



DESIGN AND ACCESS Statement

Project:
GCB Cocoa Facility, Glemsford, Suffolk.

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NWK 200063

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1

Introduction

1 Introduction

1.1 Document Overview

This Design and Access Statement has been prepared on behalf of Guan Chong Berhad (GCB) Cocoa Ltd as part of the supporting documentation for a planning application submitted for GCB's first Cocoa and Chocolate Production Facility in the UK. The project design includes part demolition and remodel of existing buildings, part replacement and construction of new buildings, and required associated external works to the existing Philips Advent logistics site in Glemsford, Suffolk.

This document describes the proposals and principles leading to the design decisions made in formulating the detailed design, including illustrative material for the Council's consideration. This document is to support main aspects of the design and its considerations only and will be accompany the Planning Support Statement. The Planning Support Statement in which this is to be read in conjunction with, provides support for the design in more detail with regards wider impacts of proposals to be considered by the Planning Authority.

This statement should be read in conjunction with the additional supporting documentation and drawings.

1.2 Report Content and Structure

The content and structure of this Statement has been informed by DCLG Circular 01/2006 'Guidance on Changes to the Development Control System' (12 June 2006), CABE advice 'Design and Access Statements'.

Together these provide advice on what a Design and Access Statement should include.

There is a need to:

i) Provide a review of the sites immediate and wider context in terms of its physical, social, and economic characteristics and relevant planning policy and guidance.

- ii) Provide a rationale for the scheme's design based on (i);
- iii) Explain and illustrate the design principles in terms of the development's layout, density, scale, landscape, and visual appearance;
- iv) Explain how future users of the site will be able to access the development from the existing transport network and why the main access points to the site and the layout of access routes have been chosen;
- v) Explain how the development will meet the local authority's planning and urban design objectives.

This Statement is structured as follows:

- Section 2 'Site Context': provides a review of the existing physical, social, and economic characteristics of the site and its surroundings.
- Section 3 'Design Statement': describes the proposal and its evolution. This section outlines the approach taken in terms of use, scale, layout, and appearance.
- Section 4 'Access Statement': looks at external and internal access to the site.
- Section 5 'Summary': provides a brief overview of the proposal and outlines the character and philosophy of the building's design.

1.3 Summary of Key Proposals

The application proposals are on the existing Philips Advent logistics site located on the A1092 (Lower Road) near to the village of Glemsford which is within the Barbergh District of Suffolk. The existing Philips Advent site is 7.2 hectares and contains a number of class B2 and B8 buildings for industrial and storage use. The application proposals do not require a change of use, the intended development scope is to remodel the existing site to accommodate GCB's first cocoa and chocolate production facility in the UK.



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Site Context

2 Site Context

2.1 Site and Surroundings

The application site is located on the A1092 (Lower Road) near to the village of Glemsford and it is within the Babergh district of Suffolk. Since 1998, the 7.2 Hectare site had been used for Industrial (B2 Use Class) and Storage (B8 Use Class) purposes, however, the site is currently vacant following the closure of the Philips Avent production facility in September 2020.

Geographically, the site is four kilometres west of the A134 which connects to Sudbury and Great Cornard to the south, major towns within the Babergh district, and Bury St Edmunds to the north. The closest settlement is the village of Glemsford, which is identified in the Babergh Local Plan 2011-2031 Core Strategy & Policies as a centre for employment and a focus for development. The site is elevated from the river Stour that runs along the eastern boundary and Glemsford Pits, a Site of Special Scientific Interest, is located to the south.

There are only two site access points, and these are the northern entrances that adjoin Lower road. Access will be controlled by security barriers operated by security personnel in the gatehouse office.

