



HPREF I Konect Investments S.a r.l.

Konect Phase 2, Knottingley

Weeland Road, Knottingley



Design & Access Statement

21169-C4P-XX-XX-DAS-A-0001

Revision P5

for

HPREF I Konect Investments S.a r.l.

November 2023

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1.0 INTRODUCTION

1.1 Application Summary

This Design and Access Statement (DAS) report has been prepared by 'C4 Projects' on behalf of our client. The site is the second phase of proposed development in a plot of c. 135.76 acres, located within Knottingley. The M62 motorway is to the South of the site, with motorway access gained via the A645. Ferrybridge facility is located to the West of the scheme and Eggborough is located to the East of the scheme.

Submission proposals are based on a thorough assessment of the site's immediate and wider context, undertaken through desk-based studies, research, site visits, observations, and consultations.



Figure 1: Visual of the Proposed Development by C4 Projects

This DAS has been written in accordance with The Town and County Planning (Development Management Procedure) (England) (Amendment)

1.2 Application Drawings

This DAS responds to the requirements of Planning Policy Guidance (England), and should be read in conjunction with the following scheme proposal design drawings:

100 Series - Site

21169-C4P-XX-XX-DR-A-0101_P3 – Site Location Plan

21169-C4P-XX-XX-DR-A-0103_P5 – Site Constraints Plan

21169-C4P-XX-XX-DR-A-0107_P18 – Site Plan as Proposed

200 Series – Plots / Unit Site Plans

21169-C4P-XX-XX-DR-A-0201_P3 – Unit 5 Site Plan as Proposed

21169-C4P-XX-XX-DR-A-0202_P4 – Unit 6 Site Plan as Proposed

21169-C4P-XX-XX-DR-A-0203_P4 – Unit 7 Site Plan as Proposed

21169-C4P-XX-XX-DR-A-0204_P3 – Unit 8 Site Plan as Proposed

21169-C4P-XX-XX-DR-A-0205_P3 – Unit 9 Site Plan as Proposed

21169-C4P-XX-XX-DR-A-0206_P3 – Unit 10 Site Plan as Proposed

300 Series – Surfaces and Boundary Treatments

21169-C4P-XX-XX-DR-A-0301_P3 – Unit 5 Proposed Site Surfaces & Boundary Treatments

21169-C4P-XX-XX-DR-A-0302_P4 – Unit 6 Proposed Site Surfaces & Boundary Treatments

21169-C4P-XX-XX-DR-A-0303_P4 – Unit 7 Proposed Site Surfaces & Boundary Treatments

21169-C4P-XX-XX-DR-A-0304_P3 – Unit 8 Proposed Site Surfaces & Boundary Treatments

21169-C4P-XX-XX-DR-A-0305_P3 – Unit 9 Proposed Site Surfaces & Boundary Treatments

21169-C4P-XX-XX-DR-A-0306_P3 – Unit 10 Proposed Site Surfaces & Boundary Treatments

500 Series – Typical Site Details

21169-C4P-XX-ZZ-DR-A-0501_P3 – Bin Store Details

21169-C4P-XX-ZZ-DR-A-0502_P3 – Cycle Store Details

1000 Series – Unit Plans

21169-C4P-U5-XX-DR-A-1000_P2 – Unit 5-Proposed GA Plans

21169-C4P-U5-XX-DR-A-1001_P3 – Unit 5-Proposed Roof Plan

21169-C4P-U6-XX-DR-A-1000_P2 – Unit 6-Proposed GA Plans

21169-C4P-U6-XX-DR-A-1001_P3 – Unit 6-Proposed Roof Plan

21169-C4P-U7-XX-DR-A-1000_P2 – Unit 7-Proposed GA Plans

21169-C4P-U7-XX-DR-A-1001_P3 – Unit 7-Proposed Roof Plan

21169-C4P-U8-XX-DR-A-1000_P2 – Unit 8-Proposed GA Plans

21169-C4P-U8-XX-DR-A-1001_P3 – Unit 8-Proposed Roof Plan

21169-C4P-U9-XX-DR-A-1000_P2 – Unit 9-Proposed GA Plans

21169-C4P-U9-XX-DR-A-1001_P3 – Unit 9-Proposed Roof Plan

21169-C4P-U10-XX-DR-A-1000_P2 – Unit 10-Proposed GA Plans

21169-C4P-U10-XX-DR-A-1001_P3 – Unit 10-Proposed Roof Plan

2000 Series – Unit Elevations

21169-C4P-U5-ZZ-DR-A-2000_P3 – Unit 5-Proposed Elevations

21169-C4P-U6-ZZ-DR-A-2000_P3 – Unit 6-Proposed Elevations

21169-C4P-U7-ZZ-DR-A-2000_P3 – Unit 7-Proposed Elevations

21169-C4P-U8-ZZ-DR-A-2000_P3 – Unit 8-Proposed Elevations

21169-C4P-U9-ZZ-DR-A-2000_P3 – Unit 9-Proposed Elevations

21169-C4P-U10-ZZ-DR-A-2000_P3 – Unit 10-Proposed Elevations

700 Series – Visual Representations

21169-C4P-AV-XX-VS-A-701

21169-C4P-AV-XX-VS-A-702

21169-C4P-AV-XX-VS-A-703

21169-C4P-AV-XX-VS-A-704

21169-C4P-AV-XX-VS-A-705

2.0 CONTEXT

2.1 Scheme Briefing & Proposal

The application relates to the construction of 12 no. industrial units suitable for uses within Class E(g)(iii), B2, B8 and F2 uses with ancillary offices, Class E and F1 ancillary amenity space, an EV charging station, parking provision, a new access road from Weeland Road, internal access roads, associated infrastructure, and landscaping. This forms part of a second phase of development on the former Kellingley Colliery Site. Dedicated car parking allocations and footpaths that are linked to a site access road constructed in the first phase of development allows for appropriate and inclusive access. The proposed development is anticipated to achieve BREEAM 'Very Good' standards.

