DESIGN AND ACCESS STATEMENT

Lincs Gateway, Spalding
Lincolnshire

Outline Planning Application



Document Prepared for:

Alcan Properties Ltd

June 2022

umc architects

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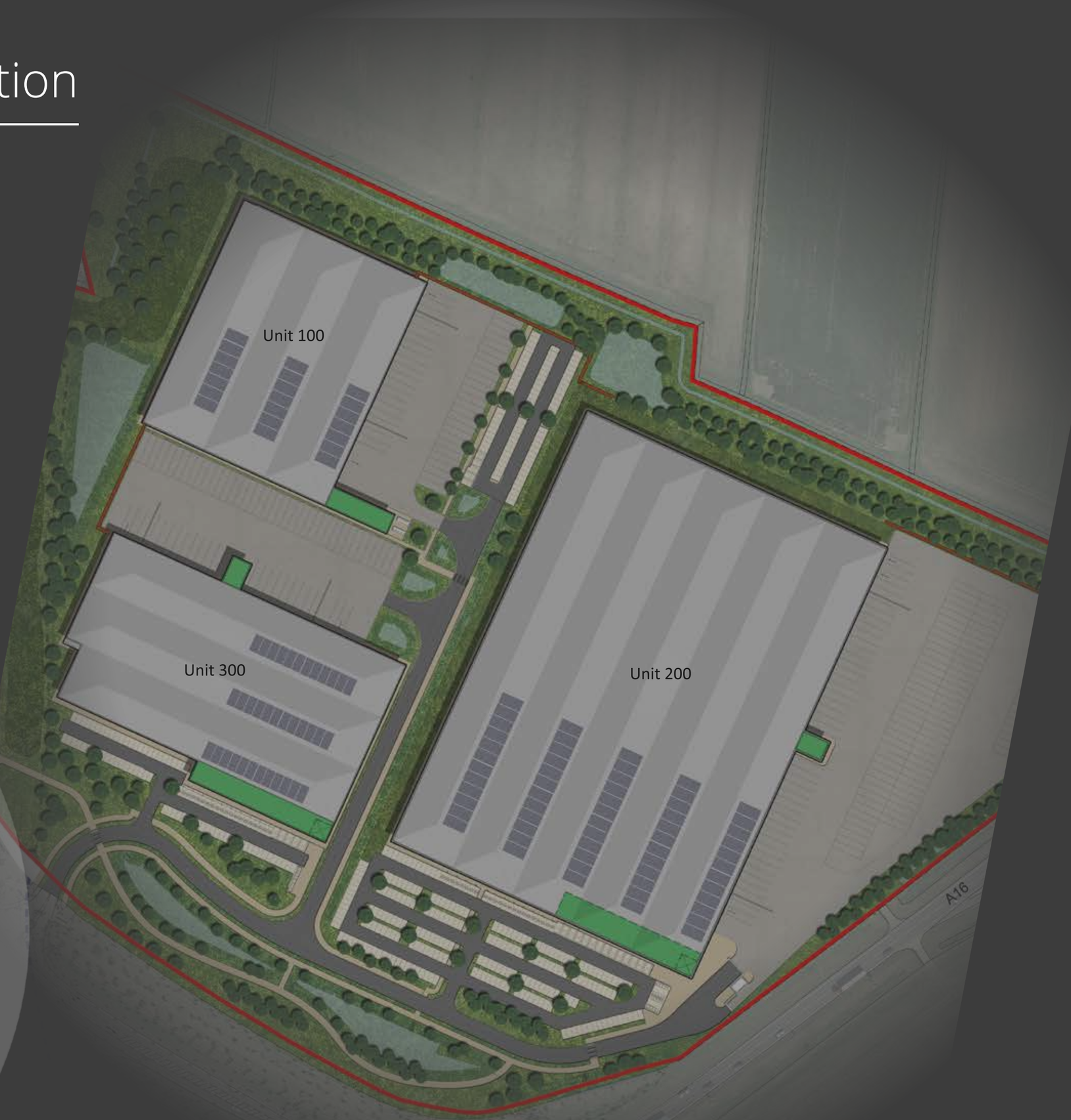
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01 Introduction



01 Introduction

01.1 Report content and structure

This document contains a summary of the site context, analysis of the surrounding areas and an explanation of the design evolution, how the physical characteristics of the scheme have been informed by the design process and explains the steps taken in the process, culminating in the proposed design solution.

This is in accordance with the requirements of the planning application processes. The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 sets out the requirements for Design and Access Statement.

The statement is structured as follows:

01 Introduction
An introduction to the Site and outline of the project brief.

02 Site Context
A site context evaluation, containing a description of the existing site and surroundings.

03 Planning Context
Covers the General Principles and Key Parameters set out for the site in the South East Lincolnshire Local Plan

04 Scheme Proposal
Discusses the details of the application, covering proposed: usage, amount, layout, scale and massing, appearance and landscaping.

05 Access
Outlines the vehicular and pedestrian access to and around the site.

06 Sustainability
Covers the projects sustainability principles.

07 Crime Prevention
Discusses the measures taken to secure the site.

08 Summary
Offers a summarising statement for the proposal.

01.2 Statement Overview

This design and access statement has been prepared by UMC Architects on behalf of the Client, Alcan Properties Ltd, as part of the supporting documentation for an Outline Planning Application which is to be submitted to South Holland District Council

A number of reports accompany the planning application which provide further details - these should be read alongside this Design and Access Statement, the application drawings and landscape plans.

01.3 Description of Development

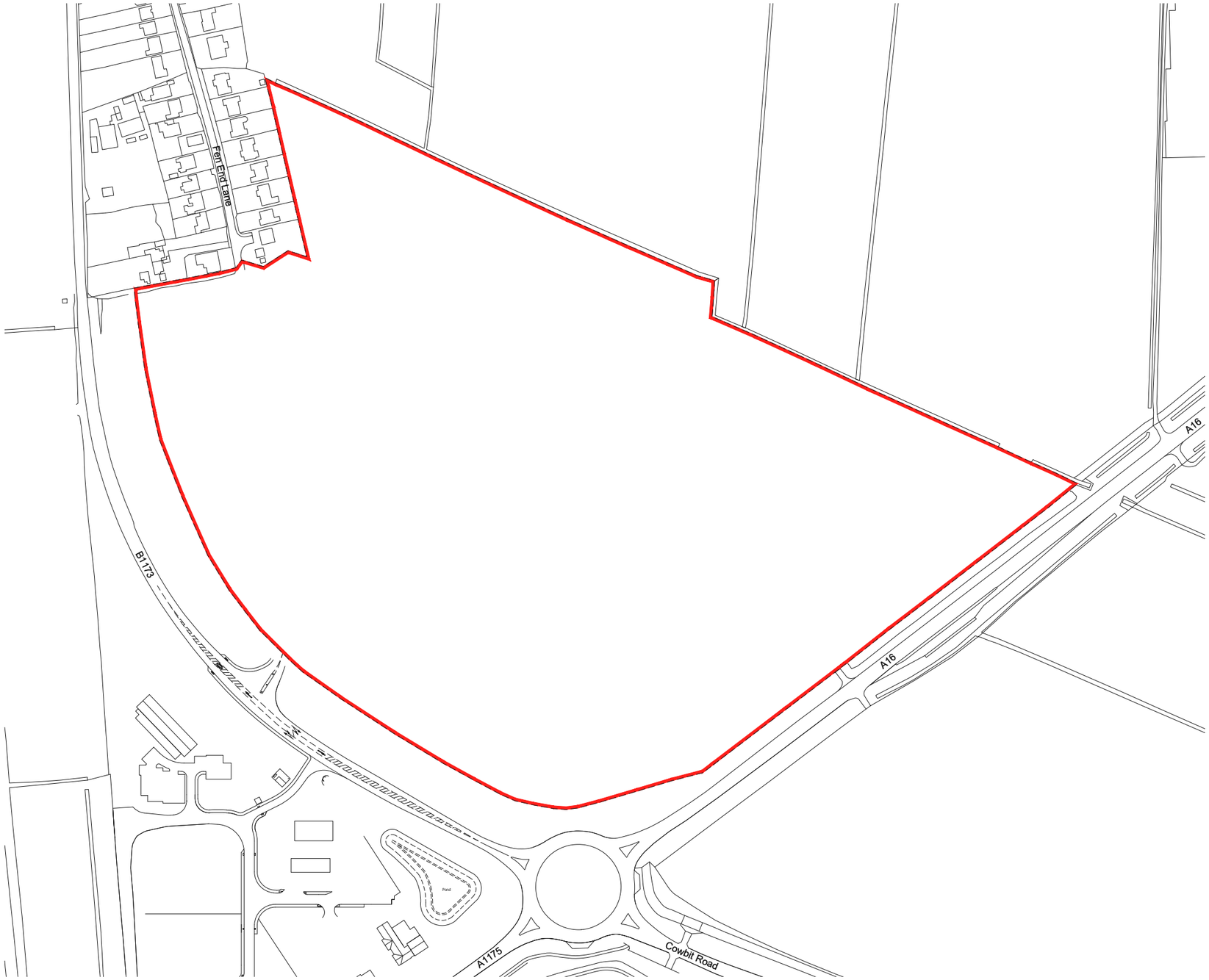
Erection of buildings to comprise up to 70,000 square metres (Gross Internal Area) of Class B8 (storage or distribution) floorspace to include ancillary Class E(g) (office) floorspace and provision of associated Infrastructure including utilising existing vehicular access from B1173. Outline with means of access to be considered

The purpose of this document is to highlight the evolution of the physical design and identify design solutions in respect of access, appearance, landscaping, layout and scale. The document should be read in conjunction with the other technical reports and supporting documents submitted as part of the application.

The Site represents an excellent development opportunity and this statement aims to explain how the opportunity and any associated challenges have been addressed within the design proposals presented, and explains the thought processes behind the design strategy presented in this application.



01.4 Location Plan



01.5 The Brief

The proposed development is shown on the Illustrative Masterplan and comprises of a B2/B8/ E(g)(iii)development delivering up to 70,000 sqm of employment floorspace.

The proposed development includes parking, public open space, drainage works, internal access roads, service yards, and landscaping. In line with the requirements of Policy 8 of the South East Lincolnshire Local Plan.

The Site is in a strategic employment location with The Applicant keen to ensure that this development works within the context of the Site surroundings.

The brief provided by The Applicant comprises of several key components for the built elements:

- The scale of development must consider place making principles through a building design and development frontage.
- Simple, high quality architectural language for the development which should sit comfortably within the surrounding context.
- Building forms should be uncomplicated as well as reflecting and complementing the area.
- Materials should respect the setting of the buildings and provide coherent architectural solution.
- A robust approach to landscaping.
- Clear separation of circulation routes for vehicles and pedestrians.

02

Site Context



02 Site Context

02.1 Site Location

The proposed development is south of Spalding, a market town in the South Holland district of Lincolnshire. The Site is located adjacent to the A16 with excellent connections to Peterborough and Boston.

The Site forms part of a Prestige Employment Site as identified by the South East Lincolnshire Local Plan.

