



UMC ARCHITECTS[®]

Design & Access Statement

Moorgate Point, Knowsley





Control

Prepared For
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1.0 Introduction

The Introduction chapter contextualises the Design and Access Statement, outlining the purpose of the document and the scope of the proposed development. It provides an overview of the application type, and the nature and extent of the proposals. This chapter also explains the structure of the statement, establishing the framework for the design narrative presented in the following chapters.



1.1 Project Overview

This document has been prepared by UMC Architects on behalf of Indurent Management Limited in support of a Full Planning Application for proposed industrial and logistics development (Class B2 & B8) at Land to the East of Moorgate Point, Alchemy Way, Knowsley Business Park.

The proposals outlined in this document are for the ‘Demolition of Existing Buildings/Structures and Erection of Industrial & Logistics Warehouse Units (Use Class B2 and/ or B8 and/ or E(g)(iii)), with Ancillary Offices, Including Provision of Revised Access Arrangements from Alchemy Way and All Associated Works of Landscaping, Car Parking and Servicing Arrangements’, within the application boundary covering 11.19 Acres (4.53 Ha).

1.2 Content

The purpose of this document is to highlight the evolution of the physical design and identify design responses with respect to access, appearance, landscaping, layout and scale.

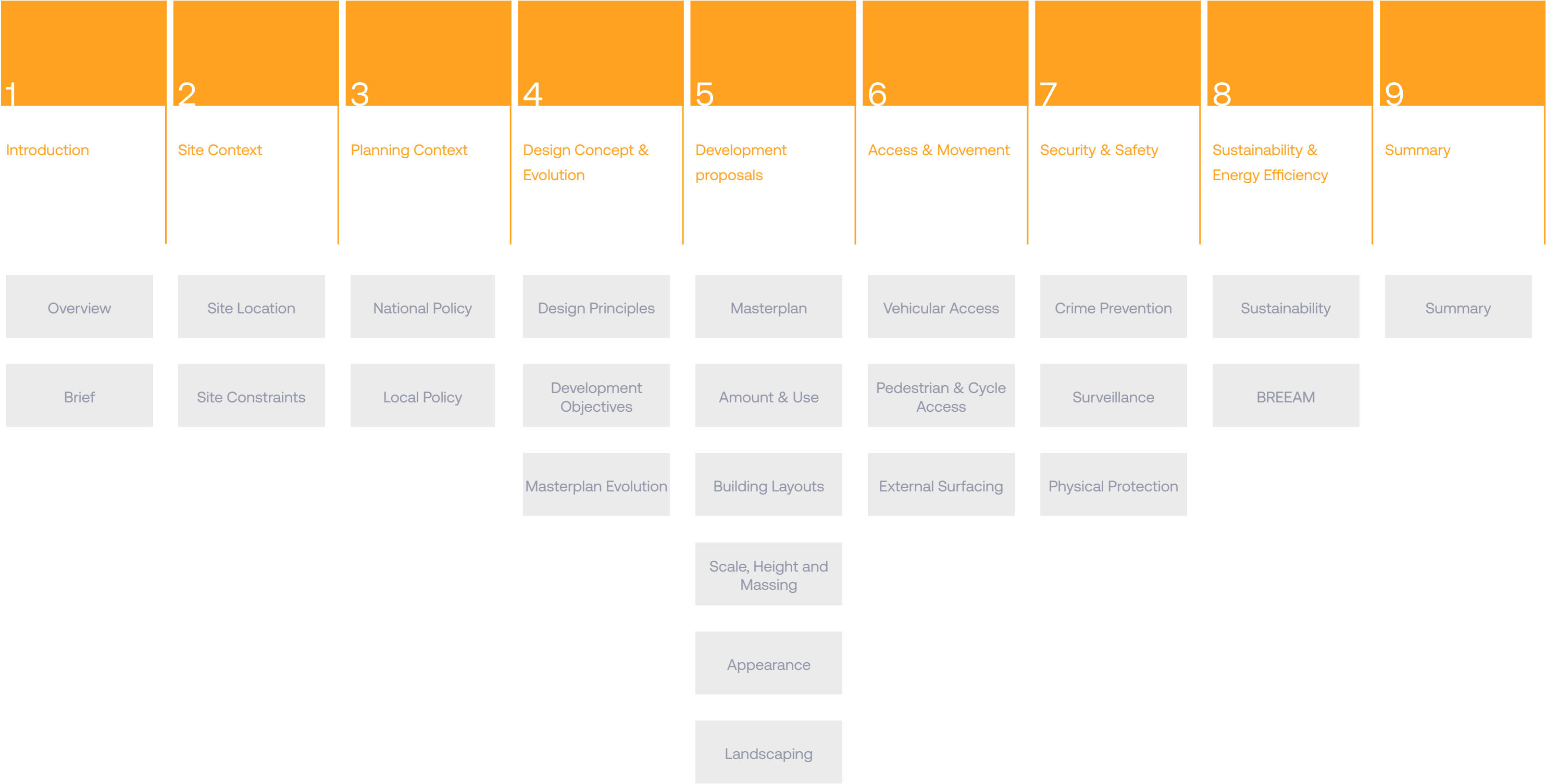
The statement contains a summary of the site context, analysis of the surrounding areas and an explanation of the relevant design, exploring the physical characteristics of the scheme that have been informed by the design process.

This document should be read in conjunction with the other technical reports and supporting documents submitted as part of the application.



Visualisation shown for indicative purposes only

1.3 Document Structure



1.4 Project Brief

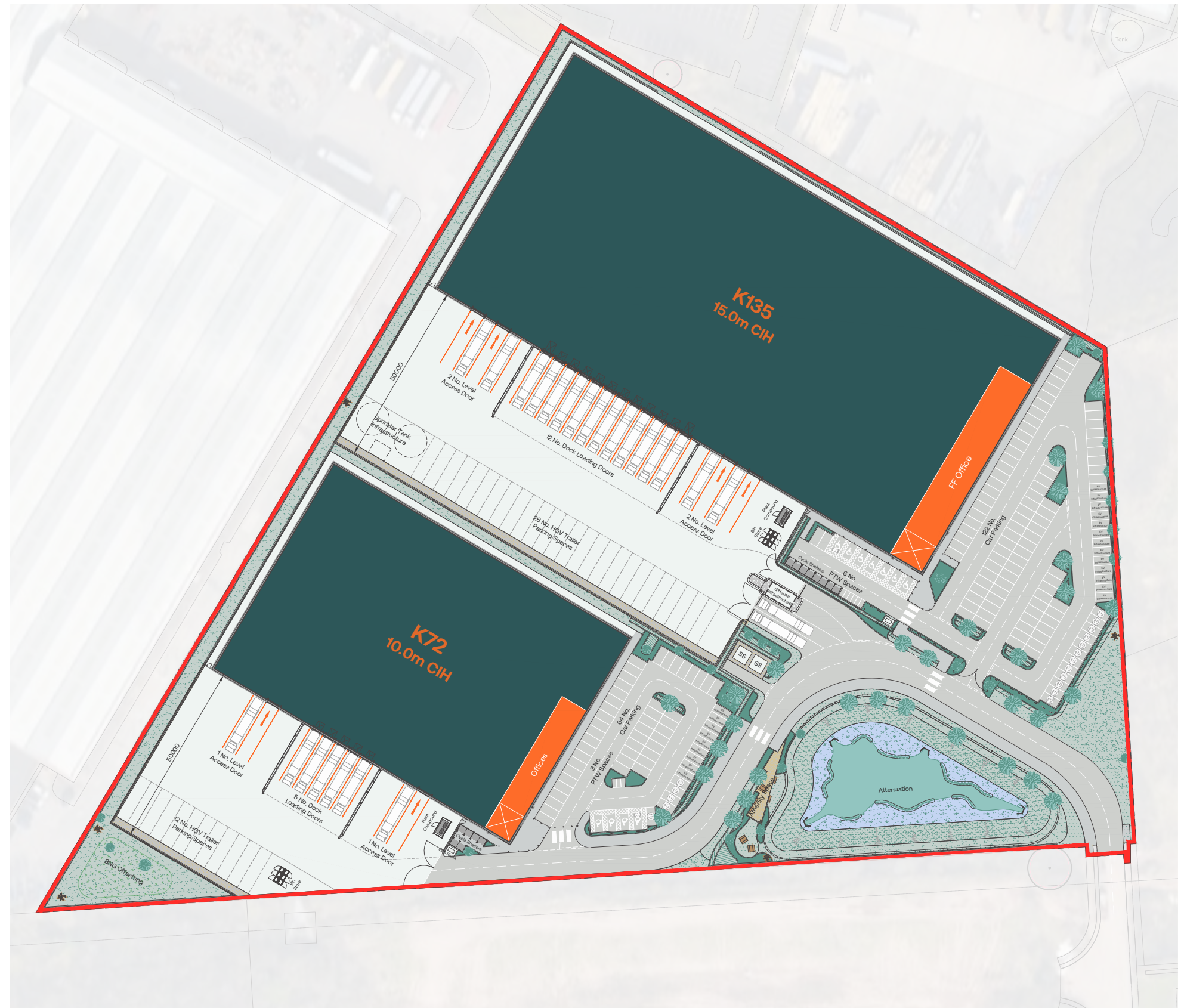
The planning application will seek permission for two industrial warehouses warehouse units (Class B2 and/ or B8 and/or E(g)(iii)) including ancillary offices. Other services include:

- Associated parking & servicing
- Landscaping
- External Amenity
- Access
- Highways works and infrastructure
- BREEAM Excellent
- EPC A+

The units are designed to meet high quality standards with service yards sized to provide sufficient lorry parking. The yard features both level entry and dock leveller loading door access, as operationally required by potential occupiers. In addition, the unit is served by integral ancillary offices allied with grade level car parking and cycle storage.

The proposed development will provide high quality employment space inside and out. The development will also be integrated with the immediate surroundings, amenity space and extensive landscaping, and generate economic benefits for the area. The application is being made to provide sustainable and high quality industrial & logistics floorspace which will complete the pattern of development at Knowsley Business Park and contribute positively to the social and economic development of Knowsley. The development will provide significant job opportunities for local residents across a range of skill sets and play a critical role in enabling the efficient and effective supply of goods for consumers and businesses.

The documents contained within the planning application provide details of the proposed development, whilst this statement describes the design principles including building design, layout, access, scale and landscaping.





2.0 Site Context

Understanding the context of the site is fundamental to informing and shaping the development proposals. This chapter sets out the physical, environmental, and strategic characteristics of the site and its surrounding area. It considers the site’s location, accessibility, topography, landscape character, and existing land uses, as well as its relationship to adjacent buildings and infrastructure. This contextual analysis ensures that the design response is well-integrated, and sensitive to its setting.



2.1 Regional Context

The site is located just north of the A580 and in close proximity to junction 4 of the M57, and is within 30mins drive of Liverpool.



2.2 Local Context

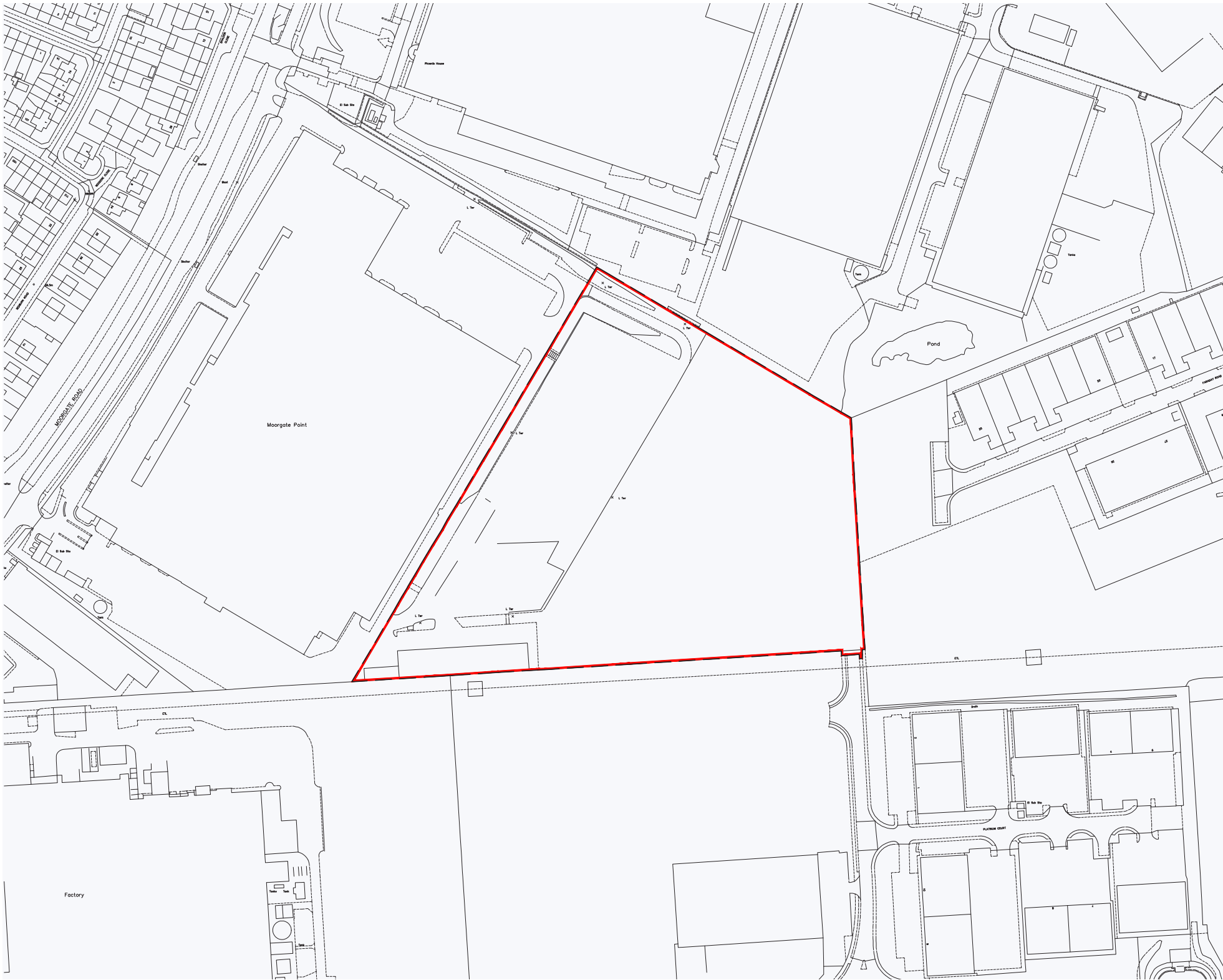
Location

The application site is 4.53 Hectares (11.19 Acres), located within Knowsley Business Park, a regionally significant employment hub, and is allocated for industrial development within the adopted Core Strategy. Accordingly, the development of the Site for employment (Class B2/ B8) uses is considered to be acceptable in principle.

Directly to the north, north east, south east, west and north west of the Site are existing industrial buildings in a range of size from small, medium and large-box units. To the east is an Amazon van park that has recently commenced operations. Land immediately to the south comprises an open area of land which was granted outline planning permission in April 2024 for the erection of two units (Use Class E (g) (ii) (iii) or B2 or B8 Use) with ancillary office space, car parking and vehicular, pedestrian circulation with access onto Alchemy Way (App Ref: 23/00456/FUL). Whilst access is currently limited, The Site has excellent connectivity by virtue of its adjacency to the M57 Motorway and East Lancashire Road (A580), connecting the Site to Liverpool, Manchester and beyond.



2.3Site Location Plan



Site Address	Site Area
Land to the East of Moorgate Point, Alchemy Way, Knowsley Business Park, Kirkby	11.19 Acres 4.53 Hectares

Surrounding Context

The Site is trapezoidal in shape, and features predominantly flat, low-lying land with a landscaping bund adjacent to the southern boundary. Alchemy Way extends almost to the south-eastern boundary. The western portion of the Site is currently used as a haulage yard, comprising areas of hardstanding surrounded by soft landscaping, with a terrace of small industrial units at the south-western boundary, accessed from Moorgate Road North, via Moorgate Point. The eastern portion of the Site is undeveloped, consisting predominantly of grassland and scattered shrubland.

Site Constraints

There are various constraints which have been considered as part of the application and have helped to define the development parameters. The Site lies in Flood Zone 1 (low risk of flooding) and is not within a Conservation Area. There are no Listed Buildings or structures on Site, and it is not in an area that is at High Risk of coal mining. There are no other known planning constraints to development.

