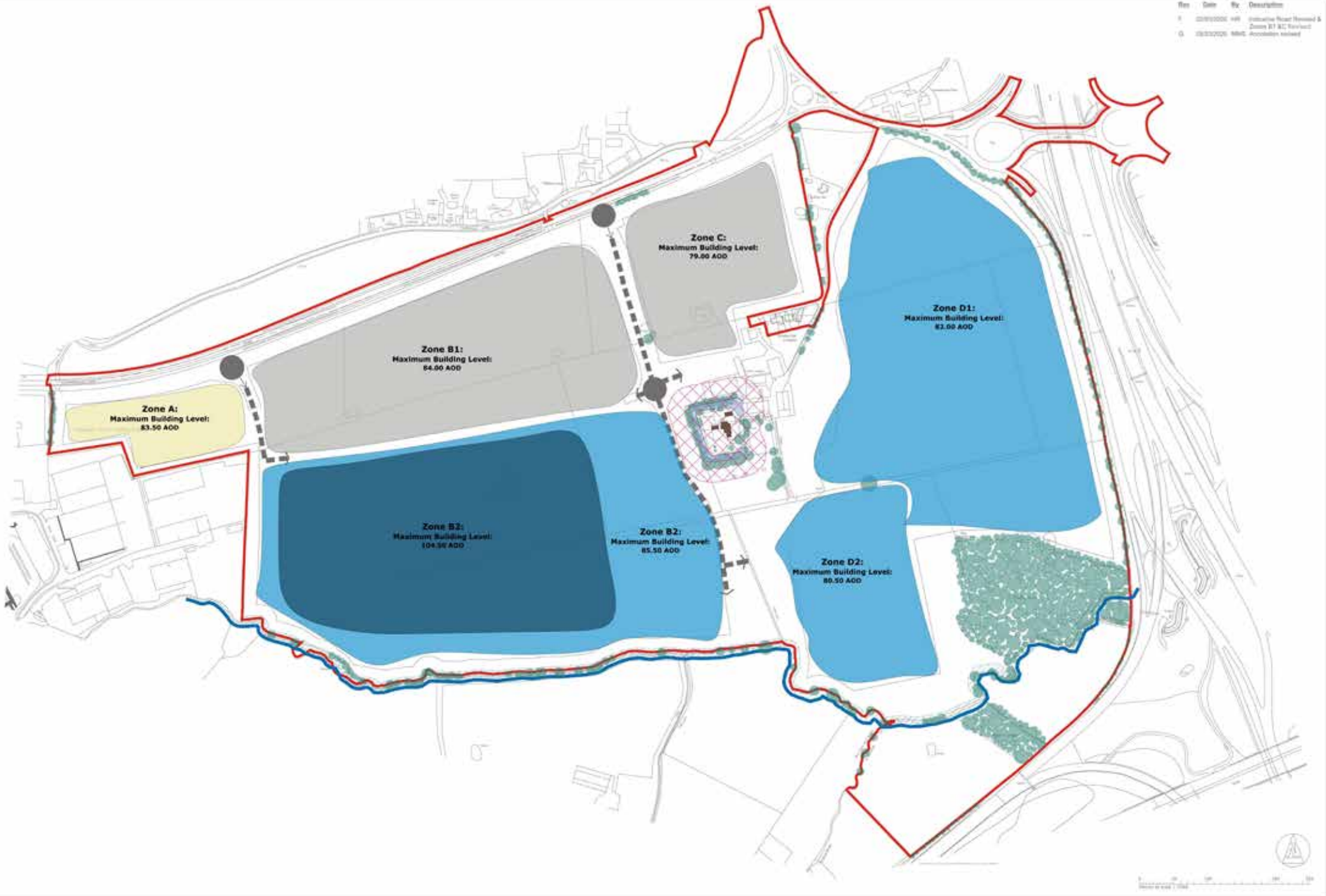
1.6 Height Parameters

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

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

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

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



Planning Boundary

Existing building to be retained and re-used for conversion (subject to separate change of use application)

