

Commercial Warehouses, Land of Normandy Way
For and on Behalf of Treveth Development LLP

DESIGN AND ACCESS STATEMENT





— Application Boundary 
Aerial view of the site, imagery courtesy of Google maps

1.0 Introduction

1.1 This Design and Access Statement has been prepared on behalf of Treveth Development LLP by Expedite Design Services Ltd, in support of a full planning application made to Cornwall Council in support of a Full Planning application for the creation of 7no. Industrial Units at land of Normandy Way. It seeks to assist the understanding of the scheme and demonstrate how it is appropriate to the site and its context.

Generally the buildings are required to be of a high quality whilst responding to the semi-industrial nature of the surrounding context and requirements of function. The land off Normandy Way offers a clear opportunity to create more jobs and prosperity for the local economy.

2.0 Scope and Purpose

2.1 The statement is to provide appropriate detail about the scale and nature of development proposed.

2.2 The application has been based on a through understanding of the local context of development, taking into account of physical considerations (such as topography, current site conditions) and market factors (including the likely scale of development that could be supported on site).

2.3 The amount of development proposed takes account of the extent of the site area. The proposed layout has been fully considered and the site plan identifies how the buildings will relate to the open spaces, routes and each other. The scale of the proposal has been set taking into accounts both market requirements and also ensuring that there will be no detrimental visual impact upon the wider area.

2.4 Site Address:- Normandy Way, Bodmin PL31 1EX

3.0 Contents of Report

3.1 This supporting statement has been produced following discussions and meetings with the Council and their development team. This statement sets out the content for the planning policy framework and other material considerations for the proposed development.

3.2 This Planning Design and Access Statement should be read in conjunction with other supporting material and drawing's submitted with the planning application.

4.0 Context

4.1 Understanding the Site

The site is located in an established employment location off Normandy Way which is a large mixed use industrial area within Bodmin. The application site is situated within the entrance to Walker Lines Industrial Site, currently a vacant plot of land following demolition of industrial units which previously used the land.

Treveth have established that there are current marketplace requirements for quality light industrial, distribution and warehousing from which to trade and consequently the site has benefited from approvals for various extensions and improvements to the buildings.

The site is currently brownfield land on the western edge of the estate with industrial and office developments on neighbouring boundaries. The proposed development has been designed with consideration of the planning policy issues relating to the site. This section of the report highlights the key planning policy issues which have been addressed through the development of sustainable, accessible and high quality design proposals.