Key

Application Boundary



2.4 Adjacent Properties



01

Saputo Ltd - Industrial Manufacturing Warehouse

02

Small-scale Commercial, Storage, and Offices



03

Moorgate Point: Multiple Uses - Terraced Storage Unit

04

Logistics and Office Space

05

Small-scale Commercial, Storage, and Offices



3.0 Planning Context

This chapter outlines the planning policy framework relevant to the proposed development. It highlights key national and local policies, including site allocation and supplementary guidance, that have informed the design. The proposals are set within the wider strategic context, demonstrating alignment with policy objectives on land use, design quality, sustainability and accessibility, supporting a responsive and compliant design approach.



3.1 National and Local Context

National Planning Policy Framework

The revised National Planning Policy Framework (“NPPF”) was adopted in December 2024 and is a material consideration in the determination of all planning applications. At the core of the NPPF is a ‘presumption in favour of sustainable development’.

Paragraph 8 of the NPPF states that achieving sustainable development means the planning system has economic, social, and environmental overarching objectives which are interdependent and need to be pursued in mutually supportive ways.

Paragraph 11 of the NPPF contains the presumption in favour of sustainable development. In terms of decision taking, Paragraph 11 states that proposals which accord with the development plan should be approved ‘without delay’.

Paragraph 85 states planning decisions should help create the conditions in which businesses can invest, expand and adapt with significant weight placed on supporting economic growth and productivity, particularly where Britain can be a global leader in driving innovation.

Paragraphs 124-128 relate to making the most effective use of land. Of relevance to this proposal, Paragraph 121 states that policies and decisions should promote and support the development of under-utilised land and buildings.

Paragraph 129 of the NPPF states that planning policies and decisions should support development which makes the most efficient use of land, taking account of local market conditions, the desirability of maintaining an area’s prevailing character and the need to promote regeneration and change.

Paragraph 135 states decisions should ensure that developments: function well; are visually attractive; are sympathetic to local character and history; establish or maintain a strong sense of place; optimise the potential of the site; and create places that are safe, inclusive, and accessible and which promote health and well-being.

Knowsley Local Plan Core Strategy January 2016

The development plan for this application is the Knowsley Local Plan Core Strategy (the ‘Core Strategy’), adopted in January 2016 and the ‘saved’ policies of the Knowsley Replacement Unitary Development Plan (‘UDP’). The relevant policies are considered to be:

- Policy CS2 – Development Principles
- Policy CS4 – Economy and Development4
- Policy CS7 – Transport Networks
- Policy CS8 – Green Infrastructure
- Policy CS11 – Principle Regeneration Area – Knowsley Industrial and Business Parks
- Policy CS19 – Design Quality and Accessibility in New Development
- Policy CS 21 – Greenspace and Trees
- Policy CS22 – Sustainable and Low Carbon Development
- Policy CS23 – Renewable and Low Carbon Infrastructure
- Policy EC3 – Primary Industrial Areas
- Policy T5 – Location of Major Traffic Generating New Development
- Policy T8 – Transport Assessments

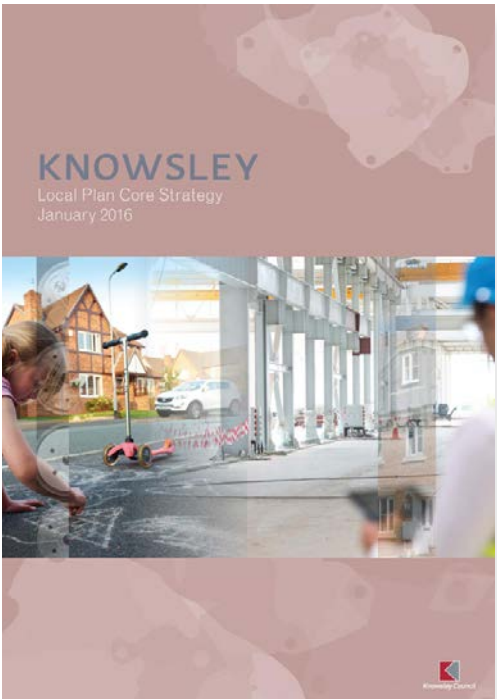
Policy LP - CS8 ‘Green Infrastructure sets out development should Maintenance and Enhancement of Knowsley’s Existing Green Infrastructure to:

- “Ensure more attractive and cleaner residential neighbourhoods;
- Sustain and promote biodiversity (including designated sites, priority habitats and protected and endangered species) in accordance with importance and contribution to ecological networks;
- Preserve the character and function of historic environments and valued landscapes;
- Mitigate the effects of climate change and flood risk;
- Mitigate air, water and noise pollution;
- Provide local opportunities for sport, recreation and allotments;
- and Provide sustainable transport linkages between residential neighbourhoods and easy access to employment and services.”



National Planning Policy Framework

December 2024



Policy LP - CS4 'Economy and Employment' sets out the policy requirements for employment development highlighting that planning policy will be used to:

- "Support sustainable economic growth and meet the development needs of established and emerging employment sectors, including the Liverpool City Region key economic sectors;
- Provide sufficient land to meet employment development needs to 2028;
- Enhance the quality and efficiency of land use within existing employment areas;
- Improve accessibility to an appropriate range of jobs, for example by encouraging mixed use employment/residential schemes where appropriate and improving transport linkages between housing and employment areas;
- Address skills and educational barriers to employment;
- Encourage recruitment targeted towards communities living in and around the development site;
- Support new start up businesses including social enterprise;
- Encourage homeworking through improvements to digital communications and telecommunications infrastructure;
- Support the diversification of the rural economy;
- and Support the appropriate development of tourism facilities."

Policy LP - CS11 'Principal Regeneration Area – Knowsley Industrial and Business Parks' sets out the policy requirements for employment development, and specifically Knowsley Industrial Park South, highlighting that: "Regeneration of Knowsley Industrial and Business Parks will be supported, which encourages a mix of new high quality employment development with a particular focus on the development of:

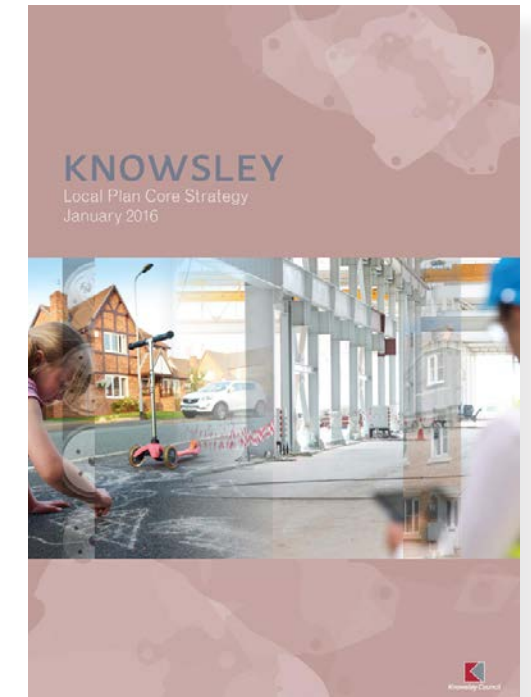
- a) Class B1 'business' uses within 'gateway' locations at: A580 West/Moorgate Road; A5208 County Road/South Boundary Road/Moorgate Road/Arbour Lane/Lees Road; and at A580 East/Coopers Lane;
- b) Class B2 'General Industrial' and B8 'Storage and Distribution' uses north of South Boundary Road;
- c) Class B1 and B8 uses south of South Boundary Road; and
- d) A local service centre (or 'Services Hub') at South Boundary Road to provide small scale shopping and services to serve the needs of the workforce within the Park.

The references to Class B1 uses in clauses 1)a) and 1)c) above shall be subject to compliance with the sequential test in Policy CS4: Economy and Employment.

2) Knowsley Industrial Park is identified as a 'Priority Zone' to promote the production of renewable, low carbon and decentralised energy (in accordance with Policy CS22: Sustainable and Low Carbon Development and Policy CS23: Renewable and Low Carbon Infrastructure).

3) Improved facilities for sustainable transport will be supported, including:

- a) Road access improvements to open up and improve circulation within the Industrial Park;
- b) Improved public transport interchange facilities."



3.2 Additional Planning Context

Supplementary Planning Documents (SPDs)

In developing the design proposal the local design supplementary planning documents were analysed to ensure the development considered local policy within design decisions.

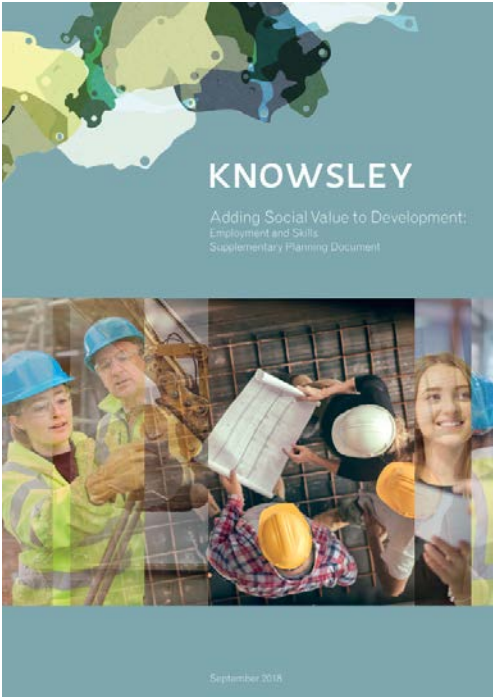
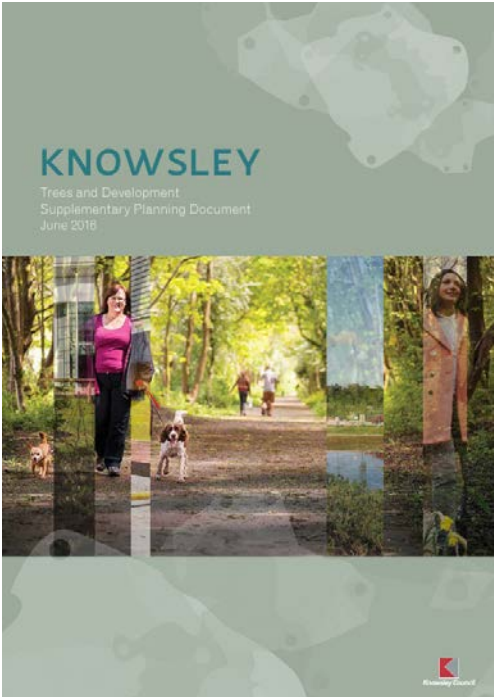
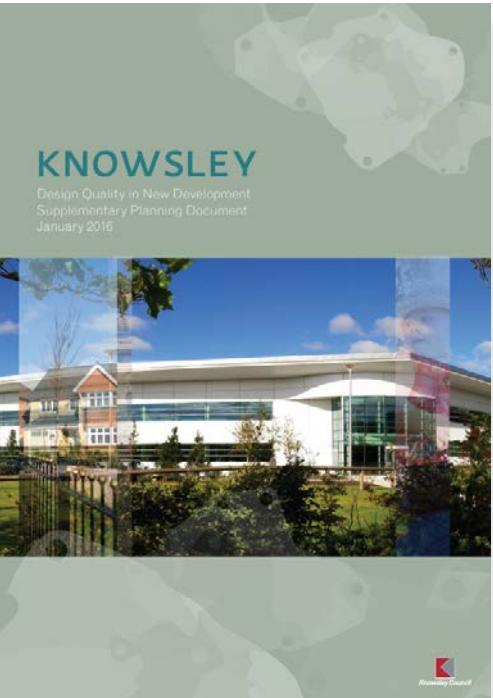
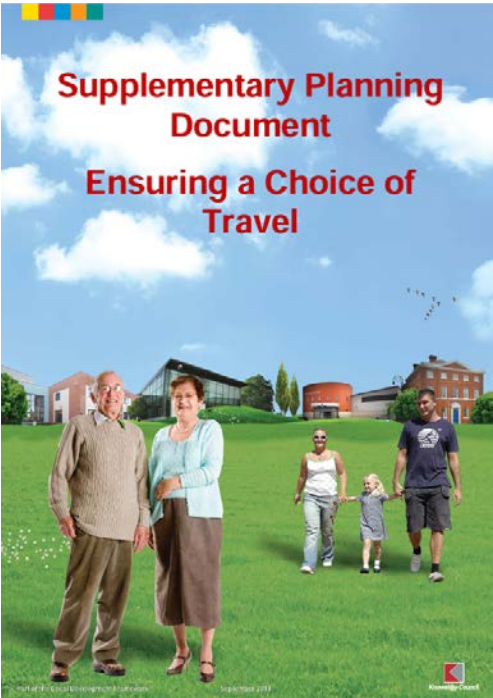
The following Supplementary Planning Documents are also materials considerations:

1. Design Quality in New Development SPD (published January 2016)
2. Ensuring a Choice of Travel SPD (published in September 2010)
3. Developer Contributions SPD (published June 2016)
4. Trees and Development SPD (published June 2016)

Pre-Application Advice

A combination of formal and informal pre-application discussions undertaken with Council’s officers, including Alan Kilroe (Head of Planning), Clare Appleyard (Planning Officer), Jon Parry (Highways) and Louise Fortune (Highways & Development Control – Team Leader)

During formal pre-application discussions, officers confirmed that the principle of the proposed development in this location would likely be acceptable, subject to satisfying all of the relevant development management criteria.





4.0 Concept & Evolution

This chapter sets out the core design concepts and explains how the proposals have evolved in response to site analysis, planning policy and stakeholder engagement. It illustrates the iterative design process, highlighting how key constraints and opportunities have shaped the layout, form and functionality of the development. The chapter demonstrates a considered and responsive design approach, grounded in context and refined through consultation and technical input.



4.1 Site Principles

01 Green Buffer

Retention of existing trees and bunds provide natural screening and maintain habitat zones.

01 Notional Views

Key views around the site have directly effected the overall illustrative layout of units across the site.

01 Massing

Hard edges towards site boundaries are mitigated by the orientation of each unit, providing feature corners minimises impact in terms of massing to key views.

01 Noise Control

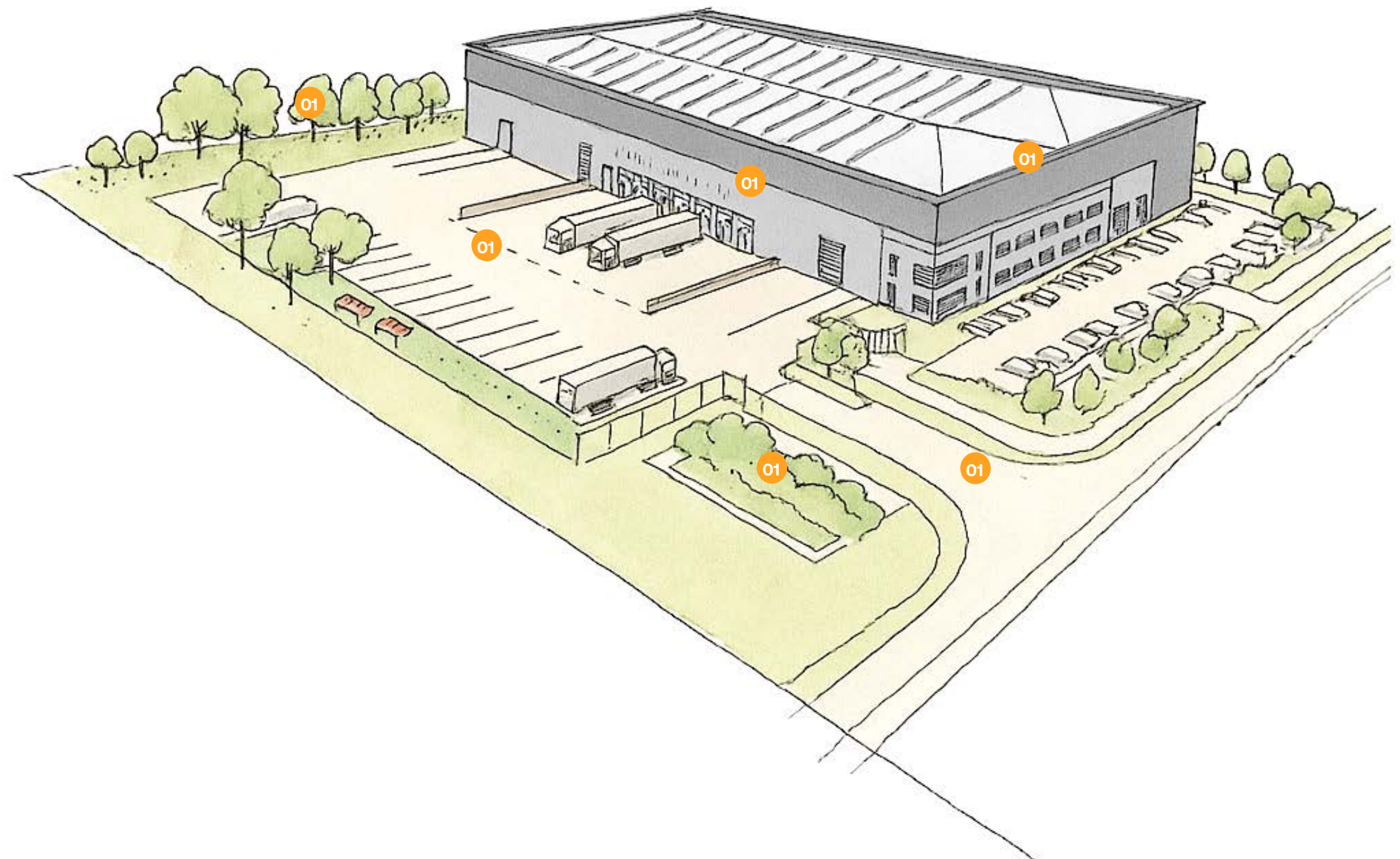
Site yards are often the area in which most noise from machinery and workers is produced. Inward facing site yards limit noise projected into the surround area.