Indicative Building Height:
12.5m Clear Internal
16m to ridge

Indicative Building Height:
15m Clear Internal
18.5m to ridge

Indicative Building Height:
21m Clear Internal
24.5m to ridge

Indicative Building Height:
40m Clear Internal
43.5m to ridge

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Heights Parameters Plan

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

1.7 Access and Circulation Parameters

Proposed Access

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

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

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

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

Internal Roads

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

Pedestrian and Cycle Routes

A footway and cycleway is proposed along the length of the Site's northern boundary and frontage with the B5356 Grappenhall Lane. This should be a 3.5m shared cycleway/footway 1.2km in length along this road corridor. Suitable pedestrian and cycle provision will be catered for within the internal Site layout as part of the development of a detailed scheme layout.
The existing Public Right of Way, Footpath 31 follows the line of the current farm access into the Site from the A50 Cliff Lane and continues past the Bradley Hall moated site and to the south of the Site as Footpath 23. It is proposed to retain Footpath 31 in its general extent, although it may require a minor variation to the alignment to provide a safe crossing point across an internal estate road.

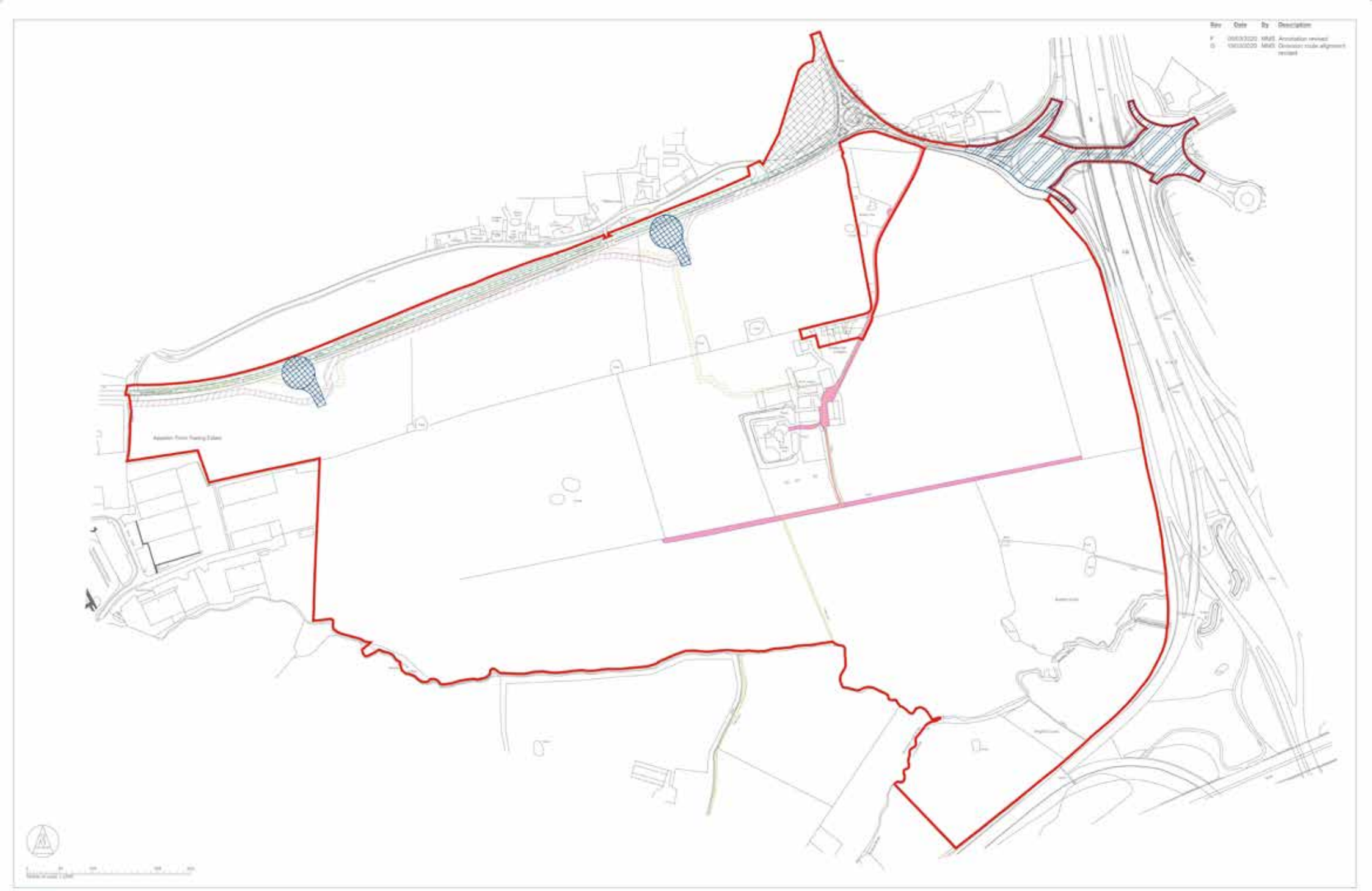
Footpath 28 runs east-west across the site from Footpath 23 and 31, to the north of the Bradley Hall cottages, across the fields, before terminating at the field boundary to the western extent of the Site. Footpath 28 will be diverted as part of the Proposed Development. Its diverted route will run along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

