

# Design and Access Statement – Supporting Information Defence Logistics Centre, Samlesbury

Local Development Order PND submission pack – June 2015



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Extracts from the RIBA Stage 3 Report



# Design Brief

Developed from the Wincanton/TFT Version 5 document and subsequent brief amendments

The required minimum accommodation Gross Internal areas listed below have been taken from the Wincanton/TFT version 5 document. Subsequent adjustments to the Gross Internal areas have been implemented following the development of the design with Wincanton and BAE Systems.

## ACCOMMODATION

The provision of the office and welfare accommodation within the logistics building aligns with the requirements of the end user, Wincanton. The size, occupancy and adjacencies have been developed and agreed with Wincanton. The basic principles to the ground floor arrangement are:-

### Visitor and Office Staff Entrance

This provides direct access from the car park and is the 'main public' entrance to the facility. A secure, glazed lobby allows entrants to gain access either as an authorized member of staff (pass/swipe card) or as a visitor with controlled entry by a member of staff (intercom).

### Reception

The main point of entry and controlled access through to office and warehouse areas.

### Office Area

Open plan office area arranged to accommodate a minimum of 30no. staff with adjacent private office and meeting room. A welfare room is also provided for office staff. A separate IT/Comms server room is located off the main corridor.

### Main Meeting Room

The main meeting room is entered from the corridor, allowing independent use from the office area. The room accommodates 12no. persons and can also be utilised for displays and presentations.

### Office Toilets and Showers

Toilets and showers are provided for all office staff and include accessible facilities.

### Warehouse Staff Entrance

With direct access from the car park this provides separate entry to the building with access to the warehouse welfare and locker facilities then onward in to the warehouse area.

### Warehouse Area

The warehouse area comprises of an open space with minimised columns within it. The various internal spaces and adjacencies have been arranged to align with the Wincanton requirements and principally comprise goods in & out, bulk storage with high bay racking, upper floor storage with smaller scale racking which is accessed by goods lift and stairs. There are also a cold storage room and designated areas for outbound packaging and quarantine.

### Warehouse Welfare and Lockers

This area contains lockers, changing areas, toilet and shower facilities for the warehouse staff on a 'double shift' basis. An adjacent rest room accommodates at least 36no. warehouse staff (i.e. half a shift) at a time.