01 Lighting

Lighting to service yards will be designed to minimise light spill beyond plot boundaries.

01 Amenity

The green space provided within the site is envisaged to enhance existing landscape.



Visualisation shown for indicative purposes only

4.2 Key Design Objectives

The development proposal has been developed to achieve the key design objectives below:

Character

To create attractive, self-contained and functional buildings with their own identity, which relate well to their context.

Quality of the External Realm

To create a welcoming environment for staff and visitors alike. Landscaping and integrated footpaths and road / cycleways will provide a cohesive development.

Scale, Height and Massing

To establish buildings with scale and size which relates to the rest of the development, its surrounding context, and ensure they are appropriate for their function. Attention should be given to breaking up large façades and to making references to human scale.

Appearance

To create an attractive appearance through the utilisation of materials that are appropriate for the locality and building type and that are also robust and will not deteriorate with time.

Functionality

To provide buildings which will meet the long term needs of the occupiers for running efficient and successful businesses.

Standards

To meet the appropriate standards of safety, accessibility, energy efficiency and institutional standards.

Orientation

Ensuring that the buildings provide appropriate frontage to the main estate road and surrounding access roads to give visitors, staff and HGV drivers a clear orientation and reference point on arrival to the site.

Access

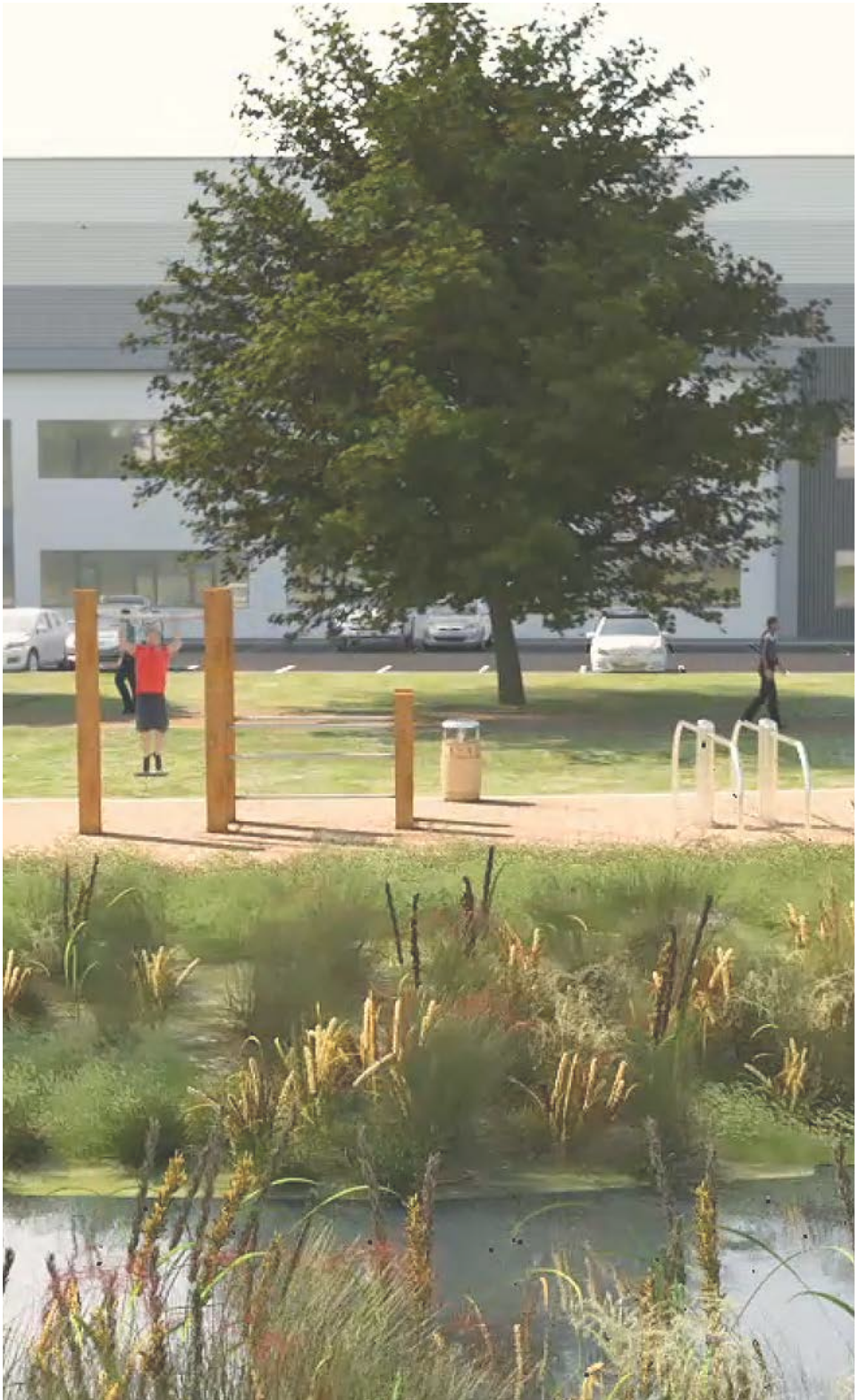
Provide a safe and effective access point into the site from the existing infrastructure, allowing segregation of movement between cars, service vehicles, cyclists and pedestrians.

Movement

Provide a clear, legible and segregated vehicular movement strategy incorporating all road entrances, loading and vehicular parking areas.

View of the Site

Ensure prominent building elevations are suitably designed to a high specification with appropriate materials and sensitive landscape treatment.



Visualisation shown for indicative purposes only

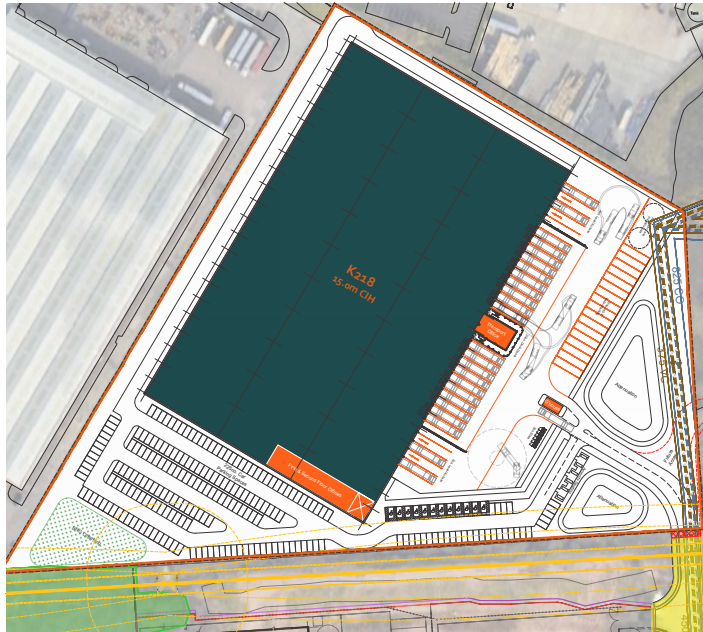
4.3 Masterplan Evolution



The first design iteration considered a three unit layout with access to the south west corner of the site.



The orientation of the units did not create an active frontage to the site entrance, therefore the orientation was amended to ensure the offices and yards create a sense of arrival, rather than entering onto the rear of a unit.



A single unit scheme was tested to consider the massing relation to the adjacent existing warehouse. The access was also relocated to the south east which made for a better sense of arrival and a more logistically secure and future-proofed access.



To provide a balance of unit sizes and an attractive frontage a two unit scheme was developed.

- Design & Character
- Quality of External Realm
- Functionality
- Building Context
- Access, Orientation & Movement
- Health & Well-being
- View of Site

- Design & Character
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- View of Site



5.0 Development Proposals

This chapter sets out the core design concepts and explains how the proposals have evolved in response to site analysis, planning policy and stakeholder engagement. It illustrates the iterative design process, highlighting how key constraints and opportunities have shaped the layout, form and functionality of the development. The chapter demonstrates a considered and responsive design approach, grounded in context and refined through consultation and technical input.



5.1 Proposed Site Layout

Proposed Amount

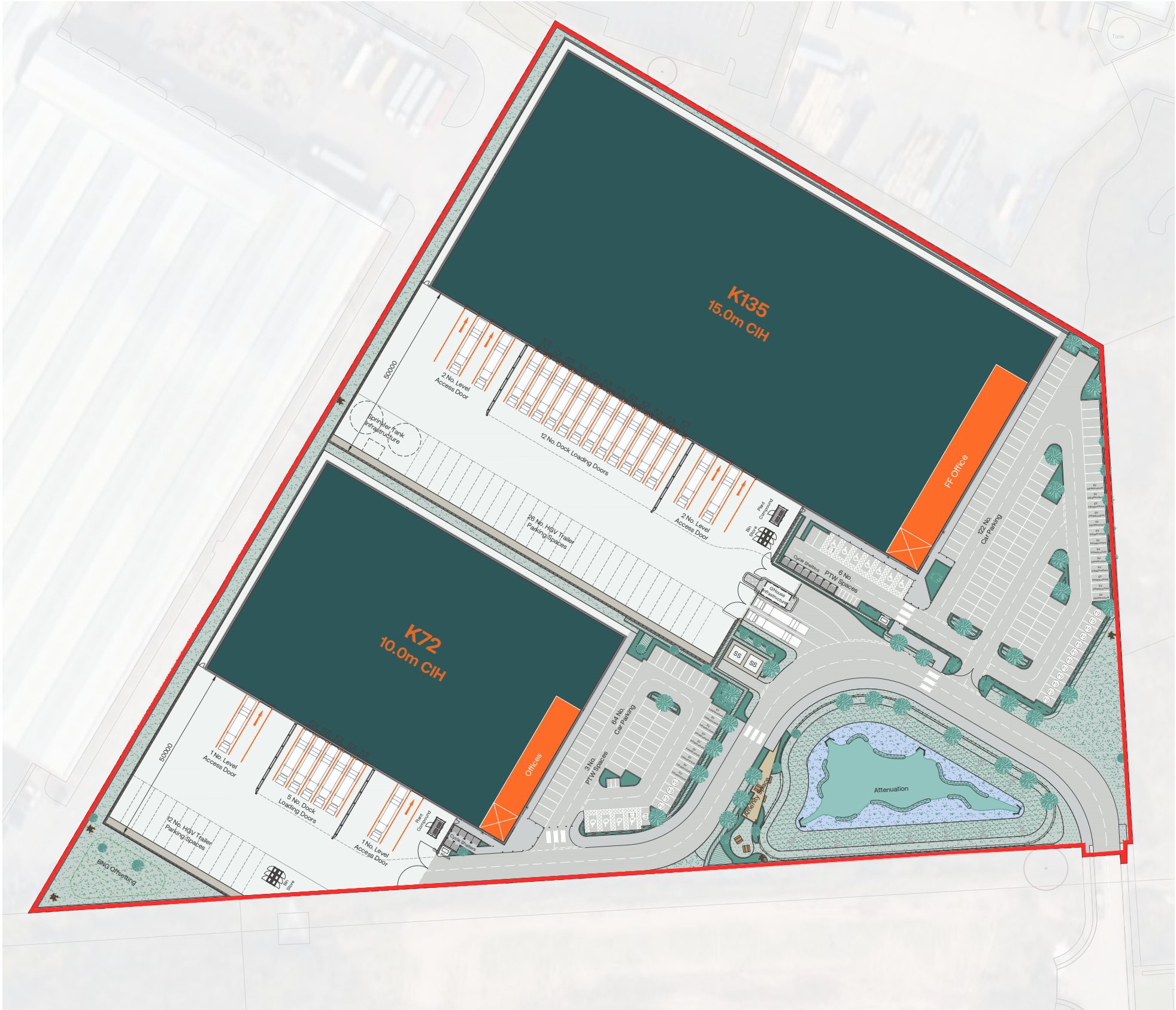
The proposed units comprise steel-framed, single storey warehouses sized to suit the operational requirements of future occupiers, based on industry standards. The proposal seeks full planning permission for the development of 18,384sq. m (197,880 sq. ft) of industrial and logistics floorspace, arranged across two units..

Significant space is provided around the buildings for necessary vehicle loading manoeuvres, with integrated parking provision and soft landscaping. The sizes of these areas are derived from the dimensions of modern articulated vehicles and their turning circles, whilst the landscaping scheme will serve to enhance the site.

- Design & Character
- Quality of External Realm
- Functionality
- Building Context
- Access, Orientation & Movement
- Health & Well-being
- View of Site

Key

Application Boundary



5.2

Abstract

identity, which relate well to their context.

and integrated footways and road / cycleways will provide a cohesive development. Well-being Space “WS” has been incorporated.

development, its surrounding context, and ensure they are appropriate for their function. Attention should be given to breaking up large façades and to making references to human scale.

Appearance

are appropriate for the locality and building type and that are also robust and will not deteriorate with time.

Functionality

for running efficient and successful businesses.

Standards

and institutional standards.

road and surrounding access roads to give visitors, staff and HGV drivers a clear orientation and reference point on arrival to the site.

infrastructure, allowing segregation of movement between cars, service vehicles, cyclists and pedestrians.

incorporating all road entrances, loading and vehicular parking areas.

specification with appropriate materials and sensitive landscape treatment.



5.3 Parking Provision



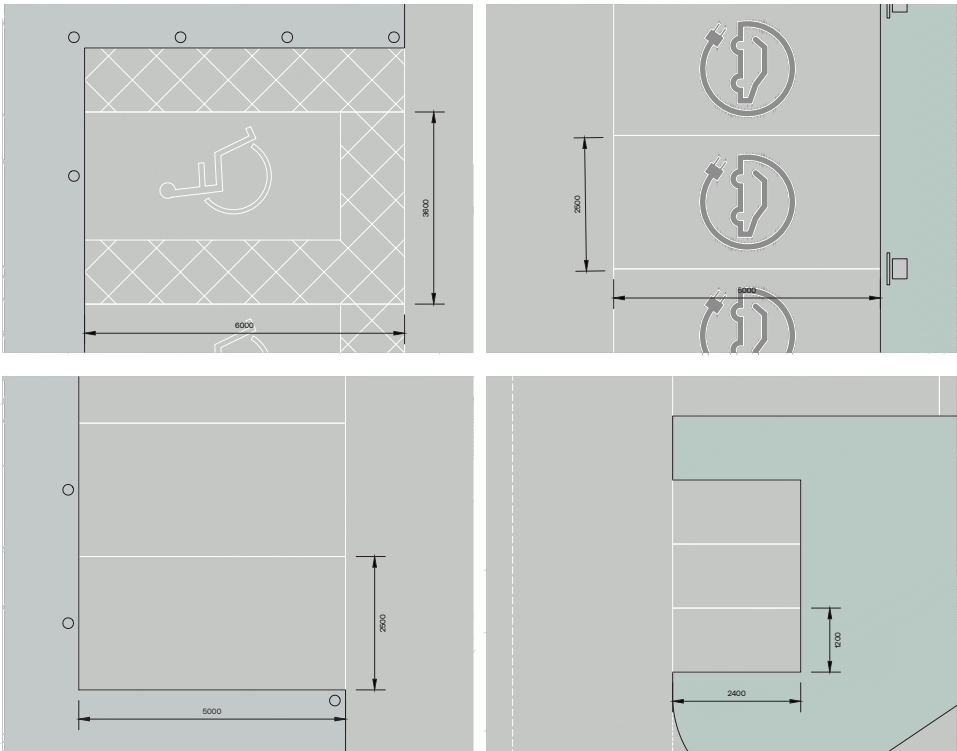
Visualisation shown for indicative purposes only

Car Parking Numbers

The development provides car parking to suit the development needs, and following local council consultation advice. More information on this can be found in the transport assessment.