Google Earth mapping dated - 2009

Application Boundary

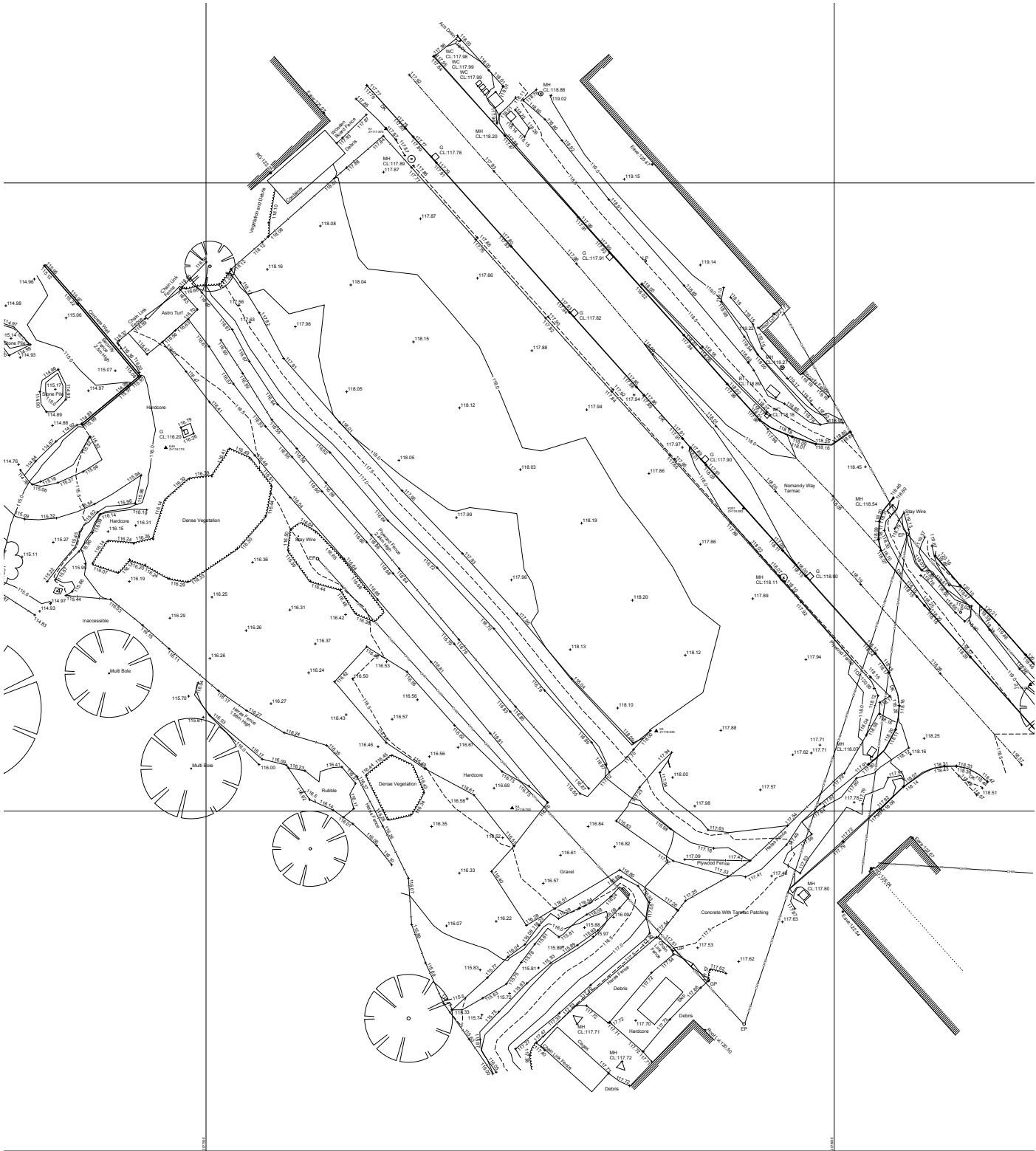



4.2 Site Description

The site is located in an area characterised as a Industrial Park and is surrounded by a mixture of serviced offices and several Warehouse and distribution units and is well connected to Bodmin

The site is currently brownfield land formally occupied by warehousing and officing. To the south, is largely of rough grassland and railway embankment, (Bodmin-Wenford Railway) and Lostwithiel Road, defined by hedge bank and tree vegetation which limits any views of the site when viewed from the highway. The site is secure by fences and developed areas with industrial and office on other boundaries. Vehicular and pedestrian access to the site is via a single point existing junction to the north-east edge of the site.

The surrounding buildings vary in scale from general office style developments to large industrial sheds. Parking on the estate generally is at a premium and therefore any proposals would require adequate parking numbers and appropriate vehicle access.



Topographical Survey 

4.3 Site Photos



1. Normandy Way looking West



2. Existing shared highway access



3. On site viewed looking at northern boundary



4. Onsite viewed looking West along access track



5. On site viewed looking West towards railway embankment



6. On site viewed looking South towards railway embankment



7. Onsite looking at western boundary



8. No.10 site entrance of existing shared highway access



9. Shared site access looking at proposed site entrance



10. Normandy Way looking East



11. Normandy Way looking West



12. Shared site access looking at proposed site entrance

4.4 National Planning Policy

The National Planning Policy Framework, advocates that good design is key to achieving sustainable development. It goes further placing emphasis on the need to create a strong sense of place, create and sustain an appropriate mix of uses and respond to local character and history.