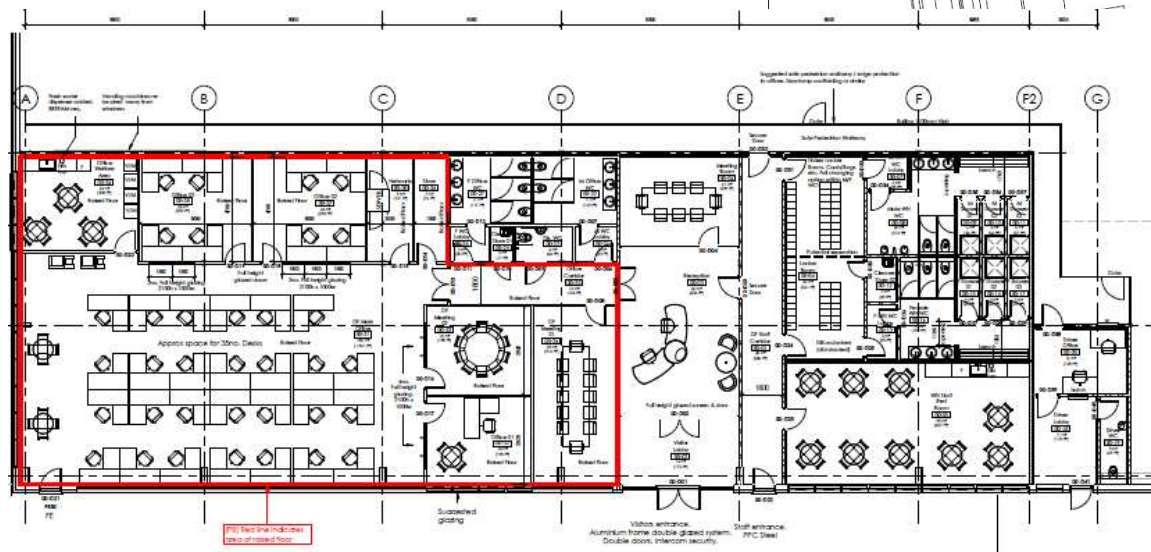
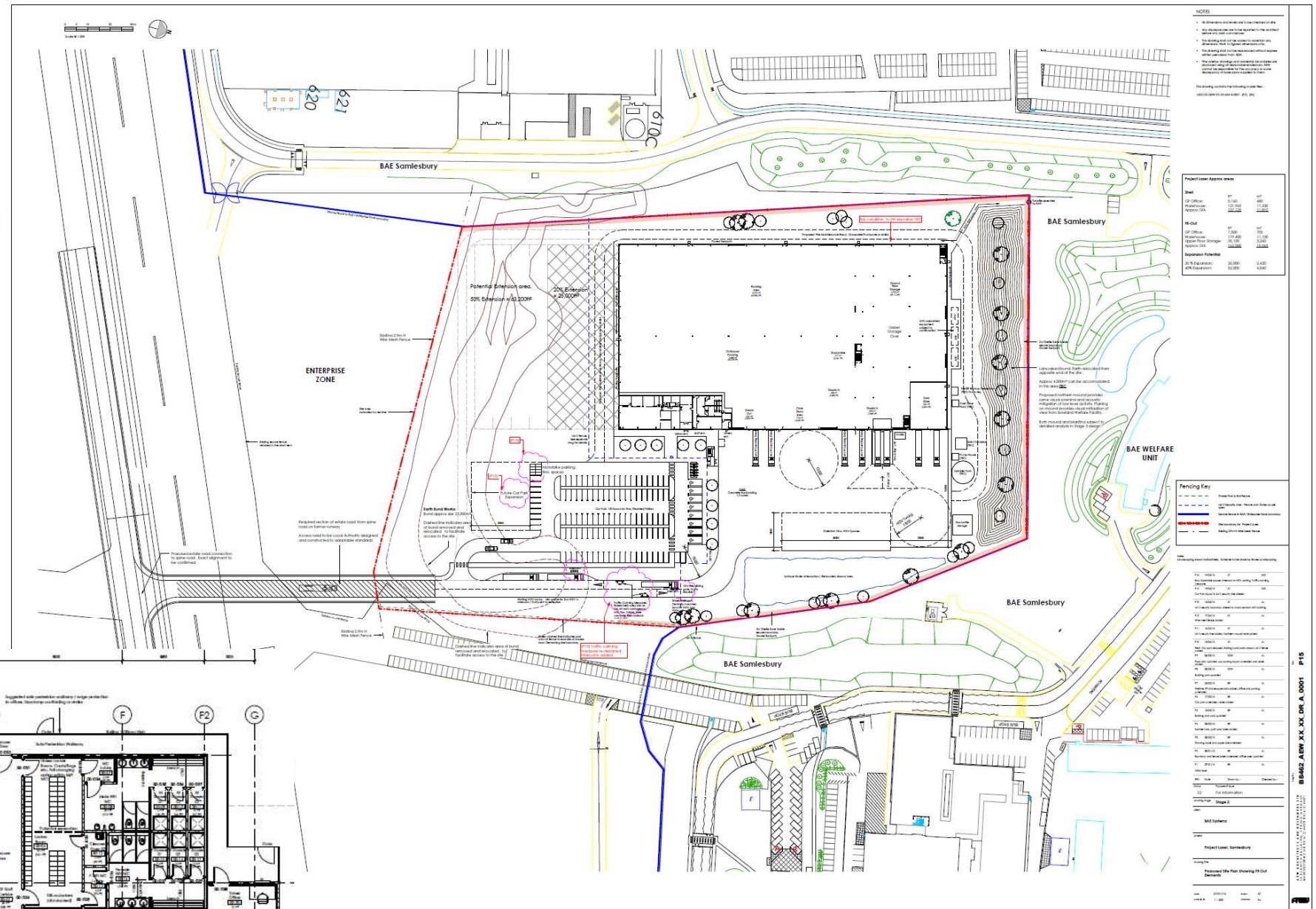
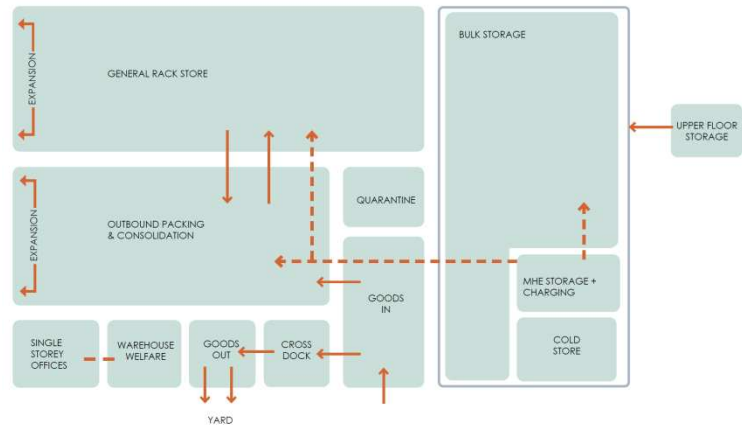
### Driver Check-In