The parking numbers below have been seen to be sufficient for the scheme for B8 use, and align with the council consultation advice and institutional standards.

	Unit K72	Unit K135
Standards (1:100m²)	64	120
Provision	64	122



Cycle Parking Numbers

The cycle parking provision for the development has been provided based on figures calculated for BREEAM, and is based on expected building occupancy.

	Unit K72	Unit K135
Min Requirement	29	42
Provision	36	48



5.4 Proposed Site Layout - B2 Option

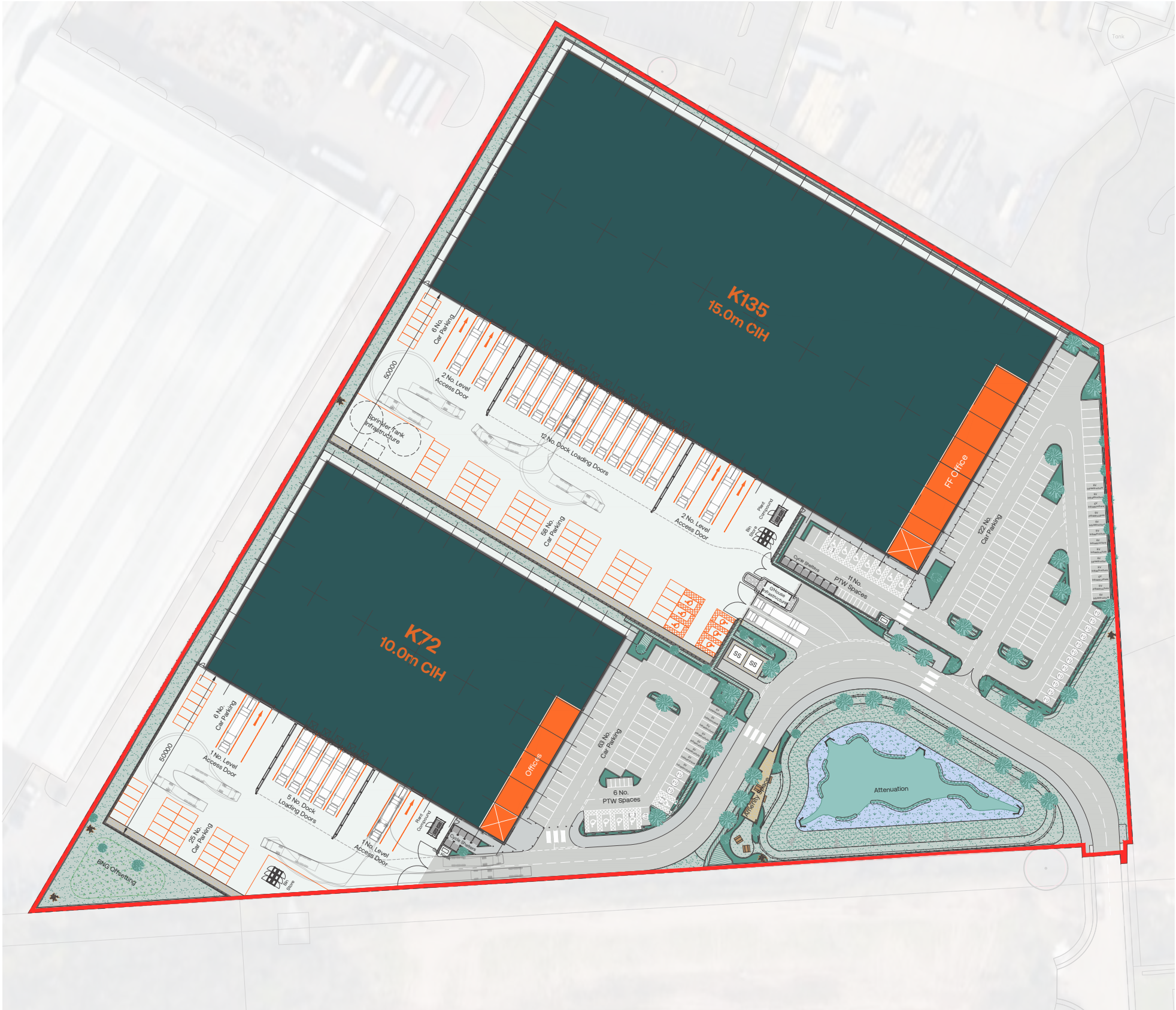
B2 Layout

The scheme proposal is for a speculative development and therefore the provision is a blend in terms of assumed B2/ B8 floorspace. Following discussions with the LPA and LHA, the application includes an alternative site layout plan which includes the provision of additional parking spaces which are to be provided in the event that the units are occupied for B2 use. This allows future flexibility and adaptability for occupiers. The B2 layout is shown here. More information on this can be found in the transport assessment.

	Unit K72	Unit K135
Standards (1:45m²)	266	143
Provision	186	94

Key

Application Boundary



5.5 Proposed Uses

Proposed Usage

The largest of the units (Unit K135) is located to the north-west of the Site, whilst the smaller unit (Unit K72) is located to the south-west, both of which are provided with dedicated access, servicing and staff parking areas. Access is proposed to be made from Alchemy Way, at the south-east corner of the Site. The application also seeks permission for landscaping and all associated works. The following ancillary functions will be provided:

- Integral administration offices
- Gated and security controlled service yards
- Grade level car parking
- Cycle storage
- Refuse storage

Key

Application Boundary

1

Building Unit

2

Ancillary Floor Space

3

Car Parking

4

HGV Access

5

Car Access

6

Service Yard

7

Cycle Shelters

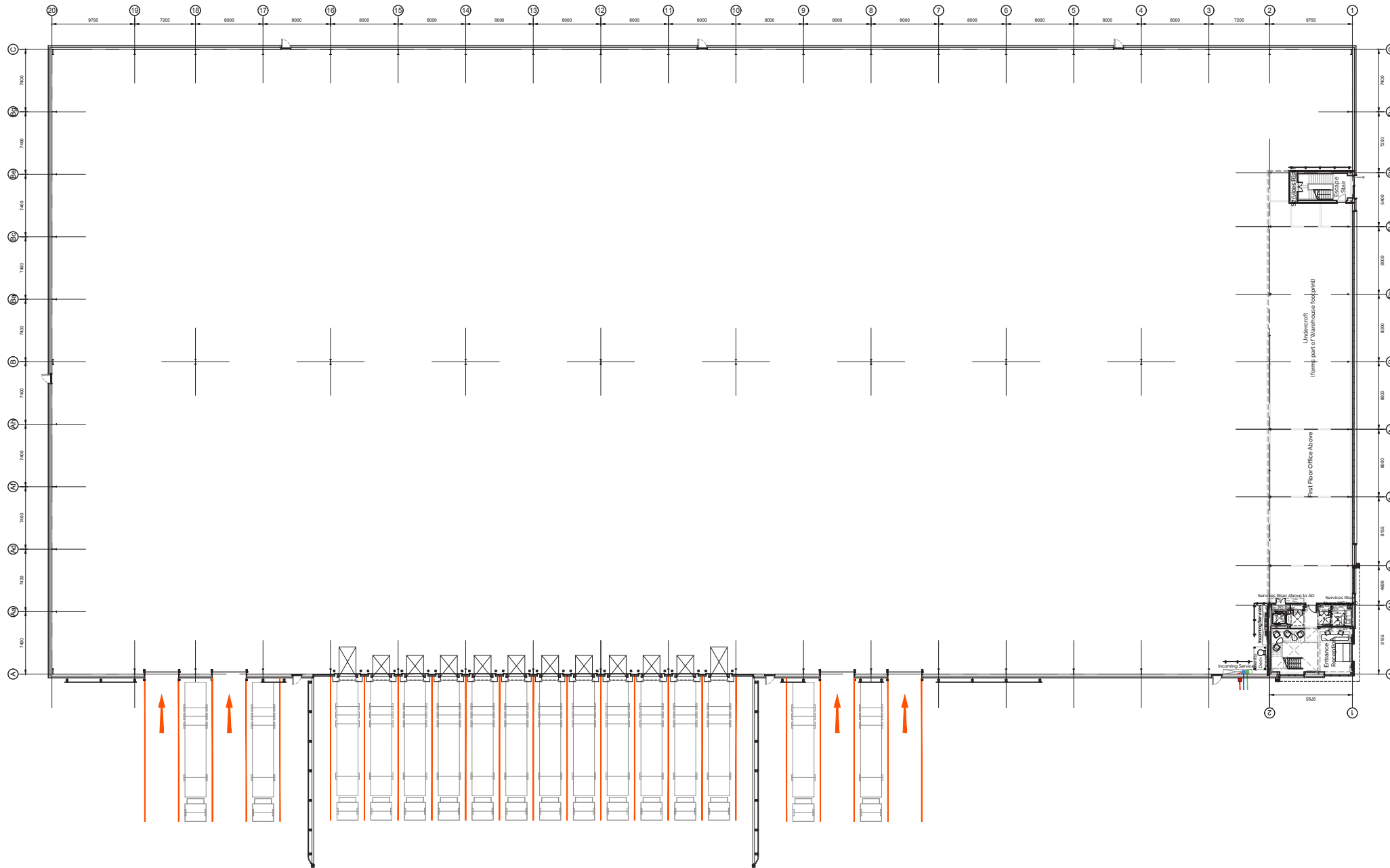
8

Level Access

9

Dock Doors

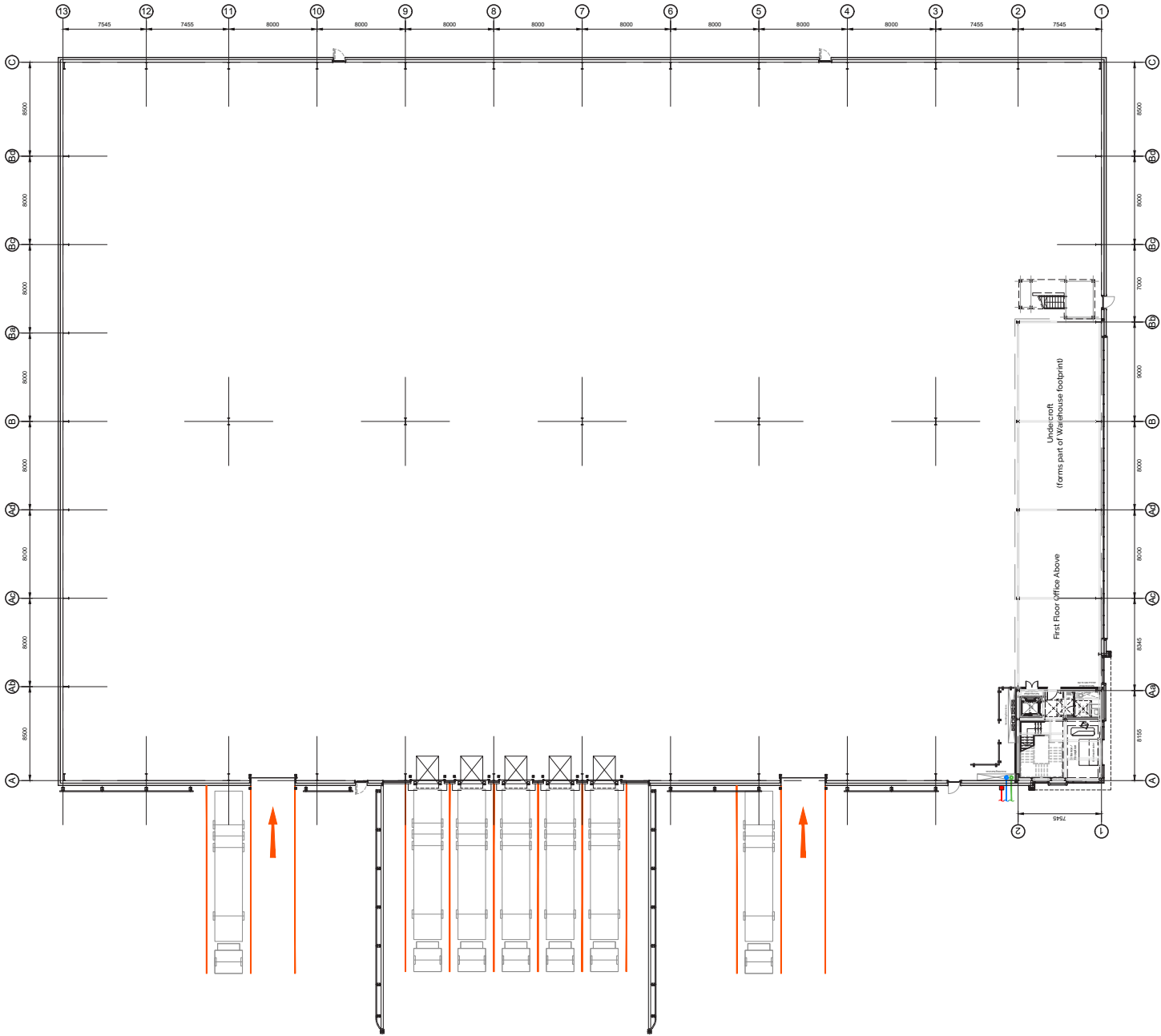




5.6 Unit K135 Building Plan

Unit K135 comprises a steel-framed, single storey warehouse which is sized to suit the operational requirements of the occupier. The unit provides 121,431m² of warehousing internal floor area, in addition to 7,371m² of associated office and welfare accommodation. The proposed site layout submitted as part of this application confirms the proposed floor areas as listed in the schedule of accommodation.

Warehouse Area	-	121,431 ft ²	11,281 m ²
Ground Floor Office	-	1,220 ft ²	113 m ²
First Floor Office	-	6,151 ft ²	571 m ²
Total Area (GIA)	-	128,802 ft ²	11,966 m ²
Loading Docks	-	12 (incl. 2 Euro Docks)	
Level Access Doors	-	4	



5.7 Unit K72 Building Plan

The proposed unit comprises a steel-framed, single storey warehouse which is sized to suit the operational requirements of the occupier. The application seeks to provide 65,056m² of warehousing internal floor area, in addition to 4,022m² of associated office and welfare accommodation. The proposed site layout submitted as part of this application confirms the proposed floor areas as listed in the schedule of accommodation.