Public Transport

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

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

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



Planning Boundary

Access to the Site

Existing Access road/track

Existing PRoW

Diverted PRoW

Proposed Cycle Way (3.5m wide shared footway/cycleway - details to be agreed)

25m Safeguarded Area (for potential highway improvements / road widening)

Highway improvements including realignment of roundabout

Highways England/ Highway improvements.

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Access and Circulation Parameters Plan

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1.8 Drainage Parameters

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

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

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

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

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

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

There are no formal foul or storm artificial drainage connections offsite from the development. The existing drainage assets are limited to the farm house, cottages and field drainage. The waste from the existing properties is collected within an underground system and discharges to a series of local artificial cess pits which are emptied at regular intervals. The storm water drainage from the properties and surrounding infrastructure is collected and conveyed to a combination of ground and overland routes with eventual collection in the Bradley Brook network on the southern boundary. Artificial drainage from the agricultural fields is also present with discharge to various ditches throughout the Site.

The closest adoptable sewer network is located in the industrial estate to the west, under the responsibility of United Utilities. The closest adoptable sewer network with available connection to processing plants is found further south-west within the outer regions of Appleton.

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

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

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

Planning Boundary

Strategic Landscaping

Existing Trees To be Retained

Watercourse

South-North Open Green Corridor

Watercourse 15m stand off zone

Mitigation Area (Details to be agreed)

Proposed Infrastructure Trees. (Refer to Layer Landscape Strategy)

Proposed zones for detention basins and outfalls (permanent ponds to provide habitats for variety of wildlife - details to be agreed)

Proposed Indicative Estate Road. (Any estate road traversing the green corridor east to west should be constructed & built into the levels to minimise impact on views and setting of the SAM - Details to be agreed.)