The proposals also include for localised soft landscaping treatment and planting that complement the existing surroundings and boundary treatments.



Figure 2: Aerial view of the Application Site and surrounding area (Image courtesy of Google Maps)

2.2 Application Site & Existing Land Use

The wider site is approximately a 55-acre development plot and is irregular in shape. The site has currently 3 units from phase 1 nearly complete with the remaining site being relatively vacant. The site can be accessed via the A645 with The M62 motorway to the South of the site and Ferrybridge facility is located to the West of the scheme and Eggborough Facility is located to the East of the scheme.

Figures 3 & 4 provide contextual aerial views of the site.

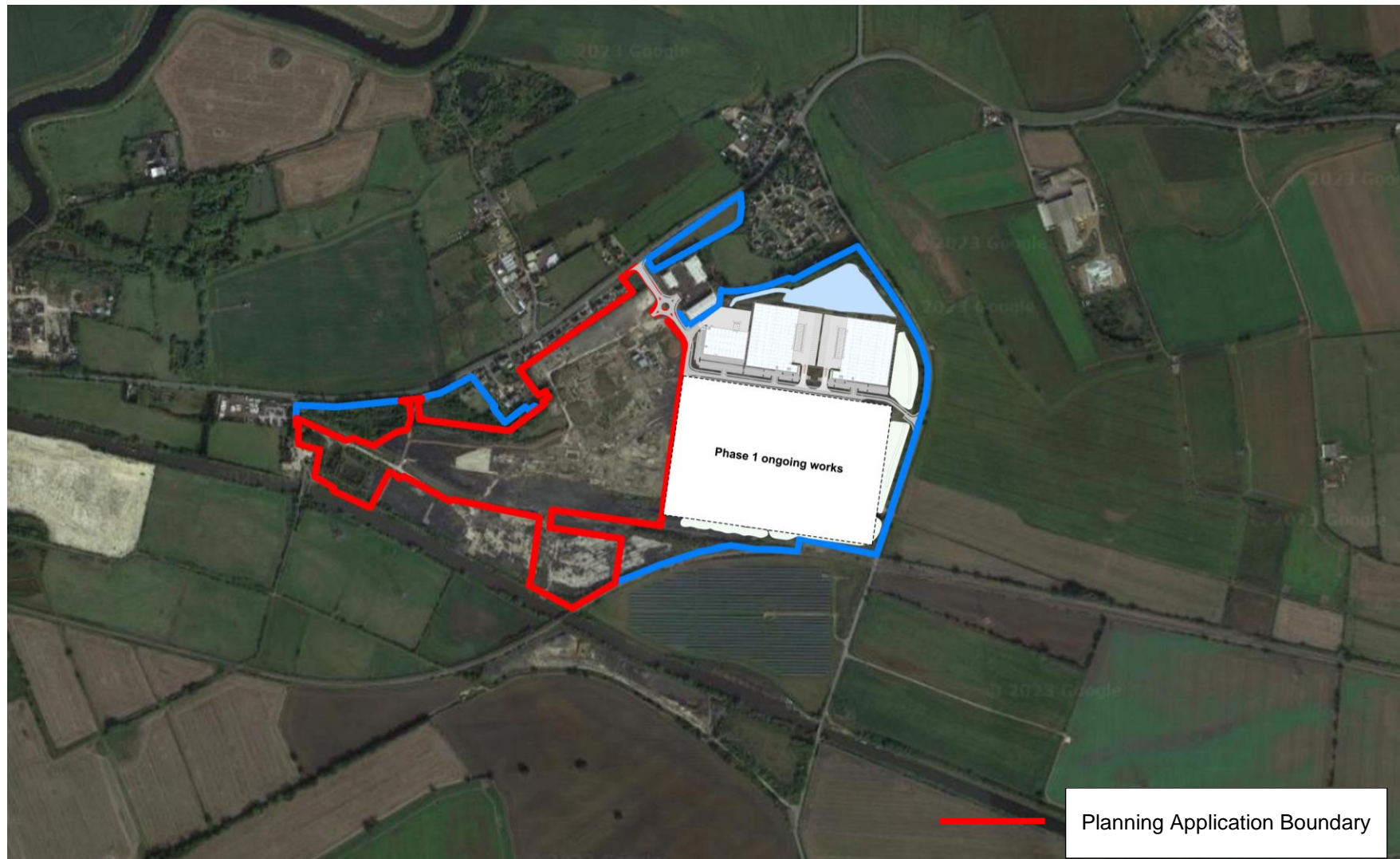


Figure 3: Aerial View of the Application Site. (Image courtesy of Google Maps)



Figure 4: Aerial View of the Site with site application boundary - As Proposed. (Image courtesy of Google Maps)

2.3 Immediate & Surrounding Context

View to East

Figure 5 represents the view towards the East of the Site and beyond.