02.4 Existing Surroundings Description

The Site is located on a parcel of land at the junction between the B1173 Barrier Bank and the A16, on the southern fringes of Spalding's main built-up area. The Site covers an area of approximately 18.62 hectares.

The extent of the Site is shown edged red on the Site Location Plan (22119-UMC-ZZZZ-SI-M2-A-0501-P01-Location Plan) which is submitted in support of the Request – this is reproduced below at Figure 1.

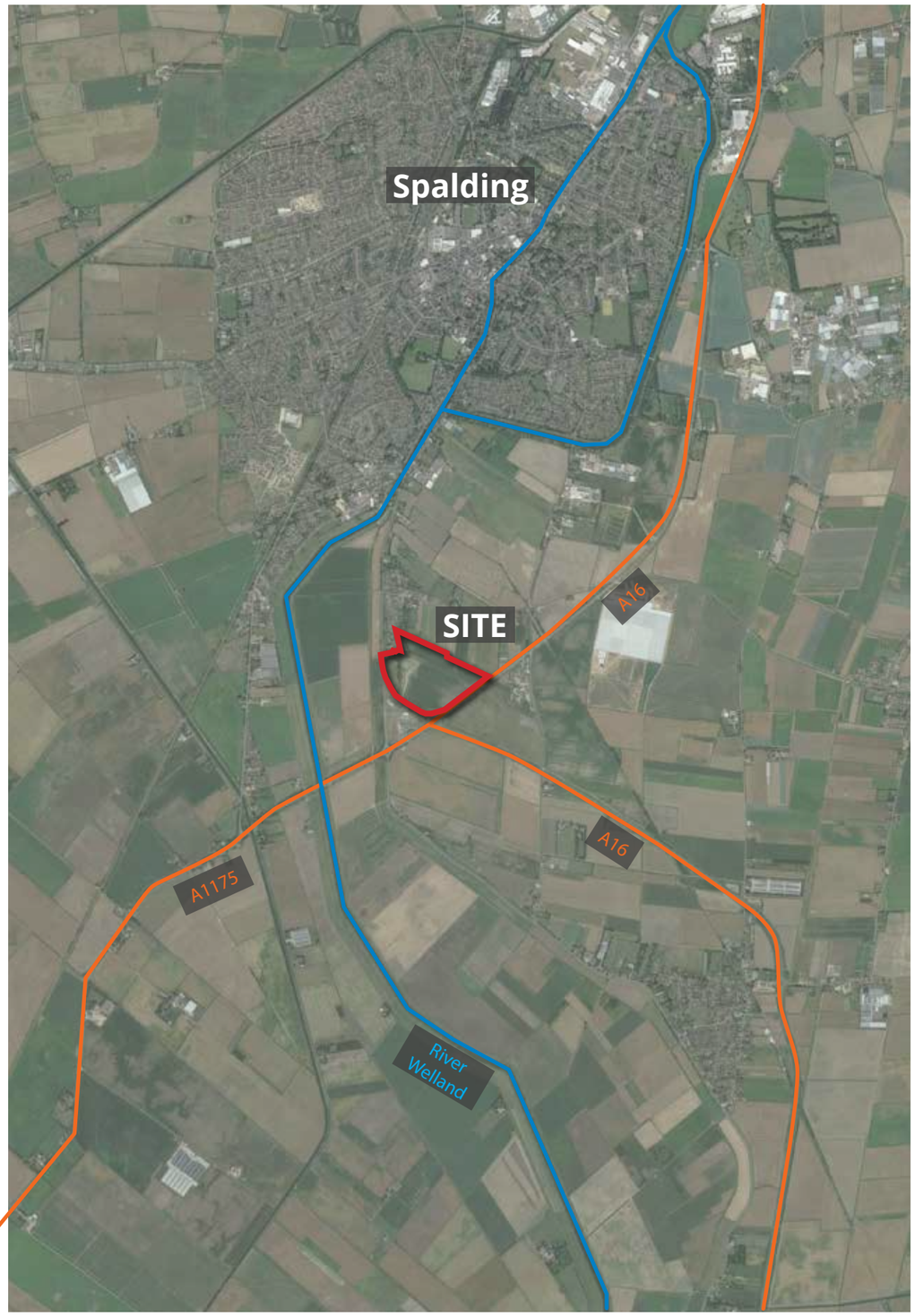
The grid reference of the centre of the Site is approximately TF245199.

The Site itself was previously in a combination of uses which have influenced the current appearance and make up of the Site. The Site is currently predominately in agricultural use although it was previously occupied by a building used for storage or distribution purposes under Use Class B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended) (UCO). This building was sited in north-western corner of the Site before it was destroyed by fire in 2006 and has since been demolished. However, the Site retains some elements of hardstanding, and is in part previously developed land in accordance with the definition provided at Annex 2 of the National Planning Policy Framework (NPPF). Earth bunds within the Site were constructed for the purpose of attenuating noise from the legacy B8 use with the bunding remaining in-situ and representing a noticeable physical feature on the Site.

To the west of the existing bunding is a Public Right of Way (PRoW) which consists of a Public Bridleway (Spal/894/1). PRoW Spal/894/1 runs for approximately 250 metres in a general north-south direction from the edge of Fen Lane to where it ceases at boundary of the Site, beyond this there is no formal connection to the wider footway network.



02.2 Wider Site Context



02.3 Immediate Site Context



02.4 Existing Surroundings Description

The Site benefits from an existing vehicular access from the B1173 Barrier Bank which has a ghost island arrangement for right turning vehicles. The junction has 10m radii, suitable for accommodating Heavy Goods Vehicles (HGVs) and a central refuge for pedestrians crossing the B1173.

The B1173 Barrier Bank is a single carriageway road, between the A151 to the north and the A16/ A1175 to the south and provides access to Spalding. In the vicinity of the Site, the B1173 is 7.3m wide, has lighting present and is subject to the national speed limit (60mph). There is left / right 'in only' access for the Applegreen roadside services facility, approximately 60m to the south of the Site access on the western side of the B1173.

In terms of wider pedestrian infrastructure, there is a 2m footway (approximately 96m in length) on the western side of the carriageway between the Applegreen services access and an uncontrolled pedestrian crossing to Site at the existing vehicular access point. The pedestrian crossing point benefits from tactile paving and a central refuge.

Excluding the man-made bunding, the Site is relatively level. Site levels are at circa 2.78m Above Ordnance Datum (AOD) to the east and 1.90m AOD along the northern boundary.

In terms of characteristics, the Site can generally be divided into three areas. The western c.10%, located west of PRoW Spal/894/1 mostly comprises a grassed paddock, with mature trees present in the north and adjacent to the PRoW. Immediately east of the PRoW, a large bund extends from the Site entrance in the south-west up to the north-western boundary, before returning in an easterly direction for approximately 100m; The area west and south of the bund comprises derelict land surfaced with bare soil (made ground), with the main site access from the B1173 present in the south west. This comprises around c.15% of the total Site area and can reasonably be considered to amount to previously developed or 'brownfield' land. The remaining c.75% of the Site, north and east of the area of previously developed land, comprises arable farmland. Two drainage ditches cross the farmland trending roughly west to east, with further ditches present along the north, south and eastern boundaries. Overhead electricity cables cross the north west of the Site.

02.5 Site Images

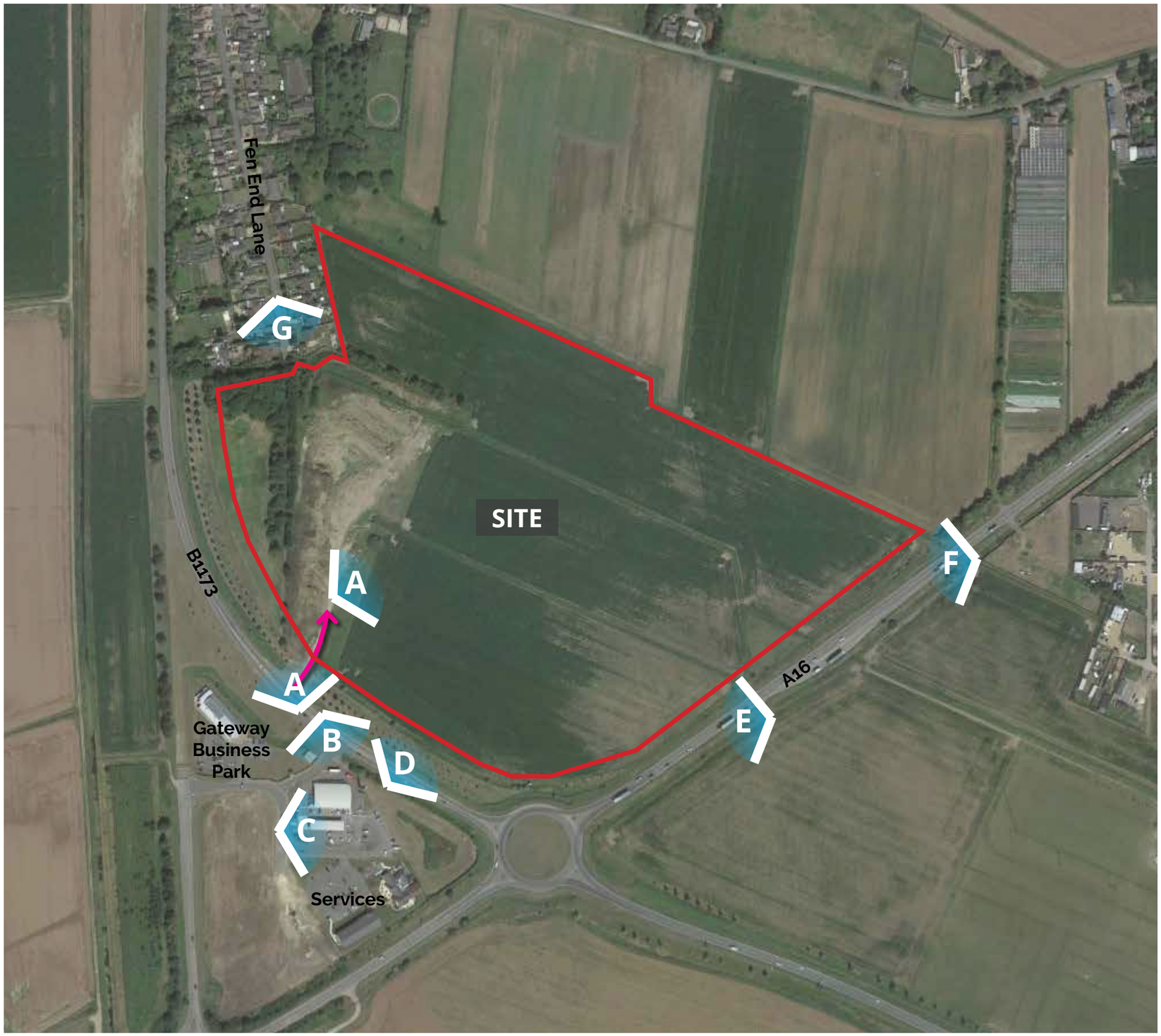


A View from B1173 looking into the Site



A View from B1173 looking South towards Gateway Business Park

02.6 Site Aerial Image





A



B



B



C



D



D

02.7 Site Constraints

Existing Site Use

The site is currently used as agricultural land for the most part. An area of open green space is located inside the western boundary up to the Public Right of Way.

