



PROJECT EXCELLENCE

LAND AT WIGGS FARM, STATION ROAD, COALVILLE

DESIGN AND ACCESS STATEMENT TO ACCOMPANY FULL PLANNING APPLICATION
MAY 2025

TITLE
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DESIGN AND ACCESS STATEMENT
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BARBERRY

I. PROJECT INTRODUCTION

I.1 INTRODUCTION

- 1.1.1 This Design and Access Statement has been prepared on behalf of Barberry Bardon Ltd. to support a full planning application for a new distribution centre to house the growing Pall-Ex (U.K.) Ltd. business operations.
- 1.1.2 Pall-Ex are a large local employer who have outgrown their existing location and need to expand but want to remain within the local area. The proposed development is a bespoke facility designed to provide the additional capacity required as well as meet their unique operational requirements. The site has been chosen to remain close to the existing facility and retain the good access to the strategic road network.
- 1.1.3 This application details the site layout, material, scale, appearance, landscaping and internal access for a B8 building with ancillary offices that will be occupied by Pall-Ex (U.K.) Ltd. Pall-Ex are an established freight distribution business, operating from an existing hub facility on Wood Road, immediately adjacent to the application site. This existing Pall-Ex facility has become too constrained for their current operational needs, hence the reason for the proposed progression of a new purpose built hub facility that can accommodate the company's planned expansion, whilst retaining its presence in the local area

I.2 REPORT CONTENT

- 1.2.1 This document contains a summary of the site context, analysis of the surrounding area and a look at the design drivers and design development that has occurred in the process of creating this planning application.
- 1.2.2 This document demonstrates how the built form has been informed by the design process, the steps undertaken as part of the process, and why the proposed design solution having been fully considered, is the most appropriate solution for the site. This is in accordance with the requirements of the planning application process.
- 1.2.3 The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 sets out the requirements for the Design and Access Statement. The Statement is therefore structured as follows:

1. INTRODUCTION

An introduction to the project brief and proposed site.

2. PLANNING POLICY

An exploration of relevant local and national planning policy and how it relates to this development

3. SITE CONTEXT AND ANALYSIS

Evaluation of key constraints and opportunities, and a description of the local context.

4. KEY DESIGN DRIVERS AND PROCESS

Exploration of key principles in the design and how they have been developed.

5. DEVELOPMENT PROPOSALS

Presents the proposed development including: usage, amount, scale, massing, appearance and landscaping.

6. ACCESS

Outlines vehicle and pedestrian access to and around the site.

7. SUSTAINABILITY AND CRIME PREVENTION

Sustainable principles informing the design and anticipated crime prevention measures.

8. SUMMARY

Summarising statement and final illustrations.



Fig. I. Existing PALLEX Distribution Centre



Fig. 2. Location of the existing PALLEX business and the proposed Site.

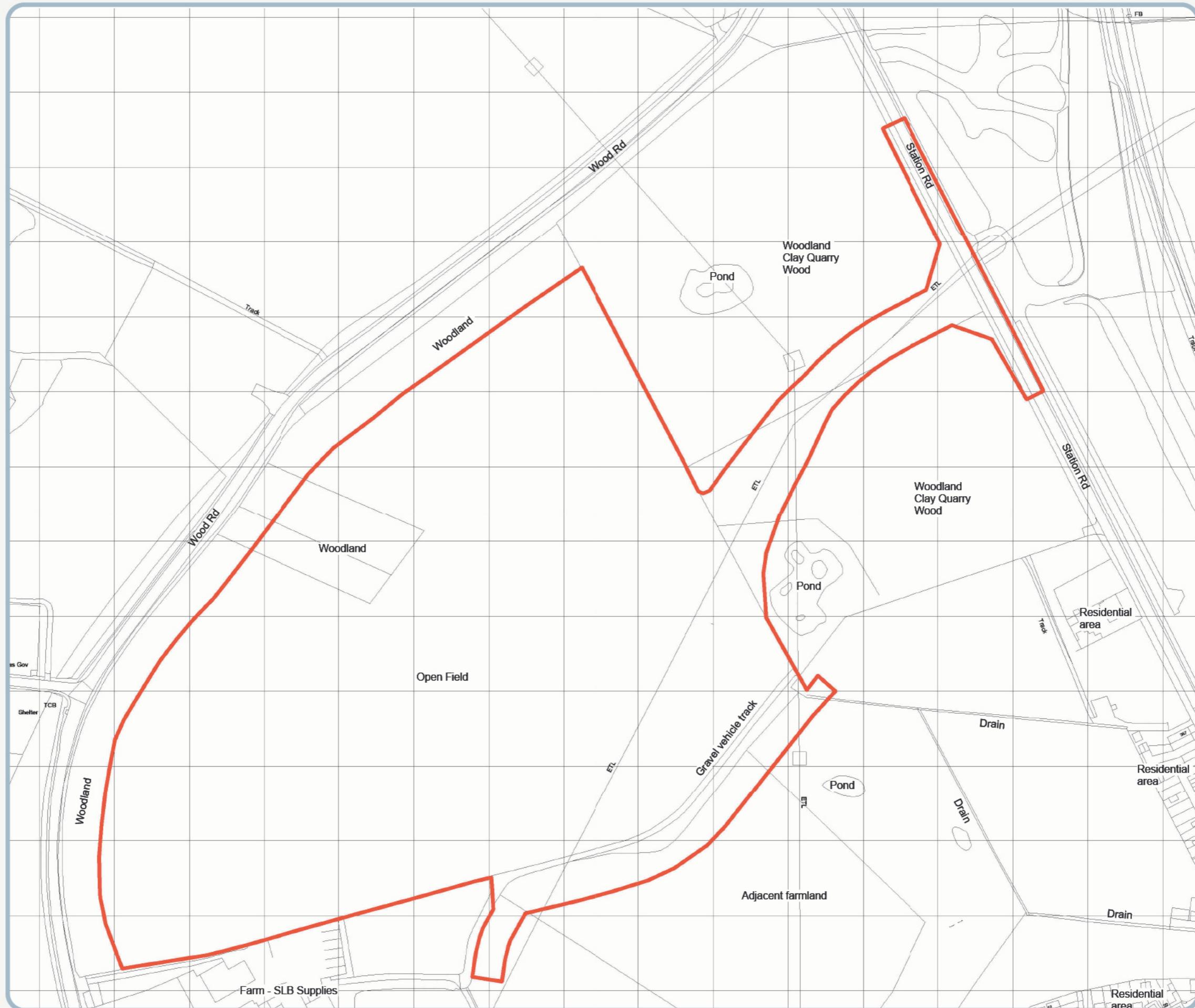


Fig. 3. Extract from Drawing 4092-00 - Revision E

2. PLANNING POLICY

- LOCAL PLANNING CONTEXT
- NATIONAL PLANNING CONTEXT

2.1 LOCAL PLANNING POLICY

2.1.1 The Illustrative Masterplan and design principles set out within the Design and Access Statement have been prepared within a comprehensive policy and guidance framework provided at the National and Local Authority level. A full review of the scheme against each of the relevant policy statements is included within the Planning Statement, accompanying the application, but in summary the following have informed the design process at the proposed site:

2.1.2 The Development Plan relevant to the proposals follows the guidance within the adopted Hinckley and Bosworth Borough Local Plan 2006 - 2026. The Local Development Plan consists of the Core Strategy 2009 and the Site Allocations and Development Management Plan 2016

2.1.3 The Parking Standards relevant to the proposals are identified within the Leicestershire County Council Streetscape Design Guide, and The Good Design Guide SPD 2020.

2.1.4 Further detailed information on planning policy can be found in the accompanying planning statement, submitted as part of the application.

2.2.3 Wildlife and Countryside Act 1981 (as amended 1995) protects wildlife and habitats

2.2.4 Planning Practice Guidance The recent publication of the Planning Practice Guidance (PPG) provides a series of web based best practice guidance notes to support the achievement of good design. The publication of the website has also extinguished a raft of national guidance documents relating to design, and in particular By Design, Better Places to Live By Design, Planning and Access for Disabled People, Safer Places. The principle elements of these documents has, however, been reflected in the PPG.

2.2.5 Presumption in favour of sustainable development (Para 11) – Planning authorities are encouraged to seek opportunities for sustainable development, which deliver economic, social and environmental gains.

2.2.6 Building a strong, competitive economy (Paras 85 – 87) - Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

2.2.7 Storage and distribution operations (Para 87) - Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for storage and distribution operations at a variety of scales and in suitably accessible locations.

2.2.8 Effective use of land – Planning decisions should promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

2.2.9 Achieving well-designed places (Para 131) – The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable To communities.

