

**Report Title**

# Design and Access Statement

**Property Address**

Proposed Warehouse  
Joe McBain Ave  
Moresby Parks  
Whitehaven  
CA28 8EA

**Client**

O'Connor Fencing Ltd

**Our Reference**

22-485r003

**Date**

December 2022

**Prepared by**

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## INTRODUCTION

The purpose of this report is to provide a design and access statement to support a planning application associated with the proposed development on land adjacent at Joe McBain Ave, Moresby Parks, Whitehaven, CA28 8EA.

Kingmoor Consulting Ltd have been appointed by the client to provide support for a full planning application for the development of a warehouse [Use Class B8], associated car parking and a service yard, landscaping and associated drainage infrastructure.

The site is to be developed for warehousing to accommodate a storage demand for ongoing construction projects by suppliers at the nearby Sellafield project. The equipment stored within the warehouse will generally comprise mechanical equipment manufactured elsewhere; and transported and stored at the proposed development before call off at the Sellafield site.

This Design & Access Statement has been prepared in accordance with the CABE Guidelines "Design & Access Statements - how to write, read and use them" document. This Design & Access Statement forms part of a suite of documents that make up the planning application submission and should therefore be read alongside those documents.

## PROJECT TEAM

CLIENT :	O'CONNOR FENCING LTD
PLANNING CONSULTANT	SIMON BLACKER
CIVIL AND STRUCTURAL ENGINEERS	KINGMOOR CONSULTING LTD

## **CONTEXT AND ANALYSIS**

### **WIDER CONTEXT**

The application is proposed within the Whitehaven Industrial Park located at Moresby Parks, Whitehaven. The site was initially developed by the North West Development Agency in the late 1990's and more recently sold to the present owners who have a number of ongoing operations within the site alongside others.

The business park is presently home to a number of local employers including Copeland Council, GAP Hire, Sellafield Site, and O'Connor Fencing.

The application includes the formation of a new entrance from Joe McBain Avenue which is considered a kick start to the wider site development.

### **SITE CONSTRAINTS**

The site lies within the Whitehaven Industrial Park and it has been allocated in the local plan for employment uses.

The land around the site is also earmarked for employment use with the Clients owning a significant amount of land around the site. There are no rights of way located in the site.

### **CURRENT AND FORMER USES**

The site is presently fallow having been developed in the late 1990's for development with the inclusion of infrastructure around the site to accommodate developments of this nature. Drainage and other services are present on the site and have been designed and installed to accommodate such developments.

It is understood that the site's former use was that of agricultural land.

### **APPLICATION BOUNDARY**

The application boundary encloses sufficient space to facilitate the project works, including:

- The proposed building
- External service yard including abnormal load movements
- Car Parking
- Provision of access and egress for refuse vehicles and emergency access
- Drainage and SUDS features
- Landscaping associated with the development.

## **TOPOGRAPHY AND SITE FEATURES**

The site slopes gently from the north west to the south east with the Joe McBain Avenue present to the southern boundary. Drawing 22-485 DWG007 indicates the existing site layout.

## **PLANNING POLICY**

TO BE COMPLETED BY SIMON BLACKER

## **DESIGN**

### **PROCESS**

A thorough assessment has been carried out for the need and design of this proposal. At the present time, there is an ongoing demand for warehouse storage in this location with existing properties on the wider site used for storage at present and further demands required.

The proposed layout and treatments were designed to the end tenant requirements. Careful attention was considered for the abnormal load vehicle deliveries required to be facilitated on site.

### **USE**

The development site is a greenfield site and the proposed development will echo the existing building class uses within the surrounding context (Classes B2 & B8). The submitted scheme is of a high quality designed to offer modern warehouse space for long term use by projects ongoing at the nearby Sellafield site.

### **AMOUNT**

The total gross internal floor space of the unit equates to 8900sqft (826 sqm).

### **LAYOUT AND APPEARANCE**

The submitted plans set a high standard of layout which is sympathetic to the character and amenity of surrounding land uses in terms of scale, size, density and height which together with the appropriate use of materials and materials are integral to the overall design.

The constraints on site have been carefully considered, thus the current layout and master plan have been deemed the most appropriate solution to unlocking the development potential of the site. The layout of the defined development block in this application makes an efficient use of the site area, without creating an overly dense layout, and allows for safe manoeuvrability within the site for vehicles.

The car parking area is located in the close proximity to the entrance to the proposed development providing safe access to the unit and affording direct visibility and security for the site.

Swept path analysis has been carried out for abnormal HGV movements to ensure the vehicles can enter and exit the site safely in a forward gear. Drawings appended to the application indicate the loading arrangements.

It is considered that the layout and scale of the proposals respond positively to the site context and surroundings and provide a modern functional development that will contribute to the environmental improvement and attractiveness of the site.

## **SCALE & MASSING**

The building has been designed to offer the maximum future flexibility and have an internal clear height of 8.2m to u/s of the structural haunch.

While the massing of the proposed building is simple, its height is of a similar scale of the adjacent buildings around the site. The overall footprint of the building is well proportioned to the usage of the building and allows provision for further development to the east of the site, as shown on the site plans enclosed with the application.