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Drainage Parameters Plan

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Parameters Plans

1.9 Acoustics Parameters

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

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

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

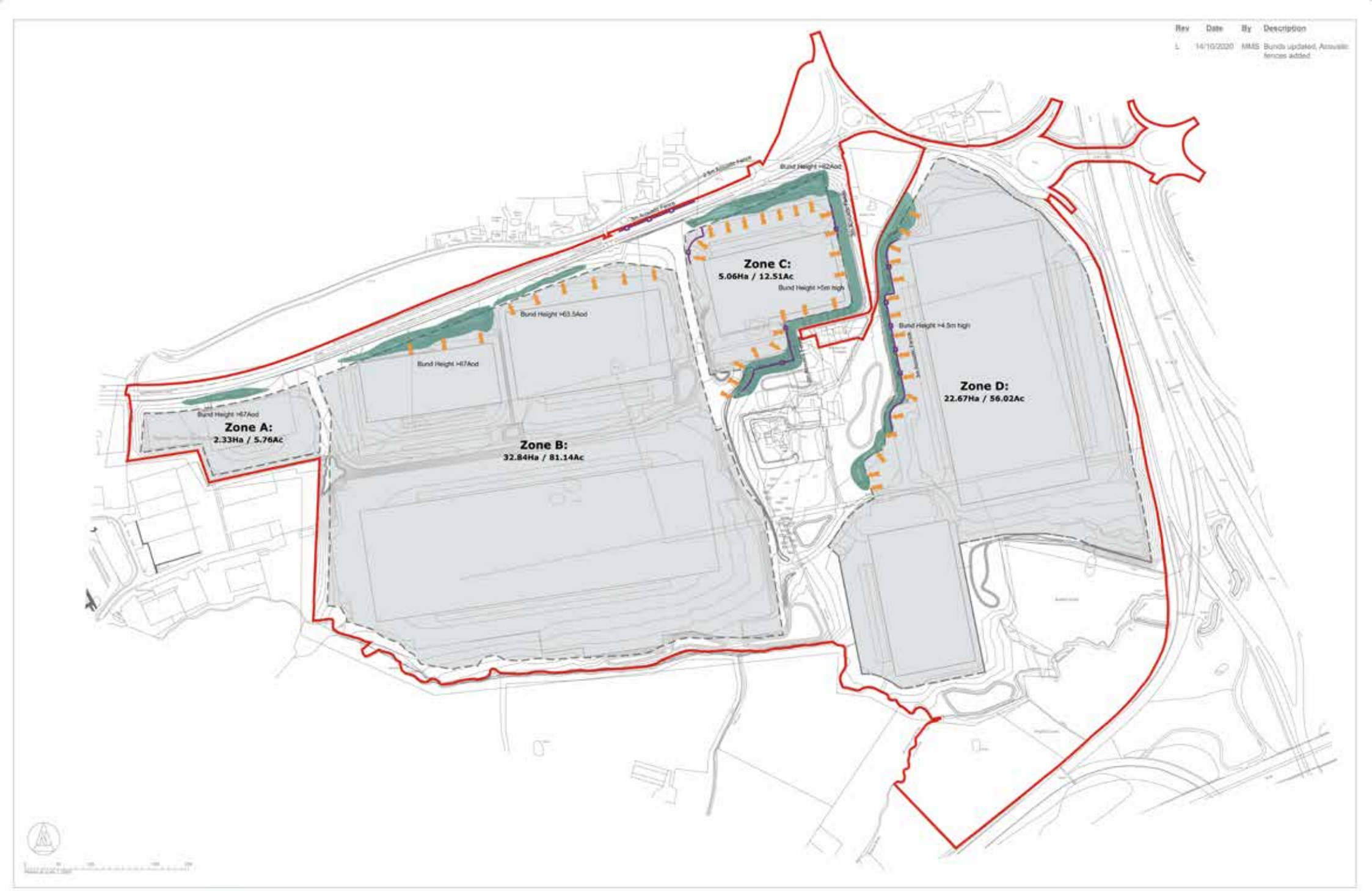
The assessment undertaken for this application has been based on several worst-case assumptions, as final operators for each of the proposed units have not been confirmed.

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

Nevertheless, mitigation measures to limit noise impacts should be adopted as detailed within the Parameters Plans. Measures embedded in the design include:•The orientation of loading bays / docks with respect to sensitive receptors.•The location of services plant to maximize distance from noise-sensitive receivers and the potential screening effects afforded by proposed units. The bunds and acoustic barriers shown on the Updated Acoustic Parameters Plan will be constructed during the construction phase of development.

FIGURE 2.7: NOISE RECEPTOR PLAN

The location and height of bunds provide effective mitigation to attenuate noise egress from the Proposed Development. Additional acoustic barrier screening has also been carefully considered at roadside and bund locations adjacent to Bradley Hall Cottages, which should result in a reduction in specific noise levels at these receptors. The height and location of these bunds and acoustic barriers will be agreed through the outline planning permission and will have having a maximum 1:3 gradient slope to a maximum height of approximately 5m with 3m high acoustic fencing around Bradley Hall cottages and Bradley Hall View (Zone C) and a maximum 1:3 gradient slope to a maximum height of approximately 4.5m with 3m high acoustic fencing around Zone D.



Rev	Date	By	Description
L	14/10/2020	MMS	Bunds updated, Acoustic fences added

OVERALL SUMMARY:

Redline Area:

Total Developable Area:

Proposed Use:

Total Floorspace:

Planning Boundary

Development Zone Boundary

No loading bays shall be orientated towards noise sensitive receptors along the development cell boundary (identified with orange arrows) unless it can be demonstrated that mitigation measures can be put in place to avoid significant adverse effects at noise sensitive receptors (refer to Cundall noise receptor plan for receptor locations)

Note. bund embankments are a 1 in 3 gradient

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Acoustic Considersbions Parameters