Existing Site Access

The site benefits from a recently constructed access point of the B1173. This will be utilised as part of the development.

Topography

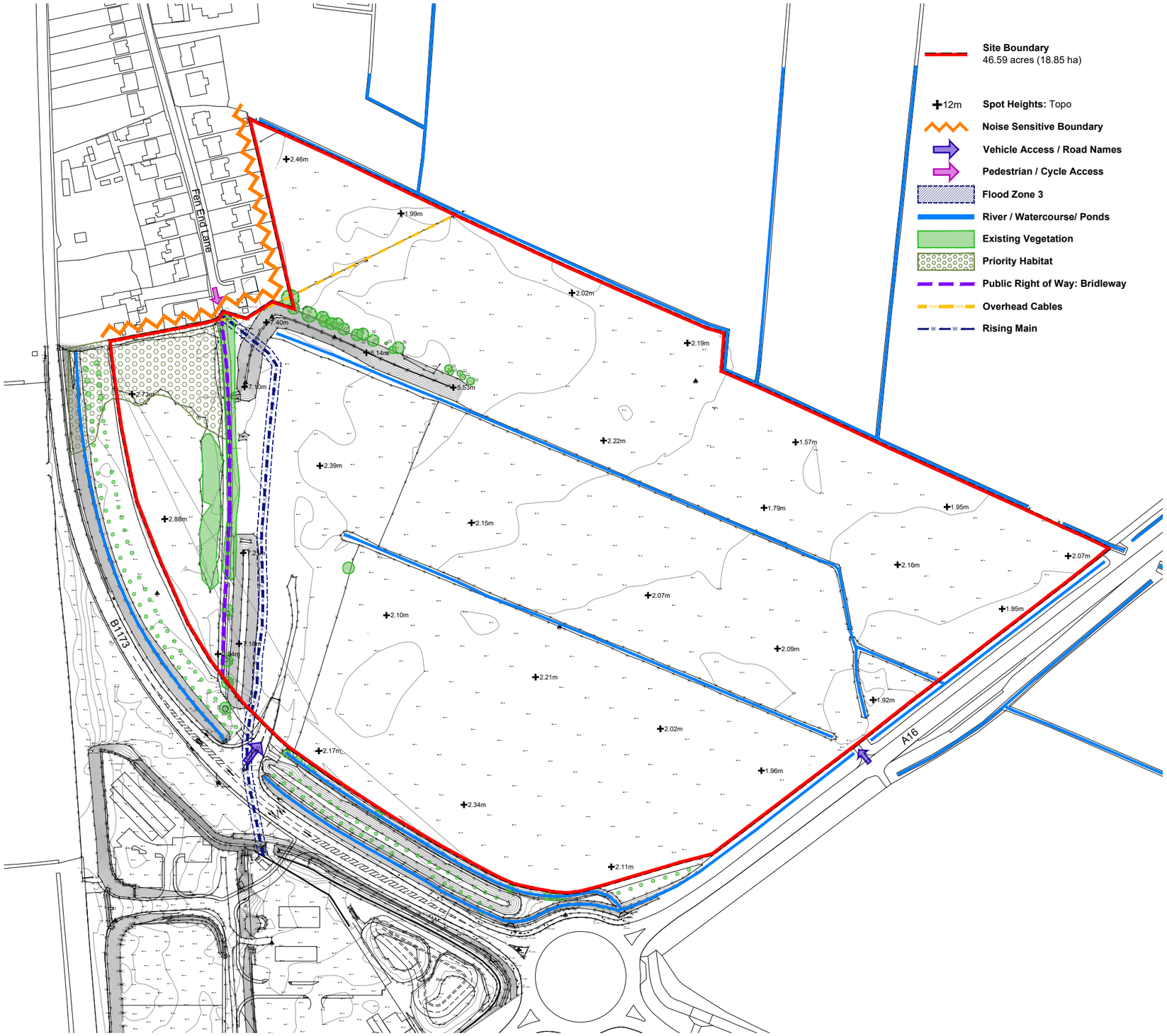
The site is relatively flat with spot heights ranging from 2.88 AOD on the western boundary to 1.92m on the south east boundary. Two mounds run along the eastern side of the Public Right of Way, rising to over 7m.

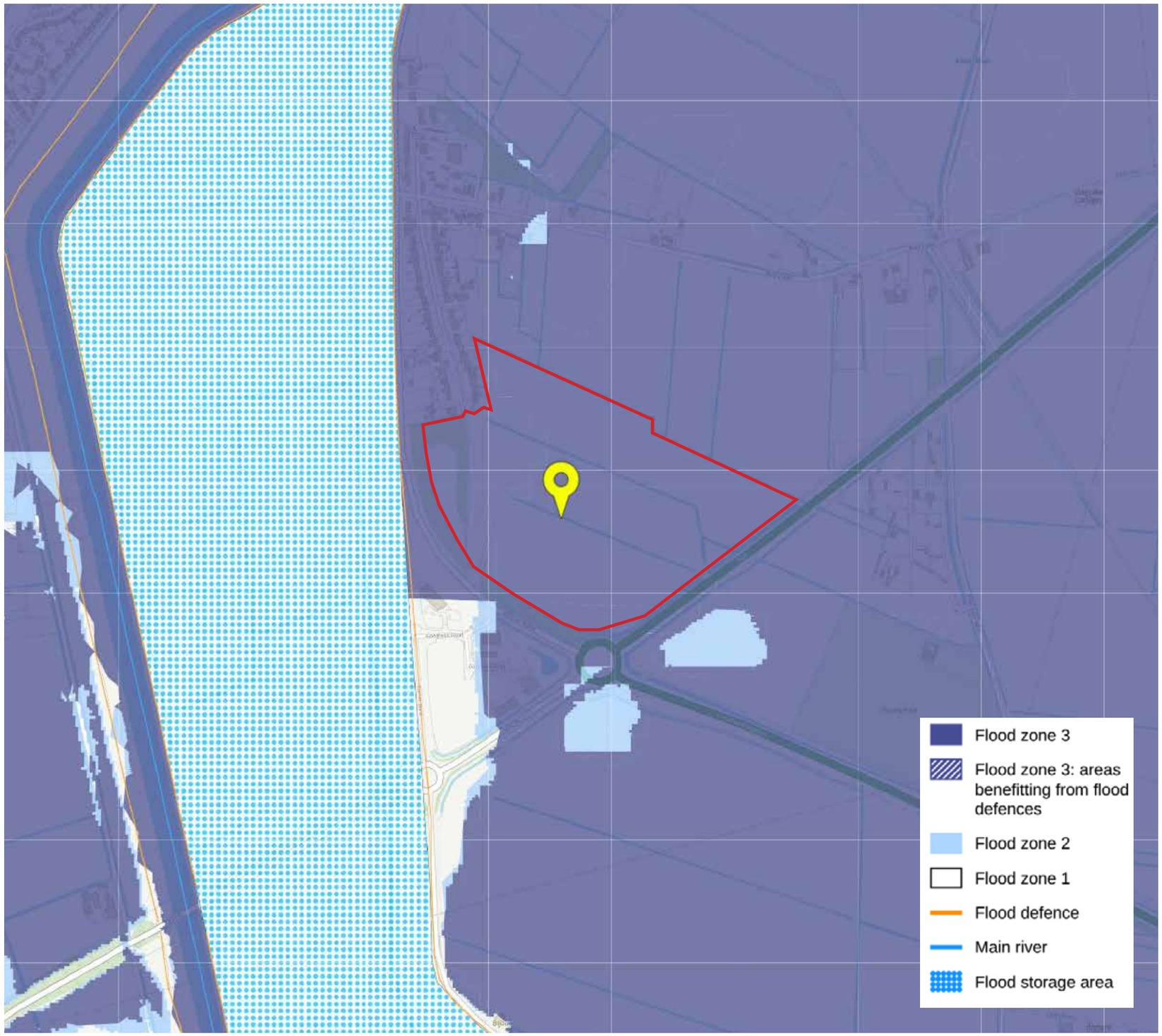
Services

Overhead cables cut across the northern west corner of the site in addition to a Rising Main running parallel to the Public Right of Way.

Nearby Noise Receptors

Residential houses are located adjacent to the North West boundary.





Flood Zone

The Site is located within Flood Zone 3, high risk of flooding.

The Site topography provides the opportunity to collect surface water in a gravity fed system, slowing the rate of surface water flow and providing opportunities to improve the quality of the surface water discharged from the site. The detailed design process will seek to use of surface water features to create a wider range of habitats across the site to enhance biodiversity.