Figure 5: Drone view to the Eastern side of the Site

View to Southeast

Figure 6 & 7 shows the view towards the South/Southeast of the Site



Figure 6: Drone view to the Southeast part of the Site



Figure 7: Drone view to the southern part of the site with railway track which runs through the southern part of the site and Solar PV farm beyond the application boundary

View to South:

Figure 8 represent the view to the South



Figure 8: Drone view to the southern part of the site with railway track which runs through the southern part of the site

View to Southwest

Figure 9 represent the view to the Southwest



Figure 9: Drone view to the Southwest of the site showing the railway track

View to West

Figure 10 represent the view to the West



Figure 10: Drone view to the West of the site

View to North

Figure 11 represent the view to the North



Figure 11: Drone view to the North of the site showing the Existing Storage area and Phase 1

2.4 Wider Context

The Application site comprises of a development plot of c. 54.76 acres and is located within Knottingley. The surrounding area to the site is mainly vacant green land with a few residential housing located to the North and West of the Site.



Figure 12: Drone view to the East of the site showing Phase 1

2.5 Site Accessibility & Transport Links

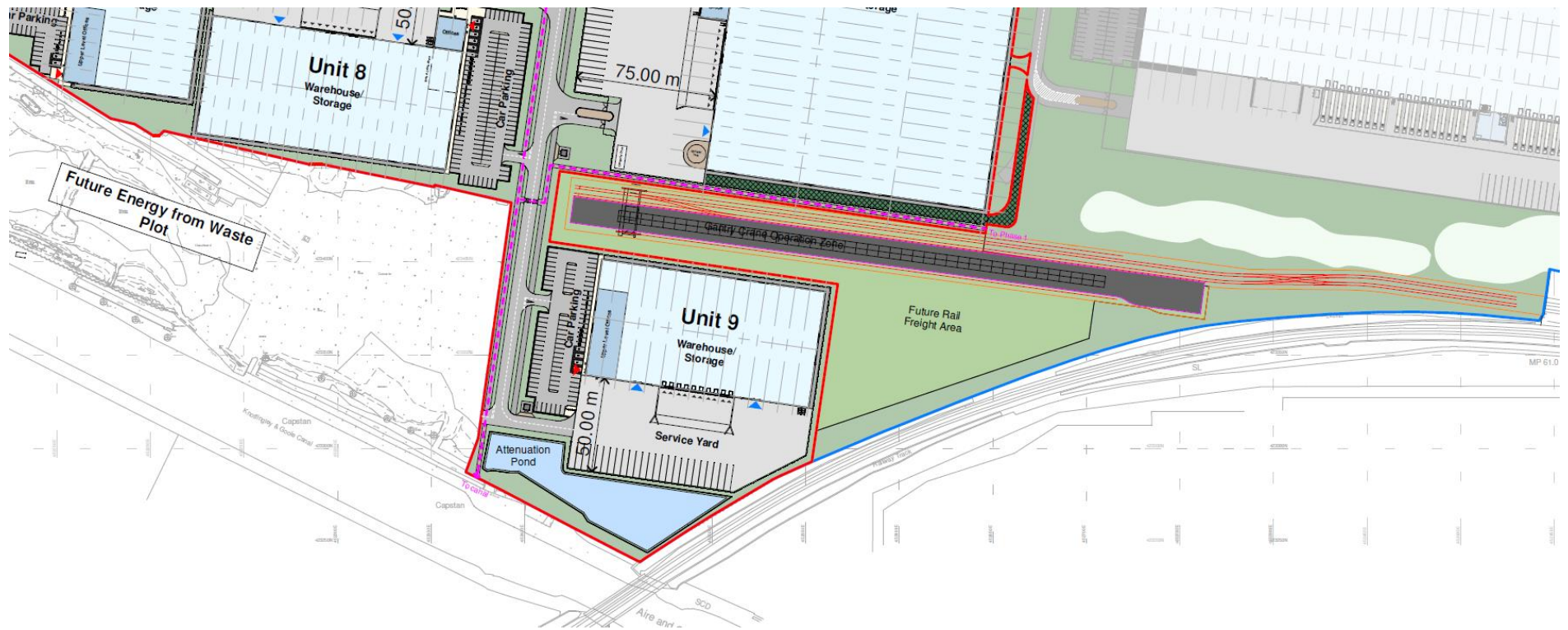
The site access will primarily be made via the A645 (Weeland Road), with motorway access gained via the M62 or the A1.