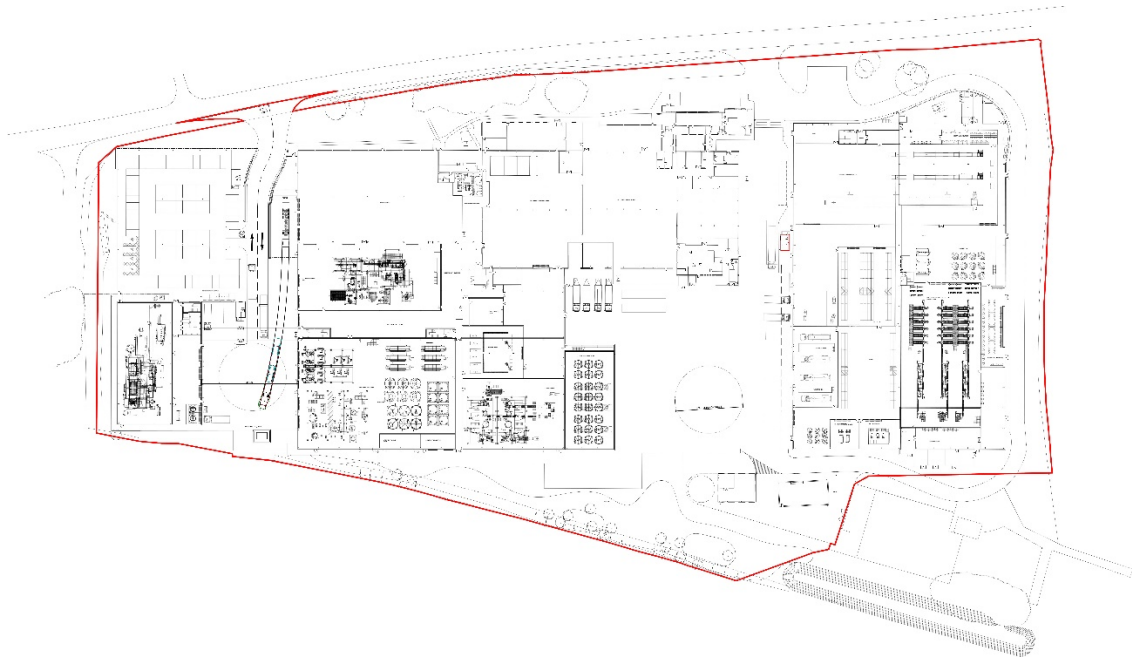
2.2 Background and Planning History

The site was previously occupied by Philips Avent and utilised as a baby bottles production plant which employed at its peak around 600 people. However, this company ceased production earlier this year and relocated production to a plant outside the UK. The site was bought by GCB Cocoa Ltd in September 2020 to remodel and convert the site to GCB's first Cocoa and Chocolate production Facility in the UK. Over the last 18 months Philips Advent staff have been decommissioning operations on the site and as of October 2020 the site is no longer in operation awaiting plans for new proposals for the site to be developed.

The buildings that currently occupy the site were approved for construction by the local planning authority in 1998. Approval was granted for the demolition of warehousing and miscellaneous outbuildings and the erection of a factory building Class B2 for Industrial and Class B8 Storage use, construction of a car park and two vehicular accesses. Confirmation of the current land use can be found in planning application B/98/00519, approved 26 October 1998.

Further planning applications were granted and extensions were carried out in 2001, 2003 and 2006 to accommodate a canteen, staff welfare facilities and additional office space. Site security was upgraded in 2008 with the installation of 3no. CCTV poles, perimeter fencing and traffic barriers to the main entrance. Details of these alterations can be found in planning applications B/01/01121 and B/07/01818.

2.3 Site Location Maps



Site Location OS Map



Aerial View of Site



3

Design
Statement

3 Design Statement

3.1 Use

The application will not require a change in use as it seeks planning permission for the remodel and conversion of the existing Philips Advent buildings and site into GCB's first Cocoa and Chocolate production Facility in the UK. The facility will be operated by Guan Chong Berhad Cocoa Ltd (GCB). GCB are a multi-national Cocoa production company that create Cocoa Butter, Cocoa Powder, Liquor and Chocolate. It is intended for GCB to produce the Cocoa and Chocolate products from the Glemsford site and transport them throughout the UK to clients. This if successful will then be expanded to exporting to Europe promoting the economy and business in the Babergh area and the UK.