This statement demonstrates that the proposals have been carefully and sensitively designed and fully accord with the principles set out in the National Planning Policy Framework.

The development has been positioned and designed so as not to create conflict and make the best use of existing landscape and topographical features.

Cornwall Local Plan Strategic Policies 2010-2030 (Adopted 22nd November 2016)

Policy 1 Presumption in favour of sustainable development

Policy 2 Spatial Strategy

Policy 2a key targets

Policy 3 Role and function of places

Policy 5 Business and Tourism

Policy 12 Design

Policy 13 Development standards

Policy 20 Managing the provision of waste management facilities

Policy 21 Best use of land and existing buildings

Policy 27 Transport and accessibility

National Planning Policy Framework (2012)

Section 1. Building a strong, competitive economy

Section 7. Requiring good design

Section 10. Meeting the challenge of climate change, flooding and coastal change

Planning Practice Guidance

Cornwall Design Guide 2013

Policy :- Bd -E2 Safeguarded for employment uses (B1,B2, B8 uses),

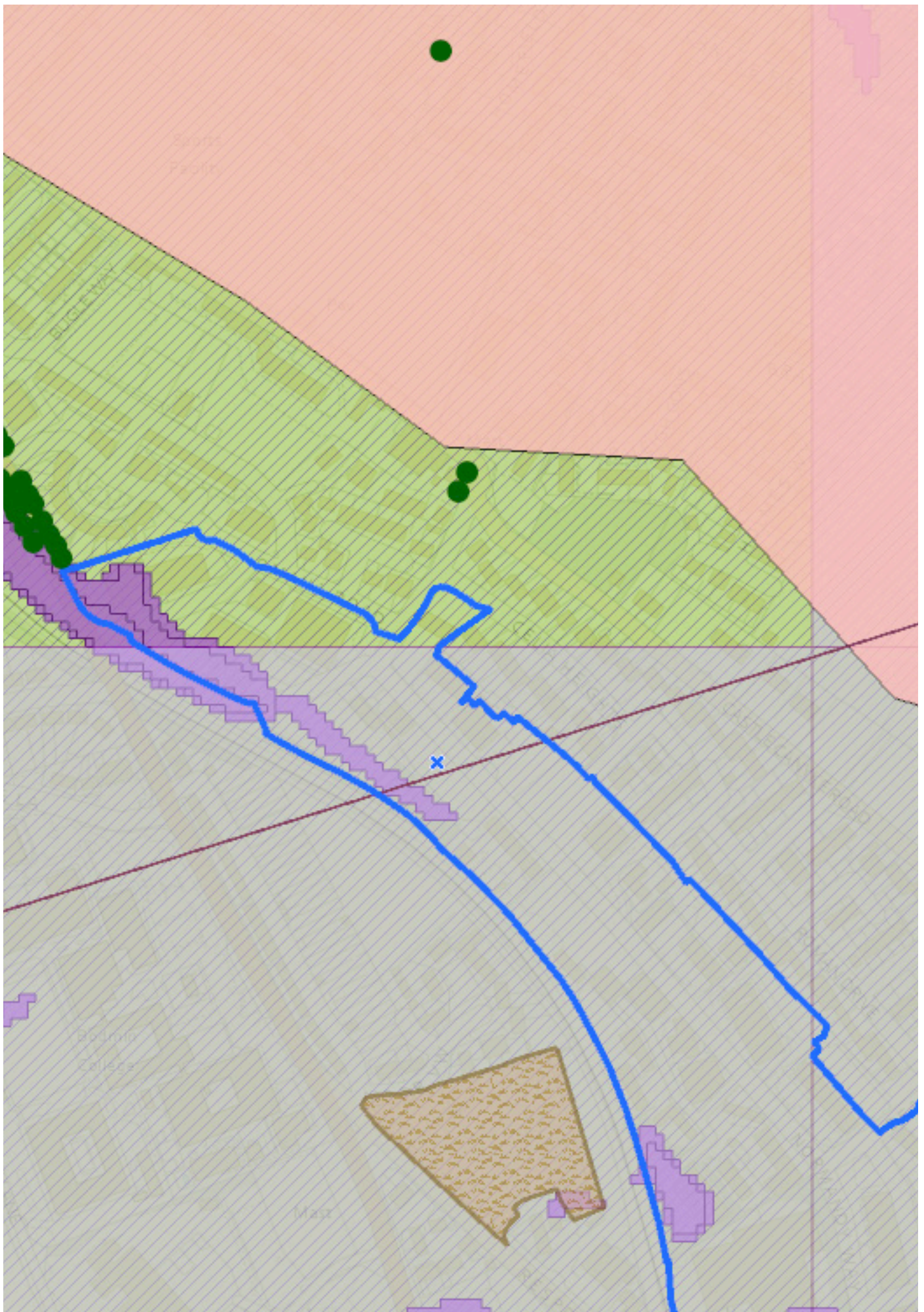
Part site within - Site of special scientific interest impact risk zones - Air Polluti.