Warehouse Area	-	65,056 ft ²	6,044 m ²
Ground Floor Office	-	708 ft ²	66 m ²
First Floor Office	-	3,314 ft ²	308 m ²
Total Area (GIA)	-	69,078 ft ²	6,418 m ²
Loading Docks	-	5	
Level Access Doors	-	2	

5.8 Unit K135 Office Layouts

Circulation

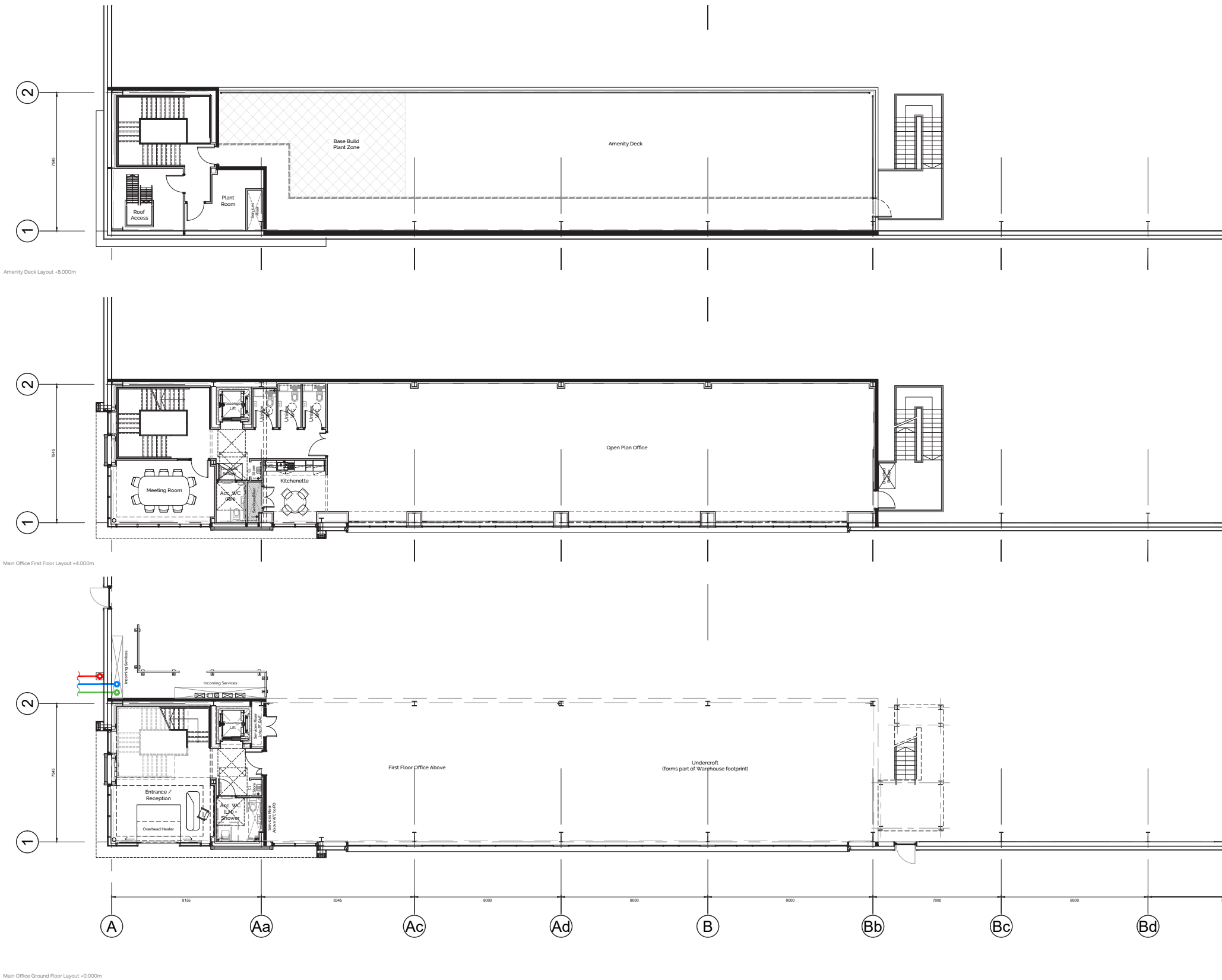
Internal corridors will be a minimum of 1500mm wide at the pinch point. All doors will have a minimum clear opening of 800mm and an opening force below the recommended maximum. Door furniture will contrast with the background colour of the door leaf, and be of either lever type, at 1000mm above floor level, or pull handles, commencing at 1000mm above floor level. Doors in corridors will be fitted with vision panels, commencing at 500mm above floor level.



5.9 Unit K72 Office Layouts

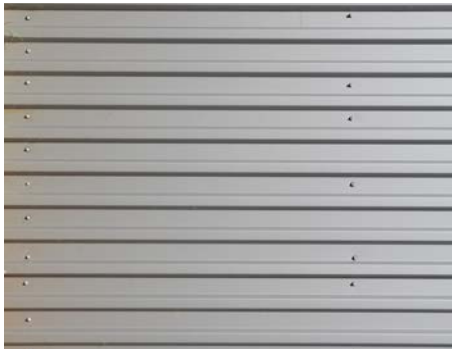
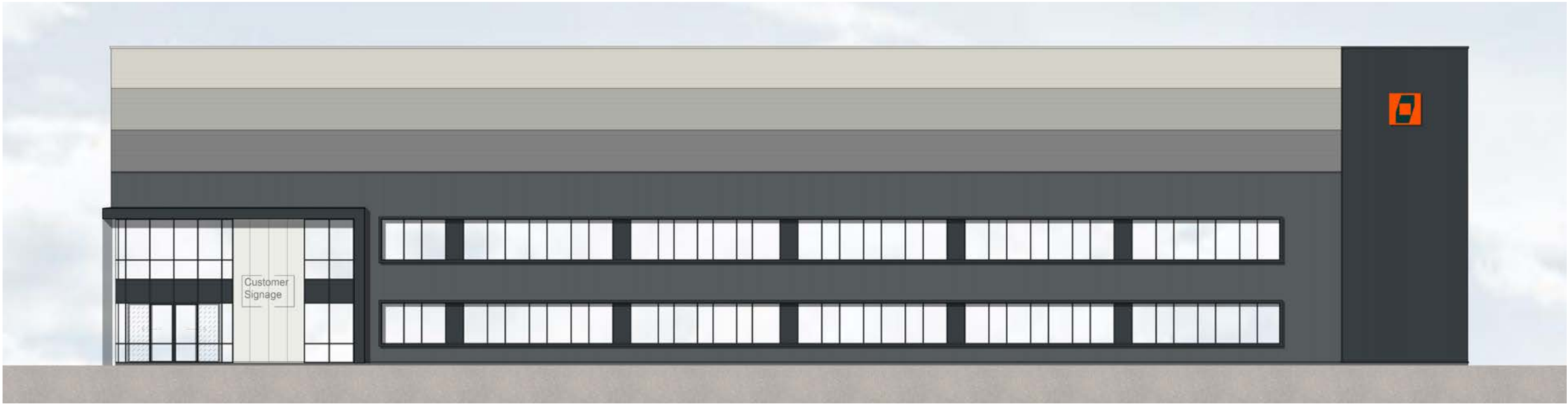
Circulation

The warehouse space is to be level throughout with clearly defined pedestrian routes, with fire exits clearly defined between the main offices and operational areas. External stairs leading to the yards will be provided where necessary with minimum 900mm wide x 1400mm long refuge bays. Landings will be level with the finished floor levels at these exits.



5.10 Cladding & Materials

Different cladding materials have been utilised to add visual interest and break up the visual building massing alongside several other architectural and functional considerations such as the use of horizontal cladding to accentuate the linear form of the warehouse to lower the perceived height of the building, incorporating louvred cladding to assist with concealing internal plant and associated intake / extract ducting; level Access Doors / Loading Dock Doors for distribution; and The use of glazing to add transparency to the facade and offer some form of natural surveillance.



Horizontally Laid Profiled Cladding

This grey blends with the sky, camouflaging the building parapet against the natural backdrop.



Vertically Laid Profiled Cladding

Anchoring the design back into the landscape will be the darkest band of cladding. In order to break up the overall length of the building, this dark plinth is broken intermittently by light-grey vertical elements, which bind each band together to create a cohesive overall appearance.



Anthracite Feature Band Office Cladding

The proposed design using this dark cladding in order to enhance the hierarchical importance of the office building. The offices are visually dislocated from the warehouse and framed to present a aesthetically pleasing workplace.



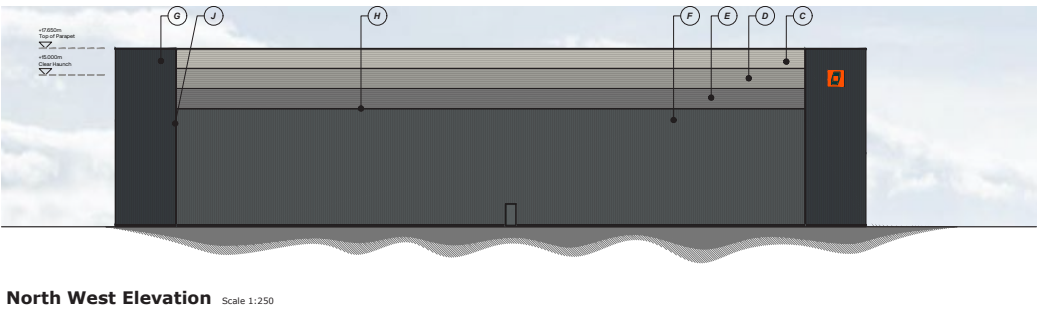
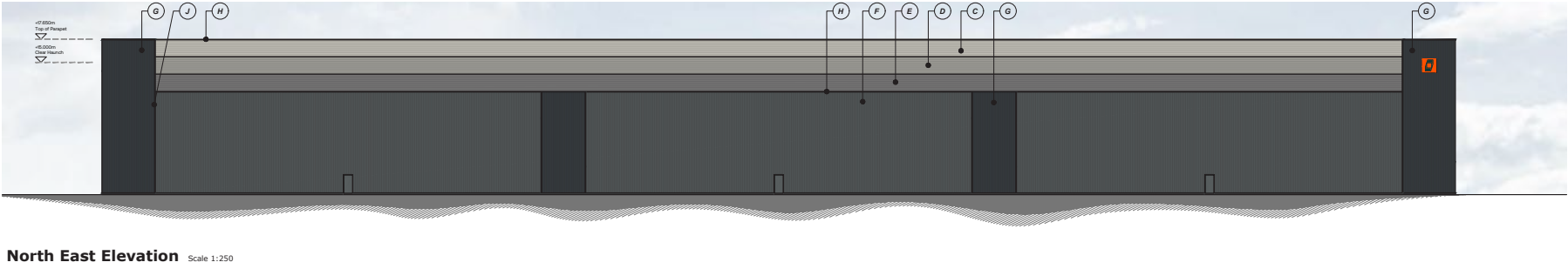
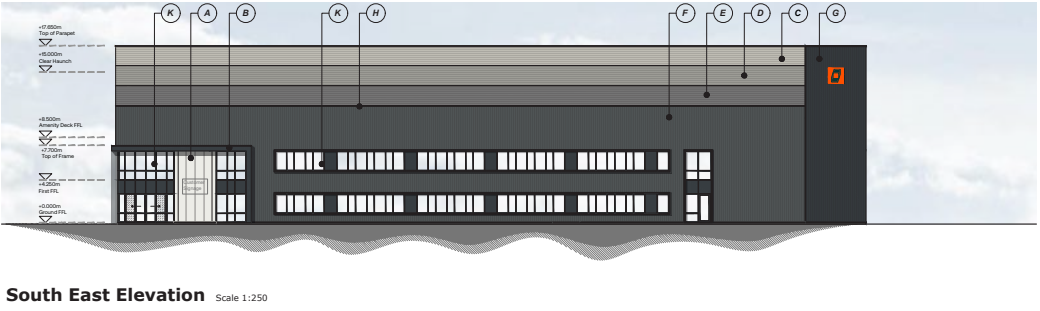
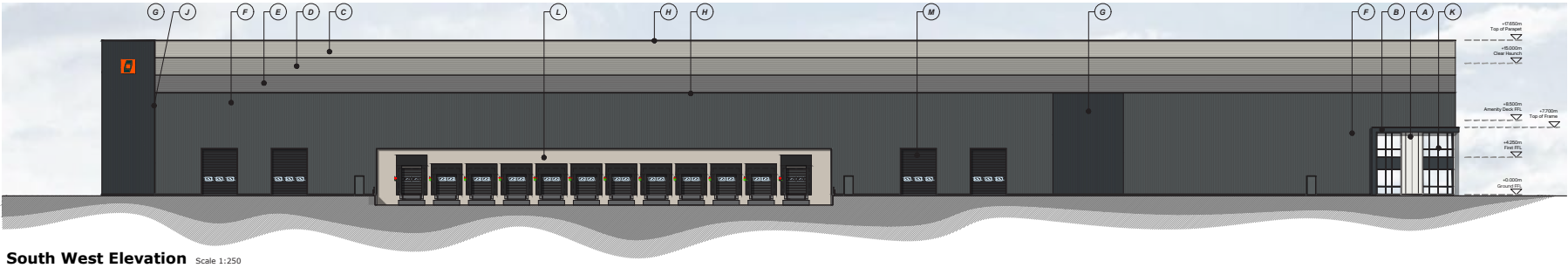
Office Anthracite Curtain Walling, Windows & Doors

Whilst the dark aluminium curtain walling, windows and doors will provide a contemporary appearance, these elements help to enable good amounts of natural lighting within the office.



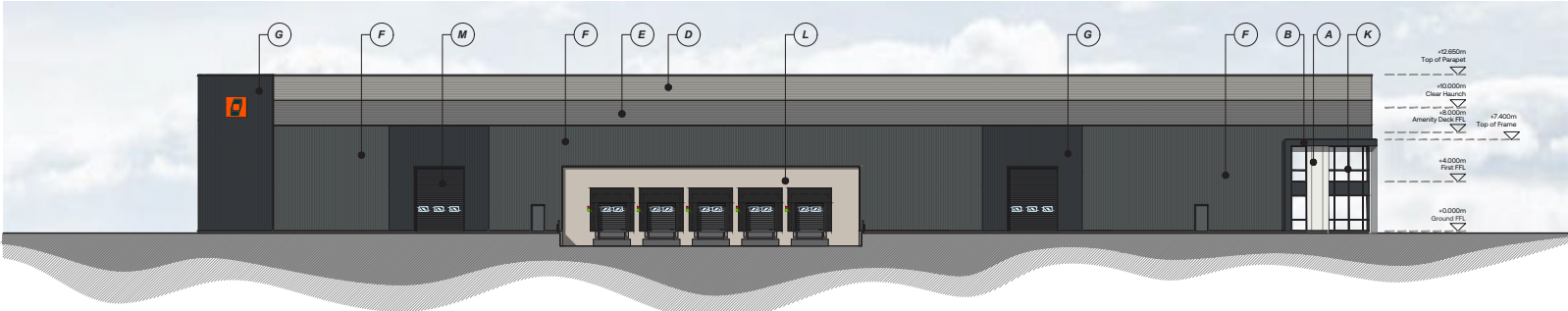
Feature Office Aluminium Rainscreen

This rainscreen cladding introduces the human scale into the design of the offices. This again helps to provide a sense of place to the individuals that will use the development.

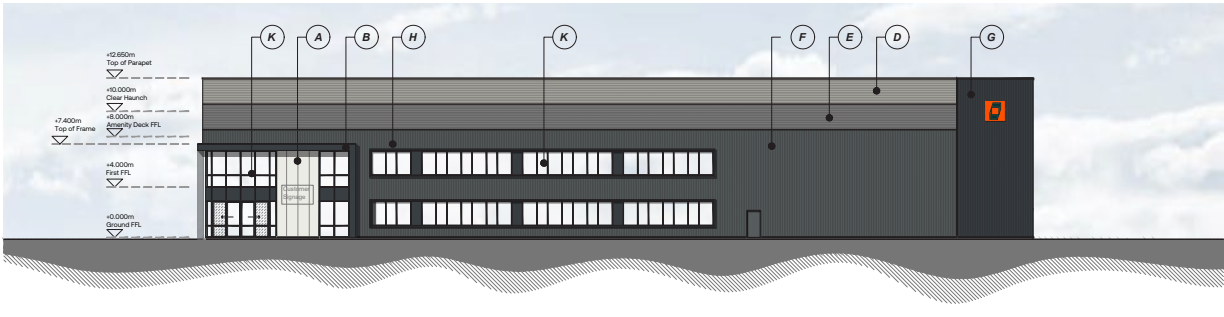


5.11 Unit K135 Building Elevations

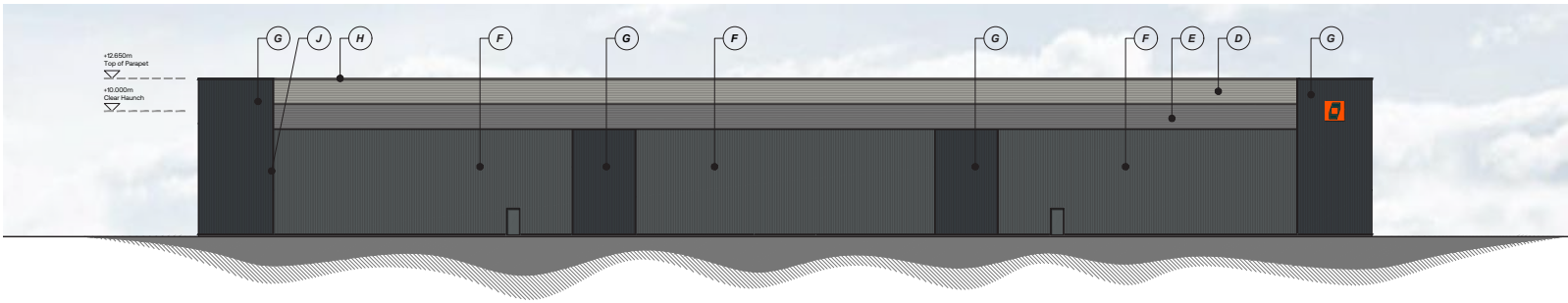
The underlying principle of the proposed design is to provide a building that offers architectural character, while adding quality and aesthetic enhancement to the immediate vicinity. The proposed unit represents a high quality industrial commercial building that integrates well with its surrounding context. The use of contemporary industrial detailing is consistent with the developers design code. The elevations have been detailed to punctuate key features of the buildings such as bookends to the corners and feature banding to accentuate the office entrance. The use of varying cladding profiles and colours along with full height glazing raise the aesthetic quality and serve to break down the overall uniformity of the design whilst offering excellent longevity and durability.