Air Quality

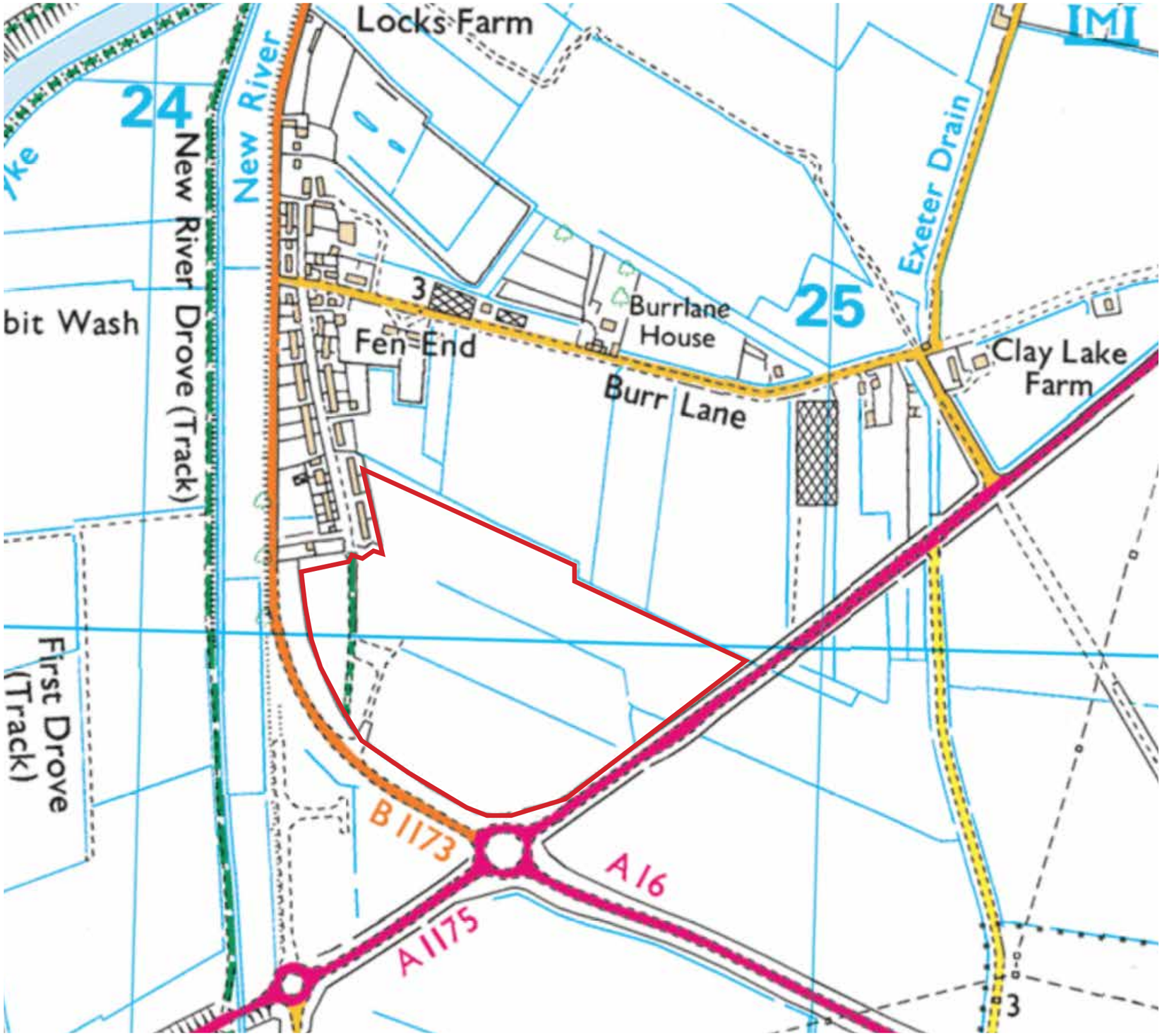
Light Spillage

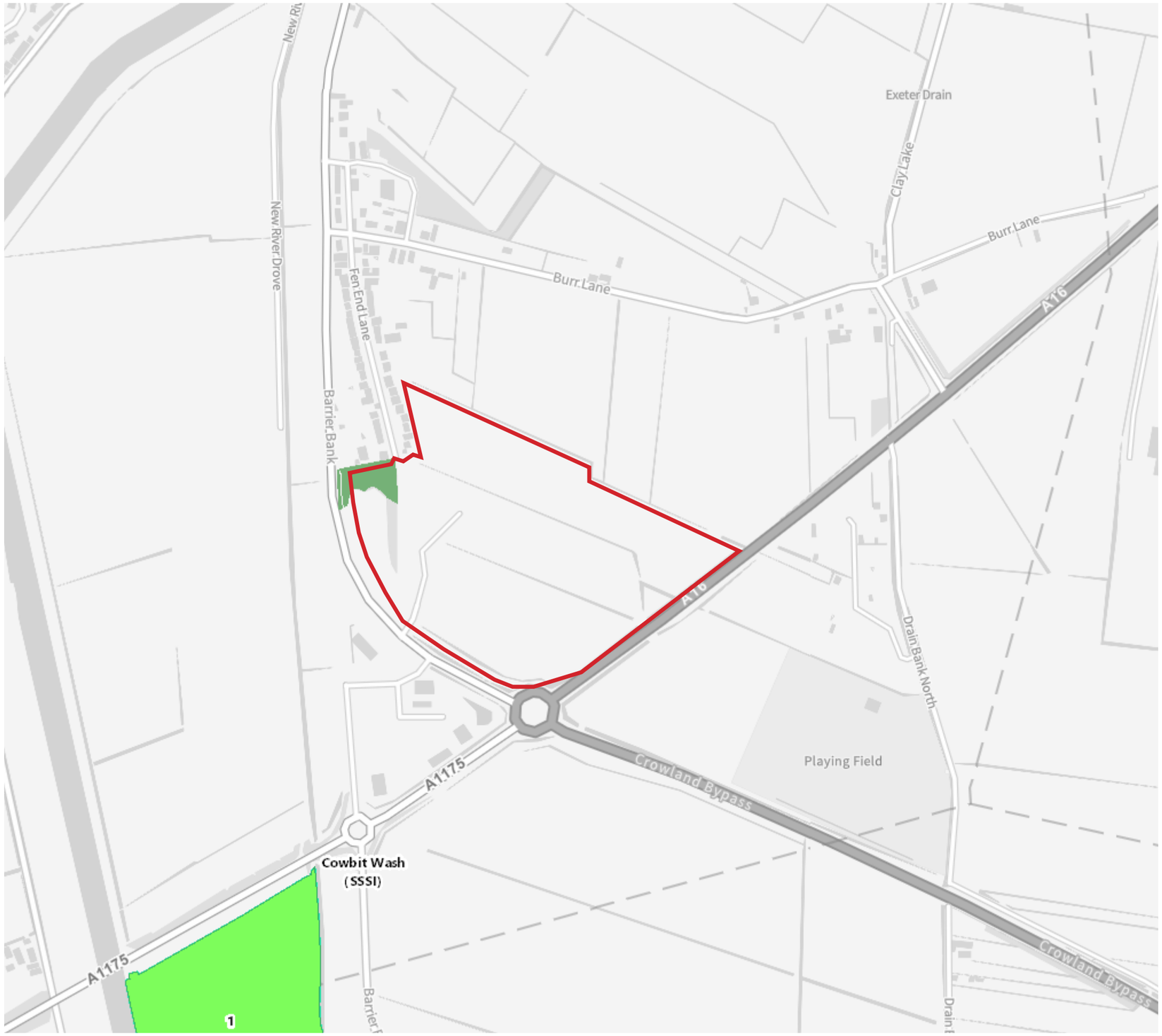
02 Site Context

Public Right of Way

A Public Right of Way crosses the site, starting at Fen End Lane Lane heading south towards the B1173. The northern portion of the Public Right of Way is a bridleway, the southern portion is a footpath.

The Public Right of Way will be retained in its current position as part of the development.





Arboricultural Survey

Ecology

There are trees within the site and a small number of these will have to be removed to facilitate development. The majority trees on the site will be retained. Moreover, where trees are removed, the aim will be to replace these and to provide substantial landscaping around the site as an integral part of the detailed design. The landscaping will help to add interest to the design of the buildings, create features and assist in breaking up scale and massing. A substantial landscaping scheme will also provide biodiversity benefits by providing a more varied range of plant and tree cover, and will assist in creating green corridors and links for wildlife movement.

Archeology

Ground Conditions

03 Planning Context


Existing Mixed Use Employment Site
Proposed Mixed Use Employment Site
Existing Restricted Use Site
Proposed Restricted Use Site
Prestige Employment Site
Proposed Education Facilities
Policy 7
Policy 7
Policy 8
Policy 5
Clay Lake
Pinchbeck
Phase 1
R1
R2
Phase 2
Phase 3
Section 5
Section 4
Section 3
Section 2
SPALDING
Little London

03 Planning Context

03.1 Local Plan 2011-2036

Policy 8 : Prestige Employment Sites

The Prestige Sites identified in Policy 7 and on the Policies Map will each require a masterplan. The following general principles will apply to the Prestige Sites:

1. Delivery of a mix of employment opportunities that include the target sectors of agri-food, logistics, education, research and development, and the visitor economy as appropriate to each site;

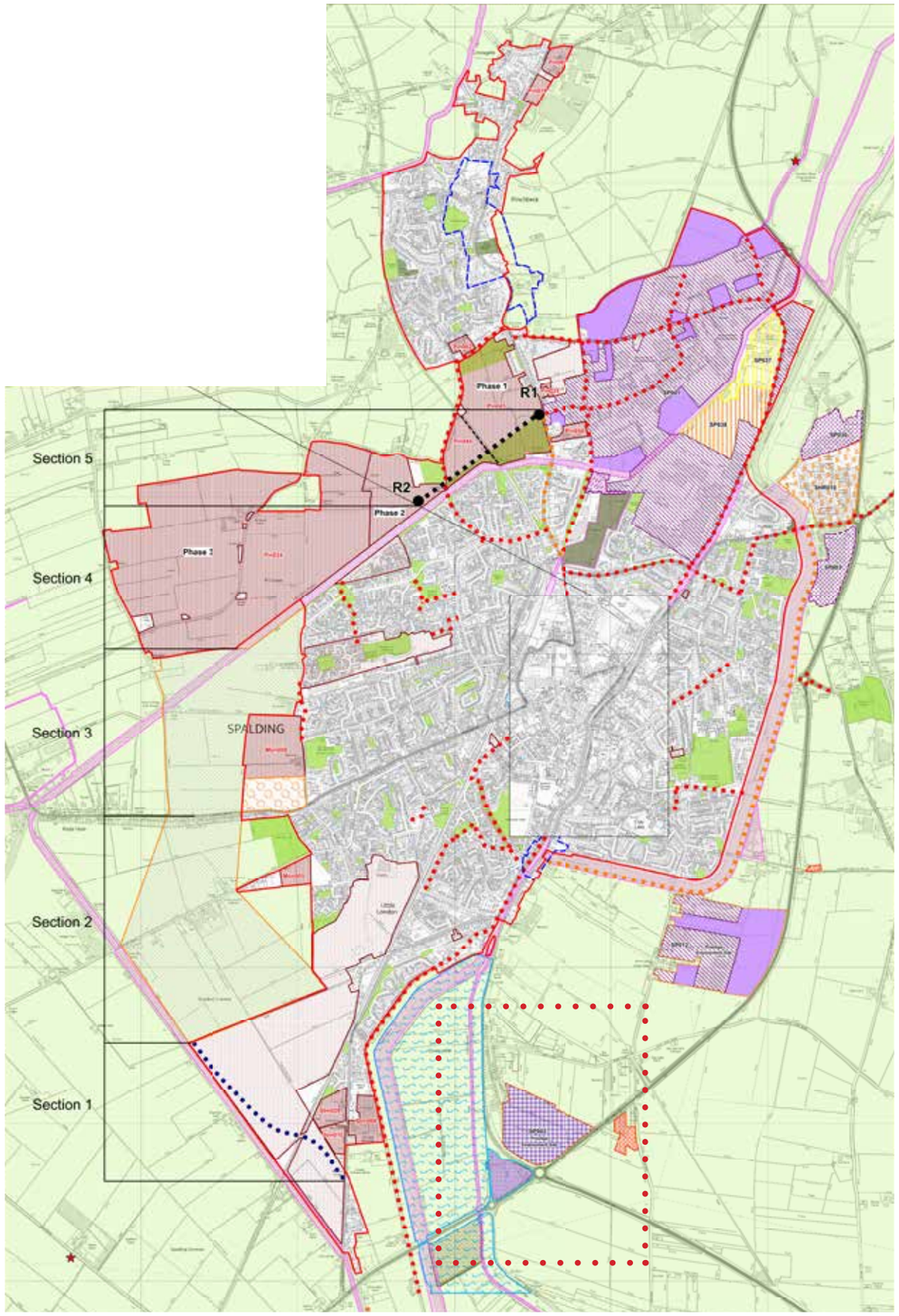
2. Well-designed schemes that deliver high quality development;