2.2 NATIONAL PLANNING POLICY

2.2.1 The NPPF and Planning Practice Guidance (PPG) are material considerations. The overarching theme running through the NPPF is that of sustainable development. Paragraph 8 of the NPPF defines sustainable development as having three dimensions, comprising economic, social and environmental roles, that should be sought simultaneously through the planning system. Relevant policies include (emphasis added):

2.2.2 Town and Country Planning (Environmental Impact Assessment) Regulations 2011 which requires the preparation of environmental statements



3. SITE CONTEXT & ANALYSIS

- SITE HISTORY
- SITE CONTEXT



Fig. 4. Location of site relative to the motorway network in the UK



Fig. 5. Aerial view of Ellistown and Bagworth showing the location of the existing PALL-EX hub and application site.

3.1 SITE HISTORY

- 3.1.1 The Site has been agricultural land for over 100 years with no building on the site. There are no known heritage assets.
- 3.1.2 The nearest heritage asset is the Grade 2 listed Pickering Grange Farmhouse which is over 750m away from the site to the North East and located far down a private road so will not be impacted by the proposed development.
- 3.1.3 The adjacent hamlet of Battram is a mix of terraced houses built at the beginning of the 20th Century to house workers for the nearby quarries, and more modern construction. There are no historic assets within the town.
- 3.1.4 The site lies within an area of archaeological interest, the projected line of the Via Devana Roman road passes approximately 200m to the northeast of the application area. There are no known archaeological features on the Site. However, archaeological investigations are on going to ensure that any features of archaeological interest are identified and recorded.
- 3.1.5 The area has a long established industrial heritage. The nearby Ibstock brickworks are the oldest industrial use nearby to the site which was started as Ellistown Colliery and Brickworks in 1874 and has been in operation under different ownership ever since.
- 3.1.6 The industrial and distribution sector has grown in the area since, leading to large new developments in Bardon Hill, expansion of the brickworks to other sites, and global firms such as Amazon and Aldi creating distribution hubs nearby.

3.2 SITE CONTEXT

- 3.2.1 The existing Pall-Ex site sits immediately North East of the proposed site with the development of Bardon Hill and its extensive employment land further to the North. Employment use land has been expanded from the Bardon Hill area into old farm land to the South West. The main recent example is the new Aldi distribution centre located 0.7 Miles to the South West along Wood Road.
- 3.2.2 The neighbouring villages of Bagworth and Battram are the nearest residential areas to the site except for the farmhouse of the land owner. The nearest houses in Battram are over 100m away and the nearest houses in Bagworth are over 250m away. The town of Coalville is the nearest town and is 2 miles to the north. The nearest city is Leicester which is 10 miles to the East and Junction 22 onto the M1 Motorway is 3 miles to the east.
- 3.2.3 2 angling ponds were installed within the surrounding woodland and stocked with fish for paid angling club members to access. They are not natural landscape features and not publicly accessible. (Fig 6)
- 3.2.4 The site is surrounded to the North, East and West by relatively immature, modern plantations, which reduce visibility and views into the site, as illustrated in the landscape visual assessment document that accompanies this application. This green buffer is being generally retained as much as possible, as indicated in the Arboricultural impact reports. (Fig 7)
- 3.2.5 The proposed site will use the established road networks that Pall-Ex use for existing operations. (Fig 9)
- 3.2.6 The site sits between the nearby large industrial development of Bardon Hill to the north and the new Aldi distribution centre to the south, and Ibstock Brick West to the West. So the site is essentially retained within commercial / industrial boundaries of the area and remains close to the similar existing industrial developments. (Fig 10)



Fig. 6. Angling ponds adjacent to Site.