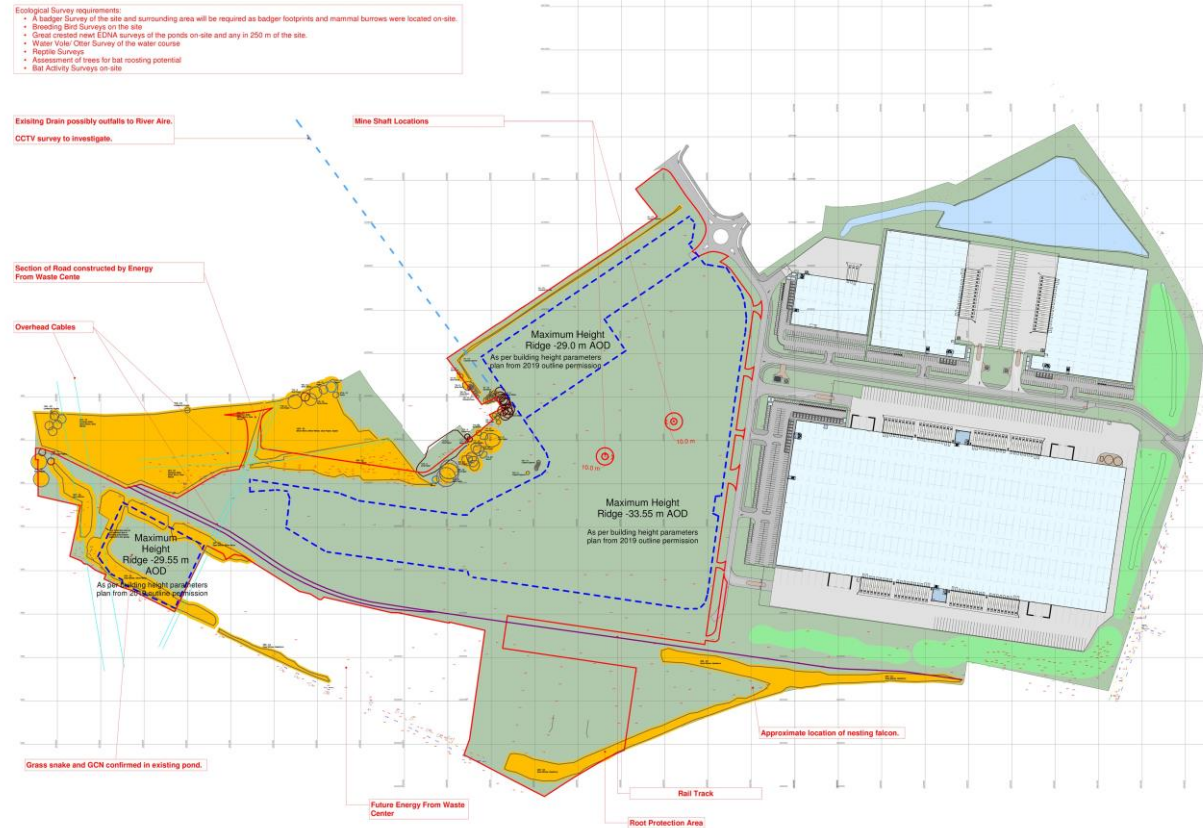


Figure 13: Aerial view wider context area showing Main Road Network (image courtesy of Google Earth)

2.5.1 Future Rail Freight Area

In order to demonstrate the capability of a rail terminal within the site, a specialist consultant has been appointed. Through various workshops, we were able to design a rail layout that ensures access into the site and to the Future Energy from Waste plot and help mitigate the trip rate of vehicles driving through the site and down Weeland Road. The image below illustrates the overlay of the design on the current masterplan. Please refer to Intermodality's technical note for further information and details.





2.6 Site Constraints

Existing Mine shaft easement zones have been identified as per the Constraints plan. Minimum landscaping buffers zones have been adhered with which were identified during the Outline application for the site.

Figure 14: Site Constraints Plans as Proposed – refer to drawing no. 20151-AV-ZZ-DR-A-0201

3.0 SPATIAL & DEVELOPED DESIGN

3.1 Key Design Principles

The following design principles have been used to develop the design of the development brief:

- To provide an industrial development, suitable for E(g)(iii), B2, B8 and F2 uses with ancillary offices and Class E and F1 for ancillary amenity space.
- Provide diverse unit sizes, allowing the development to be attractive to potential future occupiers.
- To consider the local context and conserve the character, amenities, and quality of the surrounding area.
- To provide an appropriate design of the proposed buildings in relation to the neighbouring sites and properties.
- To take account parameters set by outline permission, which include, a 15m buffer between the residential properties on Weeland Road and unit 5 and max AOD heights for each proposed unit.

3.2 Use & Amount

The proposal is to develop the 54.7 acre site which is located in Knottingley. The proposal includes the construction of 12 industrial units for uses within Class E(g)(iii), B2, B8 and F2 uses with ancillary offices, Class E and F1 ancillary amenity space, an EV charging station, parking provision, a new access road from Weeland Road, internal access roads, associated infrastructure, and landscaping comprising a total GIA of 74,503 m².

The proposed development includes 904 parking spaces including provision for accessible spaces, car sharing, electric vehicle charging bays, cable enabled parking bays and HGV trailer bays. The parking areas would be accessed via the new spine road which will be constructed during the development.

The units have varying footprint sizes for which the GIA have been broken down below.

Area Schedule (GIA) Phase 2 Only		
Name	Area	
	Metric	Imperial
Unit 5		
Unit 5A GF GIA	1,045.16 m ²	11,250 ft ²
Unit 5A FF Office GIA	139.34 m ²	1,500 ft ²
Unit 5B GF GIA	1,045.16 m ²	11,250 ft ²
Unit 5C GF GIA	1,045.16 m ²	11,250 ft ²
Unit 5D GF GIA	1,045.16 m ²	11,250 ft ²
Unit 5E GF GIA	1,045.16 m ²	11,250 ft ²
Unit 5F GF GIA	388.53 m ²	4,182 ft ²
Unit 5G GF GIA	388.53 m ²	4,182 ft ²
Unit 5B FF Office GIA	139.40 m ²	1,500 ft ²
Unit 5C FF Office GIA	139.33 m ²	1,500 ft ²
Unit 5D FF Office GIA	139.33 m ²	1,500 ft ²
Unit 5E FF Office GIA	139.33 m ²	1,500 ft ²
	6,699.60 m ²	72,114 ft ²
Unit 6		
Unit 6 GF GIA	7,227.50 m ²	77,796 ft ²
Unit 6 GF Office GIA	163.10 m ²	1,756 ft ²
Unit 6 FF Office GIA	560.62 m ²	6,034 ft ²
	7,951.22 m ²	85,586 ft ²