3.2 Amount

To limit the impact of any development the design maximises the utilisation and adaptation of the existing buildings i.e. the majority of the buildings are kept with only internal modifications. Moreover, where the removal and new buildings are required to facilitate the height requirements of new processes, the design has positioned these on the same footprint as existing buildings or on areas of existing hard standing on the site.

The design proposals for the site include the following works:

- Remodel / refurbish of existing buildings to accommodate new process and storage requirements including new external delivery canopy.
- Part demolition of the existing workshop with replacement of new build part forming the Cocoa Building totalling 10144m² for all floors.
- New Biomass Boiler and Maintenance Building including first floor link Bridge totalling 1890m².
- Waste Water Treatment Building of 155m²
- 1no. New Gatehouse and 2no. Weighbridge Offices each at 18m²
- Remodel of the existing external works to suit access and process requirements.

- Remodelled car parking reducing the overall car parking to 106 spaces.
- Remodelled external car park lighting to suit new layout.
- Widened and re-levelled entrance to west vehicle entrance to facilitate HGV access requirements.
- Remodel of internal spaces and external door positions to the existing building to the east totalling 9866m². In addition to the internal remodel there is 418m² of new building to upper floors extending a small section of the roof to the south elevation up to 19m.

3.3 Layout and Scale

3.3.1 Process Minimum Requirements and Feasibility

The proposed layout has been designed to ensure use of existing buildings are maximised for the new production requirements. However, the processes of Cocoa and Chocolate require specific minimum heights of production plant to enable them to be feasible on the site, which would need increased building heights in some locations. Without this increase to parts of the buildings on site the production will not be feasible in Glemsford. This has been carefully considered by the design and described in the following sections of this statement to mitigate any impact as far as practically possible.

3.3.2 Layout and Site Design

The layout of the additional or replacement buildings required to accommodate the new production process has been designed to maximise the existing buildings footprint and hardstanding areas where possible.

A Biomass Boiler building is required as part of the production process, with no remaining capacity in the existing buildings and a required 20m internal height clearance to house the plant, a new building will need to be constructed. The new Biomass Boiler Building is proposed to be located to the back of the site to reduce impact and will be constructed on existing hardstanding in the existing car park area.

The existing car park area is to be remodelled including the reconfiguration and replacement of external lighting to accommodate the new Biomass Boiler building. This will reduce car parking, however due to staff numbers and vehicle numbers proposed to be half of that of the previous use, the remaining provision will still accommodate for one space per each member of staff plus

25% for visitors and shift change periods. The existing western vehicle entrance is also to be upgraded and widened to provide HGV and better vehicle access into the site, refer to Section 4 Access Statement. This is also to be read in conjunction with the Traffic Statement and Travel Plan in the Planning Support Statement which contains more detail.



Proposed Site Detail Plan: (Dwg No. GCB-BED-NWK-ST-ZZ-DR-A-1006)