Camel River Catchment Area - River Camel Special Area of Conservation (SAC) temporary pause on development in the River Camel Special Area of Conservation. The pause affects particular development types. With regard to Commercial/industrial developments. This is when it:

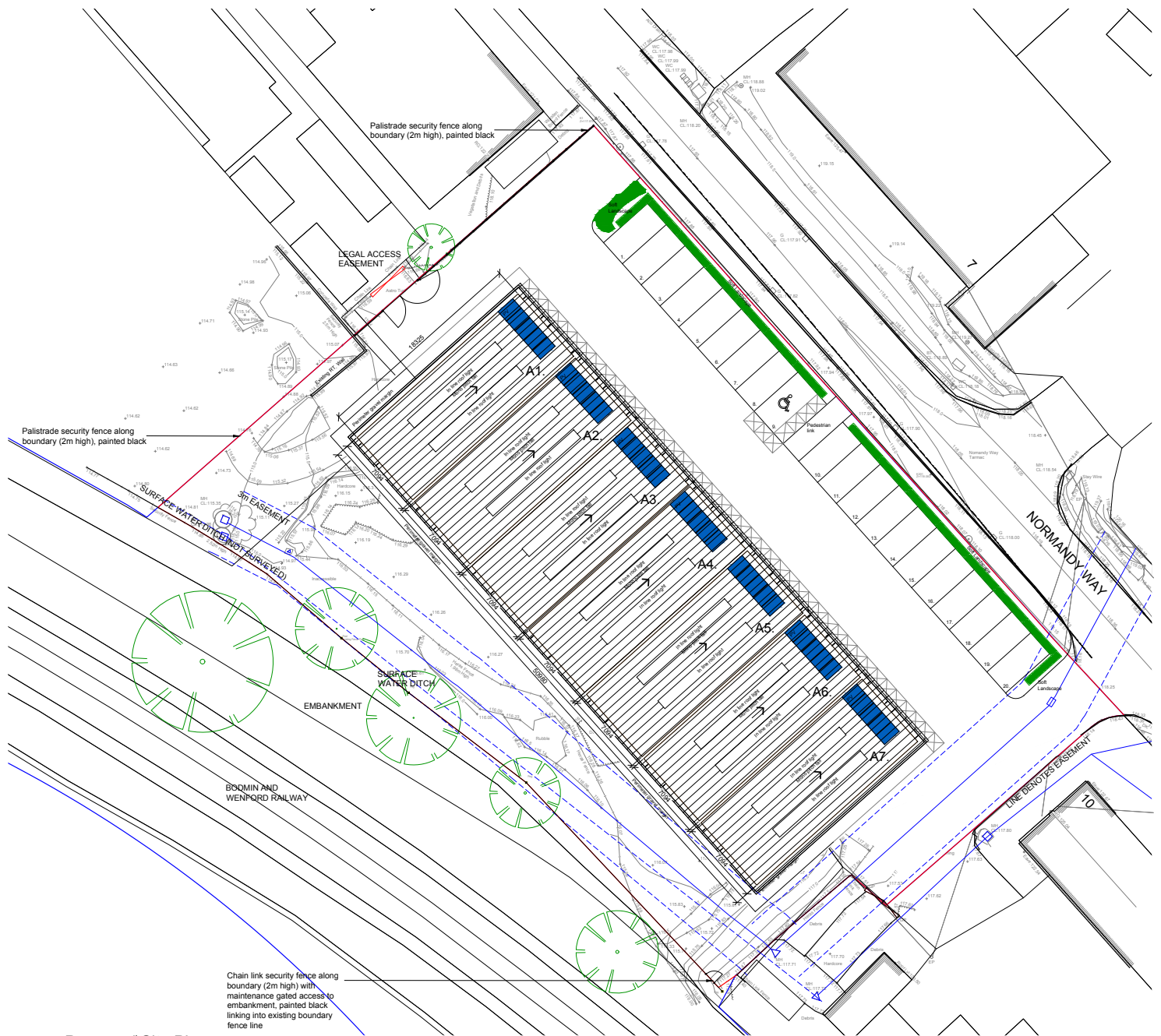
'..includes overnight accommodation would increase loading from the development's waste water treatment works. Some employment sites. This includes hosting employees from outside of the catchment and/or overnight accommodation.'