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Parameters Plans

1.10 Heritage Parameters

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

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

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

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

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

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

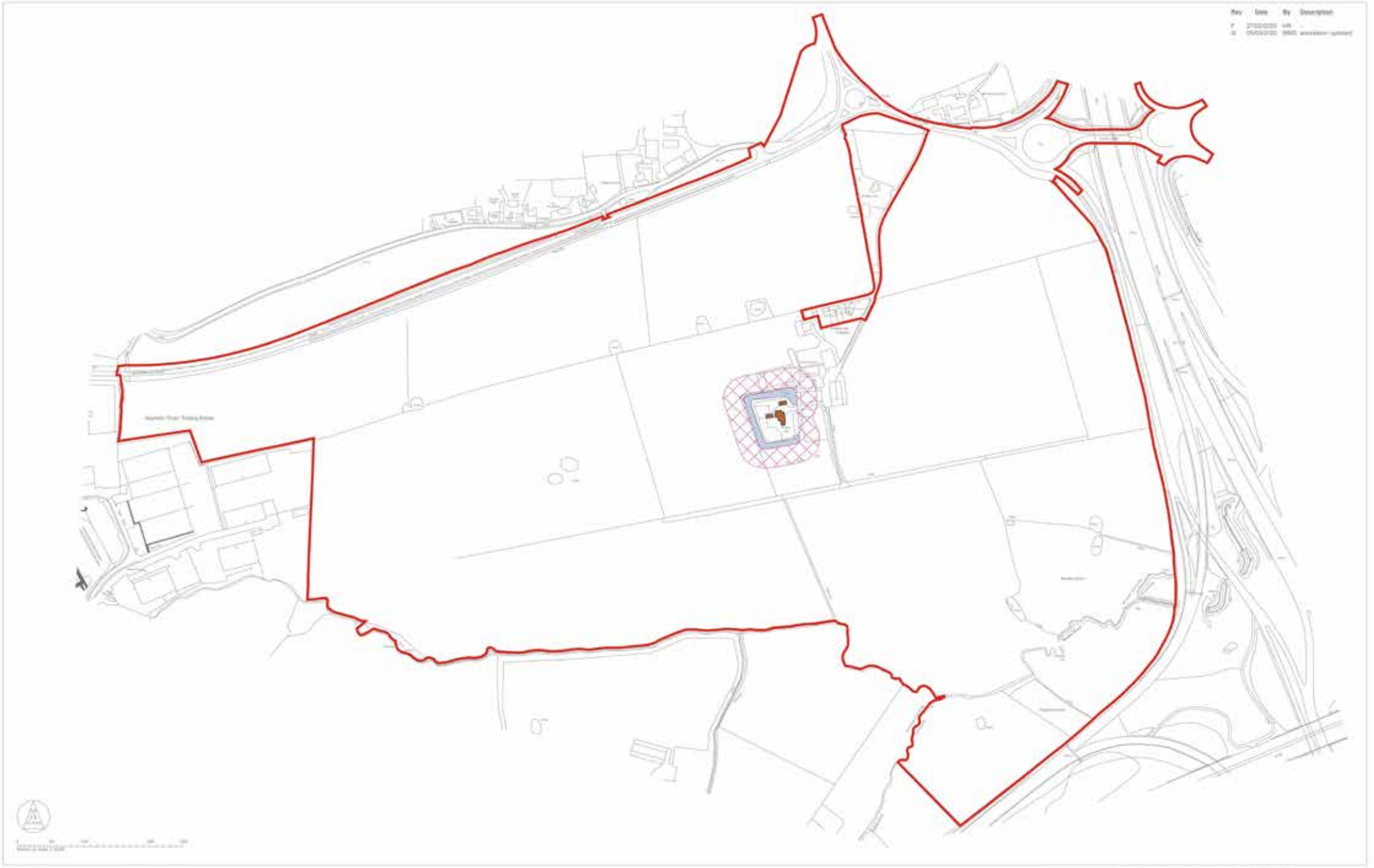
A section through the road was excavated to the west of the site prior to the development of the adjacent industrial estate. At this point the road was found to be 13.5m wide. Accounts suggest that the road continued in use during the medieval period which is in part substantiated by the placement of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

Designated Assets

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

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

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



Planning Boundary

Scheduled Ancient Monument (SAM)

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

Existing building to be retained (subject to separate change of use application)