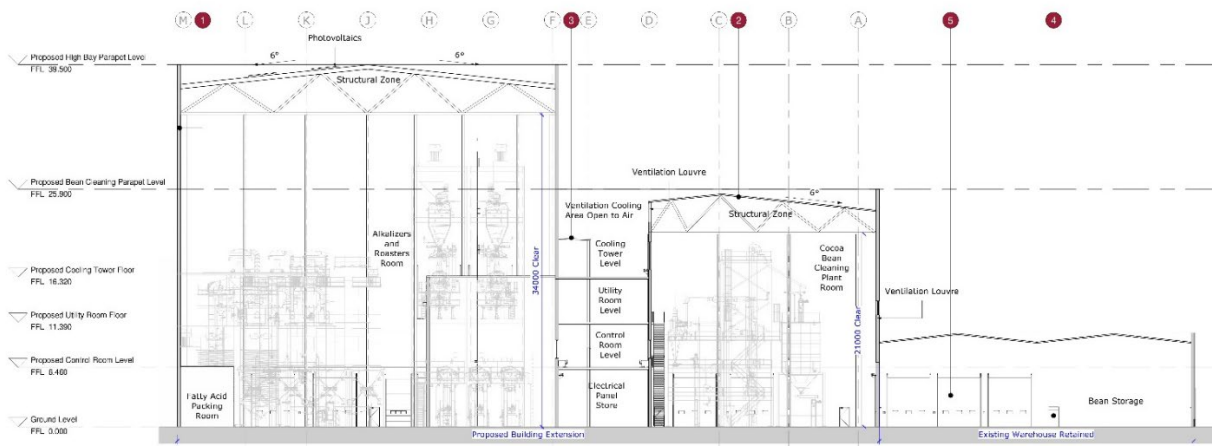
The Biomass Boiler building will also re-use heat from the process to provide space heating on site, refer to Sustainability Statement in the Planning Support Statement.

3.3.3 Scale

The existing building is currently approximately between 11 and 12m high to the top of the parapet, the proposed buildings due to the height of the minimum process equipment and roof structure needed will vary from 25m to 39.5m at points. The new buildings are located to the rear of the site to reduce impact where the ground levels are lower and enable the existing building to be retained to the street frontage.

The existing building to the east is to be utilised, this will be used for the Chocolate facility with new door modifications and a minor section of the building height to be raised from 12m to 19m, which again is located to the very rear of the site not to impact the road or neighbours.

It has been appreciated that the height increase requires careful consideration in regards visual impact, therefore the design has thoroughly considered the impact and attempted to mitigate by limiting the increased building heights to the minimum internal space requirements of plant and roof construction zones. (please refer to below and application section drawings)



Proposed Sections (Refer to Dwg No. GCB-BED-NWK-SE-Z1-DR-A-1110)

Other measures to mitigate impact is the careful selection of building materials, refer to Section 3.4 of this Statement. A Landscape Visual Impact Survey has been completed as part of the submission, please refer to this when assessing this application.

All the design consideration for the site layout and scale have been taken to minimise impact on the site as far as practically possible and still allow the process of production to be feasible on the site.

3.4 Materiality and Appearance

As previously stated, the design for the scale and location of the new and replacement buildings have been minimised as far as possible whilst still allowing the new process function. However, it is appreciated that the increased height of the building needs careful consideration and thus recognise the importance of the choice of materials. Therefore, the design has explored the careful consideration of materials which is explained in the following sections. In addition to this material consideration by the design, a Landscape Visual Impact Assessment has been completed and should be read in conjunction with this statement.

3.4.1 Material Considerations

Although the site is located in a rural setting with some interesting Architectural Vernacular in the adjacent towns of Glemsford and Long Melford, and any new development in these areas should consider matching these materials, it is felt that these materials would be inappropriate for the proposals. This is mostly a consequence of the increased building height requirements for production process on the site and thus these traditional materials would make the building have a greater impact to its surroundings. Therefore, a lighter, robust, and low maintenance material that would have less visual impact such as metal cladding was considered as a more appropriate choice and in keeping with the existing industrial type construction.

Moreover, the use of more natural materials such as timber can not be chosen due to the high internal temperature from the production process and its fire requirements.

3.4.2 Building Material Choice and Impact Mitigation

The main cladding materials have been chosen to reflect the image of the surroundings, this will naturally make the buildings lighter the higher the buildings get, giving the illusion of the building disappearing.



Proposed 3d Views (Refer to Dwg No. GCB-BED-NWK-ZZ-ZZ-DR-A-1007)

The image above illustrates how the use of diffused profile silver cladding can help softly mirror the surroundings helping to reduce impact, whilst aiding the buildings disappear into the horizon. There are many good examples of this approach in rural setting to mitigate impact and work within their surroundings.