Unit 7		
Unit 7 GF GIA	32,498.62 m ²	349,812 ft ²
Unit 7 GF Office GIA	478.56 m ²	5,151 ft ²
Unit 7 FF Office GIA	724.61 m ²	7,800 ft ²
Unit 7 SF Office GIA	724.61 m ²	7,800 ft ²
Unit 7 GF Hub Office GIA	234.52 m ²	2,524 ft ²
Unit 7 FF Hub Office GIA	234.52 m ²	2,524 ft ²
	34,895.42 m ²	375,611 ft ²

Unit 8		
Unit 8 GF GIA	8,437.15 m ²	90,817 ft ²
Unit 8 GF Office GIA	251.72 m ²	2,709 ft ²
Unit 8 FF Office GIA	591.99 m ²	6,372 ft ²
	9,280.86 m ²	99,898 ft ²

Unit 9		
Unit 9 GF GIA	7,432.24 m ²	80,000 ft ²
Unit 9 FF Office GIA	743.19 m ²	8,000 ft ²
	8,175.42 m ²	88,000 ft ²

Unit 10		
Unit 10 GF GIA	6,819.17 m ²	73,401 ft ²
Unit 10 FF Office GIA	681.92 m ²	7,340 ft ²
	7,501.09 m ²	80,741 ft ²
TOTAL	74,503.61 m ²	801,950 ft ²

Table 1 – Development Area Schedule

3.2 Layout

The site layout consists of 12no. industrial buildings with ancillary office floorspace, centralised service yards and associated parking, bin storage and cycle shelter areas. The layout is primarily landscape lead in design, demonstrated by the provision of a boulevard and street trees. The existing strategic landscaping approved by the outline has been a key consideration of the design of this next phase, as well as that of GCN found in the ponds. As such, the development has been designed to avoid and retain the most important ecological features to ensure they can be managed in the long-term and to enhance their importance for biodiversity, with the aim of maximising the overall ecological value of the habitats proposed on-site.

The following design considerations were an integral part of the application design proposal:

- New building form: appropriate use and selection of materials for the buildings and commensurate to the surrounding built environment.
- Adjacent properties: the new buildings have been positioned to provide appropriate and contextual separation distances and operational function.
- The proposed development will meet BREEAM 'Very Good' standards.

A new vehicular access is proposed via the new newly constructed 'spine road' off the recently constructed roundabout, off Weeland Road(A645)

Within the site boundary a configuration of hard and soft landscape surface treatments is proposed to provide linking footpaths, access roads, service yards and associated parking to each of the buildings.

The existing planting to the boundaries of the site have been maintained and preserved as much possible and its enhancement are an important aspect of the design in order to promote a diverse range of ecology on the site.



Figure 15: Proposed Development Site Layout

Car parking spaces as well as bike shelters are provided for each unit. Accessible parking spaces have been located beside the unit entrances and will have dropped kerbing for level access.

Bin storage areas dedicated to each of the units enable collection of recyclable materials.

The main entrance of each unit leads to the ancillary office area with the open office space, the proposed allocation of which can be found tabled on the Proposed Masterplan drawing. Each office accommodation will comprise of toilets, staff kitchenette and/or provision for accessible lift. The units are dedicated warehousing space with loading docks (excluding unit 5) and level access doors, accessed directly from service yards to all units.

The units will have fire exits provided to each elevation to meet current building regulations.

The proposed building and site layout has been carefully considered to provide an optimal design configuration taking into account the site constraints and mitigating design risk.

3.3 Height, Scale & Massing

The overall height, scale and massing of the proposed buildings have been considered based on the following parameters:

- Visual impact onto the site setting and natural environment
- Interaction with the existing site context, ecology, and arboriculture
- Cognisance of any site constraints (visual and physical)
- Building use and function institutional heights and footprints for warehouse storage and distribution
- Relationship to adjacent built environment
- Natural daylighting and well-being to internal work-space environments

- To take account parameters set by outline permission, which include, a 15m buffer between the residential properties on Weeland Road and unit 5 and max AOD heights for each proposed unit.

It is considered the proposed building volumes are in keeping with the scale and massing of the existing site context and surrounding buildings.

A detailed review of the existing site was a key undertaking during early design stages so that initial concepts took full cognisance of prevalent conditions and constraints. This also formed an essential part of the development design progression and critical to fulfilling the applicants brief. As well as being commercially viable, it was essential that the proposals make the most efficient use of the site as part of sustainable development, its setting and have a sympathetic treatment to adjacent land and its visual receptors. Building heights are proposed as follows:

Unit 5 haunch height: circa 8m

Units 6, 9 and 10 haunch height: circa 12.5m

Unit 7 haunch height: circa 20m

Unit 8 haunch height: circa 15m

This careful consideration creates a step down in the developments massing as the units get closer to the residential properties.

These heights are also typical institutionalised design standards for warehouse buildings of this scale and comparable to all market expectations to suit prospective occupiers. The heights as well as providing a requisite height for internal storage racking systems offers appropriate façade conditions for the installation of loading/unloading operational shutter doors to suit the type of goods vehicles expected to service and access the buildings.

The following design considerations were an integral part of the application design proposals:

- Existing Landscape: the scheme would retain, protect, and maintain as many high-quality trees as possible.
- New Building Form: appropriate use and selection of materials for a proposed contemporary style but commensurate to the surrounding built environment
- Access to site and adjacent future link roads

3.4 Appearance

The proposed elevations for the units have been designed to respond to the requirements of a development of this type. In order to ensure that the proposals are sympathetic to the wider surrounding context, consideration has been given to materials, patterns and colours.