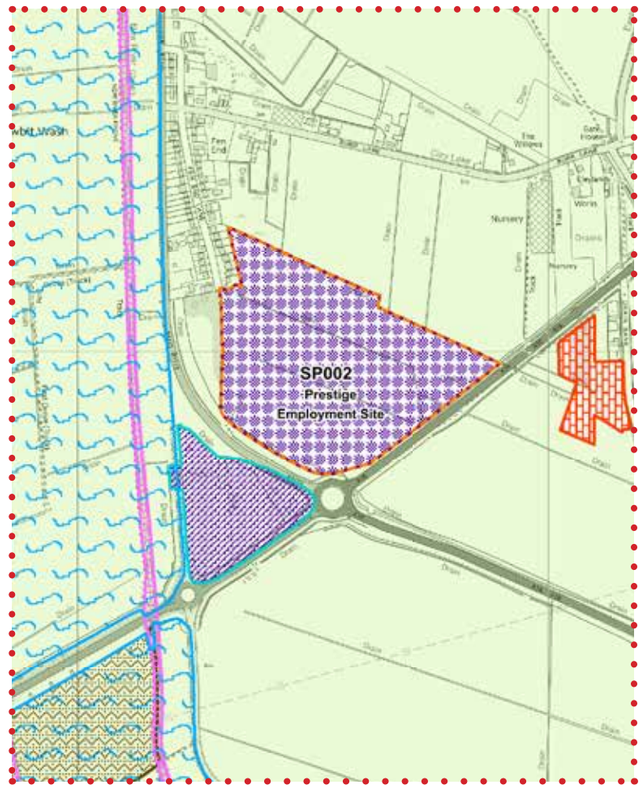
3. Good access to the strategic highway network;

4. Good connections into the local public transport, pedestrian and cycle network;

5. The incorporation of landscaping schemes that contribute to a high quality development and where appropriate, mitigate the impacts of the Prestige Site with neighbouring developments and the open countryside;

6. Ensure any flood risk issues are considered in line with Policy 4.







The masterplans and any subsequent planning applications will need to take account of the following key parameters for each site.

Lincs Gateway, Spalding

- Development will comprise B1, B2 and B8 uses with some ancillary A3 and A4 uses permitted.
- Access to be provided at two points off the B1173 and Barrier Bank from the A16/ A1175.
- Additional internal road infrastructure is required to service new development off the two access points to the site.
- Provide a scheme that delivers utilities, water & foul water, surface water drainage & flood mitigation upgrades.
- Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.

Reasoned Justification

4.3.2 Further information is provided by the indicative layouts in Appendix 10 which illustrate in broad terms the expected layout of each site in terms of uses and the main constraints that need to be taken of account in bringing forward each site. The sites have a varied status at the point of adoption of the Local Plan with some benefiting from planning permission and a degree of development already in place; whilst others have no specific proposals worked up as yet.

03.2 Key Design Objectives

In addition to the General Principles and Key Parameters set out in the South East Lincolnshire Local Plan the following Key Design Objectives will inform the Parameters Plan, the Illustrative Masterplan and future Reserved Matters Applications:

Objective 1: Layout

- Each Building will respond to its own specific site context.
- A good balance of the orientation of the built forms, with the need for a proposed industrial building to link to the current site shape and boundaries, along with its spatial relation to adjacent properties and street frontage.
- Consider access and movement at high level to ensure that the routes and access points chosen create safe, legible corridors through the site that separate different transport modes and reduce the potential conflict between pedestrians and vehicles.
- Ensure that the layout of the built forms assimilate and integrate well with the prevailing landscape and existing built form. Effective use of the pre-existing landforms, from consideration to access points, building orientation and height can help to establish the building easier into the environment.
- A Landscape and Visual Impact Assessment can be key to effective design decision making. Carrying out an LVIA on a proposed large footprint building at an early stage during the design evolution, will help identify areas where landscaping can be effectively incorporated into the scheme to soften certain views, provide enhanced screening and feature planting to aid legibility and to create a sense of place.
- Contextual analysis of the local landscape should help to establish the correct boundary treatment on site, suggesting where existing hedgerows and lines of trees may be used to define boundaries and edges.
- Large industrial buildings should be designed in response to the public realm, creating active and high quality building façades and layouts that direct people to entrance points.
- Amenities for waste management storage and other processing facilities are important issues. The integration and incorporation of these types of facilities need to be thought about at concept stage, so that separate arrangements can be made for waste collection outside of the public realm, in areas where larger vehicles can gain easy access, but which are screened from and do not interfere with the main building frontage.
- Future-proofing is important to take into consideration so that they can easily adapt over time to changing market conditions and demands. This can be as simple as providing ducting in parking areas to easily increase or enhance car charging facilities. The structure of the building can also be strengthened in cer tain locations to make adding or enhancing solar panels easier.
- Mitigate noise from estate roads and service yards to the residential development to the north west of the site.

Objective 2: Access and Parking

- Encourage more use of alternative forms of transport by including provision for cycle stores and easily accessible, direct pedestrian, access with extra provision for wheelchair users.
- Careful consideration needs to be given to how routes for servicing vehicles are segregated from public access.
- Prioritise and promote safe cycling and walking for all ages and a range of physical and mental abilities.
- Achieve a safe and attractive environment which encourages activity; and effectively future-proof current provision in preparation for future changes in technology, car ownership, driving behaviour and so on.
- All forms of parking should be connected to and enabled for smart infrastructure.
- All forms of parking should be future-proofed, allowing for adaptation at a future date.
- Electric charging points for vehicles should be clearly signed/ demarcated and located close to the main entrance for staff/ visitors and on appropriate and attractive pedestrian routes.
- It is important that public space and pedestrian movement are not affected by large areas of parking.

Objective 3: Materials, Character and Architecture

- Factors of context which should be considered when developing designs for large footprint buildings include: built context, environmental context, functional context, spatial context, operational context, community context, historic context.
- In considering the materials, character and style of the development, the LVIA will be helpful tools used to inform design choices for what is suitable and appropriate.
- Large footprint buildings should be designed to a high quality, with the design treatment helping to break up the scale of the building to add architectural interest and style and to help to identify access/entrances and to clearly identify the boundary between the public and private realm.
- It is important that all buildings, regardless of internal use, are designed to be features in themselves, and therefore there should not be an overt reliance on screening large buildings as the default approach to managing their impact.
- A high-quality treatment will be applied to all elevations, with particular consideration give the which elevations act as the primary frontages.
- Landscaping should be considered as integral part of the character and contribute to the buildings aesthetics and sense of place.
- Signage should be appropriate in scale and dimensions to the host building to ensure that it does not appear ‘lost’ – larger signage can create an impressive effect on a building elevation, and this should be utilised to its potential.
- Projections and setbacks from the standard building line, such as recessed bays and projecting entrances can add valuable emphasis to the commercial building without undermining the principle of continuity.

Notional Views

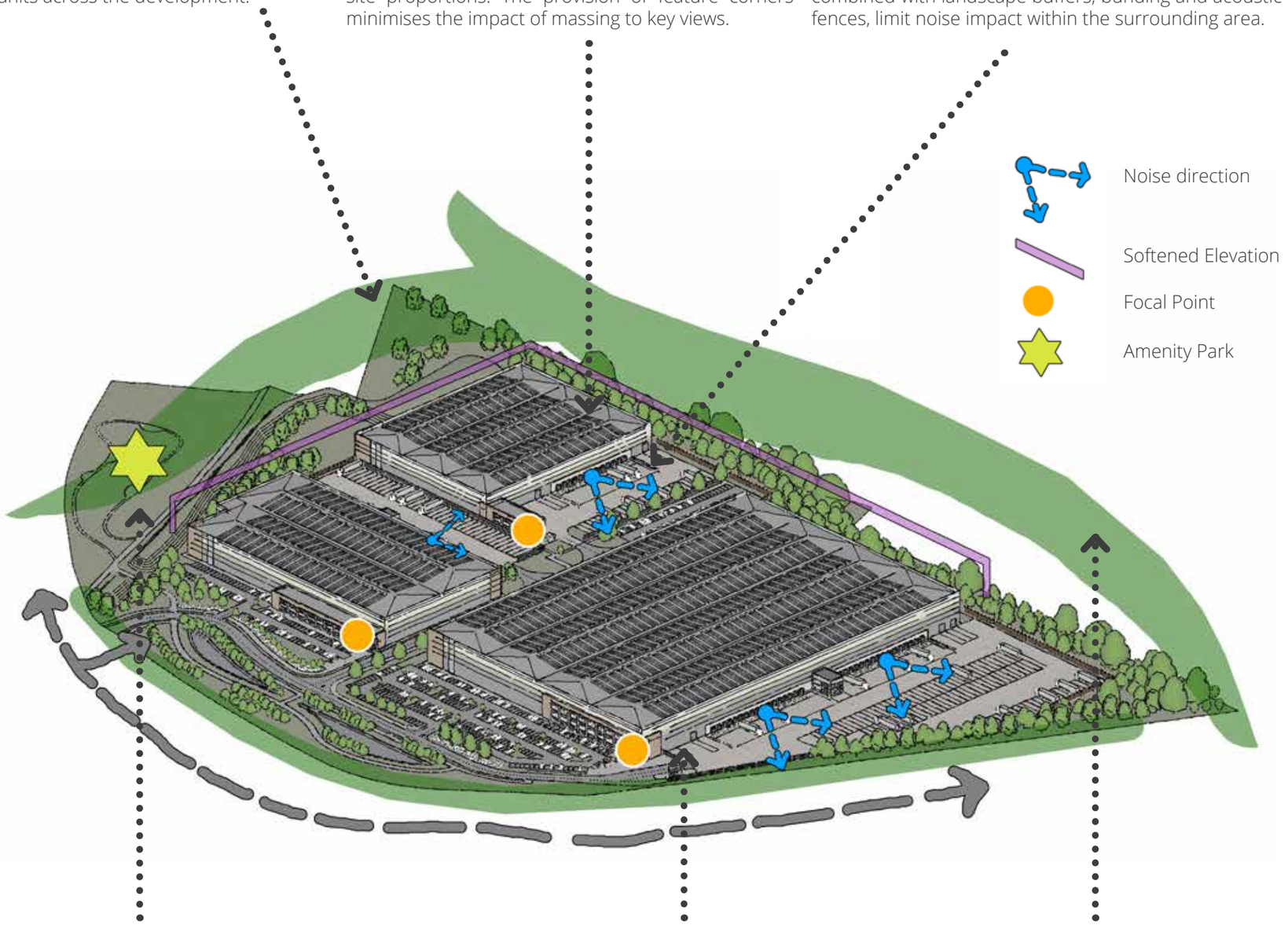
Key views to / from the site have directly effected the overall illustrative layout of units across the development.

Massing

Hard edges towards site boundaries are mitigated by the orientation of each unit to align with the site proportions. The provision of feature corners minimises the impact of massing to key views.

Noise Control

Service yards are often the area in which most noise from operational use is generated. Inward facing service yards combined with landscape buffers, bunding and acoustic fences, limit noise impact within the surrounding area.