Fig. 7. Vegetation Boundary to Road

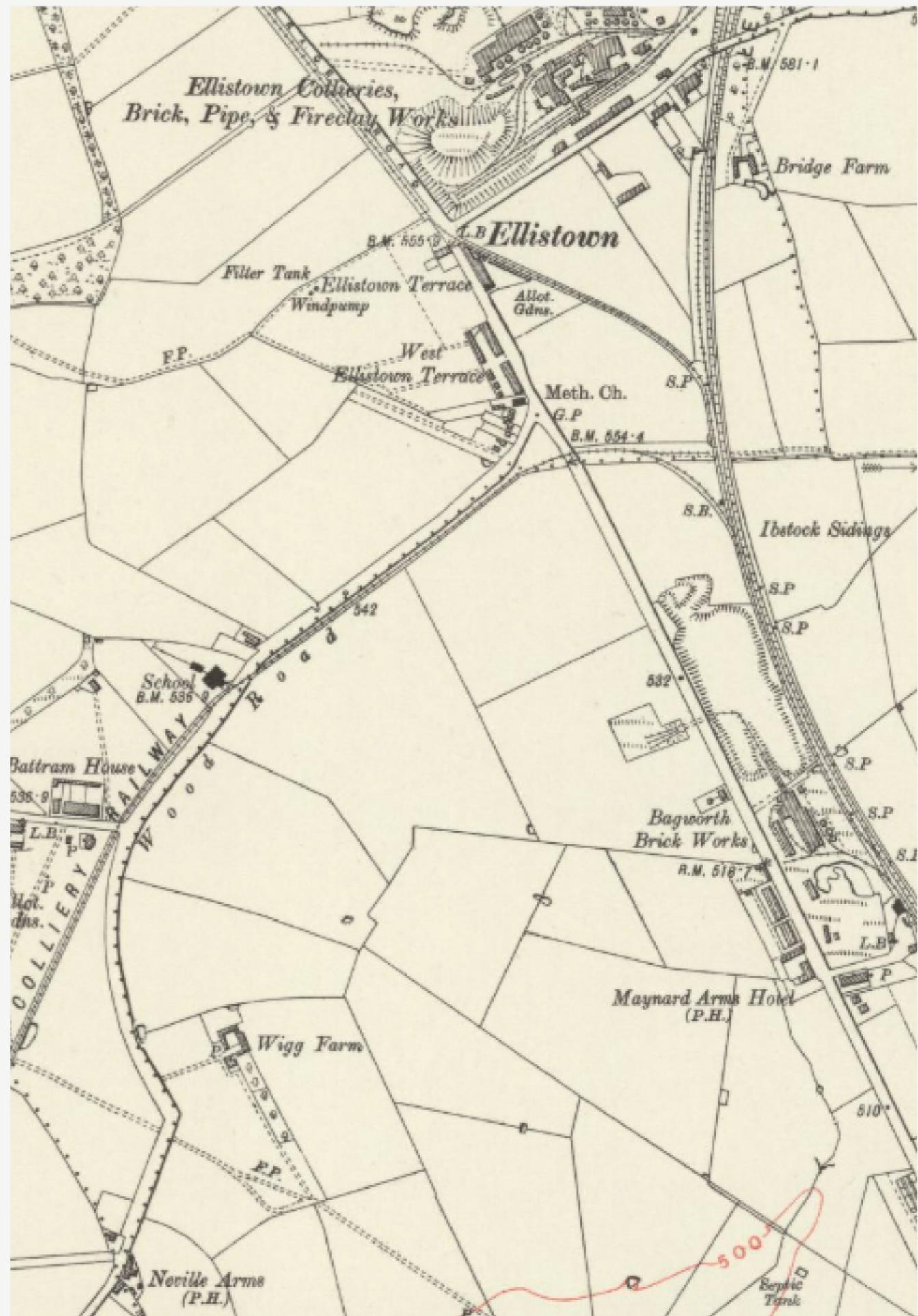


Fig. 8. Historic Map of Proposed Site - 1927

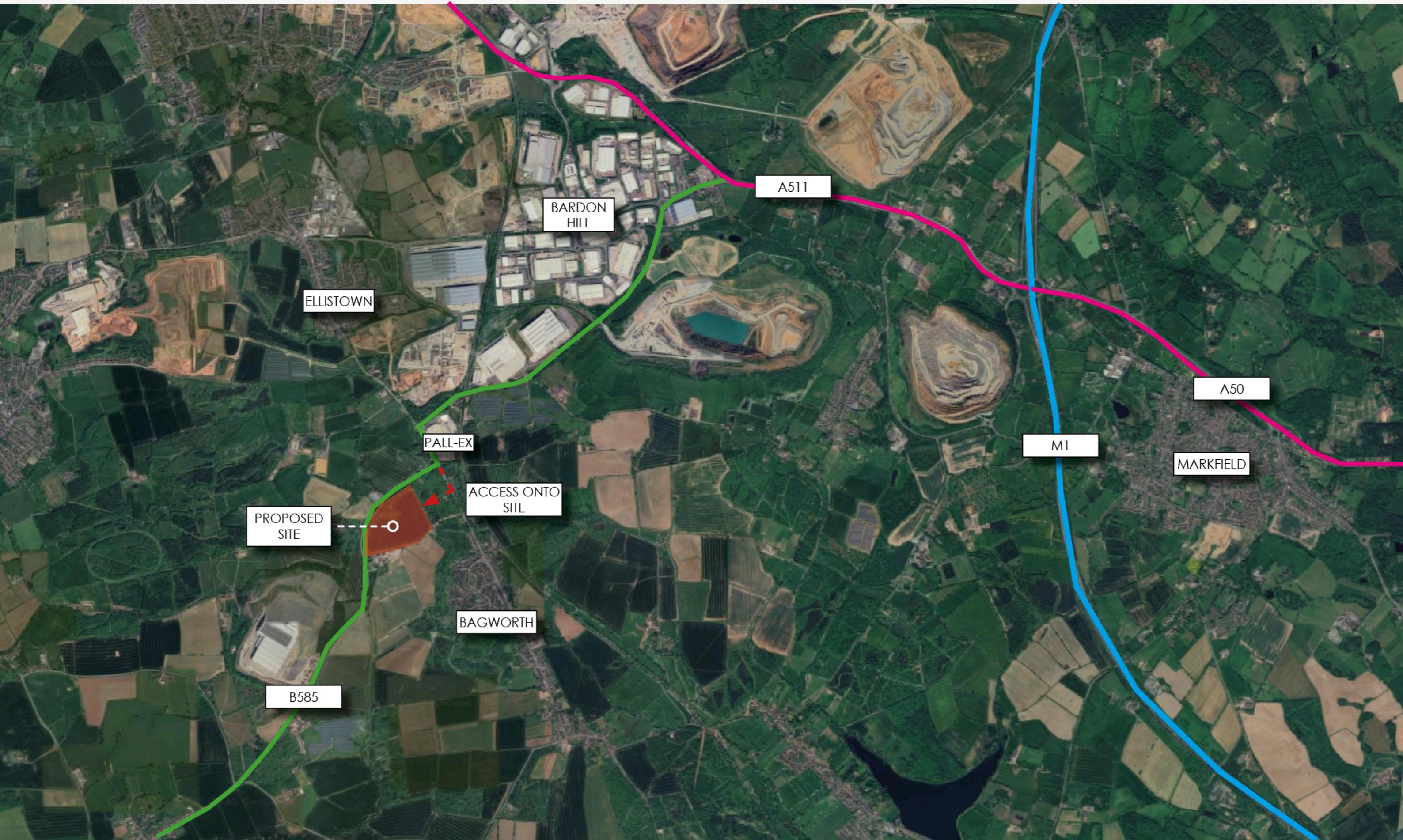


Fig. 9. Existing Local Road Networks

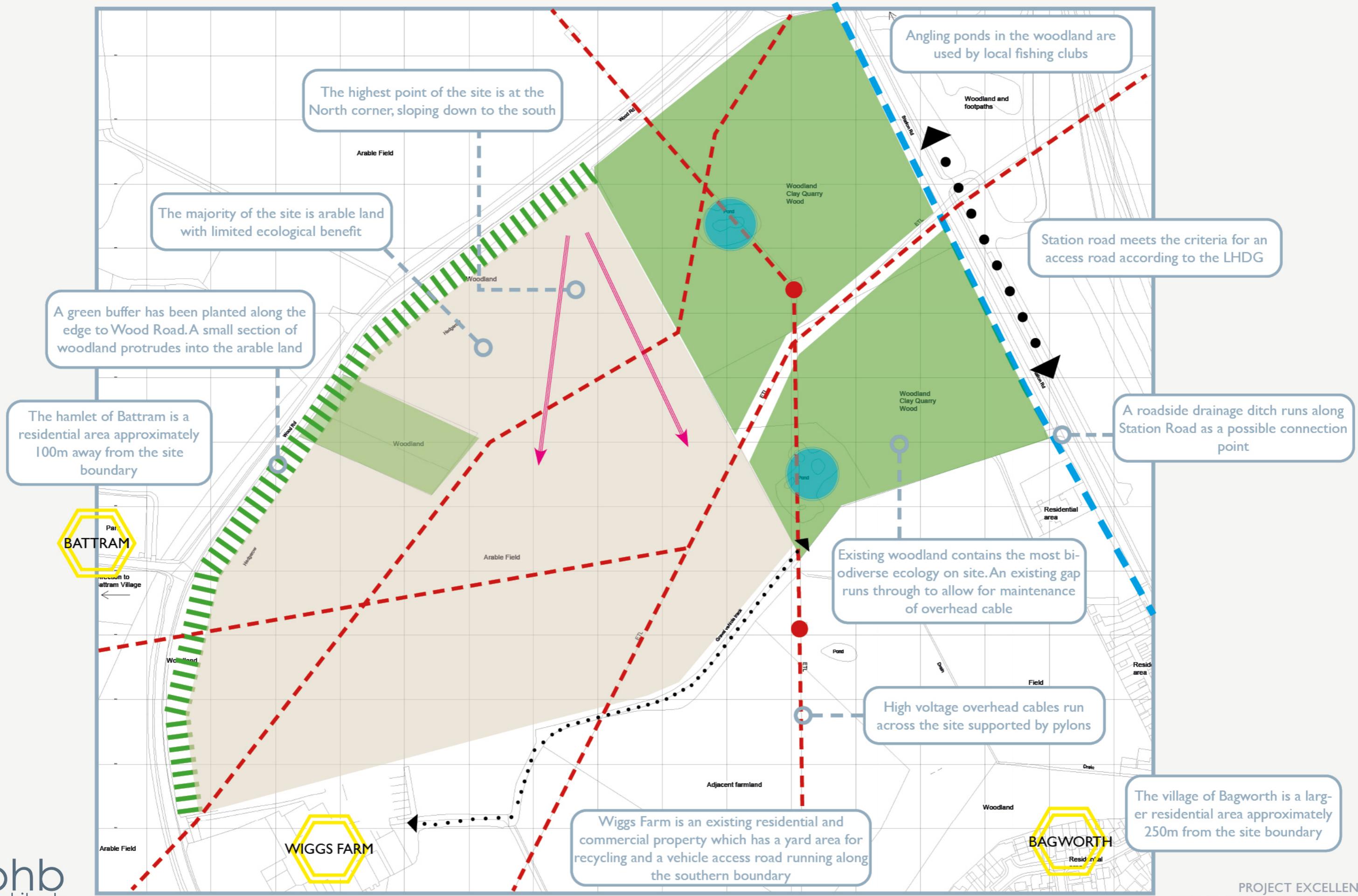


Fig. 10. Existing Industrial Developments

4. KEY DESIGN PRINCIPLES

- CONSTRAINTS AND OPPORTUNITIES
 - KEY PRINCIPLES
 - DESIGN DEVELOPMENT

4.1 CONSTRAINTS AND OPPORTUNITIES



4.2 KEY DESIGN PRINCIPLES

4.2.1 The design process for the building looked at developing a scheme that met the operational and business needs, created a flexible site that can adapt to future use, and creating an appropriate building that had a positive effect on staff, visitors and the local population.

4.2.2 Working through the design process the following 6 Key principles were developed to guide the design moving forward.

PEOPLE FIRST

To improve staff facilities for both those on site permanently and those moving through the distribution hub. To create a pleasant work environment and bringing amenities onto site for staff to use and enjoy.

SUSTAINABILITY

To implement passive sustainable design decisions such as in orientation and layout to reduce the operational carbon of the building. To make use of available sustainable technology to reduce energy impact. To create a healthy environment for all staff.

MINIMISE MASSING

To ensure the building is appropriate for its environment and context. Using architectural language to break up and add interest to façades. Keeping human scale built elements and landscaping within the scheme to reduce impact.

LONG TERM AESTHETICS

To ensure quality robust materials and designs are used that will be functionally appropriate and help integrate the building into the landscape from the immediate surroundings as well as more distant views.

FUNCTIONAL AND FUTURE-PROOF

To provide a site that meets the long term needs of the occupants, allowing them to run an efficient and successful business. Creating a robust adaptable building that can adapt if necessary to change in future and flexible yard areas that can be re-purposed to suit any method of distribution and access.

CLEAR AND EASY ACCESS

Providing safe access for all vehicle and pedestrian movement on and to the site. Clear orientation and segregation of different transport types. Legible architecture and landscape to help understanding of the site.