Treveth response to temporary pause on development in the River Camel Special Area of Conservation

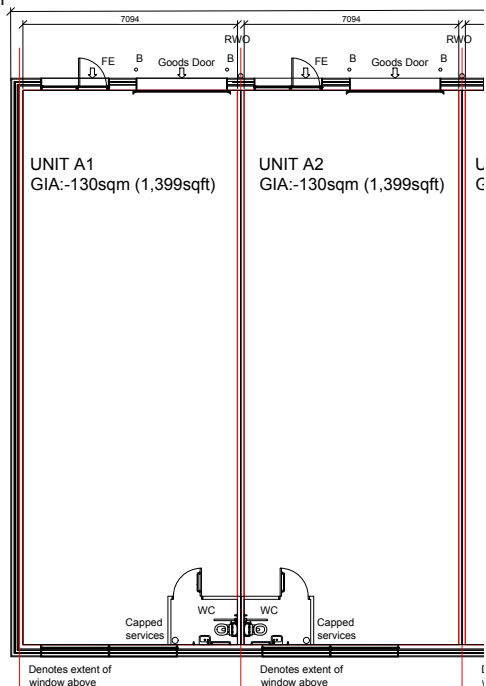
It is noted that this application does not fall into any of the above category's. With reference to the noted increases to harmful phosphate levels in the Camel SAC, it is the aim of Treveth to mitigate any impact to current wastewater levels by relocating existing local tenants on the estate out of older less efficient buildings and to provide local employment opportunities within newer, more sustainable workplaces. This development will not be aimed at attracting new tenants from outside the Camel SAC catchment.



Policy Map



Proposed Site Plan



Typical Unit Plan



PROPOSED UNIT A ELEVATION - FRONT
scale 1:100

Indicative Elevation

5.0 Design

The design principle for the overall proposal are expanded here in terms of the uses, the amount of development, layout, scale, landscaping and appearance. A successful development will:

- i) Relate well to the geography and history of the place and the lie of the land,
- ii) Sit happily in the pattern of existing development and routes through and around it,
- iii) Respect important views,
- iv) Respect the scale of neighbouring buildings,
- v) Use materials and building methods, which are as high quality as those used in existing buildings,
- vi) Create new views and juxtapositions, which add to the variety and texture of their setting.

5.1 Concept and Use - B2 and B8 Warehouse and Storage Facilities

The proposal is for 1no. new build linear block, set back from the site highway boundary running parallel along Normandy Way, providing 7no. single storey units, with 20no. communal parking spaces. The design proposals seek to present improved contemporary elevational interest and confirmation of entrance presenting providing an active frontage onto the main distribution road.