Green Space Amenity

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

Lighting Control

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

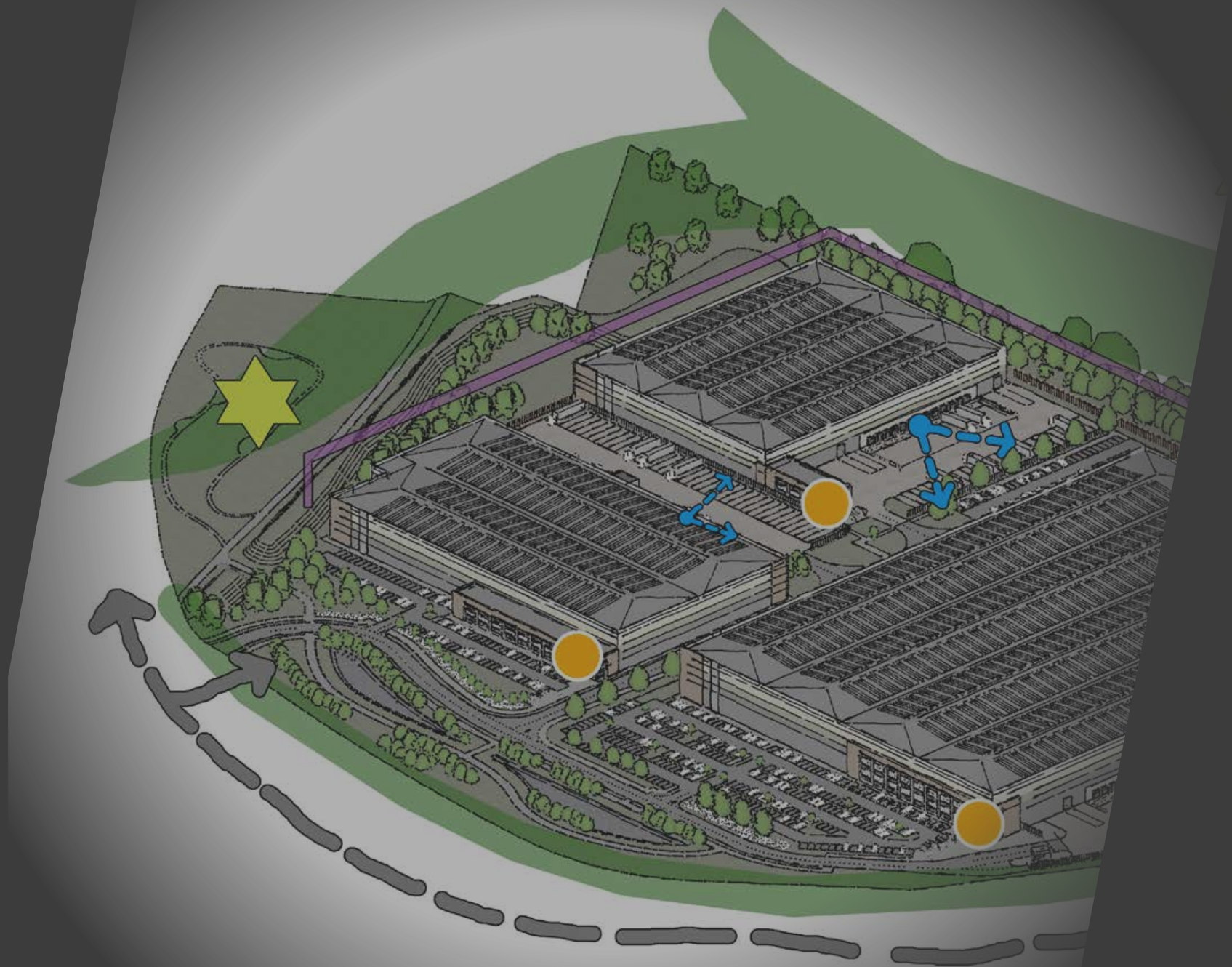
Landscape Buffer

Where possible the retention of existing trees and bunds provides natural screening and maintains existing habitat zones.

Objective 4: Sustainability and Health

- The same principles for sustainable design and construction apply to larger footprint buildings as with every new building. This includes the use of renewables and energy sources and the creation of comprehensive water and waste management schemes.
- The use of sustainable design and technology in new design is particularly important for large footprint buildings, which should be designed to reduce the use of resources, such as energy and water.
- Given the large surface area of roofs on commercial and industrial buildings, often built over areas of formerly permeable natural substrate, the management of surface water run-off from paved surfaces is an important element of design which must be considered.
- Effort should be made to ensure that the most is made of natural light through appropriate orientation of buildings to reduce reliance on artificial lighting.

04 Scheme Development



04 Scheme Development

04.1 Scheme Evolution

In order to establish a site layout that complements and negotiates site constraints and opportunities several design iterations have been developed.

The following design iterations demonstrate the Illustrative Masterplan's development and how each iteration responds to General Principles and Key Parameters set out in the South Holland District Council Local Plan. These General Principles and Key Parameters apply to the subject site and the parcel of land to the south west of the site occupied by the newly developed services. As such some of the principles and parameters have been considered in conjunction with the services development.

In addition to the General Principles and Key Parameters set out by the South East Lincolnshire Local Plan a number of Key Design Objectives are proposed for developments of this type. These have been tracked using a traffic light system.

Best Design Practice

Acceptable design standards - Requires Improvement

Design requires amendments to acheive an acceptable solution



	OPTION 01	OPTION 02
GENERAL PRINCIPLES	Delivery of a mix of employment opportunities.	Delivery of a mix of employment opportunities.
	Well-designed scheme that delivers a high quality development.	Well-designed scheme that delivers a high quality development.
	Good access to the strategic highway network.	Good access to the strategic highway network.
	Good connections into the local public transport, pedestrian and cycle network.	Good connections into the local public transport, pedestrian and cycle network.
	Incorporation of landscaping that contributes to a high quality development and mitigates the impact of the Prestige Site with neighbouring developments and the open countryside.	Incorporation of landscaping that contributes to a high quality development and mitigates the impact of the Prestige Site with neighbouring developments and the open countryside.
	Flood risk issues are considered in line with Policy 4.	Flood risk issues are considered in line with Policy 4.
KEY PARAMETERS	Comprises of B1, B2 and B8 uses with some ancillary A3 and A4 uses.	Comprises of B1, B2 and B8 uses with some ancillary A3 and A4 uses.
	Access to be provided at two points off the B1173 and Barrier Bank from the A16/ A1175.	Access to be provided at two points off the B1173 and Barrier Bank from the A16/ A1175.
	Additional internal road infrastructure is required to service new development off the two access points to the site.	Additional internal road infrastructure is required to service new development off the two access points to the site.
	Provide a scheme that delivers utilities, water & foul water, surface water drainage & flood mitigation upgrades.	Provide a scheme that delivers utilities, water & foul water, surface water drainage & flood mitigation upgrades.
	Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.	Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.
KEY DESIGN OBJECTIVES	Segregation of HGV, car, cycle and pedestrian traffic.	Segregation of HGV, car, cycle and pedestrian traffic.
	Safe cycling and walking routes.	Safe cycling and walking routes.
	Built forms designed in response to the public realm.	Built forms designed in response to the public realm.
	Future-proofed units.	Future-proofed units.
	Noise mitigation from estate road to nearby residential.	Noise mitigation from estate road to nearby residential.





- Delivery of a mix of employment opportunities.
- Well-designed scheme that delivers a high quality development.
- Good access to the strategic highway network.
- Good connections into the local public transport, pedestrian and cycle network.
- Incorporation of landscaping that contributes to a high quality development and mitigates the impact of the Prestige Site with neighbouring developments and the open countryside.
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04.2 Scheme Evolution - Concept Masterplan

GENERAL PRINCIPLES

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KEY PARAMETERS

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- Safe cycling and walking routes.
- Built forms designed in response to the public realm.
- Future-proofed units.
- Noise mitigation from estate road to nearby residential.





04.3 Parameters Plan

The outline planning application builds on the adopted site allocation in South East Lincolnshire Local Plan and aims to establish the development parameters for the scheme, that will allow a fixed scheme to then be designed to the bespoke needs of occupiers or operators.

Using development parameters builds certainty with regards to the delivery of a scheme, yet provide flexibility to respond to market demand, but within defined limits. The proposed development parameters (schedule and plan) have been prepared taking into account the site constraints, site opportunity and key design principles. The development parameters will govern the total amount of built development, maximum building height and landscape/ buffer zones around the periphery of the development.

Where the DAS refers to an "illustrative scheme" this shows one way, but not the only way, that the development can come forward in accordance with the development parameters.

Proposed Use and Amount

Outline planning is being sought for up to 70,000 sq m (GEA) comprising of Use Classes E(g)(iii) Light Industrial / B2 General Industrial / B8 Storage and Distribution Use and ancillary offices (Use Class E(g)(i)).

Following consideration of planning policy, the site constraints, the South East Lincolnshire Local Plan General Principles and Key Parameters, highways capacity, site levels, LVIA input and through scheme evolution testing, it was concluded that a policy compliant development up to 70,000m² could be achieved.

Maximum Floorspace 70,000m² GEA

Scale, Height and Massing

Rooflines and massing of buildings are important and have been considered and analysed in relation to their setting and viewpoint receptors.

Although plateau levels have not been fixed at this stage any Reserved Matters applications will not breach the maximum building ridge height of 21.00m above ffl. Within 100m of the north west boundary, adjacent to the residential development, a maximum building heights will be limited tp 15m above ffl. This parameter has been determined through a combination of the potential future occupiers expected heights for buildings of this nature combined with a cut and fill exercise and LVIA with the aim of minimising the impact of the external views of the site.

Maximum Building Ridge Height - 21.00m above ffl.

04.4 Illustrative Masterplan

The adjacent Illustrative Masterplan builds on the concept layout plan and shows one potential way in which the site could be delivered in accordance with the proposed the General Principles and Key Parameters of the South East Lincolnshire Local Plan and Key Design Objectives.

The Masterplan indicates a scheme comprising of 3 buildings of varying size and scale, providing a range of units to suit market demands.

Focal Points

The primary office element for each of the units, shown in green, has been positioned so that they are viewed from the key vistas creating an active frontage overlooking the public realm and provides a human scale and depth to the development along with providing natural surveillance over parking areas.

A robust approach to the site frontages seeks to improve the visual quality of the environment and will help to present an interesting and aesthetically pleasing approach to the development as well as aiding with way-finding.

The proposal will avoid visual clutter with signage that compliments the design, positively contributing to the identity and character of the development.

Landscaping

The set back from the A16 and B1173 provides an opportunity for gateway signage on approach and provides a landscape buffer to the development. This scheme allows for the current landscaping provision to be strengthened, providing a soft edge to the development.

Servicing and Access

Each building will be accessed via the new internal estate road servicing all units. Car parking is strategically located adjacent to the office entrances and is segregated from the service yards, providing easy access for employees.

Service yards are positioned so they are largely screened from the public realm and set into the landscape, open ends are acoustically treated to prevent noise for impacting upon the existing dwellings and the public realm. Similarly the lighting of estate roads and services yards will be focussed on the souther and eastern elevations and screened from residential developments.