SHOW CHARACTER

To create a new headquarters for PALL-EX that is representative of the standards the business works to achieve and showcases the quality of the business to visitors and staff

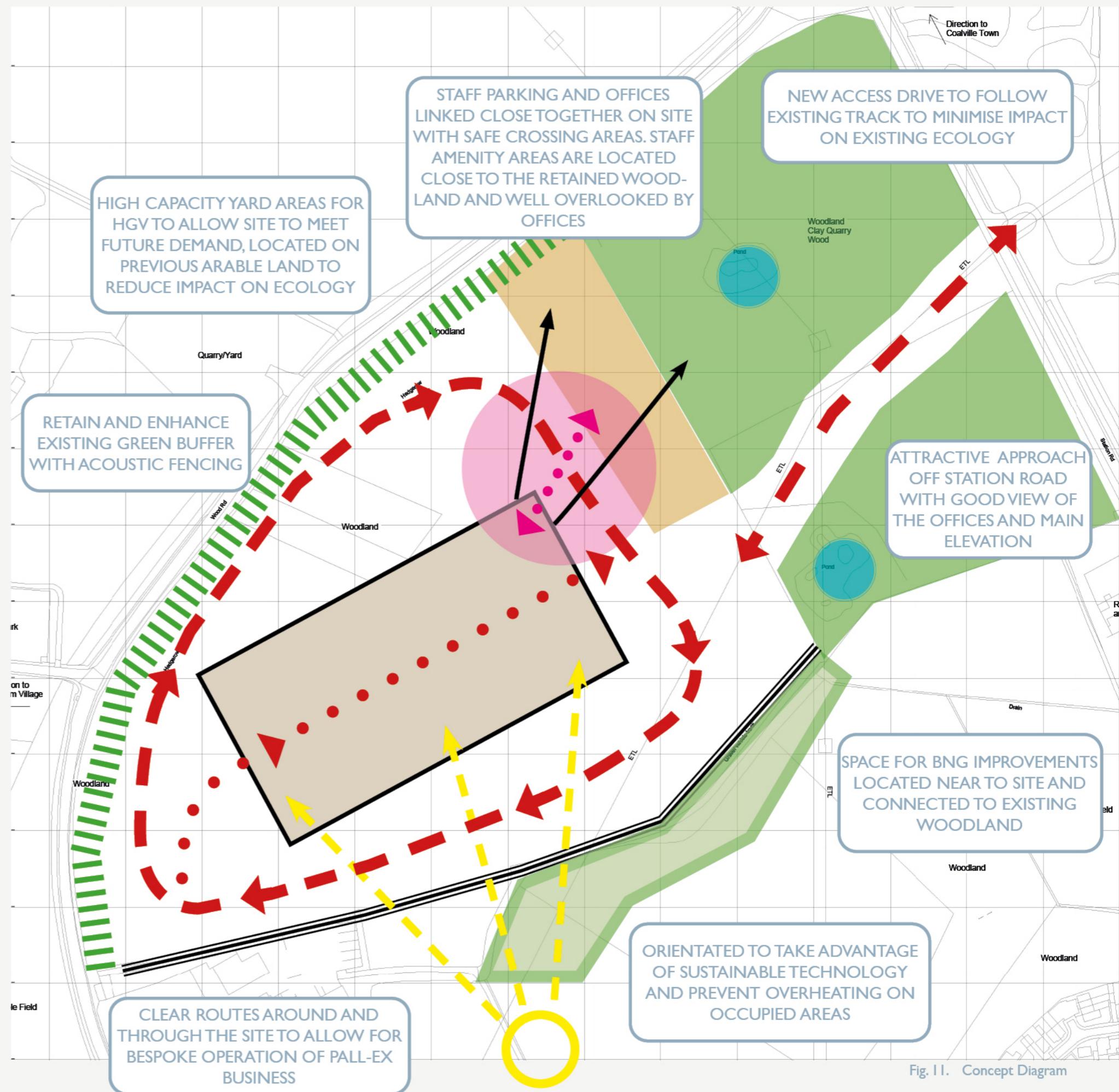


Fig. 11. Concept Diagram

4.3 DESIGN DEVELOPMENT

- 4.3.1 The proposed site has had an extensive period of design development to establish the best access point and site layout to balance impact on the existing roads and landscape with efficient operation of the facility. Figure 13 illustrates some of the initial site plan explorations, which focussed on the method of delivering significant elongated warehouse form, to suit Pall-Ex operational requirement; generous surrounding yard areas in which to accommodate traffic flows and HGV parking; office facilities adjacent to the warehouse and orientated towards the point of main approach, and finally car parking provisions and green landscape in close proximity to the offices..
- 4.3.2 Following agreement of the preferred conceptual site plan with Pall-Ex, a pre application submission was made to Hinckley and Bosworth Borough Council and feedback on the appearance and massing of the building and the required highways approach was taken into account as the design developed further.
- 4.3.3 Following positive feedback from the local authority, and the agreement in principle to utilise the main access off Wood Road, design development focused on the improvement of the site approach, and the configuration of the significant ancillary offices needed to accommodate the Pall-Ex support staff. Extent of glazing and position of rooms was thoroughly explored in sketch form with input from the end user to establish a layout that gave staff good natural lighting, and amenity spaces that overlook the landscaped areas, as well as flexible office space that can adapt with the business. (Fig 11)
- 4.3.4 The warehouse design was driven by the unique layout required by the end user as well as the design driver to reduce the massing of the building through the roof profile. Multiple options were looked at based on balancing an efficient steelwork frame with creating a more low lying mass as well as creating something that looked impressive to suit the operations headquarters. (Fig 12)