Basis for building envelope material selections:

- Use of modern and robust nature of materials that reflects the character of surrounding buildings – metal cladding, translucent roof lights, translucent panels and curtain wall glazing.
- Colour scheme reflects the palette used in Phase 1, with an amended configuration in response to local resident's feedback at the public consultation.
- Robust materials with low maintenance to give long-term durability and good weathering performance.
- Heights and proportions that relate to other buildings use and function.

The building frame is finished in a mix of different metal cladding within a grey colour palette. All of the units are proposed to have a graded banding of colour, utilising different cladding profiles to promote a more visually aesthetic façade. The main entrances are emphasised by full height glazing. The hipped roofs are proposed to be covered with trapezoidal metal cladding and incorporating rooflights providing natural daylight into the internal storage areas. The transparency of these roof panels allows daylight to penetrate to the building, letting in more natural light which is pleasant for the human eye as well as reducing the amount of artificial lighting.



Figure 16: Indicative visualisation showing the proposed development and the surrounding area – the proposed buildings are corresponding with the industrial character of the area



Figure 17: Indicative visualisation showing the proposed development – Units 9 and 7



Figure 18: Typical proposed elevation materials – refer to Figure 19 for the typical materials key

Building Fabric Materials Schedule

- 01 Wall Type 1 - Built-up metal cladding (twin skinned, insulated)
Horizontally Laid Trapezoidal profile - Hamlet (RAL 9002)
- 02 Wall Type 2 - Built-up metal cladding (twin skinned, insulated)
Horizontally Laid Half Round profile - Light Metallic Silver (RAL 9006)
- 03 Wall Type 3 - Built-up metal cladding (twin skinned, insulated)
Horizontally Laid Half Round profile - Dark Metallic Silver (RAL 9007)
- 04 Wall Type 4 - Built-up metal cladding (twin skinned, insulated)
Vertically Laid Trapezoidal profile - Hamlet (RAL 9002)
- 05 Wall Type 5 - Translucent Structural Sandwich Panel
Visible Light Transmission - 20%
- 06 Wall Type 6 - Cast concrete (Insulated Infills) to Loading Docks
Specialist panels
Natural colour / finish
- 07 Wall Type 7 - Built-up metal cladding (twin skinned, insulated)
Microrib profile - Light Metallic Silver (RAL 9006)
- 08 Wall Type 8 - Built-up metal cladding (twin skinned, insulated)
Microrib profile - Anthracite Grey (RAL 7016)
- 09 Wall Type 9 - Built-up metal cladding (twin skinned, insulated)
Vertically Laid Half Round profile - Anthracite Grey (RAL 7016)
- 10 Wall Type 10 - Feature Portico Frame around Offices in pressed
aluminium cladding with internal guttering within down legs - Sapphire
Blue (RAL 5003)
- 11 Wall Type 11 - Aluminium Curtain Wall stick frame system
PPC Anthracite (RAL 7016) framing, double glazed infills (solar control)
- 12 Roof Type 1 - Built-up metal cladding (twin skinned, insulated)
Trapezoidal profile - Hamlet (RAL 9002)
with integrated GRP rooflights (15%)
- 13 Roof Type 2 - Canopy
Light Metallic Silver (RAL 9006)
- 14 PPC aluminium windows with Anthracite Grey framing (RAL 7016)
Double glazed solar infills (solar control)
- 15 Wall Type 12 - Built-up metal cladding (twin skinned, insulated)
Mini Sinusoidal Horizontal profile - Anthracite Grey (RAL 7016)

- A Operational Door - Level Access
Sectional insulated shutter, plastisol coated finish, Hamlet (RAL 9002)
- B Operational Door - Dock Levellers
Sectional insulated shutter, plastisol coated finish, Sapphire
Blue (RAL 5003) Shelter in Hamlet (RAL 9002)
- C Personnel Access / Escape doorset - Warehouse
Galvanised steel, PPC finish matched to cladding, thermally
insulated core

Figure 19: Materials Key

Window frames will have a PPC finish in dark grey contrasting with the rest of the façade highlighting the access doors and fire escape. Only additional fire doors to the office area will have colour matching the surrounding cladding to visually blend with the façade and be used only in the fire escape emergency (door to be contrasting with the walls internally).

Level access doors to the warehouse area are to be finished in Hamlet to match the other lighter features of the facades. Operational dock doors to be finished in lighter colour to contrast visually with their black curtains.

The materials chosen for the external facades are low maintenance and typical for such building units. This provides an elevation treatment that can be maintained easily to ensure the long-term sustainability and visual appearance of the building. The use of different types of cladding to the elevations prevents from looking bland, with the introduction of horizontal and vertical lines. The introduction of the darker colour banding also helps to break-up the building facades and visually reduce impact of the building heights.

Commercial signage may be provided on the front elevations of the buildings and near the entrance doors as installed by the building occupiers which would be subject to consent obtained under separate advertisement applications.

3.5 Landscape

Principals & Strategy

The landscape design is an integral part of the scheme to assimilate a high-quality external environment for the development. The scheme also intends to incorporate and promote a corridor for cyclist / pedestrian links to the public networks.

A comprehensive Landscaping Strategy scheme has been undertaken by the landscape designer and the reference should be made to these documents for further detailed information.

Soft landscape proposal for the scheme is intended to be localised to the development curtilage with the existing landscaping and associated features already providing a natural soft landscaped setting. Additional planting will be provided to strengthen the development's own characteristic and provide protection and safeguarding to the existing habitat.