## **APPEARANCE & MATERIALS**

The overall appearance of the building is determined by its primary functional use. The size and nature of the building, leads to a use of modern, industry standard materials and techniques, i.e. large metal clad sheds. To that end the building has been designed to:-

- Use materials that will provide longevity and reliable weatherproofing;
- Provide an efficient, high-performance envelope;
- Allow fast-track construction methods to reduce programme and impact upon commercial operations;
- Minimise impact upon the surrounding area; and,
- To ensure that a high quality finish can be achieved within budgetary constraints.

The proposals reflect contemporary design principles in creating high quality employment that will



provide for the requirements of a wide range of potential end users whilst giving the landlord future flexibility spatially.

The following external materials shall be adopted for the structure.

- Walls - Concrete Panels To Lower,  
Kingspan Ks1000 Or Similar To Upper Levels, In Light Grey
- Roof - Kingspan Ks1000 Or Similar In Light Grey, Matching Profile Roof Lights
- Doors - Aluminum Dark Grey Powder Coated
- Eaves And Rainwater Goods - Aluminum Dark Grey Powder Coated
- Trims - Aluminum Dark Grey Powder Coated

## **LANDSCAPING**

The landscape design consists of the following key planting types:

- Meadow grass and intermittent tree planting
- Marginal aquatic planting to wet attenuation ponds
- Dense native tree and shrub buffer planting
- Amenity shrub and tree planting

The planting types and their locations are described in more detail below. Emphasis is on establishing areas of native, naturalised planting particularly to the southern edge of the site, and enhancing the setting of the proposed unit through more formal amenity planting to the entrance areas.

<p><b>Wildflower meadow grass</b></p> <p>Would be created around the boundary of the site in areas where permanent meadows were to be created and allow for natural self seeding with limited maintenance.</p>	
<p><b>Marginal aquatic planting</b></p> <p>Planting around the edge of the proposed attenuation pond to create biodiversity and enhance the pond within the setting of the proposed estate.</p> <p>An attenuation pond will be located on the site as part of the SuDs strategy. This will be permanently wet and will be planted with marginal aquatic species to enhance amenity.</p>	
<p><b>Dense native tree and shrub buffer planting</b></p> <p>Enhanced planting around the boundary of the site in particular where existing native trees have established.</p>	

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**Amenity shrub and tree planting**

To be located around the entrance of the property and boundary with the Joe McBain Avenue.



## **EXTERNAL LIGHTING**

Good external illumination will be required for safety and security around the perimeter of the building and the external compounds. This will consist of high efficiency external luminaires mounted at high level, either on the building, or some lighting columns to the external service yard and parking areas.

The luminaries will be chosen to provide a low energy solution and to minimise light pollution.

## **ACCESS AND SECURITY**

### **VEHICLE AND PEDESTRIAN ACCESS**

The proposed development shall generate limited numbers of vehicle and pedestrian traffic on a day to day basis due to the nature of the development [Warehouse / Storage B8]. Provision has been considered for staff parking away from the proposed offloading area and suitable access to the main building from the car parking is considered appropriate.

For the HGV Abnormal load deliveries, sufficient provision has been made within the site to access the proposed development with vehicles presently delivering to the adjacent warehouse off Joe McBain Avenue. The access to the proposed development provides betterment from the existing arrangements with increased visibility, manoeuvrability and turning on the proposed development.

Furthermore, any future developments on the site will accommodate additional access from the Joe McBain Avenue forming a one way system for the movement of abnormal loads to and from the site. This further development is outwith the scope of the present application.

Local access to the site for employees can be made by walking, cycling and public transport.

### **SECURITY**

Security fencing is provided all around the perimeter of the development with secure access gates to the site from Joe McBain Avenue. These shall open inward and shall be security controlled to prevent unauthorised access.

At times when abnormal loads are to be accommodated on site, suitable provisions shall be made to facilitate the security arrangements.

## **SIGNAGE**

Dedicated site / tenant signage, if necessary, will be submitted as a formal Consent to Advertise application as and when details are finalised by the tenant.

## **WASTE MANAGEMENT**

Waste will be collected in an external compound within the service yard.

All waste should be appropriately sorted and stored for recycling purposes.

Vehicular access to the site for refuse collection is the same as other goods vehicles.

## SUSTAINABILITY

This section provides a summary for issues relating to Sustainable Development and the consideration and application of those to this scheme.

The following measures are proposed to achieve an energy demand reduction to the development:

- Enhanced U-Values of the external envelope;
- Enhanced U-Value to the glazing;
- Use of energy efficient lighting - both internally and externally;
- Use of intelligent lighting and building management system controls;
- Provision for the installation of electric vehicle charging points;
- Maximising building envelope efficiency through use of a thermographic survey, and;
- Use of energy efficient lift.

The following measures are proposed to address the wider sustainable construction issues:

- Provision of sustainable drainage systems;
- Re-use of any demolition arisings;
- Best practice construction site management including CCS, minimising the user of energy and water, waste minimisation together with reducing construction & waster transport related CO<sub>2</sub>;
- Ensuring building occupants have a safe and healthy working environment providing good air quality, visual, thermal and acoustic comfort;
- Provision of cyclist facilities, car sharing and electrical vehicle charging points;
- Minimising operation water consumption through efficient sanitaryware, monitoring and leak detection;
- Minimising third party off-site environmental impacts through responsible sourcing of building products and materials through manufacturer certification, eg. BES 6001, and;
- Minimising ecological impacts and where possible, maximising enhancements.

## **SUPPORTING INFORMATION**

### **DRAWINGS AND DOCUMENTS**