04.5 Illustrative Office Elevation Development



04.6 Material Precedents







04.7 Elevation Design Aspiration

The buildings will be designed to make use of the same co-ordinated material pallet, such as the cladding finishes and colours, glazing types and hard surfacing treatments, so that the buildings read together as one cohesive development. Units will be broken up vertically with various design treatments, and broken horizontally with changes in cladding colours. Large curtain wall glazing will be utilised near the entrances and on frontages. The design treatments may vary in rhythm and scale across the different units, to provide buildings that have their own individual appearance, but form part of the same deign family helping to create a development of interest, yet one that remains a cohesive scheme.

Offices will be constrained by the floor to ceiling levels, with openings throughout to provide adequate lighting. Entrances are to be treated as a focal point, to clearly indicate where the access is located.

Materials

All materials are high quality products for business or employment applications:

- Profiled or flat metal cladding
- Large format window and curtain walling systems
- Feature building elements in strong colours or accent materials

Colour and Texture

Grey neutral colours are predominant colours on buildings of this nature and provide a common back drop theme of cladding, windows and roofing. Used in conjunction with gradated greens and timber effect cladding the units will be sympathetic to their surroundings. The use of stronger accent colours will be kept to a minimum to avoid conflict in building appearance, however strong signage zones will be encouraged to promote end user identity.

Darker cladding materials at lower levels help ground the building within its setting and provide a contemporary building aesthetic, with lighter cladding materials at higher levels assist in reducing the scale of the building when viewed from distance.

04.8 Illustrative VIsualisations

View of Unit 300



View of Unit 200



View of Unit 100



Aerial view of the site from the South



04.9 Landscape Strategy

Insert Executive Summary - To be Provided

This landscape design proposal presents a comprehensive plan to transform the site into a functional and visually appealing outdoor space. The design concept focuses on creating a harmonious balance between natural elements and human interventions.

Key elements of the proposal include:

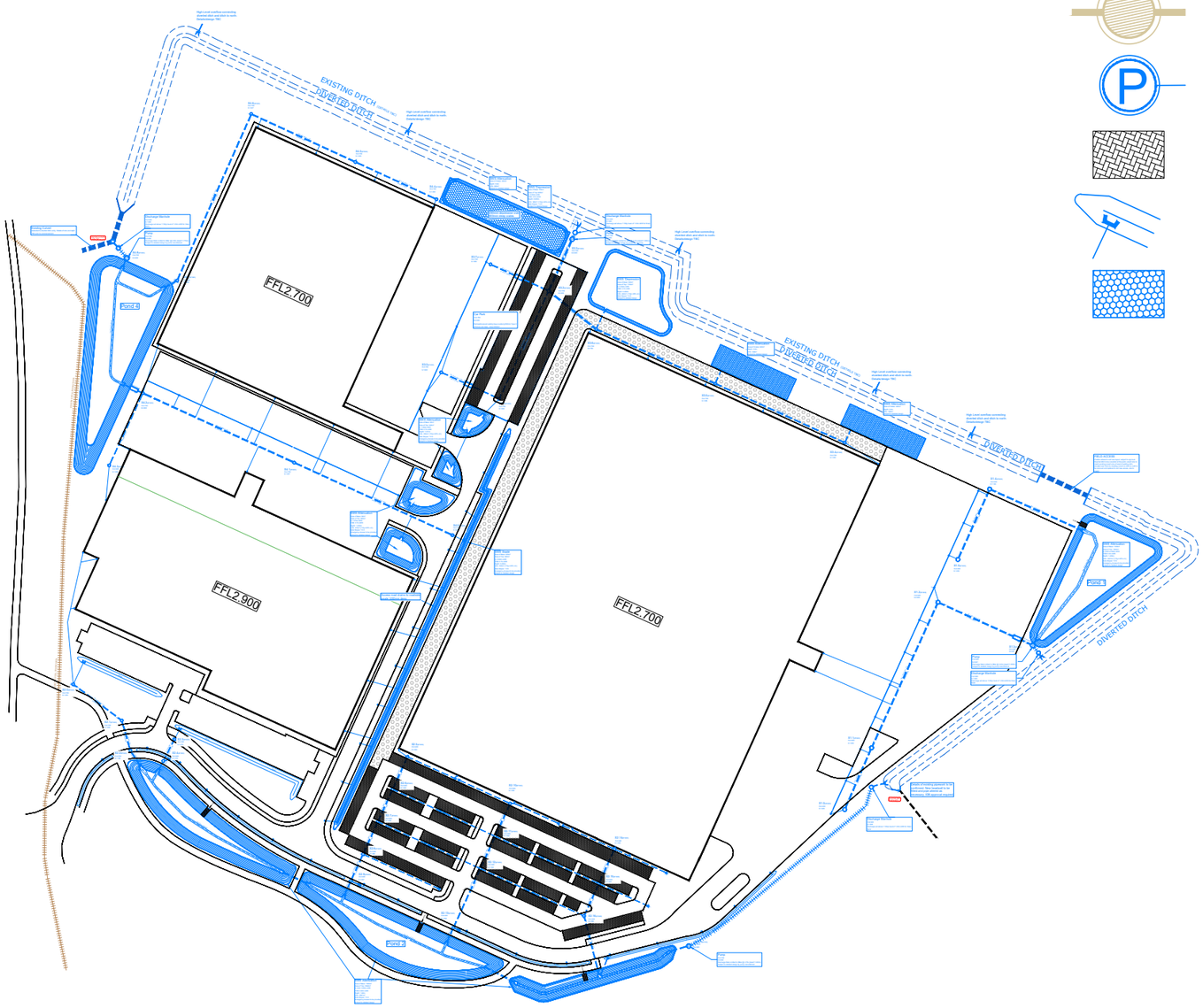
- Site assessment: A thorough evaluation of the site's characteristics, such as size, topography, soil conditions, and existing vegetation.
- Goals and priorities: Clear identification of the desired outcomes, including functionality, aesthetics, sustainability, and user preferences.
- Provide clear screening to the development from distant views to ensure the development sits comfortabley within its setting.
- Design concept: Development of a cohesive theme or concept that integrates with the surrounding environment and development proposals, while reflecting the desired environment.
- Layout plan: Thoughtful consideration of the site's layout, including circulation patterns, zoning for different activities, and the arrangement of plants, hardscapes, and structures.
- Plant selection: Careful selection of plant species that are suitable for the site's conditions, ensuring visual appeal, biodiversity, and low maintenance requirements.
- Hardscape integration: Integration of hardscape elements such as paths, patios, walls, and water features, which enhance functionality, accessibility, and visual interest.
- Attention to detail: Consideration of smaller-scale design elements, including lighting, seating, signage, and decorative accents that add the finishing touches to the landscape which will come forward as part of future reserved matters applications.

Overall, this landscape design proposal aims to create harmonious and inviting outdoor spaces to complement the development proposals that meets the client's goals while respecting the site's natural features and promoting sustainable practices.

Landscape Masterplan



Site Wide Drainage Plan



SW1.00 — Manhole Reference
(Ø1200) — Manhole Diameter
CL 95.60 — Cover Level
IL 93.60 — Invert Level

Proposed SWS

SW1.00 — Manhole Reference
(Ø1200) — Manhole Diameter
CL 95.60 — Cover Level
IL 93.60 — Invert Level

Proposed FWS

Proposed SWS Pumpstation

Proposed Permeable Paving

Proposed Swale

Proposed SWS Attenuation

04.10 Site Wide Drainage Strategy

Insert Executive Summary - To be Provided

The site drainage strategy for the development involves implementing measures to effectively manage stormwater runoff and mitigate potential drainage issues. Below is a summary of the strategy:

Site evaluation: A thorough analysis of the site's topography, soil conditions, and hydrological patterns have been undertaken to understand how water flows across the site identifying the potential drainage challenges of the development site.

Grading and contouring: Establish proper site grading and contouring to direct surface water away from buildings and critical areas. This includes creating gentle slopes and swales to facilitate water flow and prevent ponding.

Surface drainage infrastructure: A network of surface drainage infrastructure, including catch basins, gutters, and swales, to capture and redirect stormwater runoff. This infrastructureis strategically placed to ensure efficient water collection and conveyance.

Retention and detention basins: The scheme Incorporates retention and detention basins into the site design to control and manage stormwater runoff. These basins help to slow down the flow of water, allowing sediments and pollutants to settle out before discharge.

Sustainable stormwater practices: The site includes the Integration sustainable stormwater management practices, such as permeable pavement, rain gardens, and bioswales, to promote infiltration and reduce the volume of stormwater runoff. These practices help to improve water quality and minimize the burden on traditional drainage systems.

Maintenance plan: Develop a comprehensive maintenance plan for the site's drainage infrastructure, including regular inspections, cleaning of drainage systems, and sediment and debris removal from retention and detention basins.

By implementing these strategies, the site's drainage system will effectively manage stormwater runoff, minimize the risk of flooding or ponding, and promote sustainable water management practices within the industrial site.

05 Sustainability

06 Access

07 Crime Prevention

Wind Turbine Technolgy





BREEAM UK NEW CONSTRUCTION 2018 (SHELL & CORE)
'Excellent' Rating

ENERGY PERFORMANCE CERTIFICATE
A Rating for excellent energy performance.

NATURAL LIGHT
Optimised use of natura
with 15% roof lights and
office visibility.

RENEWABLE TECHNOLOGIES
Solar PVs and air source heat pumps provide reduced energy consumption and CO2 emissions.

RESPONSIBLE SOURCING
Assured construction materials with low environmental, economic and social impact.

ELECTRIC VEHICLE CHA
16 charging points provic
provision for to future-p
fleet requirements.

WATER REGULATION TECHNOLOGIES
Efficient sanitary-ware with low flow rates to reduce water consumption.

SUSTAINABLE MATERIALS
Reduce energy consumption and environmental impact over the life cycle of the building.

BICYCLE SPACES
Ample spaces in covered
encourages environmen

ENHANCED CLADDING
Delivering superior energy performance to reduce running costs.

ENERGY METERING TECHNOLOGY
Allows occupiers to pro-actively manage their energy consumption.

LED LIGHTING
Enables 75% less energy
and 25 times more durab
incandescent lighting.





05.1 Sustainability

This section sets out the main sustainable features relevant to the application and is restricted principally to the buildings and the physical features of the site, rather than encompassing the wider sustainable development issues of the site location and its surrounding infrastructure.

The issues in relation to sustainable design can be complex and drawing the right balance between all considerations is often difficult. This type of development requires an understanding of the occupier's operational requirements as the demands placed upon such buildings are not necessarily the same as for other types of development, such as domestic properties. However, the fundamental principles still apply, particularly in reducing the impact on the environment and the use of finite resources.

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.

With the current emphasis placed on energy conservation and the use of Low and Zero Carbon technologies, the applicant is keen to enhance the developments sustainable credentials both from an estate and public perspective. 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 warehouse spaces encompass low energy sustainability principles.

BREEAM®

The development will deliver buildings that will achieve a minimum BREEAM 'Very Good' accreditation to ensure the development is highly sustainable, although during the detailed design process the aim will be to improve on this further and to target a BREEAM 'Excellent' rating. The detailed design will also pay particular emphasis on carbon reducing measures.