Their overall appearance of the development is reflective of an industrial unit of this nature and also is a similar scale and design to the surrounding units, with the proposed building units are open plan in nature with minimum 5.5m high clear internal height, designed with flexibility to accommodate different tenant functions.

When considering the position of the building's, we have considered the proximity of the adjacent structures, existing vehicular access, site shape and natural features. Visibility of the site on approach through the Industrial Park is limited and only prominent when you approach along Normandy Way.

5.2 Amount

1no. Linear block with a total gross internal area:- 934sqm (10,053 sqft)

7no. units:- 130sqm (1,399sqft) / unit.

5.5 Scale

The scale and massing of the new building proposal aspires to be sensitive to its context and in particular to be appropriate to that of the adjacent developments. The proposed units are designed with flexibility to accommodate multiple tenants and future proofed with the option to construct a mezzanine (if required) by designing the lean-to roof not lower than 5m.

5.6 Boundary Conditions / Features

At present the site is redundant cleared brownfield land with no defined landscape character. The landscape proposal includes a new native planting verge running parallel along Normandy Way and along the shared access highway enhancing the site entrance and frontage.

The existing site boundaries are manifest by palisade and chain link fencing with mature soft planting and trees beyond. The proposal does not include for any new works to these boundary conditions other than reinforcing/reinstating the existing fencing as the existing conditions being reasonably attractive and offering good screening and reinforcing security.

5.7 Elevational / Aesthetic Design & Precedents

The proposed elevation aesthetic has evolved from what we consider to be a appropriate attractive mix of industrial architectural form, elements and use of materials, all of which serve a functional use, respecting neighbouring industrial developments and the materials and colour hues of the area.

It was also considered important that the elevation treatments should enhance the existing context of the site, complement existing adjacent units by presenting a crisp, clean modern appearance. The design has evolved via response to pre-application scoping meeting with the planning authority at which the principles of use, area, elevation design and context were agreed in principal. The principal elevation aims:-

- To present a quality contemporary public face for the building to meet the expectations of the public and occupiers,
- To utilise materials in a clean simple manner that reflect the site context, adjacent developments i.e. curtain wall aluminium framed glazing and contemporary metal panel systems,
- Create an open, transparent, welcoming feel to the entrance areas establishing connection both visually and physically with the external environment, footpath to the front entrances of the units and the scheme's context. This is achieved via the proposed incorporation of large areas of glazing to entrances.

5.8 Refuse / Waste

In the context of this application, waste will be dealt with on an individual basis, with each unit having storage within their demise. It is not envisaged that any additional or unusual waste will be generated via the proposal. Waste collection and storage will be located adjacent to the new blocks, thus being unobtrusive to the principal facades yet highly accessible from the units.

5.9 Security and Secure by Design

Highly secure site is a fundamental briefing requirement to the development proposals, with the design proposal recognising the need for the external as well as the internal environment to be secure by design. The proposal and its external areas will reflect best practice including ODPM guide 'Safer Places' and SPD Design Guide - Commercial development 2015 - V2.

5.10 Vehicular and pedestrian Access

The development proposals seek to retain existing points of pedestrian and vehicular access in its current form and look to reinstate and make good. The principal site entrance is access of Normandy Way which affords both public and private access to the car park and service access for delivery and refuse collection vehicles. Highway footpaths create continuity of pedestrian connection with the wider Industrial park setting behind.

5.11 Parking and Cycle storage provision

The site is provided with 20no. communal parking spaces of which, 1no. has been allocated disabled parking. Secure cycle storage will be provided at 1 space per unit and provided as a wall mounted rack within each unit.

5.12 Access for the Disabled

It is fully expected that the units will receive visiting members of the public. Level access is provided from the car parking spaces which are clearly marked, sized in accordance with the Building regulations Pt M and the recommendations of BS8300 and located immediately adjacent to the principal public entrances.