3.5 Landscaping

The design has very limited impact on the existing landscaping of the site with reuse of existing building footprints and hardstanding. There are no tree removals planned and only a small area loss of low value grassland to accommodate the widened entrance and remodelling the edges of the existing car park. To mitigate impact from proposals and improve that of existing sites biodiversity value, additional planting of local species of a higher value will be installed as well as bat and insect boxes to promote biodiversity of wildlife.

Additional design impact mitigation of the building within its surroundings is proposed, this includes planting to create a green wall matching existing areas already on site, this is located directly opposite the land of special scientific interest.

3.6 Sustainability

The project proposals increase sustainability benefits on the site in line with planning policy intentions and include for the following:

- At least 10% reduction in carbon with re-use of biomass heat for space heating.
- Significant numbers of Solar Photovoltaic Panels to reduce electrical energy requirements.
- Upgraded existing structure and new thermal properties to meet and exceed latest building regulation requirements.
- 20% of Car parking with Electrical Charging Points and 25% infrastructure to future proofing requirements.
- Increased percentage of cycling spaces per person on site.
- Travel plan measures and active promotion of sustainable forms of transport to work.
- Maximization of the existing buildings reducing embodied energy.
- Where possible, maximise the use of local materials and contractors.

For full details of sustainability refer to the Planning Support Statement.



4

Access Statement

4 Access Statement

4.1 Access to Site

The only access points to the site are those off the A1092 (Lower Road) to the northern boundary that connects Cavendish, Glemsford and Long Melford from west to east. The A1092 connects to the main A134 road north to south to Sudbury and Bury St Edmunds. The existing vehicle access points and car parking locations have been retained not to affect the highway and elevation to the frontage of the site. The western main car park and vehicle entrance is to be remodelled and upgraded to accommodate HGV access including a new gatehouse security point.

4.1.1 Existing Vehicular Access Points

There are 2 main existing vehicle access points into the site, and both are serviced from Lower Road which is the main route from Long Melton to Cavendish just south of Glemsford Town. The entrance to the west side of the site is the principal access for staff car parking which is 6.5m and at a steep slope from road level and thus is not suitable for HGV vehicles. The vehicle access to the east side of the site is the main access point for HGV vehicles with a wide and level access approach from the road set back not to impact the highway, this is controlled by vehicle barriers and a gatehouse. The HGV vehicle movements for previous uses of the site confirmed by Phillips Avent was 35 to 40 a day.

4.1.2 Proposed Vehicular and Access Improvements

The proposed strategy of site movements and building use sequencing to accommodate the process of cocoa production would be, utilising the west access point of the site for delivery of raw materials. Once production of products are processed and stored, HGV vehicles will enter the existing eastern access to collect and recirculate back out of the east access point to distribute to destinations in other areas of the UK. The eastern access point will be also utilised for delivery of raw material and collection products for distribution for the chocolate facility to be housed in the existing building to the eastern area of the site. It has been confirmed by GCB that the likely deliveries anticipated per day would be between 15 to 20.

There is no work or changes proposed to the existing eastern access as this already facilities HGV vehicles, however the western entrance would need to be upgraded to enable both car and HGV access required by the development.

The proposals are to widen the existing western road access to 10m wide with increased radius kerbs to the highway creating small approach lanes into the site and ensure required visibility distances by cutting back of vegetation as required. Moreover, the proposals will include new retaining walls inside the site and re-levelling to allow 1 in 40 slopes into and down the site, this significantly improves the entrance whilst moving the gatehouse barriers 32m inside the site to ensure no impact onto the highway.

4.2 Public Transport

Sudbury train station is 6 miles from the site with connection to bus networks to the Glemsford and surrounding area. The site can be serviced currently every other hour from either bus routes 236 from Haverhill to Sudbury from West to East, or 373 and 374 from the north to south from Bury St Edmonds to Clare, both stopping at Glemsford.