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 Building Regulations which require improvement on the 2013 CO2 emissions figures and a need to meet Target Primary Energy Rate. The building envelopes will be designed to ensure that the fabric and form of the spaces encompasses low energy sustainability principles.

Units will be designed to incorporate an element of photovoltaic panels on roofs.

Water Efficiency

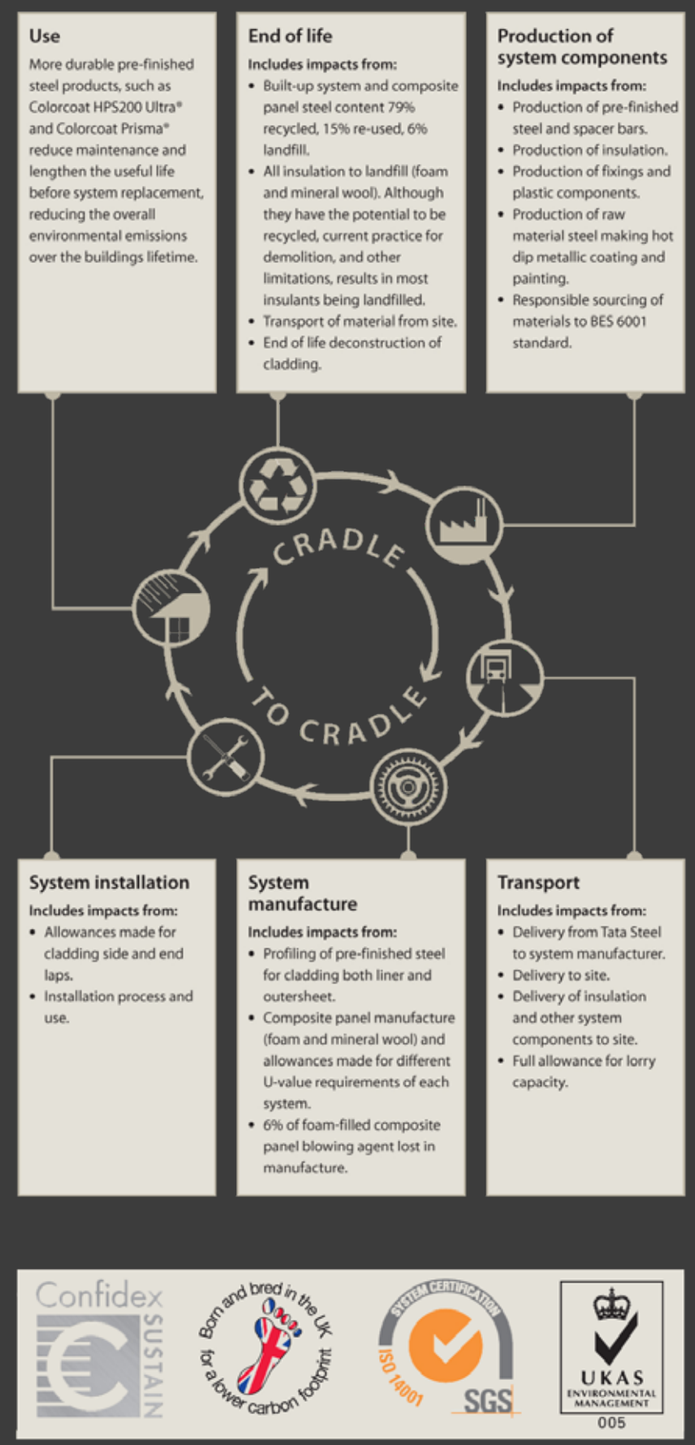
There are various measures that will be incorporated to reduce water consumption and demand. The specification of water efficient appliances such as spray taps and low volume WC's will assist. In addition to toilets, shower rooms with changing and locker areas could be provided within the main offices.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

Waste Strategy

Dedicated areas for refuse will be provided to allow for adequate bin storage / compactors to suit the occupiers 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 arising to a minimum. Post construction, the buildings will be provided with a dedicated area within the building for the provision of refuse and re-cycling facilities, tailored to operational requirements.



06 Access

06.1 Vehicular Access

Vehicular access to the development will be from the existing junction off the B1173 with the proposed estate road following the southern boundary.

Dedicated access to the car parks and service yards will be provided off the internal estate road to minimise car and HGV interactions for both operational and health and safety reasons.

Car parking provision is appropriate for the type and size of units proposed, with the objective being to provide car parking at a level compliant with planning policy, unless an alternative provision can be justified in light of a specific end users requirements. Similar arrangements have been made for the required accessible parking bays.

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

06.2 Pedestrian and Cycle Access

Footpaths will lead up to the office main entrances, 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.

The development will be laid out to achieve accessibility for disabled occupants. All disabled car-parking bays are located as close to the main office entrance 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 parking areas will have a gradient of less than 1:25, enabling wheelchair access and ambulant disabled to access the site without difficulty.

The main entrance into each unit will be 'wheelchair friendly' level entry, with automatic or manual opening 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.

06.3 Site Movement



07.1 Crime Prevention

Consideration has been given to the illustrative masterplan to ensure personal safety and align with general 'Secured by Design' principles. This relates to ensuring that the development does not create an environment conducive to crime. It is envisaged that additional crime prevention advice will be sought once an occupier has been identified for the units. Consideration will be taken as to how occupiers and visitors to the site can move freely without risk of injury.

Natural surveillance will be a key factor in the overall design of the site and the positioning of the offices overlooking proposed car parking will offer a high degree of visual control. The building's design and layout will minimise visual obstacles and eliminate places of concealment and any potential dark areas will be well lit.

The buildings will be designed in robust materials; metal-faced cladding panels on a steel frame. Where appropriate, glazing will be toughened laminated sections. Where possible all windows and doors will be certified secure products.

Formal Surveillance

At present there is no specific occupier for the buildings and therefore any formal surveillance solution will need to be agreed at a future time.

However it is acknowledged that presence of staff and CCTV provides reassurance and a deterrent to potential offenders. CCTV cameras can be used in the service yard areas and to pick up the buildings elevations, although no camera will be direct outwards towards any adjacent land use.

Staff need to be located in prominent positions so they can oversee and be seen. The effectiveness of CCTV depends on the number and location of cameras, the quality of the image and the monitoring in place.

If CCTV were to be installed in the future it would not be directed towards any existing residential.

07.2 Lighting

The key principles of the lighting strategy for the development is to optimise illumination while maximizing energy efficiency and worker productivity. Limitation of light spill to outside receptors is paramount to the well designed proposals. Key elements of the strategy include:

- LED Lighting: Implementing LED (Light-Emitting Diode) fixtures throughout the facility. LED lights are energy-efficient, long-lasting, and provide high-quality illumination.
- Natural Light Integration: Incorporating ample natural light sources through skylights, windows, or light tubes. This reduces the reliance on artificial lighting during daylight hours and enhances the working environment.
- Lighting Controls: Installing smart lighting controls such as motion sensors, occupancy sensors, and daylight harvesting systems. These technologies automatically adjust lighting levels based on occupancy and natural light availability, further reducing energy consumption.
- Zoning and Dimming: Dividing the facility into lighting zones and incorporating dimming capabilities. This allows for flexible lighting adjustments based on specific needs, reducing energy usage during periods of lower activity.
- Maintenance and Monitoring: Implementing a proactive maintenance program to regularly inspect and clean light fixtures, ensuring optimal performance. Additionally, utilizing lighting control systems that provide real-time monitoring and analytics for energy usage optimization.
- Exterior Lighting: Employing energy-efficient outdoor lighting solutions such as LED floodlights and motion sensors to enhance safety and security while minimizing light pollution.

By implementing this lighting strategy, the industrial development can achieve significant energy savings, create a well-lit and comfortable work environment, and contribute to sustainability efforts.

For Detailed Lighting proposals, please refer to the accompanying lighting assessment submitted as part of this application.

Exterior lighting will be designed taking into account the following standards:

BS 5489-1:2013 Code of Practice for the Design of Road Lighting

BS EN 12464 Light and Lighting – Lighting in workplaces

GN01:2011 Institution of Lighting Professionals (ILP) Guidance Note for the Reduction of Obtrusive Light

Lighting and the Environment – A Guide to Good Urban Lighting, Chartered Institution of Building Service Engineers (CIBSE)

Bat Conservation Trust (2014) Artificial Lighting and Wildlife. Interim Guidance: Recommendations to help minimise the impact of artificial lighting. In addition the following criteria will be utilized as a basis for the scheme:

The estate road, car park and service area will be illuminated during the hours of darkness to an appropriate lighting level for both operation and safety.

The lighting lux levels will be kept to a minimum when adjacent to any natural habitats, and will avoid direct light spill into sensitive locations.

Lighting will be a combination of building mounted and column mounted lighting units. The lighting design will utilise good quality, attractive 'dark sky' fittings, directed downwards and with no spillage above the horizontal to avoid light pollution.

The mounting height of lighting units should be no greater than 12m.

For the access roads and car parking areas all mounting heights will be 8 to 10m.

Lighting impacts on all receptors will be minimised by careful design. Baffles and shields will be attached to lighting units to further reduce lighting effects.

07.3 General Maintenance

The maintenance regime will be bespoke to each occupier and the nature of the operation of the building. In the absences of any confirmed occupiers, we can offer examples of the management and maintenance that will be put forward as good practice:

- Plant, machinery, materials and supplies should be stored in specific areas within the confines of the secured service area.
- The CCTV, lighting and alarm system should be regularly maintained and immediately repaired / replaced if faulty to ensure the safety and security of the development and its users.
- Access controls to the external and internal door sets, gates and barriers are essential to the security of this scheme and it is most important that these systems are regularly maintained.
- Cleaning, litter picking, removal of graffiti and repair of damage arising from vandalism should be carried out promptly to maintain a culture of care and respect.

07.4 Physical Protection

It is important that any development responds to the issues relating to security, such as criminal and anti-social behaviour, by incorporating such physical design features as listed below:

- Barriers to the service area and car park entrances to provide out of hours security.
- Secure parking for cycles located in highly visible and supervisable locations.
- Buildings of robust construction as illustrated within the submitted documents
- All external doors fitted with secure frames and locks.
- 2.4m high security fencing including access gates to the full perimeter of the service area.





08 Summary





08 Summary

08.1 Summary

The design proposals have been developed with due regard to the existing site, its context and surroundings, to create a carefully sited, appropriately sized buildings which meets the client's brief and reflects the current and anticipated market demands.

All design proposals contained within this report have been designed to meet the required design and sustainability policies of South Holland District Council including the South East Lincolnshire Local Plan.

The proposals will allow for the best possible access by all modes of transport and encourage travel to the site by means other than car.

The design seeks to minimise the impact on its surroundings; providing an attractive, contemporary and cohesive design that is fit for purpose and safe for all to use.

The proposals represent a high quality development and a substantial investment, which will help to promote and support employment growth and stimulate continued economic investment to the area, cohesive with regional and local aspirations. It is anticipated that the development will act as a catalyst for further development to create additional new jobs and investment for the local community.



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