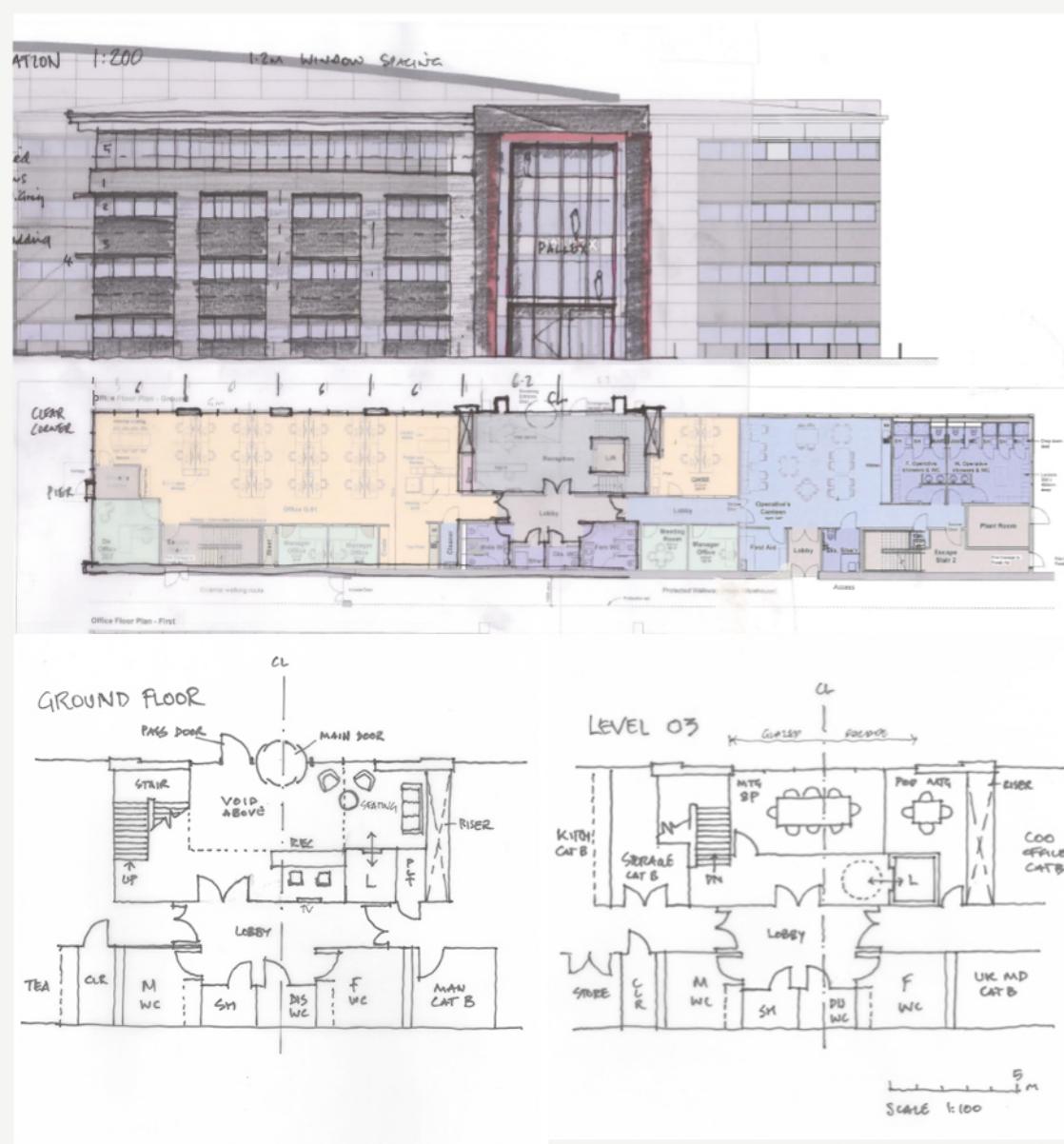


Fig. 12. Office Development Process

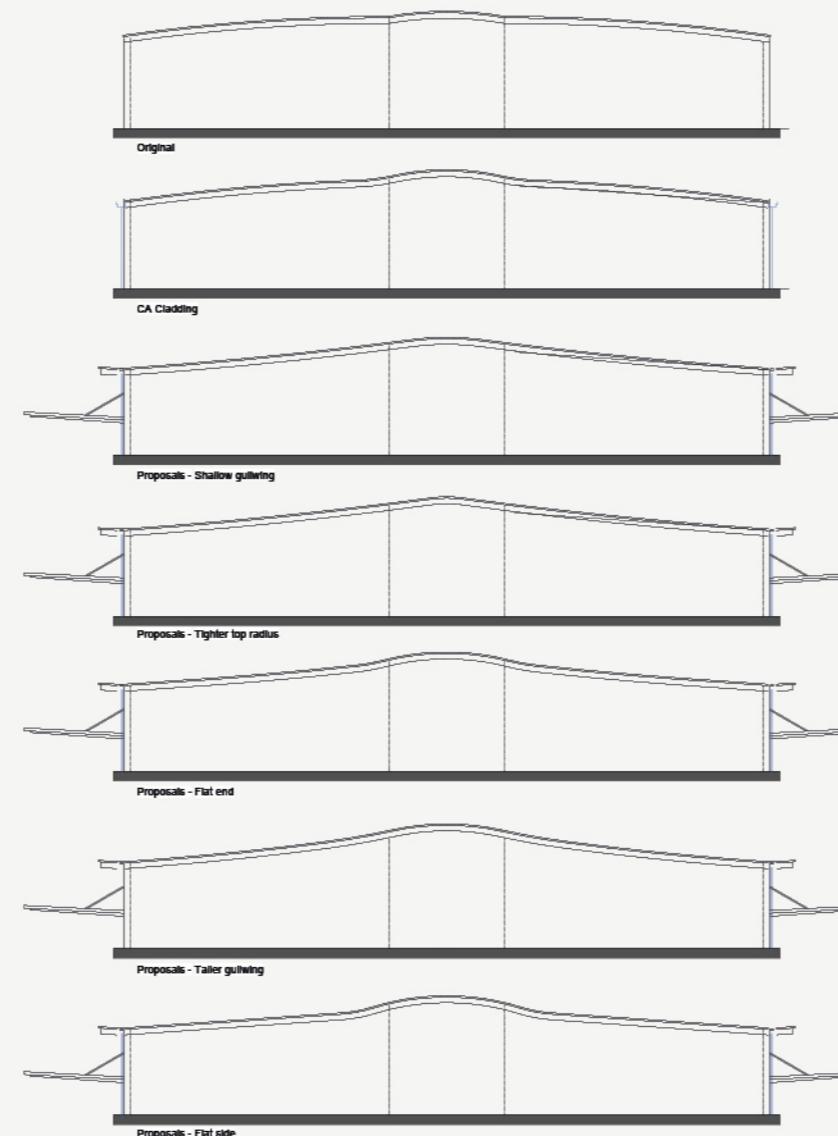


Fig. 13. Roof Profile Development

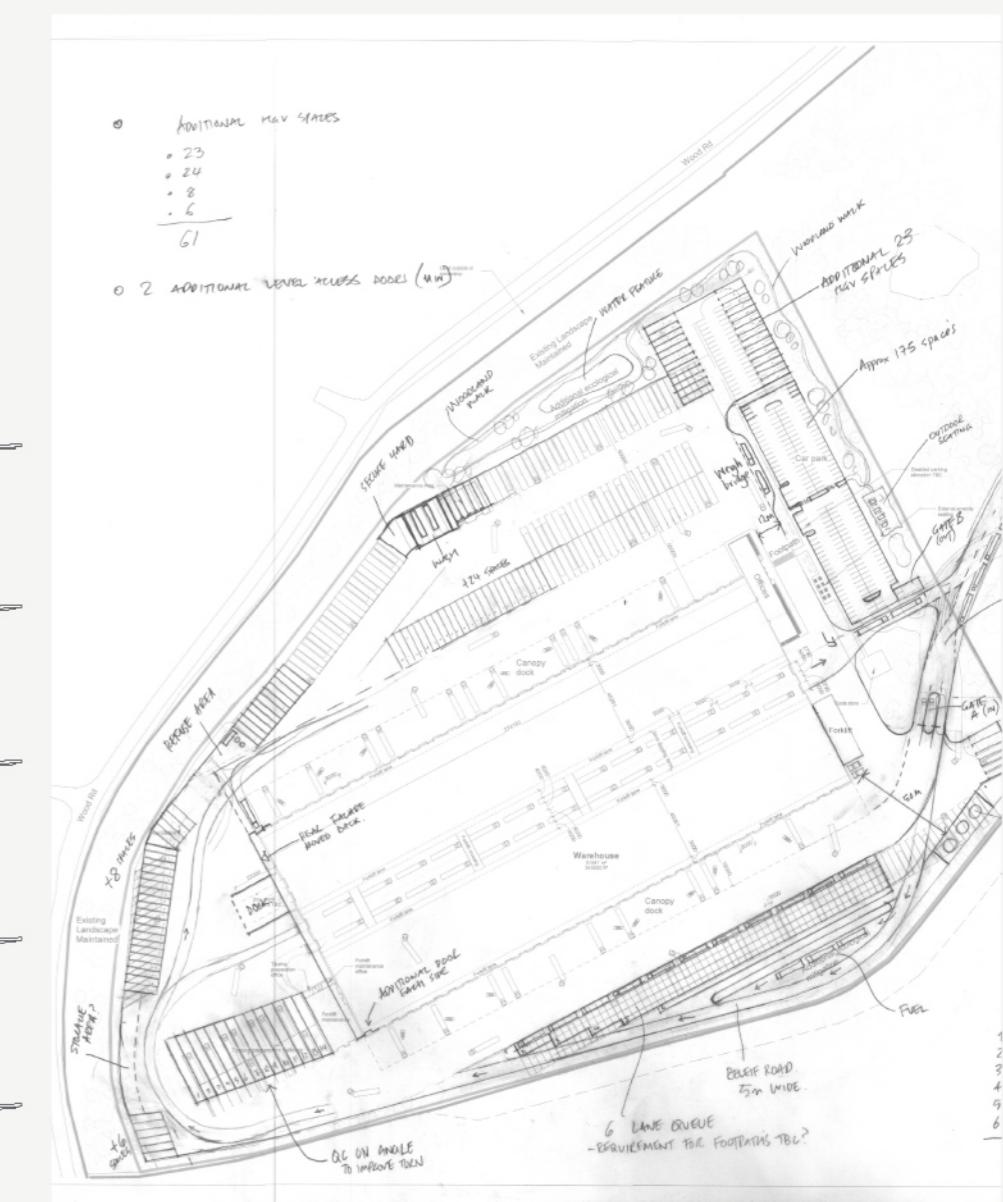


Fig. 14. Yard Area Explorations

5. DEVELOPMENT PROPOSALS

- LAYOUT
- AMOUNT
- LAYOUT OVERVIEW
- MATERIAL
- APPEARANCE
- COLOUR
- SCALE

5.1 LAYOUT

5.2.1 The Site has been designed in collaboration with the end user, PALL-EX to ensure efficient use of the site area, to allow for the business to run efficiently and successfully.

5.2.2 The fundamental principle behind the site layout is the requirement for HGV's laden with palletised freight, to be able to drive directly through the centre of the building. As they progress through the building, fork lift operations unload the vehicles, distribute and organise the arriving good, which are then stored then loaded onto waiting HGV's located around the periphery of the warehouse, for their onward distribution throughout the UK. This operational need drives the warehouse plan form, and also dictates the surrounding doors and yards areas to the long eaves elevations.

5.2.3 Arriving vehicles begin on a one way journey around the building with multiple queuing and parking areas available around the site. Vehicles drive into the building to be unloaded and then use the side doors to load before completing their journey around the site and leaving from the access road.

5.2.4 The layout includes provision for:

- 67 Level Access Doors
- 2 Dock Doors
- 4 Main Entrance / Exit Vehicle Doors
- 201 No. Car Parking Bays
- 156 HGV Parking Bays
- 20 No. EVC Bays incl. 2 Accessible EVC Bays
- 48 No. Cycle Space
- 6 No. Motorcycle Bays

5.2.5 Staff car parks and the offices are located at the site entrance on the North East side to reduce the overlap of commercial and personal vehicles and to ensure non yard staff are kept separate from the operational areas.