The arrangement of the proposed green network and landscaping has been informed by the following criteria:

- Working with the natural topography and landform
- Retention, restoration and management of existing trees and planting
- Understanding prevalent site constraints, conditions, and opportunities
- Planting proposals that can successfully integrate into the existing landscape
- To create a suitable transition from the development footprints into the surrounding site context
- Hard landscape design that facilitates accessibility for all

The vision for the site is to create an approach which is welcoming and responds positively to the local landscape context. To contribute to the site character, ecology, planting, and green network of the area that create additional habitats, screen, provide seasonal colour and interest and create simple spaces which are low maintenance.

The following design proposals have been incorporated into the scheme to deliver the design principles set out above:

- Integrated planting of native trees, shrubs and hedgerows is proposed to enrich the existing landscape fabric
- Positioning of proposed trees to compliment the scheme providing visual interest at focal areas of the site
- All the above additional measures will further strengthen the existing boundary planting, to create additional visual interest to the development whilst also providing natural 'green corridors' through the site for the use of local wildlife.

Hard Landscape Treatment

For unity and consistency across the site, a simple palette of hard landscape materials is proposed:

- Concrete paving flags (textured finish) to pedestrian footpaths – office access / car parks
- Tarmacadam surfacing to pedestrian footpaths (access road)
- Tarmacadam surfacing to car parking areas and associated access roads

- Concrete surfacing to service yard areas

All access pathways are to be laid evenly and have smooth transitions to avoid tripping.

4.0 ACCESS & OPERATIONAL STATEMENT

4.1 Site Accessibility

The proposed development includes provision for 904 parking spaces including trailer parking bays. The parking areas would be accessed via the new spine road which will be constructed during the development.

The proposed scheme includes new vehicular roads and dedicated pedestrian/cycle paths to access the units offering good circulation within the site for any type of visitors. Each of the units will provide car parking, accessible parking spaces and bicycle shelters.

A detailed 'Transport Assessment' (TA) has been prepared by Civic Engineers and reference should be made to this report in respect of full site accessibility modes, associated transport links and impact assessments.

With reference to the TA and context statements in this DAS it is considered that the proposed development will be highly accessible to all by sustainable transport alternatives.

The proposed development does not create any residual impacts that are considered severe and is therefore considered to be in accordance with the NPPF government guidance and should be acceptable in planning terms.

4.2 Access Statement

Philosophy:

The submitted scheme reflects the applicant's full commitment to an inclusive society in which nobody is disadvantaged and where physical barriers and exclusions are designed out. The philosophy of the design is to ensure that the need of people with impairments is considered as an integral part of the development process. By developing an inclusive environment, the scheme shall have positive effect on society and of benefit to the working communities. The design has also considered the applicant's commitment to working with the existing residents and parish council to come to an agreed scheme which mitigates any perceived significant detrimental impacts on these residents.

Site Approach / Building Access:

Car parking areas and associated road infrastructure has been designed to create a vehicle access to the development.

Safe access has also been incorporated to afford designated foot & cycle pathways for Pedestrians & Cyclists.

Secure stands are provided under the cycle shelters.

Accessible parking bays have been located directly adjacent to the main building (office) entrances. Level access from these bays and requisite clearance spaces has been included. Adjacent perimeter footpaths will also be designed to maintain a level access approach to the main entrance doors and then into the ground floor reception lobby.

Access routes and footpaths to be ramped as required to achieve level access approach. Gradients are to be less than 1:20 from accessible parking bays.

A canopy shelter over the building entrance doors has also been incorporated into the building design.

Entrance doors are proposed to be hinged glazed door sets integral with the curtain walling system and provide a minimum 1000mm clear opening width. The doors shall be fitted with a closer providing an opening force of no greater than 30N at the leading edge.

A level threshold shall be provided at all building access points, with no upstands exceeding 15mm in height.

Manifestations shall be provided to entrance screens in accordance with paragraph 2.24 of Approved Document M.

Internal floor matting shall be chosen to allow smooth transition whilst reducing risk of slipping and keeping entrances clean.

Surface line markings and symbols are to be applied to road surfacing along principal access routes and to controlled road access/egress points.

Tactile 'Blister' paving installed each side of uncontrolled road crossing points. Paving to be in buff or dark grey contrasting colours to Building Control acceptance.

Hazard Warning 'Corduroy' paving to be installed to accessible stepped provision (if applicable), in accordance with requirements listed in Part M of the Building Regulations.

800mm (min.) deep zone of tactile paving installed to full width and set 400mm away from bottom and top steps.

Guidance:

The scheme has been designed based on the following publications:

- Building Regulations Approved Document M
- BS 8300:2009 Design of Buildings and their approaches to meet the needs of disabled people (referred to for guidance)
- Equality Act 2010
- National Design Guide 2021

4.3 Transport Assessment

A detailed response has been provided by the Transport consultant for the proposed development scheme and is included in the supporting documents for the planning application. The report identifies the transport characteristics of the development site / surrounding area and highlights the likely transport implications of the proposed development.

4.4 Vehicular Access & Parking

The proposed site access and egress will be from the existing agreed access point off Weeland Road (A645) with Unit 10 to be accessed via the Energy from Waste road. The junctions have been designed to accommodate vehicles for their intended access uses, with cars and light goods to the car parking facilities and heavy goods and refuse trucks to the service yards.

Dedicated car parking zones have been created and segregated from the service areas. Accessible parking provision is located directly adjacent to the building entrance to facilitate level access.