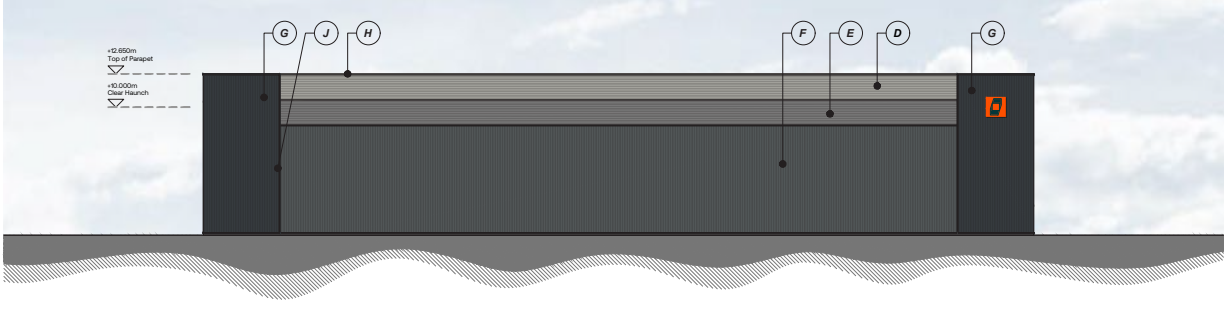
South West Elevation Scale 1:250



South East Elevation Scale 1:250



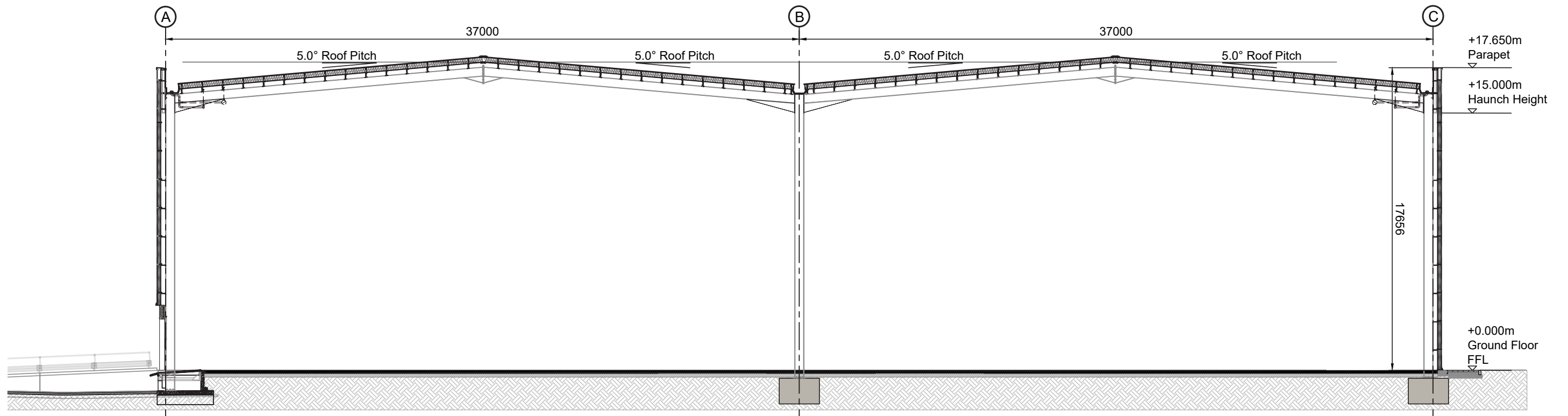
North East Elevation Scale 1:250



North West Elevation Scale 1:250

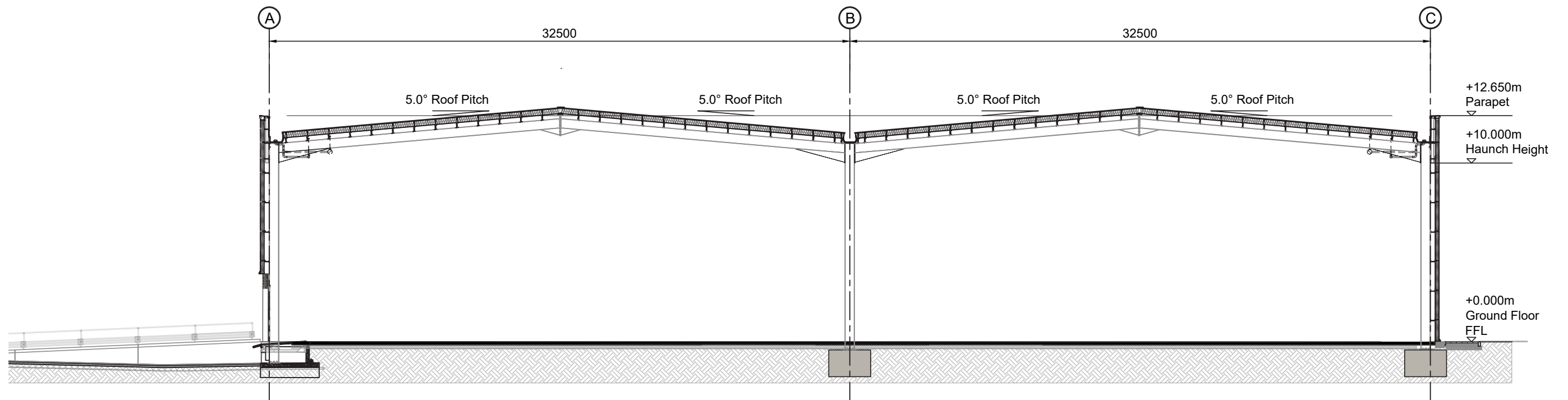
5.12 Unit K72 Building Elevations

The elevational treatment has been designed to minimise the visual impact of the buildings but provide a strong form with architectural interest. Cladding panels, in graduating shades of grey have been used to emphasize elements of the structure, with horizontal and vertical forms creating juxtaposition between the different components of the scheme. The main elements of the building have been clad in profiled metal cladding with lighter colours on the higher elements of the building to assist in reducing the apparent height, by fading the building to its parapet.



5.13 Unit K135 Building Sections

The building is designed as a propped portal to allow maximum flexibility in design for the end users operation, The effective height of buildings such as this is usually defined as the 'clear height to the underside of the haunch'. This is the height to steel haunch that is used between the column and rafter of the portal frame. The zone above this height cannot effectively be used for the end user's operations or racking and is usually reserved for services. The proposed unit K135 incorporates a clear internal haunch of 15.000m above finished floor level (F.F.L) in order to provide sufficient flexibility for the future occupier's internal racking or internal fit out. This maximises its potential for future occupiers.



5.14 Unit K72 Building Sections

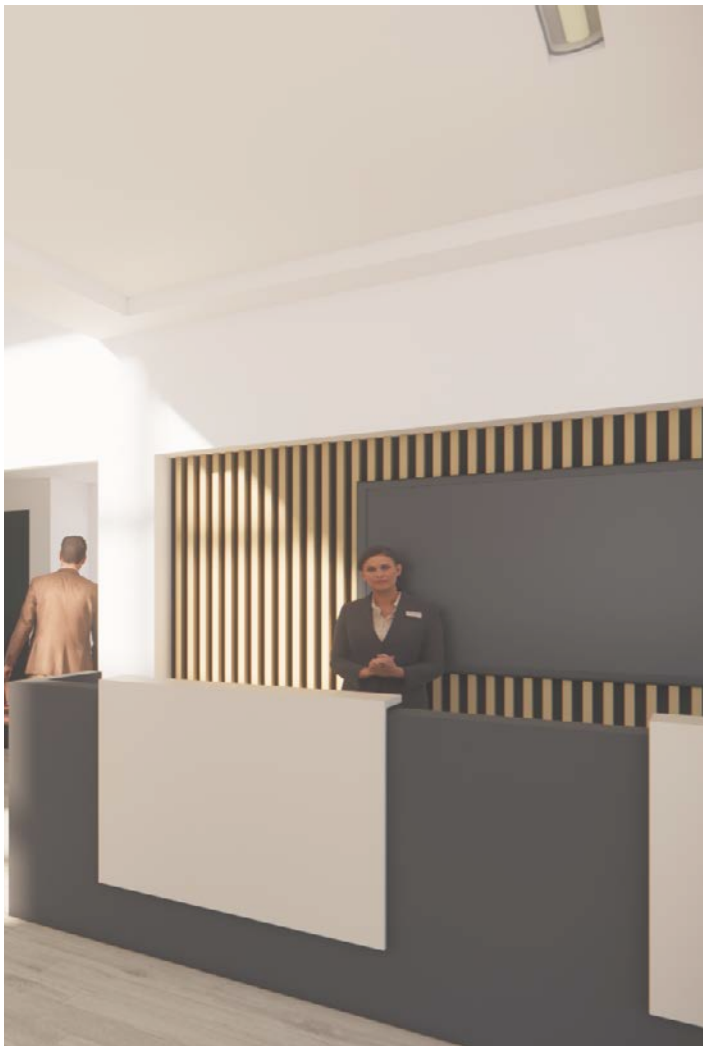
The proposed unit K72 incorporates a clear internal haunch of 12.500m above finished floor level (F.F.L) in order to provide sufficient flexibility for the future occupier's internal racking or internal fit out. This maximises its potential for future occupiers.

5.15 Indicative Visualisations



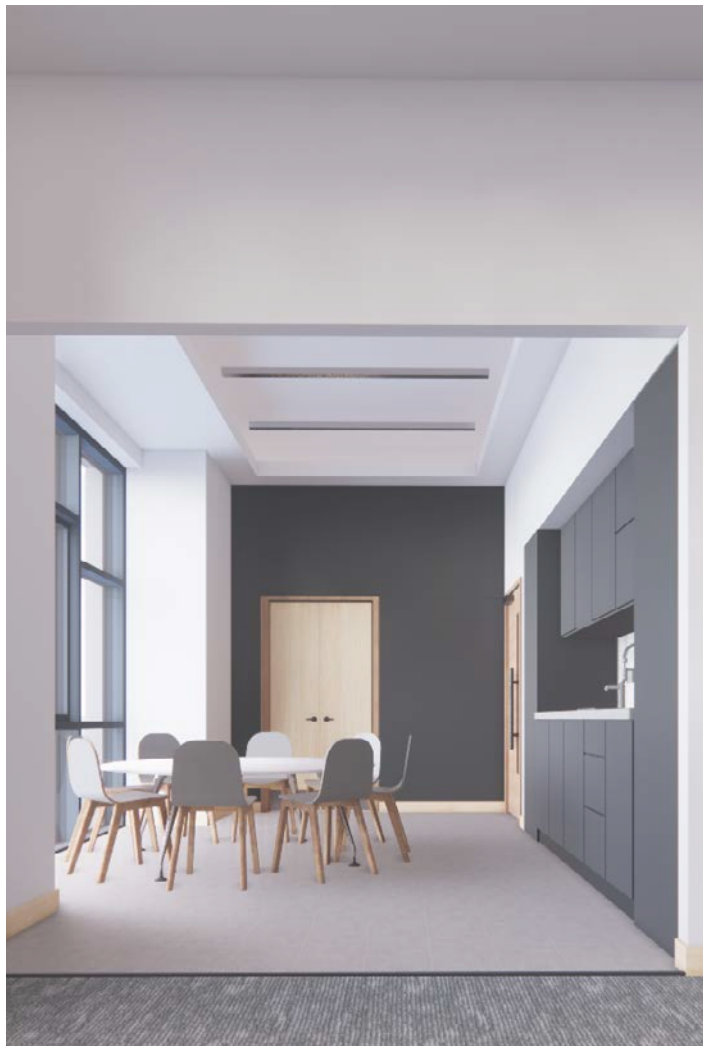
Vertical Circulation

Stairs will provide vertical access around the offices, and a passenger lift will provide access to all floor levels. All staircases and lifts will be designed in accordance with Approved Document M, with recommendations including contrasting nosings, and treads/risers suitable for ambulant disabled members of staff or visitors. Any member of staff, or visitor, with a visual impairment would be actively managed within the building.



Reception

The reception area to the main offices will be suitably sized to accommodate wheelchair users, including appropriate space and waiting zones. All floor finishes will be suitable for wheelchair access.



Offices and Breakout Areas

All floor finishes are to be of a non-slip type, with carpets being of a shallow dense pile, allowing easy passage for wheelchair users. The walls, wall coverings and paint finishes are to be suitably contrasting with the joinery of the doors and low surrounds. Where wall tiles are to be used, they are to have a satin finish to reduce glare.



Toilets

Toilets and shower facilities will be provided that are suitable for ambulant disabled staff, subject to detailed design development to suit future tenant occupancy requirements. In the offices, toilets will be provided for male, female and disabled users – these are to be found on each floor. A WC will be provided for ambulant disabled users.

Visualisations shown for indicative purposes only



Visualisation shown for indicative purposes only

5.16 Indicative Visualisation

The development provides an attractive, contemporary and cohesive design which fits with the surrounding context and the developer's own specification.

5.17 Landscaping Statement

Introduction

This landscape design statement is to be read in conjunction with the latest revision of BCA Design Ltd ‘Landscape Concept Proposal’ drawing no. 2465-25-01. The description of the proposed landscape design in this statement is illustrated on drawing 01.

Existing Landscape

The existing site is currently a stripped brownfield plot located centrally within an existing area of commercial development. The existing landscape on site comprises primarily of newly regenerated scrubland to internal areas that were historically cleared and various boundary trees, hedgerows and pockets of scrub to the periphery of the application site.

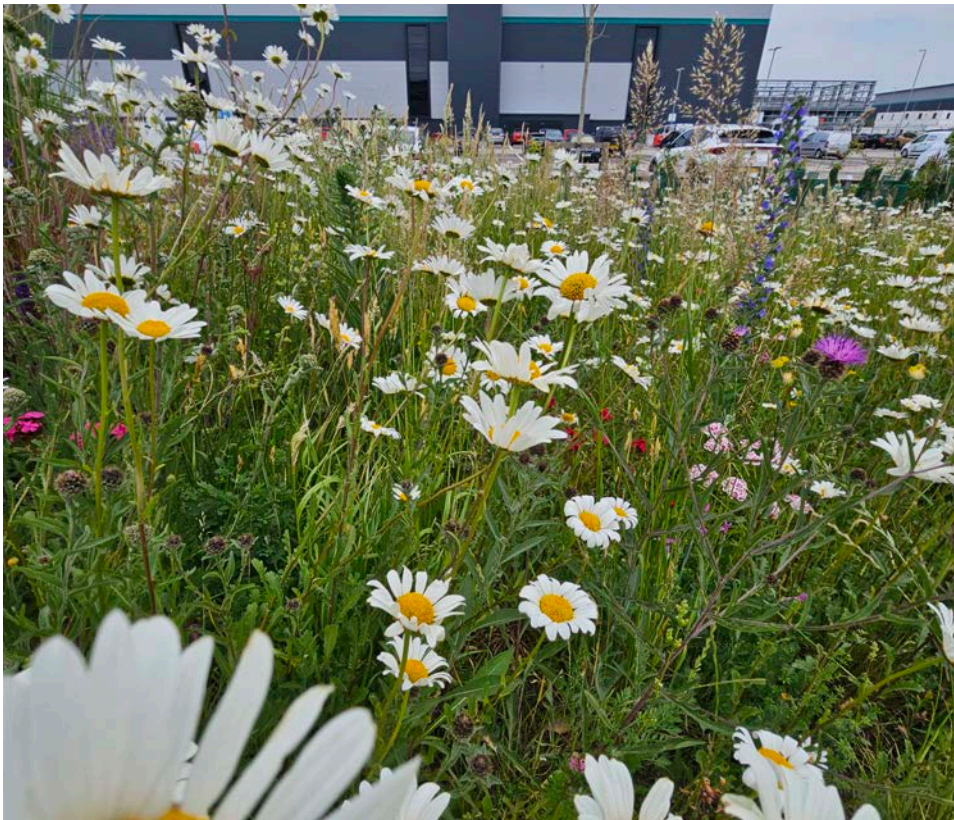
Proposed Landscape

The proposed site is currently a brownfield plot located centrally amongst existing industrial & commercial buildings and wider development. The application site is located 0.7 miles from M57 Junction 4 and will be accessed by both pedestrians and vehicles via the northern end of Alchemy Way, linking back to the A580 & M57 road networks. The proposals seek to introduce two new warehouse buildings, associated office blocks, service yard areas, car parking, Amenity landscaping & structural boundary landscaping. The landscaping scheme has been designed primarily to:

- Provide a clean and presentable working environment for staff & visitors to the site.
- Increase biodiversity.
- Bolstering of existing & creation of green corridors
- Soften built form and create a human scale setting to the proposals within the wider development area.