5.2 AMOUNT

5.2.6 Planning Approval is sought to provide a new development consisting of the following GIA provisions:

- 31,726m² of B8 warehouse including small warehouse general office.
- 2,523m² of Ancillary offices over 4 floors
- 408m² Forklift maintenance area including first floor offices
- 170m² of Quality Control offices
- 55m² of combined gatehouse facilities
- 622m² of Vehicle maintenance unit including first floor offices.

5.2.7 Associated to the building, the following canopy provision are proposed:

- 10,239m² of vehicle loading canopies attached to the main warehouse
- 2422m² of roof Canopy over the QC preparation building

5.2.8 Adequate space will be provided around the building for the necessary vehicle manoeuvres. The sizes of these areas are determined by the dimensions of contemporary articulated vehicles and their turning circles with appropriate service yards provided.

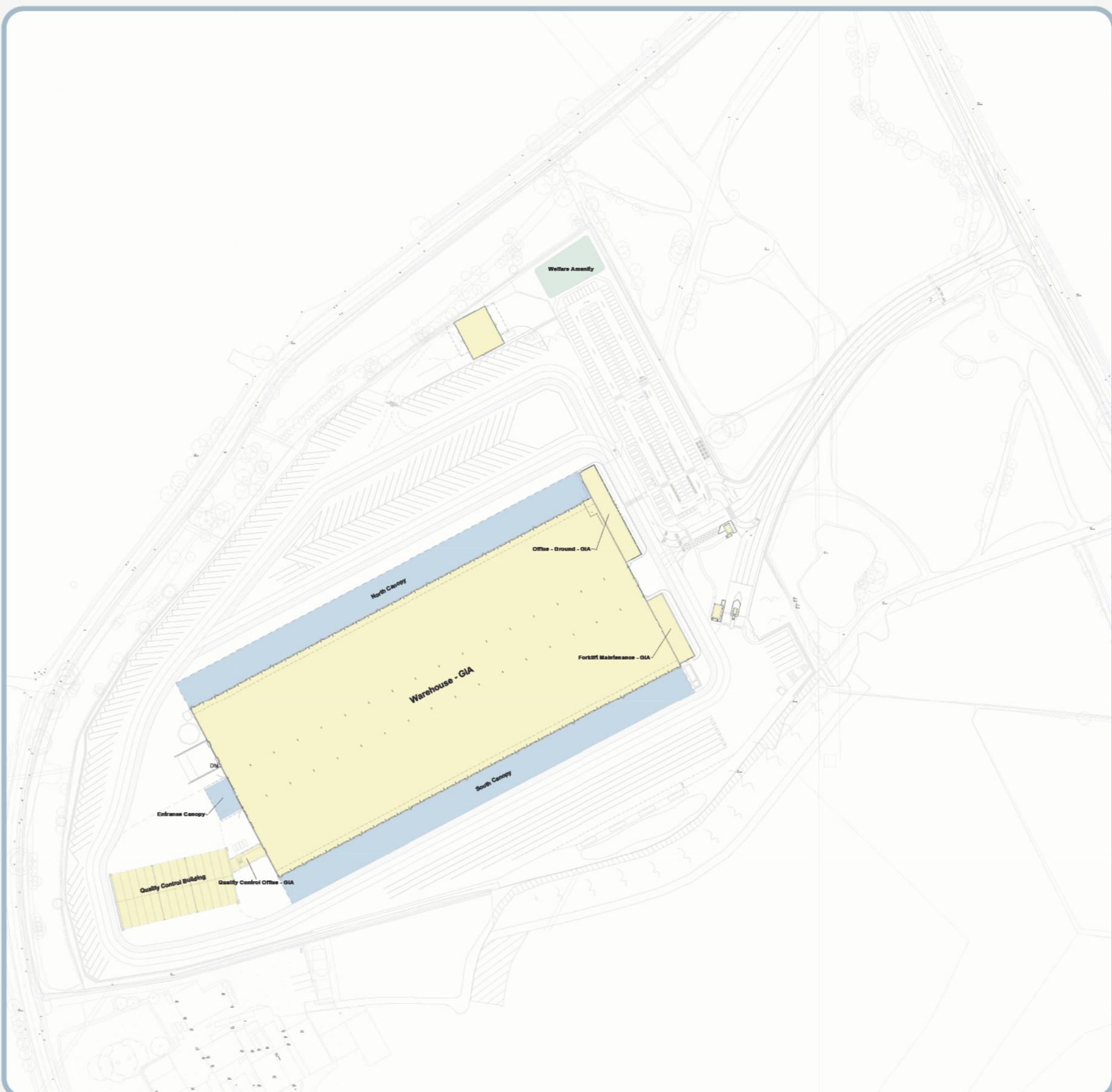


Fig. 15. Illustrated Area Plan

5.3 LAYOUT OVERVIEW



Fig. 16. Proposed Masterplan Aerial View

Figure 16 illustrates the developed site layout from an aerial perspective.

- A** The main warehouse and ancillary office building face directly towards the main side approach from Station Road. As vehicles approach the development there is dedicated split in the roadway, in which HGV's progressing onwards into the main yard via the security gatehouse, and office staff progress into the main staff parking areas. Located between this split in the roadway, is a large soft landscaped expanse, providing an attractive initial foreground impression to the HQ development.
- B** As can be seen for the aerial viewpoint, the main warehouse roof form has been deliberately designed to sweep downwards towards the eaves. This helps reduce the perceived massing of the large distribution unit, and provides a aesthetically pleasing sinuously curved profile to the main building massing.
- C** Beneath the main roof curved roof form to the warehouse, sits the ancillary four story office building. The offices have been designed to sit proud 'outboard' of the main warehouse form, deliberately to provide improved natural daylighting and quality of the internal environment. The offices have been located to the northern side of the main warehouse gable elevation, to avoid the central HGV loading route and exit doors
- D** The offices incorporate significant areas of glazing within the elevations, ensuring excellent views out over the landscaped parking areas, and across to the surrounding established landscape buffers. The car parking areas are immediately accessible to the main offices, and incorporate accessible parking spaces, electric vehicle charging spaces car sharing spaces and also cycle / motorcycle provisions Around the periphery of the car park is external amenity areas and walking route for use by the staff, which provide interaction with the surrounding green landscape
- E** Around the periphery of the main warehouse is a significant extent of operational yard areas. These have been deliberately designed to facilitate proposed Pall-Ex operations, in which HGV's are stacked and queued together in lines prior to being called into the main warehouse for unloading or loading.
- F** Within the yard areas are located ancillary structures that assist the operations process. The barrel vaulted QC canopy provides a covered area in which HGV's can be prepared for unloading. The roof to this structure has been designed to harmonised with the main warehouse form
- G** The vehicle maintenance unit to the north of the site as the name suggests, provides maintenance and mechanical servicing for the significant fleet of operational vehicles.
- H** To the front of the main building immediately adjacent to the main HGV approach is located forklift maintenance building. This structure contains charging stations and maintenance bays for the various forklifts that operate within the internal main warehouse.
- I** Along the sides of the main warehouse exist, full length loading canopies. The design of these canopies, is primarily functional in order to protect the vehicles in their loading position from inclement weather, but also the canopies have been considered aesthetically to harmonize with the sweeping main roof form above. Cantilevered arm brackets helping support the canopy provide symmetry and interest along the main warehouse elevations.
- J** The roof has zones allocated for solar panels that span the length of the building, orientated along the east west axis to support the energy use of the building. Rooflights are positioned above the main working areas to provide natural daylight and reduce energy use in the warehouse.



5.4 MATERIAL

- 5.4.1 The materials proposed within the development are entirely appropriate to a modern industrial commercial development.
- 5.4.2 On the main warehouse elevations, profiled metal built up cladding is used in conjunction with colour variations to break up the perceived size of the façades.
- 5.4.3 The roof to the main warehouse will again be metal profiled built-up sheeting, incorporating glazed roof lights, and areas of PV panels.
- 5.4.4 The office elevations have been deliberately designed to incorporate greater transparency, providing good natural daylighting to the interior office facilities. Befitting of a modern office development flat panel composite cladding will be utilized to the main office elevations. In order to again break up the perceived massing of the office façade feature pressings, glazing and other fenestrations are incorporated into the design proposals.