Located adjacent to the office / welfare area and accessed directly from the service yard, the drivers check-in provides a segregated point where drivers will submit delivery documentation. A reception, waiting and toilet facility is available and driver access is restricted to this area and the service yard only.

<b>Ground floor warehouse area</b>	120,000 ft <sup>2</sup>	11,148 m <sup>2</sup>
This area will include the following indicative areas within it		
3,500 ft <sup>2</sup> cold store for carbon fibre rolls		
6,000 ft <sup>2</sup> goods in area		
2,000 ft <sup>2</sup> cross dock area		
3,000 ft <sup>2</sup> goods out area		
2,000 ft <sup>2</sup> segregated quarantine area		
20,000 ft <sup>2</sup> outbound packing and consolidation area		
45,000 ft <sup>2</sup> general rack storage area		
35,000 ft <sup>2</sup> bulk storage area		
1,000 ft <sup>2</sup> warehouse welfare block		
MHE storage and charging bay- area not specified		
<b>Ground floor office area</b>	5,000 ft <sup>2</sup>	465 m <sup>2</sup>
This area will include office staff welfare facilities		
<b>First floor storage within warehouse</b>	35,000 ft <sup>2</sup>	3,252 m <sup>2</sup>
<b>Total</b>	<b>160,000 ft<sup>2</sup></b>	<b>14,860 m<sup>2</sup></b>

# Design Development

Internal movements flow



# Design Materials

The photographs below are indicative only to show that the colour of the building will reflect that of existing buildings 430 and 610. They represent robust finishes commonly used in commercial development.

Walls



**Silver Aluminium**  
RAL 9006



Dock Loading Doors



Composite Panels as used on 430 and 610

Roof



**Goosewing Grey**  
RAL 7038



Trapezoidal Profiled Wall Panels to be used at high level and on rear/end elevations for cost effectiveness



Micro-Rib Wall Panels for use on primary elevations



Profiled roof cladding with translucent rooflights

# Design External

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## 9.0 LANDSCAPE PROPOSALS

Appropriate landscaping measures will form a key part of the mitigation and enhancements of the site to provide an integrated landscape treatment that will soften the appearance of the new large scale building, enhance landscape character and biodiversity of the site through the creation of new habitats. These are illustrated in Appendix L - Landscape drawing 4031.01 Landscape Proposals (Stage 3).

Key landscape elements include:

- Native woodland planting based on NVC W10 Lowland Oakwood (the most common type of native woodland in Lancashire) will be established at the northern end of the site to filter views of the new building from the Bowland Welfare Building.
- Native tree planting of Silver Birch which will further filter views of the new building and together with ground cover planting will help soften and break up areas of car parking and hard standing.
- Species rich grassland (MG5 Grassland) Traditional Hay Meadow will be established to provide interest and colour. A 1 metre wide close mown verge will be proposed to roads, footpaths, hard standings and the 2 metre wide sterile zone around the site perimeter.