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Six 56, Warrington

Heritage Parameters Plan

Project No: 16-184

Dwg No: P112

Rev: G

Parameters Plans

1.11 Demolition Parameters

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

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

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

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

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

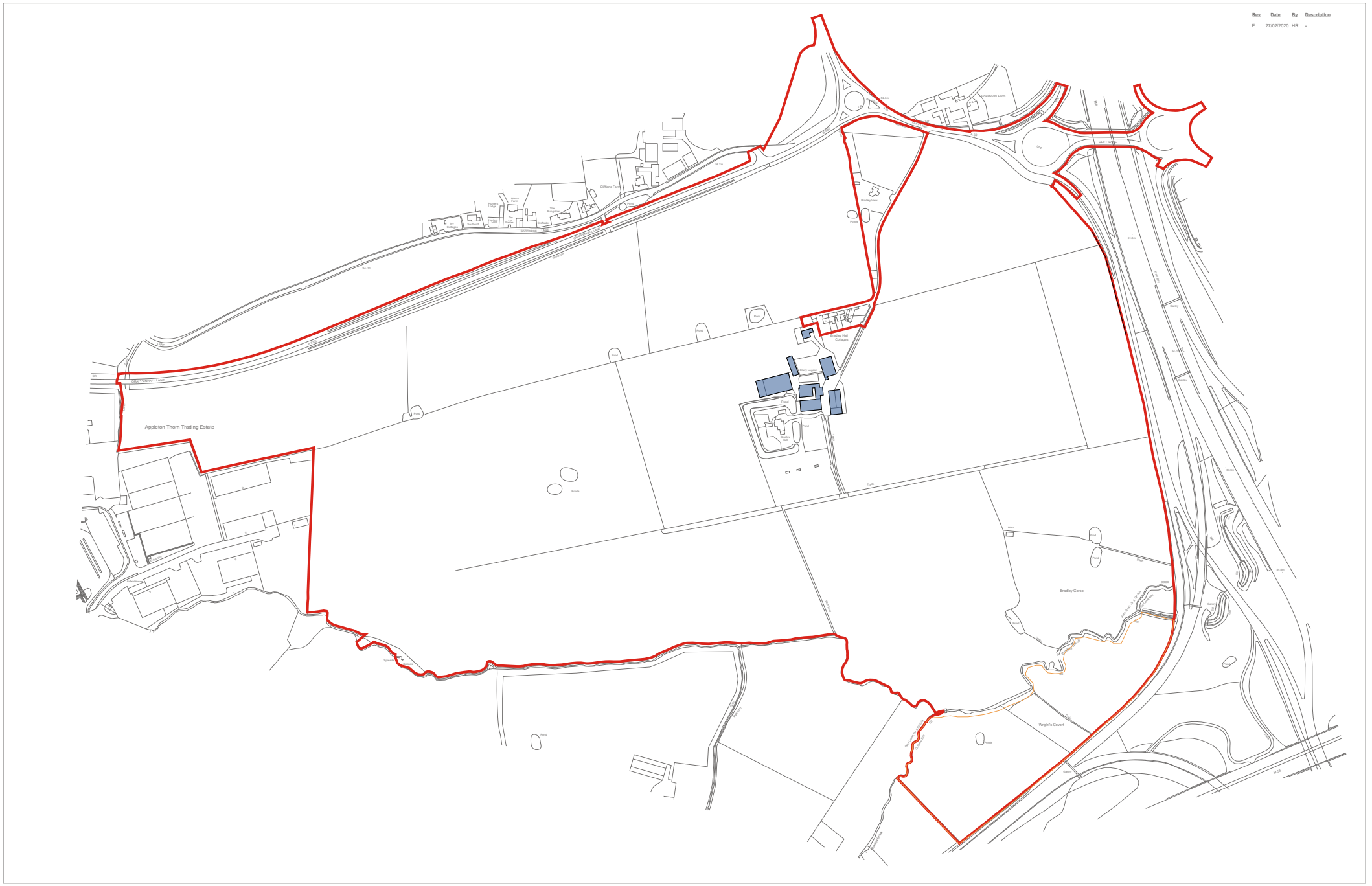
The telephone mast will be re-fed by a new supply via underground cabling from the proposed development.

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

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

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

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



Rev	Date	By	Description
E	27/02/2020	HR	-

Planning Boundary

Buildings to be demolished as part of the proposed development

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Demolition Parameters Plan

CDE Reference

Drawn:	HR	Drawing Status:	Planning
Team:	MMS	CAD Reference:	16-184-P118
Scale:	1:2500 @ A1	Date:	02/20

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