5.5 APPEARANCE

- 5.5.1 As illustrated in the 3-D visualizations, the primary perception of the development will be the main warehouse form which incorporates a sweeping curved roof profile. The main elevations to the warehouse have been broken down through the use of changes to the cladding profile and colour palette.
- 5.5.2 In tandem with this a contemporary and more lightweight office facade has been incorporated into the development approach. The office form and massing has been dictated by the accommodation requirements within, to suit the Pall-Ex business and staff accommodation requirements.
- 5.5.3 Externally, the office elevations have been deliberately designed to reduce the width and height of the four-story structure. This is through the incorporation of a central feature glazed entrance section, and the adjustment of the cladding type to the top floor. This helps to break the office massing down into two smaller side office wings.
- 5.5.4 Canopy structures along the two eaves elevations help to mitigate the height of the main warehouse and also create visual interest along the length.
- 5.5.5 Ancillary buildings on site utilize similar pallets of materials as applied to the warehouse and office structures, in order to create a cohesive development aesthetic.
- 5.5.6 As much as possible, soft landscaping has been incorporated into the development in order to create a high-quality and sustainable headquarters identity, befitting of the Pall-Ex group

5.6 COLOUR

- 5.6.1 A neutral colour palette has been proposed for the development. This is in line with recommendations of the pre-application response.
- 5.6.2 The chosen colours complement each other, and provide the ability to break up and humanise the main building elevations through graduating colour transitions and changes in cladding profile.

RAL 7012

RAL 7000

RAL 7035

RAL 9010

RAL 9005

6. ACCESS

6.1 VEHICLE AND PEDESTRIAN ACCESS

- 6.1.1 Both heavy goods and standard car access into the development will be provided via a new internal access roadway leading from a new junction on Station Road. This new internal access roadway travels through the adjacent coppice area, following the path of an established overhead powerline, avoiding the need for significant removal of vegetation.
- 6.1.2 Onward Goods vehicle access is controlled at the end of the internal roadway via dedicated gatehouses and security barriers. Onward access to the car parking areas for office staff and visitors is secured with an access barrier and accessible to staff and visitors during office hours,
- 6.1.3 The internal roadway has sufficient capacity to allow HGV's to queue off the public road network to reduce impact on existing roads. Staff cars and other visitors have access via a separate lane to allow them to access the staff car park without waiting in the HGV queue.
- 6.1.4 Pedestrian and cycle access is located via a shared roadway along the northern edge of the internal access road providing linkage to the cycle storage provisions located within the staff car park.
- 6.1.5 Pedestrian access to the main offices from the car park is via a pedestrian security gate, which then leads to a dedicated internal pedestrian crossing point
- 6.1.6 Lighting will be provided to all vehicle pedestrian and cycle access routes
- 6.1.7 Accessible parking provisions are located as close as possible to the office entrance. Similarly, car sharing parking spaces are also located in this area.
- 6.1.8 Pedestrian foot paths are incorporated around the periphery of the car park to ensure safe walking routes



Fig. 18. Staff Car Park and Segregation from HGV Traffic

6.2 INTERNAL BUILDING ACCESS

- 6.2.1 Primarily pedestrian access will be via the office building. Here the first point of contact will be automated main entrance doors, leading into a double height reception. Warehouse staff will also use the office as the main entrance to check in before entering into the warehouse via the internal pedestrian routes.
- 6.2.2 Within the reception volume a reception desk will be incorporated, providing accessible signing in points for able-bodied and wheelchair users alike. Hearing loop facilities will be incorporated as required.
- 6.2.3 Following security clearance in reception unrestricted vertical access is available to all upper office floors via an accessible passenger lift
- 6.2.4 Staircases are also provided to upper floors, all designed to accommodate ambulant disabled users. Within the escape staircases, dedicated refuge's will be provided ensuring the safe evacuation of occupants in wheelchairs and a managed building strategy will be implemented to facilitate this.
- 6.2.5 A ground floor within the office facilities, staff welfare and amenity provisions will be provided incorporating kitchen, seating and vending facilities. Provision will be made for wheelchair users within this layout.
- 6.2.6 Generally, within the main warehouse hub, the workforce will consist of entirely able-bodied personnel, due to the physical nature of the operations. However, dedicated safe and level access walking routes will be provided throughout the internal hub and external yard areas to ensure health and safety well-being at work. Visual contrast will be provided in order to identify barriers and obstacles where appropriate.
- 6.2.7 Sanitary facilities will be provided within the main offices and amenity areas located at each floor level. This will include an accessible toilet provision and ambulant wc cubicles. In addition, sanitary facilities are provided at the bottom end of the hub warehouse adjacent the QC building.
- 6.2.8 Finishes within the building will be designed to incorporate the requirements of building regulation's part M in terms of visual contrast. This will ensure that spaces are legible and easy to navigate for all.



Fig. 17. Road to Proposed Access Point

A grayscale aerial photograph of a rural area. The landscape is a patchwork of agricultural fields, some with distinct crop patterns. A network of roads and paths crisscrosses the fields. In the upper right, there is a cluster of buildings that appear to be a small town or industrial complex. The overall scene is a mix of natural and human-made environments.

7. SUSTAINABILITY & CRIME PREVENTION

7.1 SUSTAINABILITY

- 7.1.1 The design was steered by the operational needs of the development whilst minimising ecological impacts and maximising habitat connectivity and Biodiversity Net Gain (BNG) on site.
- 7.1.2 A range of ecology surveys were undertaken early in the design process to identify protected species considerations and inform design evolution.
- 7.1.3 The most significant impacts relative to sustainability are likely to be usage of materials and the energy consumption taken to produce these materials. Accordingly, the main warehouse has been designed to be as structurally efficient as possible, minimizing usage of steel within the main frame design.
- 7.1.4 Through the initial design optioning exercises, the volume of the warehouse has been gradually reduced through the incorporation of the sweeping roof profile, further assisting the reduction in material consumption.
- 7.1.5 Throughout the coordinated design process, the developer has been very clear in the intention to ensure that the proposed building retains flexibility for future users. Therefore, should in the following decades, the occupier of the development change, then the building would be readily usable and desirable for incoming occupiers. This ultimately ensures that the development and buildings are sustainable in the longer term.
- 7.1.6 All of the materials specified within the main external cladding packages will be recyclable and procured for appropriate suppliers who can evidence sustainable supply chains. Similar for all internal office fit out materials and products.
- 7.1.7 The office development, which will accommodate approximately 200 staff has been deliberately orientated to face North East. This ensures that the main façade which incorporates significant areas of windows, is shielded from excessive solar glare, in turn reducing energy demand for cooling. Externally, Brise soleil fixtures have been incorporated into the elevational design again, solar protection to office occupants.
- 7.1.8 The office facility will be heavily serviced due to the nature and occupancy levels within this element of the building. Accordingly, the M&E design will be looking to exceed the requirements of current part L of building regulations. Reference should be made to the energy and sustainability report produced by the mechanical and electrical designers as part of this submission. The EPC rating target for the offices is an A.
- 7.1.9 As part of the development brief, an excellent BREEAM rating is being targeted by the design team. To achieve this aspirational benchmark, additional sustainability features such as areas for PV roof panels, car sharing spaces, additional EV charging points, green travel provisions, and outdoor staff amenity provisions are all incorporated into the development proposals.
- 7.1.10 Water efficiency measures are also included as part of the BREEAM process, with wash down water within the vehicle maintenance units being recycled and reused.
- 7.1.11 Relative to waste management, Pall-Ex have allocated an area of the yard for a recycling and waste management compound. This will improve their ability to separate and control waste, ensuring the maximum amount of recycling possible.
- 7.1.12 Within the offices, dedicated recycling points will be provided adjacent to all kitchens and staff welfare facilities
- 7.1.13 Zones have been allocated on the roof for Solar panels to be installed. The zones are orientated along the east west axis to maximise its potential energy gain.
- 7.1.14 Rooflights along the length of the roof above the main working areas provide natural daylight in the warehouse to reduce the reliance on artificial lighting.