The following on-site parking provisions are proposed and are to meet the requirements agreed with the local authority.

4.5 Public Transport

The location of the proposed development site offers great potential for journeys to and from the site by using public transport. Existing pedestrian crossing facilities and footways outside of the site provide accessible links to local bus stops which are located on the entrance junction adjacent to the residential housing.

Scheme proposals also include for linked footpaths from the existing network to each of the building unit entrances. The parking provision can be found in the schedule overleaf.

Parking Schedule Phase 2	
Description	Count
Hub	
Electric Charge Car Parking Bay	8
Standard car parking bay	16
	24
Unit 5	
Cable Enabled Parking	5
Accessible Parking Bay	13
Electric Charge Car Parking Bay	12
Standard car parking bay	81
Car Sharing Bay	4
	115
Unit 6	
Cable Enabled Parking	5
Accessible Parking Bay	6
Electric Charge Car Parking Bay	5
Standard car parking bay	65
Car Sharing Bay	5
Trailer Parking Bay	22
	108
Unit 7	
Cable Enabled Parking	14
Accessible Parking Bay	15
Electric Charge Car Parking Bay	12
Standard car parking bay	226
Car Sharing Bay	30
Trailer Parking Bay	46
	343

Parking Schedule Phase 2	
Description	Count
Unit 8	
Cable Enabled Parking	6
Accessible Parking Bay	6
Electric Charge Car Parking Bay	6
Standard car parking bay	109
Car Sharing Bay	5
Trailer Parking Bay	33
	165
Unit 9	
Cable Enabled Parking	4
Electric Charge Car Parking Bay	4
Standard car parking bay	71
Disabled parking bay	4
Car Sharing Bay	4
Trailer Parking Bay	25
	112
Unit 10	
Cable Enabled Parking	2
Accessible Parking Bay	2
Electric Charge Car Parking Bay	2
Standard car parking bay	29
Car Sharing Bay	1
	36
TOTAL:	903

4.6 Pedestrian Access

The existing footway network on the local public highways is of good to suitable quality.

4.7 Cyclist Access

Covered cycle storage areas are located to provide dedicated alloacting to each building unit of the development with dedicated cycle paths keeping them away from the road and the HGVs. Tenants of the buildings will be responsible for making provision for adequate sanitaryware, changing and storage facilities for their staff. Cycle access to the canal is proposed at two points throughout the scheme increasing its permeability and connectivity to the surrounding area.



Figure 20: Plan illustrating movement hierarchy around the site

4.8 Waste Management

Each building unit has space allocation for Waste & Refuse storage and recycling to facilitate a waste management strategy by the end user. Proposed locations are shown on the proposed development site layout. It is intended that Tenant's and/or building occupiers will agree private contracts for trade waste collections.

4.9 Security

The security of the site and prospective users have been addressed as part of the proposed scheme.

Although a 'Secured by Design' application has not been commissioned or submitted as part of this application, the following principles have been carefully considered in the scheme design layouts:

- Open car parking layout immediately to the main access frontages for good natural surveillance
- Provision of safe and delineated access routes for both vehicles and pedestrians in an open format
- Secure gated access and/or warden styled swing gate to car park and service areas for out of hours securing
- Avoidance of places of concealment to building perimeters and car parking areas
- Buildings will typically have one access entrance of suitable robust quality and vandal resistance rating
- Buildings will have robust materials of construction in metal cladding systems and toughened safety glazing
- Buildings have active glazed fenestrations prominent sides that provides good natural surveillance
- A maintained low level landscape treatment that allow visibility into the open car parking areas of the development
- A good quality lighting scheme that creates a safe environment after dark, but approved by the council to avoids unnecessary light pollution

4.10 Sustainability

The sustainability approach for the development has regard to the requirements of planning policy in terms of energy and global warming considerations. This is effectively now covered by compliance with the Building Regulations Approved Document Part L2A and provision of associated thermal modelling (BRUKL reports) and Energy Performance Certificates (where applicable).

The preferred solution for compliance is to provide a fabric first approach through thermal elements and other parts of the building fabric. As opposed to renewable technologies that can be expensive from a capital expenditure aspect, and do not necessarily generate any real benefits for the end users. The use of improved thermal fabrics is considered the best approach to yield a direct reduction in energy consumption.

PV panels are planned to be installed on the roofs of the units. Details to be provided by MEP Engineer.

The proposed development will meet BREEAM 'Very Good' standards.

Good visibility, cycle tracks and the provision of sheltered cycle spaces promotes access by bicycle. Building materials have been selected based on their high quality, robust nature and low maintenance requirements.

The Building Services will also be designed in accordance with the required energy efficiency standards to satisfy the site-wide masterplan for compliance with an approved energy strategy.

To reduce water consumption, the sanitaryware systems and their associated fittings and controls will be specified to achieve the water saving requirements. Water use will be metered to ensure occupier information can be made available.

5.0 SCHEME VISUALISATION



Figure 21: Visual representation no. 21169-C4P-AV-XX-VS-A-704 – view on the proposed development looking at Units 6 and 7



Figure 22: Visual representation no. 21169-C4P-AV-XX-VS-A-705 – view on the proposed development looking at Units 8 and 10



Figure 23: Visual representation no. 21169-C4P-AV-XX-VS-A-701 – view on the proposed development



Figure 24: Visual representation no. 21169-C4P-AV-XX-VS-A-702 – view on the proposed development looking at Unit 9



Figure 25: Visual representation no. 21169-C4P-AV-XX-VS-A-703 – view on the proposed development looking at Units 8 and 10