4.3 Pedestrian Access and Inclusion for All

4.3.1 Pedestrian Footpath Provision

Generally, there will be limited times when visitors attend site, with most pedestrian access required by operatives that work on site. Pedestrian access to the existing east entrance and surrounding existing buildings will be retained. The new car parking and buildings to the west has included safe pedestrian access from the car park to an entry point to the Biomass Boiler building. The Biomass Boiler building has first floor access through a bridge link to enable access between buildings for operatives. Any visitors will access through the existing east entrance gatehouse and escorted through the site using footpaths provided.

4.3.2 Access for All and Improvements

The existing east entrance allows for DDA access through the gatehouse to the offices with accessible parking, access ramp and level thresholds. The new and replacement buildings to the west all have level access thresholds to doors, and the car park has additional 4no. accessible spaces to that of the existing spaces to the front east car parking areas. In addition, the proposals within the

Biomass Boiler building include for a fully compliant DDA 8 persons lift and staircase to improve access for all on the site.

4.4 Local Highway Network

4.4.1 Site Location and Highways Accessibility

The site is approximately 3 miles from the A134, this is 3 miles from Sudbury to the south, or 14 miles to Bury St Edmunds to the north. The site is also 29 miles east of Junction 9a of the M11. The site is located 2 miles south of Glemsford centre which is connected by the B1065 (Snakes Hill). It is also situated between Cavendish town 2 miles to the west and the town of Long Melford 3 miles to the east, these are connected by the A1092.

4.4.2 Car Parking Provision and Sustainable Transport

The existing staff car park provision to the west of the site is being reduced to accommodate, new Biomass Boiler, access into new buildings and improved highway access with shallower levels into the site. However, the number of staff on and vehicle movements per day on site to that of the previous use by Philips is nearly 60 % when compared at the peaks. Therefore, the 106 spaces on site enable enough spaces for each staff member to have a space on site during any one shift, in addition to 25% extra capacity for visitors and shift changes. The new parking also allows for 20% charging point allocation and 25% infrastructure for the future as per Suffolk parking Guidance. These will be powered by a significant number of Photovoltaic Solar Panels on the building roofs.

To help encourage even less parking and highway volumes a travel plan with measures including the promotion of sustainable transport methods will be implemented. Refer to the Planning Support Statement for full details of Travel Plan and the Traffic Statement.

4.4.3 Traffic Impact and Mitigation

With the significant reduction in the site requirements for car parking provision to be used by staff, travel plan measures implemented, 50% less deliveries expected and improvements to the western vehicle access point, there would be likely no negative impacts on the highway network. It is more likely that the development proposals as stated above would reduce impact on the highway network to that experienced during Philips Avents operation.



5

Summary

5 Summary

5.1 Development Summary

This document demonstrates that the proposed development has been carefully considered and will result in a well-designed and high-quality scheme. The car parking, access, use of existing structures, sustainability, context and use of materials have been carefully considered to maximise mitigation of any impact whilst still allowing the requirements to enable the production on the site. The Cocoa and Chocolate Production Facility will help contribute towards the Glemsford and Suffolk development strategy to provide increased job opportunities that contribute to greater economic prosperity for the region.

This document is to be considered with the Planning Support Statement, Ecological Assessment, Landscape Visual Impact Assessment, Flood Risk Assessment, Drainage Strategy and Application Drawings.

Overall, it is believed that the proposals comply with all design and access related National and Local Plan Policies. Research and consultation will be utilised throughout the designing and building process to ensure full compliance with any relevant documentation and regulations.

In reflection of the extent of careful consideration by the design proposals with regards; environment context, minimising scale increases as far as practical to enable production, increased sustainability on site and general mitigation of impact, it is felt that any remaining impact should be considered secondary to the economic need and benefits of the proposals.