The overall landscape scheme is made up of 3 main parcels; Spine/ Estate Road Landscaping, Plot K135 & K72 Landscaping and Amenity Landscaping.





Spine/Estate Road Landscaping

As you enter the application site from Alchemy way, Two extra heavy standard Elm (Ulmus ‘New Horizon’) trees are proposed, set within mown grass verges to either side of the road forming a gateway into the site and providing a visual sense of arrival, framing the pedestrian & vehicular entrance/exit. As you continue into the site via the estate road, staggered large stature tree avenues proposed to either side help to break up massing of the proposed built forms beyond whilst providing a more human scale setting to the streetscape. Plot service yard & carp parking entrances are visually punctuated through the use of gateway trees and smaller specimen shrubs where rooting space is confined.

Plot K135 & K72 Landscaping

The landscaping proposals to each plot have been tailored to maximise screening, aesthetic quality and to soften the development, helping to create a pleasant and enjoyable working environment for staff & visitors to the site. Each plot is comprised of 3 aspects, Architecture, working areas & access.

To each building frontage, areas of ornamental & herbaceous planting beds with specimen shrubs have been located adjacent to the entrances, aiding way finding whilst providing an attractive and tidy envelope to the building entrances.

Around the exposed perimeters of the service yards, native hedgerows and extra heavy standard trees follow the lines of the security fencing, forming a continuous green buffer that helps soften and visually break up the mass of the building.

In car parking and perimeter areas, a mix of ornamental shrubs, ornamental hedging, and native hedgerows has been used to add year-round visual interest and screen views into operational areas. Tree planting within parking islands and along boundaries reduces the visual dominance of hard surfaces and enhances the overall quality of the space, contributing to a more user-friendly and attractive environment.

Attenuation Basin & Amenity Landscaping

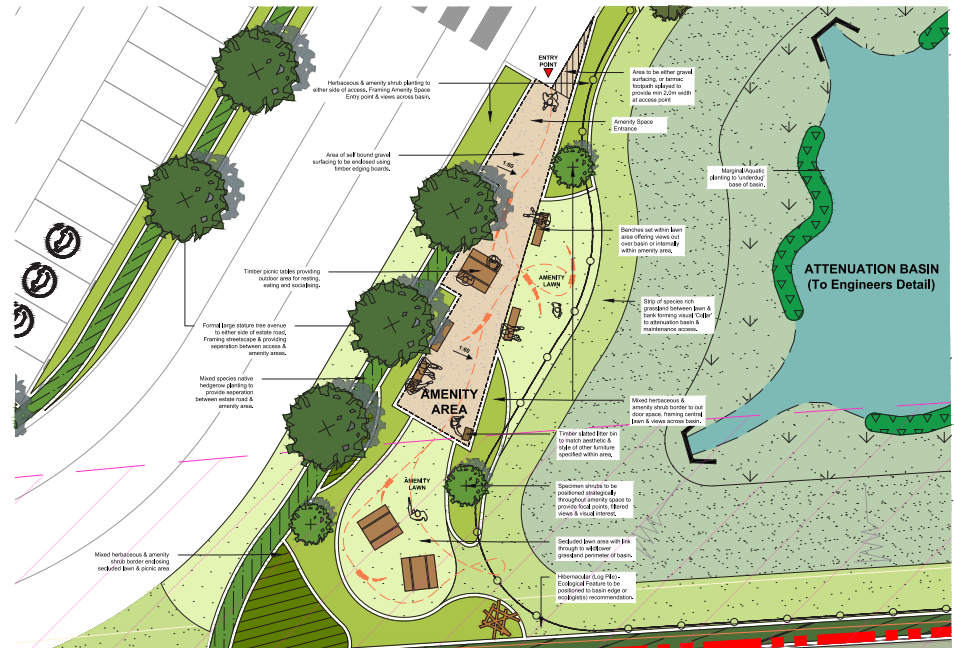
The attenuation basin is proposed to be underdug, below required attenuation volumes, and planted with a variety of aquatic and marginal plant species to create added visual interest during periods of dryer weather. The base & banks will also be seeded with damp tolerant wildflower mixes to bolster biodiversity and aesthetic value. A selection of native species riparian trees are planted in a scattered arrangement just to the south of the basin to bolster the southern boundary and provide a green backdrop for views from the shared amenity area. Located to the western side of the open grassland area, a short walk from office buildings, an area of self bound gravel with varied seating options offers staff & visitors of the site a flexible space for rest, relaxation and socialising with filtered views across the basin and landscaping beyond. The area will be separated from the adjacent via strategic placement of native hedgerows and large stature tree planting. Internally, a border of mixed height herbaceous & ornamental shrubs enclose the space, offering sensual & visual interest whilst framing & filtering views in & out of the space.





Conclusion

The proposed landscape scheme for Indurent Park, Moorgate Point, ensures that the site entrance(s), car park(s) and office frontage(s) have a planting design which will soften the development and provide structured landscaping that visually defines each plot whilst also creating an attractive place to work. A variety of heavy & extra heavy standard trees have been strategically positioned across the proposed landscaping scheme to both compliment architectural features & forms, aiding wayfinding & placemaking, whilst also seeking to break up the massing of the built form(s) and in turn helping to integrate the building(s) with its surroundings. The trees height & form will provide essential elements such as shade, structure, and an immediate sense of maturity to the landscaping which will help to create a more pleasant ‘human scale’ environment for users & visitors to the site.





6.0 Access & Movement

This chapter sets out the strategy for movement to, from and within the site. It covers vehicular, pedestrian and cycle access, as well as connections to the wider transport network. The approach ensures safe, inclusive and efficient circulation, supporting the overall functionality and accessibility of the development.



6.1 Access

General

There are no existing points of access to the Site for either vehicles or non-motorised modes of transport from Alchemy Way. The proposed development therefore includes the extension of Alchemy Way northwards into the Site. The access has been designed to accommodate access by large HGVs that will use the Site once operational.

The proposed buildings are to be accessed from different parts of the estate road.

In all cases the access to the yard and car parks have been separated to improve safety and transport flow. Cycle shelters are located near to each office entrance to encourage cycling to work.

Footpaths and pedestrian crossings have been strategically positioned to help pedestrians safely navigate around the site.

It is intended that the proposed scheme will succeed in:

- Creating legible and clear pedestrian routes which reduce pedestrian risk and create defined routes to each industrial unit.
- Allowing segregation of movement between cars and HGVs and pedestrians, thus increasing safety.



Visualisation shown for indicative purposes only

Vehicular Access

The car park areas will be constructed in dense bitumen tarmacadam. This will form part of a coordinated hard landscaping strategy.

Car parking standards are appropriate for the use class in question.

Service yard areas will be formed in concrete surfacing, to provide a robust base for vehicle manoeuvring.

Pedestrian and Cycle Access

Footpaths will lead from each of the new access roads, via the car parks, up to the office entrances. Tactile paving and dropped kerbs will be provided at all road junctions, with further paving extended around offices and to the building perimeter.

Lighting by street lamps during hours of darkness will help to provide a safe and secure environment for the pedestrian/ cyclist. Provision has been made for covered cycle shelters and stands to be located adjacent to the main office blocks.

The development will be laid out to achieve accessibility for disabled occupants. All disabled car-parking bays will be located as close to main entrances as possible, with cycle shelters providing security and protection for bicycles. Safe pedestrian routes from these shelters will meet up with the route between car park and the building. All levels within the car park will have a gradient of less than 1:25, enabling wheelchair and ambulant disabled access to the site without difficulty.

All main entrances into the unit will be ‘wheelchair friendly’ level entry, with automatic or power assisted doors. The doors will meet all current Building Regulations Part M requirements, with full height tubular steel handles for ease of opening. The force required to operate the doors will be below the maximum force recommended in the Building Regulations, and the effective opening width of each leaf will be designed to be more than 800mm.

Additional entrances to the operational areas will be provided from the yard areas and, it is assumed, that drivers using the facility will be able bodied. As such, there will be a stepped access to the building, to accommodate the change in levels between warehouse and yard slab. This will, however, be designed in accordance with Approved Document M.



Key

- Application Boundary
- HGV Access
- Car Access
- Pedestrian/ Cycle Access

6.2 External Surfaces

General

The following plan indicates the hard and soft landscaping strategy for the site.

External Surfacing Key.

- Service Yard:
Concrete - to engineer's details
- Roads / Car Park:
Bituminous macadam - to engineer's details
- Footpaths (General):
Bituminous macadam - to engineer's details
- Footpaths (Feature Block Paving):
Tobermore Fusion
200 x 100 x 60mm / Silver & Graphite
- Footpaths (Ancillary):
Concrete - to engineer's details
- Soft Landscaping:
To Landscape Architect's details
- Gravel Margin (Trailer Parking and Substations):
2000mm minimum clearance between yard edge and fence post,
and gravel margin to edge of substations
- Self Bound Gravel Surfacing (Amenity Area):
50mm compacted depth brendon gravel or similar approved.
To Landscape Architects's details
- Gravel Margin (100mm):
100mm overall from finished face of cladding
- Trailer parking bay lining (Optional extra):
Indicates indicative trailer parking zones.
To be reviewed with Indurent on each project.
Colour: yellow
- Retaining Wall:
To engineers' details





7.0 Sustainability & Energy

This chapter presents the sustainable design principles woven into the design of the development, with particular focus on energy efficiency, minimising environmental impact and conserving resources. It offers an overview of the sustainability standards targeted and details the strategies employed to reduce energy demand, incorporate sustainable materials and optimise overall building performance.



7.1 Sustainability

Introduction

With the current emphasis placed on energy conservation and the use of LZC technologies, the applicant is keen to enhance the developments sustainable credentials. In order to deliver an environmentally responsible building, an approach based on low energy design principles is proposed. This approach involves energy demand minimisation through effective building form and orientation, good envelope design and proficient use of services. Long term energy benefits are best realised by reducing the inherent energy demand of the building in the first instance. Therefore, the building envelope will be designed to ensure that the fabric and form of the office and employment spaces encompass low energy sustainability principles as follows:

Air Tightness

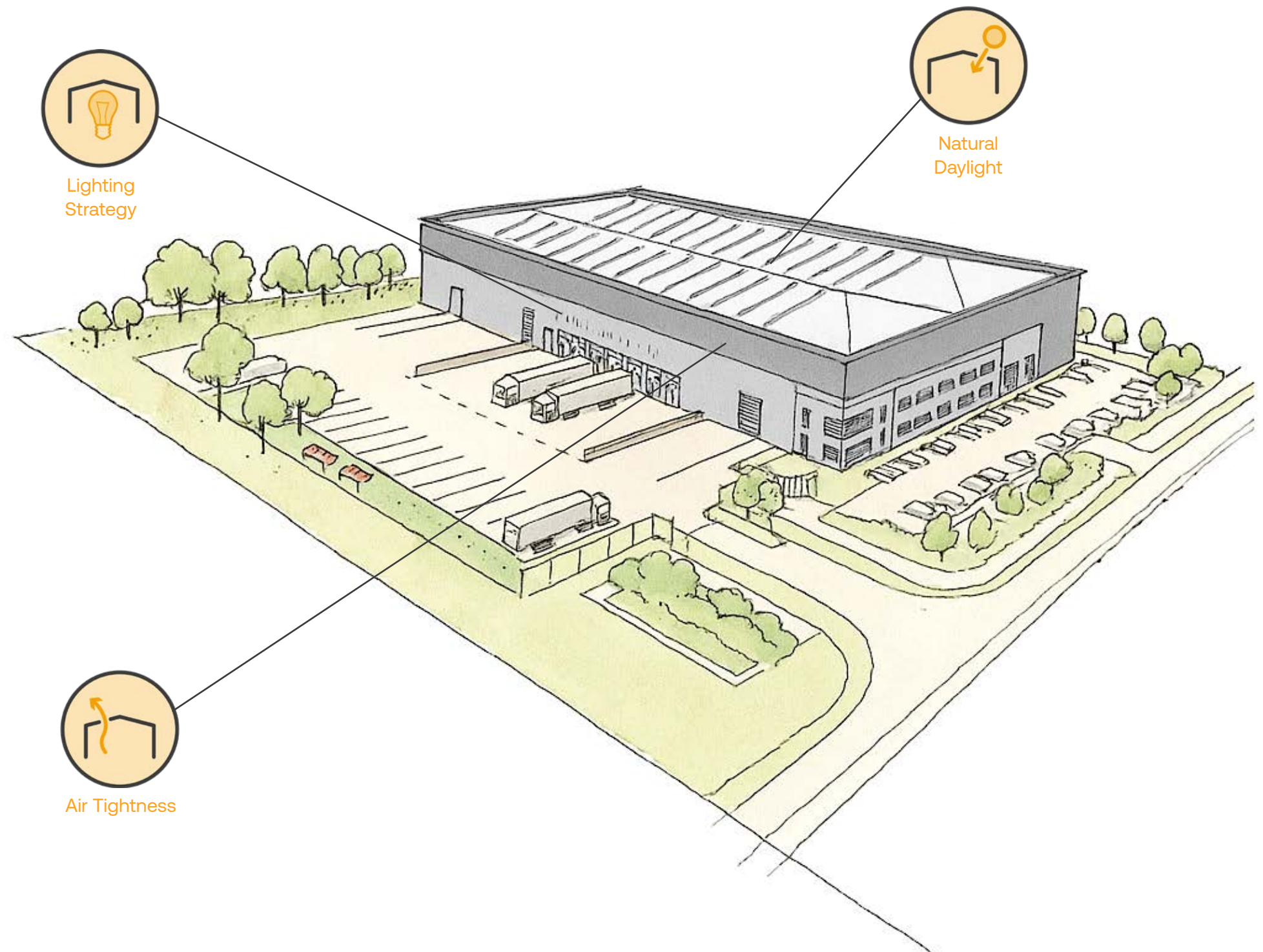
In accordance with the requirements of a low energy building, the air tightness characteristics will be addressed. Through robust design and detailing the building will achieve high airtight standards to mitigate air leakage, far in excess of current Building Regulation minimum requirements.

Natural Daylight/Rooflights

High levels of natural daylight will be provided, wherever possible, through effective window design.

Lighting Strategy

It is imperative that the lighting design philosophy provides the correct quality of lighting with minimum energy input and hence reduce internal heat gains. Throughout the office, lighting will be appropriately zoned to allow control of luminaries via switches/absence detection and daylight sensors.



Visualisation shown for indicative purposes only

EPC

The applicant will also implement the requirements of the Energy Performance of Buildings Directive and assess the operational energy performance of the building, targeting a minimum 'A' rated Energy Performance Certificate (EPC).

Water Saving

The proposed Unit will minimise the use of potable water and reuse water where feasible. This will be implemented through the use of water efficient fittings, leak detection and prevention measures and the measuring of water use. The specification of water efficient appliances such as spray taps and low volume WC's will assist.