The access routes around the units and from the parking bays will be wide enough for persons to pass each other and there will be tactile paving identifying any hazards along access routes.

The overall finish of pedestrian walkways will be contrasting to that of the car park trafficked areas and roads. The main entrances will have level access and power assisted opening doors for the disabled.

An Accessible unisex disabled W.C will be provided within the amenity cores for use by disabled visitors and staff.

6.0 Sustainable and environmentally friendly

The proposed building units will be of a high quality contemporary industrial design with an approach to the incorporation of the sustainability principles and green construction techniques, that will contribute to a sustainable future by:-

- Maximisation of natural day-lighting and energy saving lighting technology (to minimise artificial lighting),
- High levels of insulation,
- Adaptable and flexible open plan space (to enable the building to adapt to changing needs over an extended life span) without significant alterations,
- During construction stage, it will be the teams aim to use of recycled materials wherever practical with robust and long life materials, to assist with reducing maintenance and replacement cycles,
- The future tenants fit-out design will where possible control water usage by the use of water saving appliances and fittings,
- The floor level for the building will look to remain as existing site levels minimising the need to remove surplus material and spoil from the site, avoiding wastage and tip haulage,
- During construction, the reduction of waste will be given priority and risk management and methodologies will be put in place to minimise risk of air pollution and watercourse pollution,
- Materials are proposed and the building has been designed in such a way that standard modular sizes can be used for the elevation avoiding the need for off -cuts both on site and in the manufacturing process, again seeking to minimise wastage. This is particularly relevant to the proposed use of standard sized concrete blocks and cladding panels,
- The future tenants fit-out design will, where possible the development of the detailed design and interior fit out, to suit individual uses, will seek to specify low energy lighting and fittings together with low energy heating, cooling and ventilation systems,
- The building will be robustly detailed and air sealed to ensure the minimum air leakage from the internal to external environment thus aiding the conservation of fuel and power. This will be demonstrated as required under the building regulations,
- The design allows for the provision of PV panels to be sited on the roofs and ducting for electrical car charging points in front of respective unit.

7.0 Drainage

Due to the low use and demand of the facility, it is proposed that both surface and foul water will discharge to existing South West Water Sewers with controlled attenuation prior to discharge of site. Please refer to supporting FRA and Drainage strategy that confirms redevelopment of the site can meet national and local requirements for the management of surface water runoff, achieved through the principles of SuDS.

With regard foul water, there is a combined sewer on site, which will offer a suitable point of connection, that has been agreed with South West Water, subject to detailed design considerations once planning permission has been approved.

8.0 Lighting

8.1 Due to the project being sensitive to environmental concerns, external lighting will be minimal. The light concept will be discreet, ambient and subtle with the use of low level 'grazing way-finding' lights for the building and down lighting for the terrace.

9.0 Community Involvement

9.1 Statement of community involvement has not been requested by Cornwall Council.

10.0 Summary

10.1 This Planning, Design and Access Statement has been prepared by Expedite Design Services Ltd to support and explain the contents of a full planning application for the development of 7no. new warehouse units. This statement has examined the proposed use, application site history and has drawn the following conclusions.

10.2 It is considered that the proposed scheme is fully compliant with adopted policy that constitutes the statutory development plan.

10.3 The scheme will bring a complementary, fresh and exciting architectural style and has been carefully designed to respect, respond to and have minimal environmental or visual impact on its immediate location.

10.4 The proposed development will enhance the character and appearance of the Industrial Estate area, while respecting and complementing the amenity of neighbouring warehouse and office properties.

10.5 The proposed development of the new build warehouses accords with national and local planning policies and will offer additional flexible employment space in an area already designated for this use.

10.6 The buildings has been carefully designed to respect, respond positively to and have a minimal environmental impact up on its immediate location.

10.7 The proposed development will enhance the character and appearance of the area, while respecting the amenity of other commercial properties.

10.8 The proposed parking provision is considered to be appropriate for the location and is consistent with local policy.

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