7.2 CRIME PREVENTION

- 7.2.1 Due to the nature of the freight operations, the proposed development will need to be entirely secure. During loading operations, external vehicle doors are left completely open to the main building.
- 7.2.2 Goods vehicles accessing the main hub and yard areas will be managed and controlled by dedicated security staff located within the external gatehouse structures. These will include manual and automatic barrier controls, manned 24 hours a day. No unrestricted vehicle access will be possible.
- 7.2.3 Within the yard areas, the existence of heavy goods vehicles and fork lift trucks, throughout the entire development, create potential hazards for any member members of the public.
- 7.2.4 Therefore, the entirety of the operational areas will be secured by either paladin fencing, concrete retaining walls with fall guarding and acoustic fences as appropriate to the location and requirement.
- 7.2.5 At the start of the main access road adjacent Wood Road a set of manual vehicle gates will be installed to secure the entire development out of hours or during holiday closedown.
- 7.2.6 During office hours access to the staff car parking areas, including visitor parking spaces will be open. Onward access into the office building from the car park, will be via secure pedestrian gates controlled via electronic intercom.
- 7.2.7 Should it be required, Pall-Ex will provide managed access and assistance from the car park areas into the office buildings.
- 7.2.8 CCTV will be incorporated into the development proposals, and these will form part of them electrical engineering strategy. This is likely to include the majority of the fence boundary staff car parks and the main access road.
- 7.2.9 Internally, CCTV will also monitor the loading and unloading operations

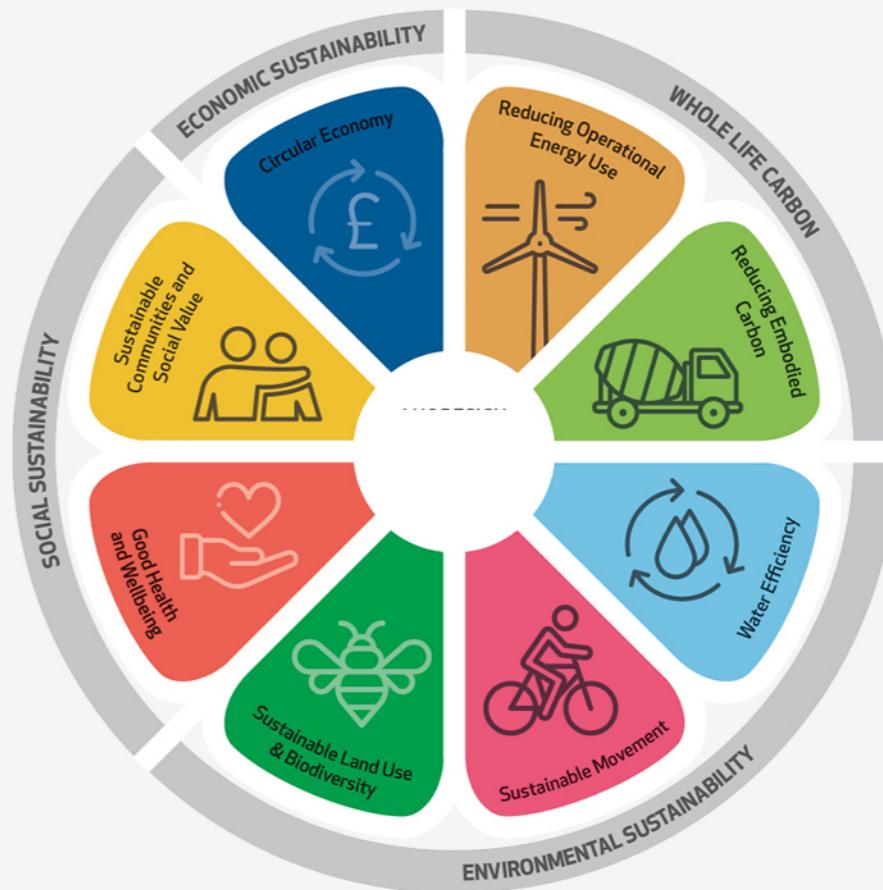


Fig. 19. Sustainability Diagram

8. SUMMARY

8.1 SUMMARY

- 8.1.1 The proposals outlined within this document have been carefully designed to address the operational needs of the Pall-Ex group in their continued expansion within the local area. The building and site layout has been developed with due consideration of the surrounding natural environment, retaining existing natural features where possible.
- 8.1.2 The design of the main distribution hub has been developed to minimize its impact on the surrounding landscape and also to provide an aesthetically pleasing building form and identity
- 8.1.3 The design team are targeting a BREEAM excellent rating as part of this development, ensuring the highest possible sustainability and accreditation criteria are met.
- 8.1.4 The main hub which forms a centrepiece of the development is designed to be as efficient as possible in accommodating the internal processes of the Pall-Ex group. The office facilities are designed to provide the highest quality of working environment for members of staff as possible, assisting with staff retention and long terms productivity.
- 8.1.5 The building and surrounding yard and access routes have been designed to be adaptable to future proof the site to ensure sustained operation over time.
- 8.1.6 The proposals aim to provide a long-term home for the Pall-Ex group, ensuring the retention of jobs and investment into the local area.



Fig. 20. AERIAL SITEVIEW

APPENDIX

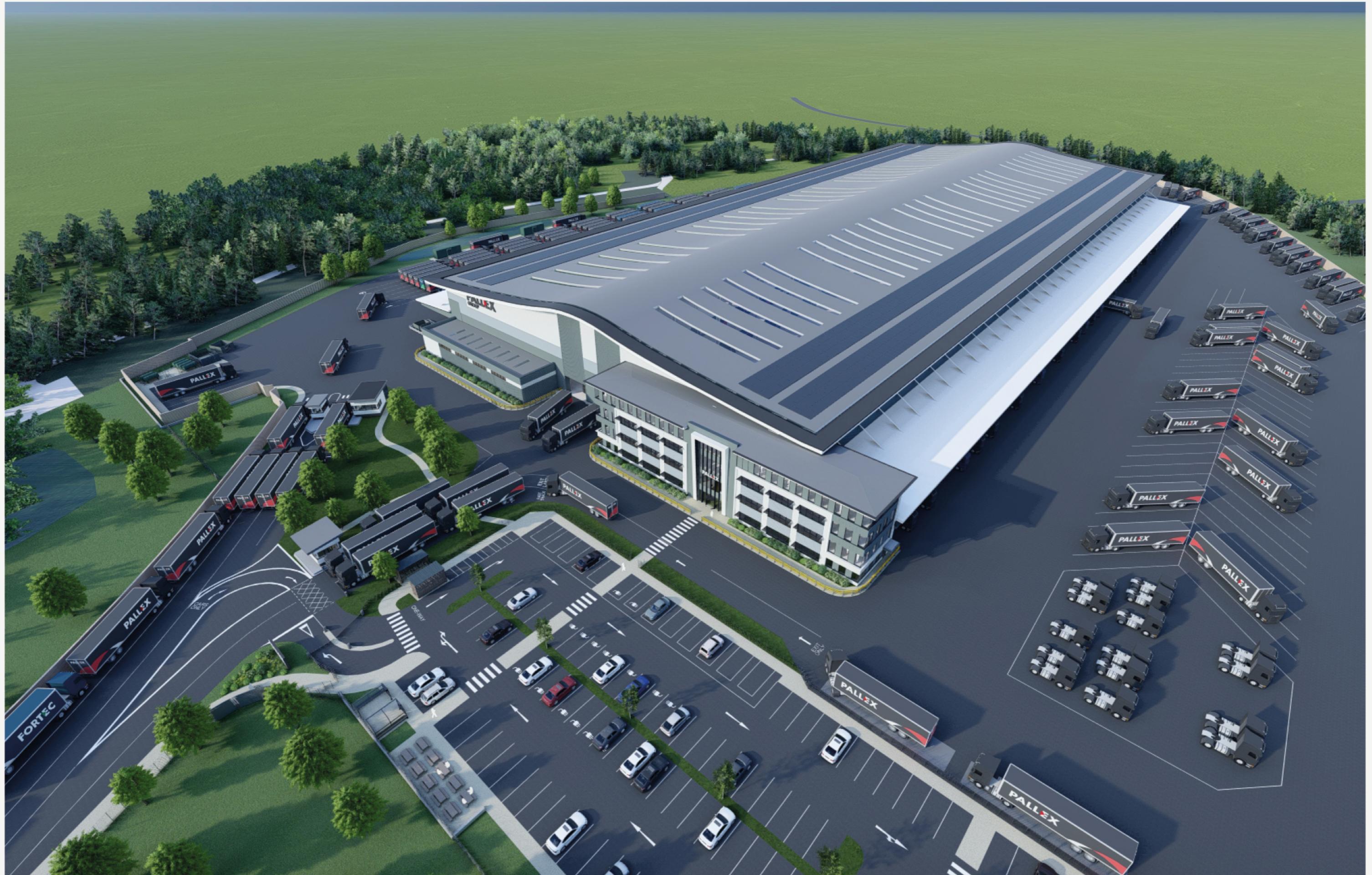


Fig.21. AERIAL VIEW - NORTH

PROJECT EXCELLENCE
DESIGN AND ACCESS STATEMENT



Fig. 22. AERIAL VIEW - EAST

PROJECT EXCELLENCE
DESIGN AND ACCESS STATEMENT



Fig. 23. MAIN APPROACH

PROJECT EXCELLENCE
DESIGN AND ACCESS STATEMENT



Fig. 24. OFFICES

PROJECT EXCELLENCE
DESIGN AND ACCESS STATEMENT



Fig. 25. LOADING BAYS

PROJECT EXCELLENCE
DESIGN AND ACCESS STATEMENT



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