Seed and plant material will be of local provenance from the north west of England where possible. All new habitats created will be managed in accordance with a site management plan.

## WASTE MANAGEMENT

A waste management strategy will be developed in collaboration with the end user (Wincanton) to identify requirements for the following:

- Internal waste storage
- External waste storage
- Recycling
- Compactors
- Hazardous materials

# BREEAM – Very Good rating

Project Laser, BAE Samlesbury - BREEAM Summary Pre assessment

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**Disclaimer**

Scott Hughes Design and its staff shall not be held liable for any damage or loss sustained as a result of using or the information provided in this report.

Rev.	Date	Compiled / Checked by	Revision / Document Description
0	01.06.15	FL/WB	Stage 3 BREEAM Summary Pre assessment Report

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**2.0 Introduction**

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Scott Hughes Design have been appointed to undertake a BREEAM NC 'Industrial' 2014 (version 2.0) pre-assessment of the proposed industrial unit on the BAE Samlesbury site.

This report sets appropriate targets for the detailed design and construction team and identifies areas which need particularly close attention during the design and construction phases to ensure the required targets are met.

**3.0 BREEAM Strategy and Targets**

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The project is targeted to achieve a minimum BREEAM rating of 'Very Good' to comply with the client's aspiration. We have based this assessment on a fully fitted out building which will require full site audit of the fitted out offices and warehouse. We have selected this method because it is the most onerous route, and at this stage, it is important to carry out all necessary studies and appointments for this eventuality. It may however be worth reviewing this strategy during the coming stages. If the fit out contract looks as if it will be carried out outside of the main contract the Client may wish to consider using the 'Shell & Core' Certification Method which would leave the fit out unconstrained by the BREEAM Standards.

Workshops with the team have identified a target which would achieve a BREEAM Very Good rating with a BREEAM score of 60.4%. A contingency 'buffer' of approximately 5% has been included within the target score recognising that unavoidable changes often occur during the design development and construction which may affect the BREEAM score.

**4.0 Issues to watch to achieve BREEAM Very Good**

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During workshops with the team, the requirements of the mandatory credits were explored and identified. These are highlighted in the detailed assessment. Two Innovation credits have been targeted for extending the aftercare service to three years and achieving a Considerate Constructors score of at least 40.

There are a number of appointments/studies and reports that must be carried out at or by certain times to fully satisfy the relevant BREEAM criteria. These have been discussed during the workshops. All necessary appointments and studies will be carried out during the pre planning stage for the credits targeted.

**5.0 Summary & Recommendations**

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As a result of the BREEAM pre-assessment, it is considered that a target of 'Very Good' is the most appropriate rating for this project. The target set is for 60.4% which provides a >5% contingency over the Very Good target of 55%. All mandatory credits for the Very Good rating have been targeted.

The table below summarises the Stage 3 target. Further details of the target requirements are set out in the separate detailed Stage 3 pre assessment report.

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# Transport Appraisal

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- Access to the site is discussed in detail in the document entitled “Proposed Logistics Building, Samlesbury - Transport Assessment – June 2015 Ref 1443/1.”
- Key points
  - It is understood that there will be a bus service which will use the main spine road of the Enterprise Zone.
  - Cycle facilities including cycle racks, lockers and showers are included in the design.
  - Access for those with disabilities include disabled car parking spaces and gated access next to the security turnstile.
  - The car parking standards of South Ribble BC for a facility this size equates to 153 spaces. The plan currently only shows 120 spaces which staff and office visitors can access next to the office as per the Transport Appraisal.
  - Delivery vehicles have a separate access point which will be controlled via intercom and a security gate. A turning point will be provided for those that access the area in error or will be managed within the delivery yard. No pedestrian or cycle access is required into the delivery yard so has not been included in the design.



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# Thank you

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