Cycle Store and Showers

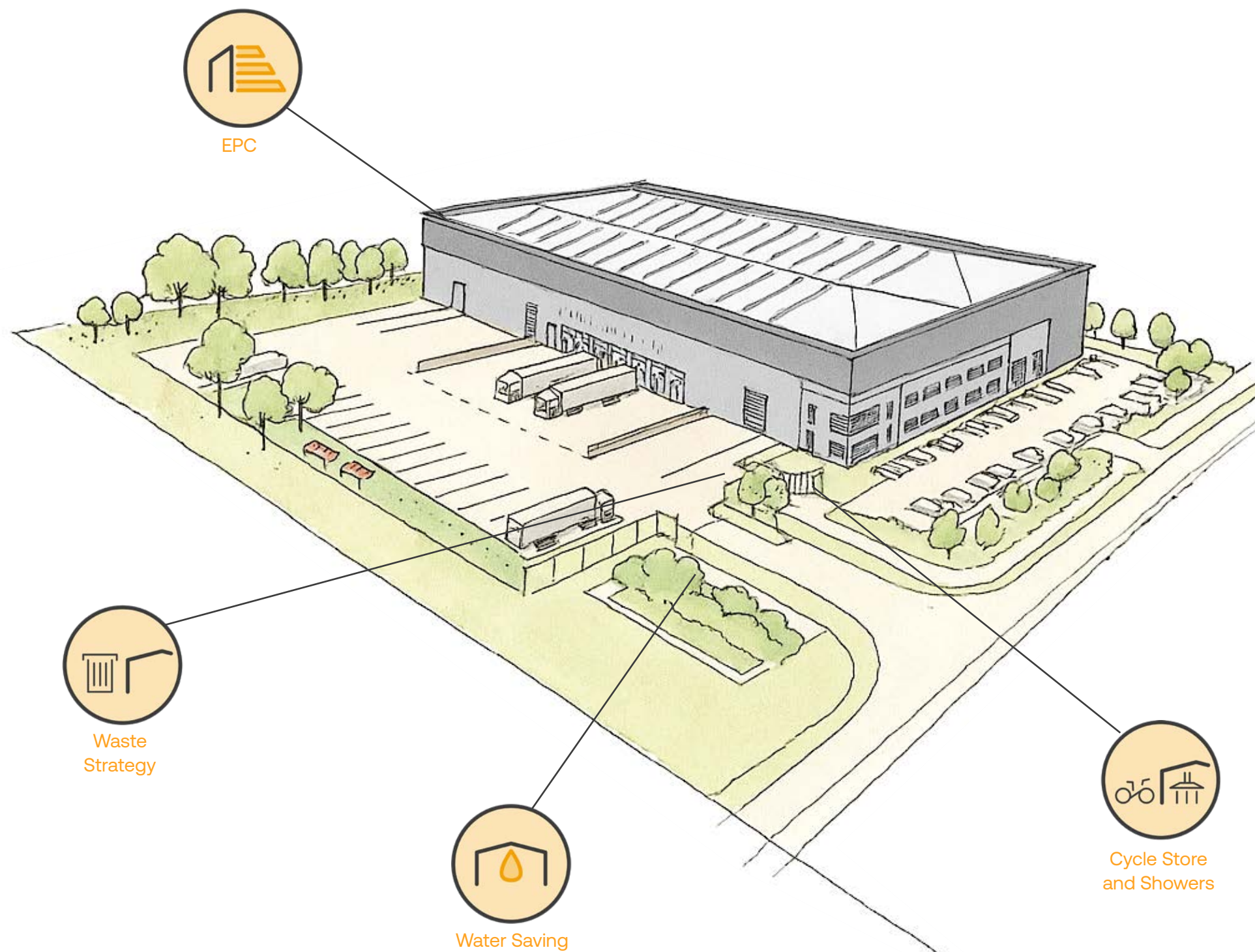
To encourage staff to cycle to work, lockable cycle stores and showers are proposed.

Waste Strategy

Dedicated areas for refuse will be provided to allow for adequate bin storage / compactors to suit the occupier's operations. The refuse area will not exceed 10m from the main footpath and sufficient turning areas will be provided for refuse vehicles.

Waste Management

The proposed development can provide for the careful and sustainable disposal of waste during and post construction. Modern methods of design and construction using pre-fabricated units will help to keep waste arisings to a minimum. Post construction, the buildings will be provided with a dedicated area within the building for the provision of refuse and recycling facilities, tailored to operational requirements with an external waste management platform provided. Consideration has been given to



Visualisation shown for indicative purposes only

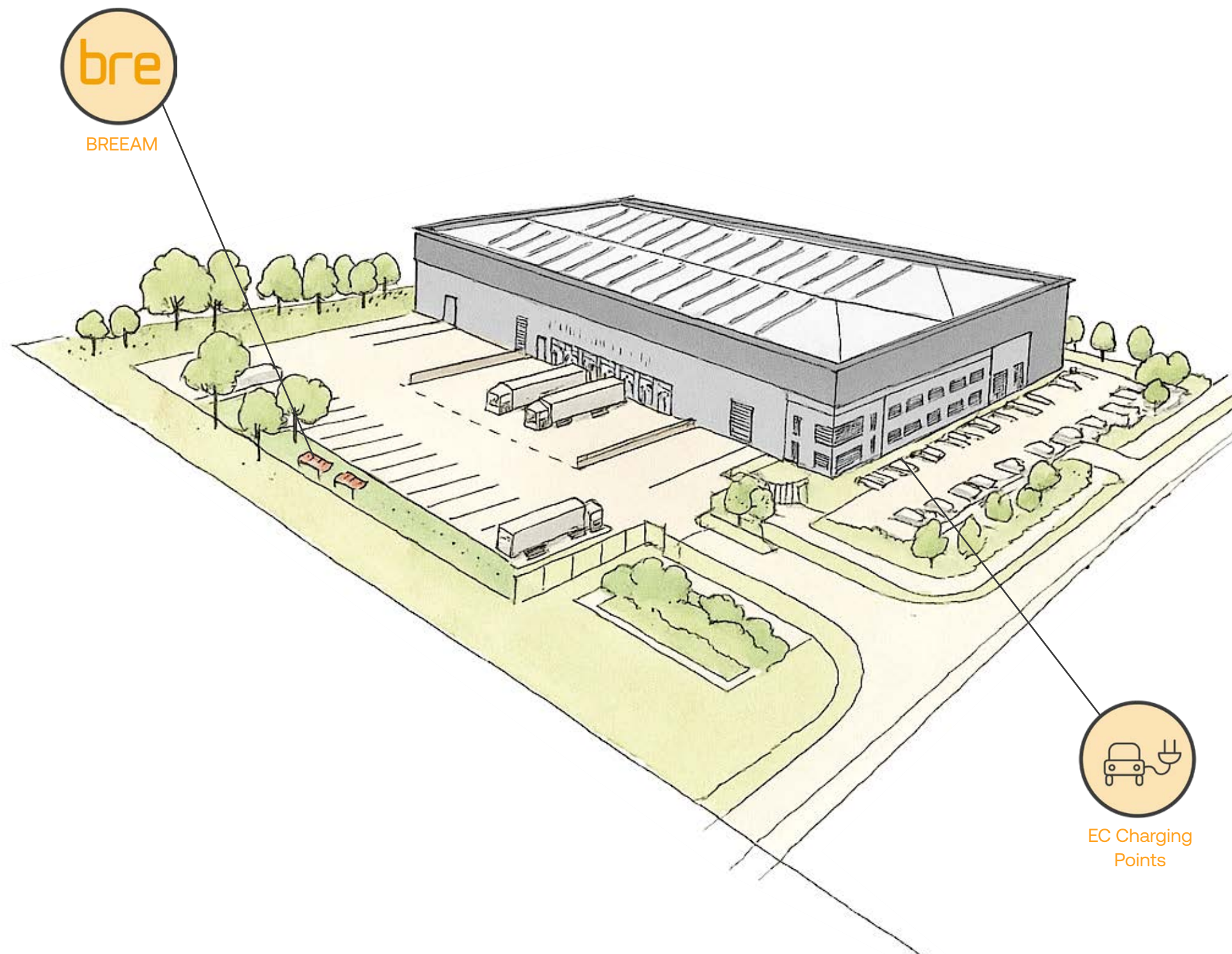
the layout of the development to ensure personal safety. This relates not only to ensuring that the layout of the development does not create an environment conducive to crime, but also to how occupiers and visitors to the site can move freely without risk of injury

BREEAM

In order to benchmark the environmental performance of the building, the applicant will carry out an assessment against the Building Research Establishment (BRE) Environmental Assessment Method (BREEAM). This is a voluntary scheme that aims to quantify and reduce the environmental burdens of buildings by rewarding those designs that take positive steps to minimise their environmental impacts. Projects are assessed using a system of credits which results in a formal certification giving a rating on a sliding scale. The proposed building will target a BREEAM rating of Excellent.

EV Charging Points

The site will provide at least 20% electric vehicle (EV) charging spaces. This will promote sustainable travel alternatives, in line with the site-wide green travel plan



Visualisation shown for indicative purposes only

Material Usage

For a development such as this, the most significant impacts relate to material usage (principally for aggregates, concrete and steel) and the power consumed during its operation.

Energy Efficiency

In order to deliver environmentally responsible building stock, an exemplar approach is being proposed based on low energy design principles. In summary, this approach involves energy demand minimisation through effective building form and orientation, good envelope design and proficient use of services; such that the buildings themselves are being used as the primary environmental modifier.

The general construction design standards to be adopted must exceed the requirements of the current (2013 Edition) Part L Building Regulations which stipulate an improvement on the CO2 emissions of an aggregated 9% against 2010 standards The building envelopes will be designed to ensure that the fabric and form of the spaces encompasses low energy sustainability principles.

Water Efficiency

There are various measures that will be incorporated to reduce water consumption and demand. The specification of water efficient appliances such as spray taps and low volume WC's will assist. In addition to toilets, shower rooms with changing and locker areas will be provided within the main offices. These amenities will be available for all personnel based at the facility, thus providing for those who choose to cycle to work.

Low and Zero Carbon (LZC) Technologies

Solar photovoltaic panels convert solar radiation into electrical energy through semiconductor cells. Photovoltaic panels are available in a number

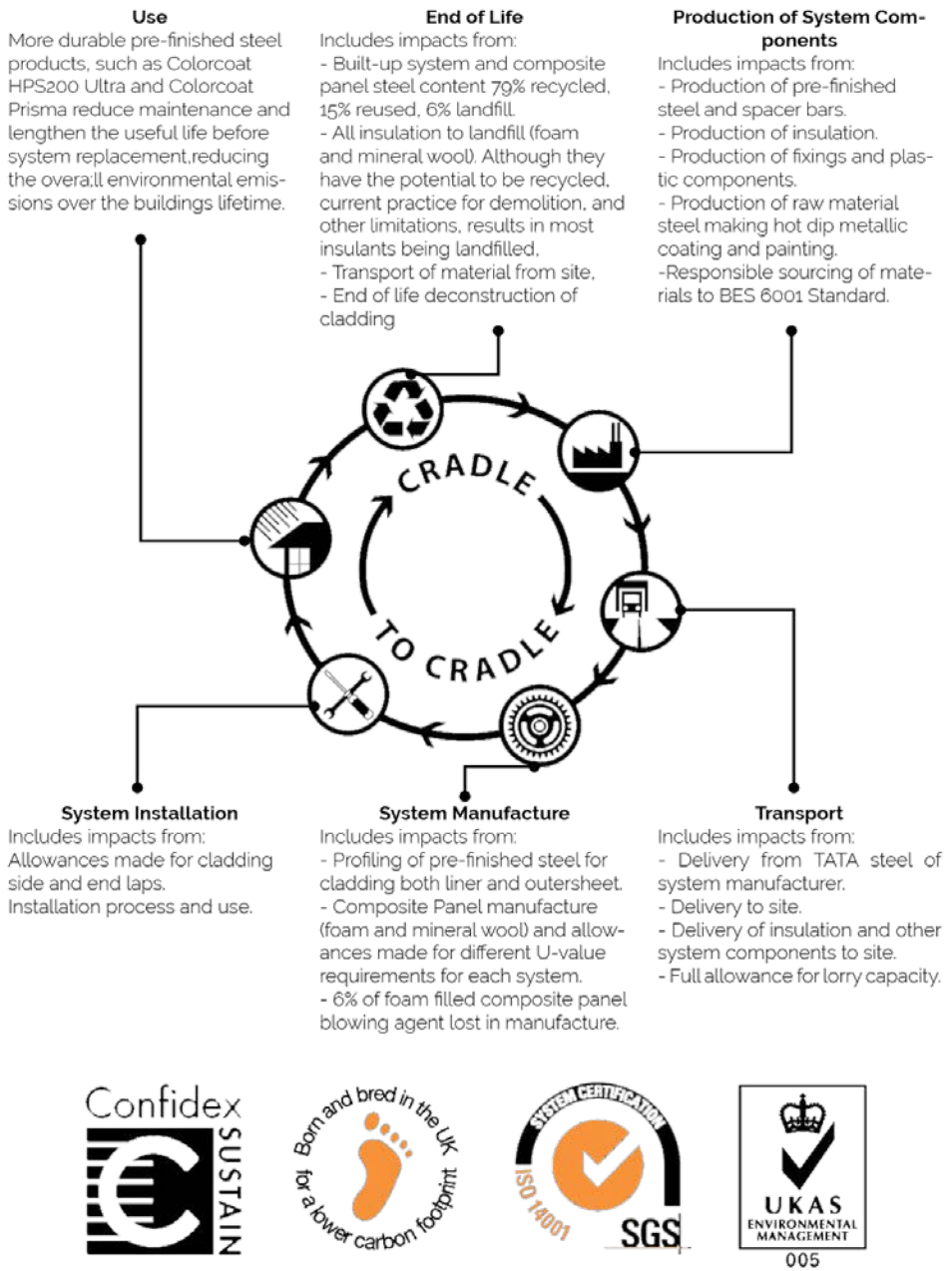
of forms and they are fixed or integrated into a building's un-shaded South facing façade or pitched roof. Photovoltaic technology may be feasibly incorporated into the building design with little/no maintenance or on-going costs. Installations are scaleable in terms of active area; size being restricted only by available façade and/or roof space.

Solar thermal energy can be used to contribute towards space heating and hot water requirements. In the UK, most applications focus on hot water installation as the solar availability during the space heating season is limited. The systems use a heat collector, generally located at roof level on support frames, orientated in a Southerly direction to maximise solar heat absorption. The exact mix of LZC technologies would be reviewed and refined at any future Reserved Matters application stage as more detailed energy profiling data becomes available and specific thermal modelling has been undertaken and results completed.

Waste Strategy

Dedicated areas for refuse will be provided to allow for adequate bin storage / compactors to suit the occupiers operations.

Material Management





8.0 Security & Safety

This chapter outlines the security and safety measures incorporated into the development, ensuring both the protection of its occupants and the broader public. It details the design strategies that enhance site security, including natural surveillance, access control and appropriate lighting, while also adhering to safety standards to create a secure and welcoming environment.





Passive Surveillance

Natural surveillance has been a key factor in the overall design of the site. The positioning of the offices overlooking the proposed car parking offers the occupier a high degree of visual control, whilst the building design and site layout has been considered to minimise visual obstacles. This helps to eliminate places of concealment, with any dark areas to be well lit.

8.1 Crime Prevention



EV Charger Protection Hoop



Illuminated Bollard



Steel Bollard



Telescopic Bollard



Wheel-Stops



Paladin Fence



Armco Barriers



Hooped Perimeter Barrier

Layout, Access and Physical Protection

Consideration has been given to the layout of the development to ensure personal safety. This relates not only to ensuring that the layout of the development does not create an environment conducive to crime, but also to how occupiers and visitors to the site can move freely without risk of injury. Boundary protection will be a 2.4m high to all service yard and storage areas.



9.0 Summary

The proposal aims to deliver a well-balanced, functional and enduring development, meeting both present and future needs with sensitivity and care.



9.1 Conclusion

This statement seeks to demonstrate that the development proposals for this site have given due regard to the existing site, its context and surroundings, to create a carefully sited and appropriately sized building which meets the Client’s brief.

The design seeks to assimilate within its surroundings; providing an attractive, contemporary and cohesive design that is fit for purpose and safe for all to use, incorporating flexible access by all modes of transport and encouraging travel by means other than car. The proposals represent a high quality development and a substantial investment to the area which will help to promote and support employment growth and stimulate economic growth to the area.





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