

Manufacturing Facility Extension

Design And Access Statement

7295 Revision (01) May 2025

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1.0

Project information

1.0 | Project Information

1.1 | Revision history

Revision	Details	Prepared By	Checked By	Date
Rev 01	Draft Issue	OH	KC	2025 05 01

1.0 | Project Information

1.2 | Introduction

This design and access statement has been prepared in support of the planning application for a manufacturing facility on an existing car park, as part of the larger Client owned site.

To support the ongoing development and improvement works within the site, planning permission is sought for the development of a manufacturing building extension. The proposal encompasses the design of the manufacturing building, the creation of a car park, HV substation, external plant compound and landscaping changes.

The sites immediate and wider context has been assessed and considered in the development of the proposals illustrated in this Design and Access Statement. To ensure that the building meets the client aspirations, a series of structured consultations have taken place throughout the design process.



2.0

Context

2.0 | Context

2.1 Strategic Brief & Project Vision

The project brief is to deliver a industrial manufacturing facility extension to provide added area for increased demand and production. The building will be large in scale to accommodate the manufacturing needs, and will feature a large full height internal space, with several smaller enclosed rooms housing support facilities and circulation.

The building has been designed with a steel frame as the main structure, providing large clear spans across the internal spaces. The frame will sit on reinforced concrete foundations which will be determined by the results and recommendations of localised ground investigations.

The overall height of the building has been defined by the internal clear height requirements of the manufacturing process. From this datum, the services and structure above have been accounted for to allow high level services, structure and manufacturing operation to exist.

The overall footprint of the building is defined by processes which the space needs to accommodate and have been sized efficiently within the building based on the process requirements. Support spaces such as plant space have been included at ground level, first level and externally to ensure the building functions as required.

The proposals demonstrate the aspirations for the project to be net-zero carbon. This target has been instigated by the client and the success of this aspiration will be defined by ongoing design decisions. Such decisions include the use of high thermal performance external materials, low embodied carbon material alternatives.

2.2 Consultation

Stakeholders with an interest in the success and outlook of the overall site, and building users were consulted to guide the proposals, informing design decisions and ensuring alignment with functional needs and aesthetic vision.

Through frequent direct consultations with facility users, specific requirements for the manufacturing process have been accounted for and delivery logistics were addressed in the scheme. This feedback and collaboration has influenced the design decisions detailed in this Design and Access Statement.

2.0 | Context

2.3 | Existing Site

The proposed project is located within a wider Client owned site. The proposed development site is split into three separate boundaries with a combined area of approximately 0.5998 hectares with principal access for site employees and visitors via an internal road network accessed from the A59.

The proposed development involves the construction of a manufacturing building extension shown on the adjacent map outlined with the red boundary titled A; measuring 0.2755 hectares. An additional area dedicated to the relocation of lost car parking provision, this is shown with a red boundary and titled B; measuring 0.2819 hectares. And a HV substation to support the proposed development, this is shown with a red boundary title C; measuring 0.0424 hectares.

These schemes are situated within the larger development outlined in Blue, which features a number of large manufacturing facilities, many of which have been redeveloped over time.

To the west, the site is bounded by industrial buildings, to the east is existing parking areas. The ground conditions comprise of hard standing. The surrounding buildings are characterised by large footprints and are typically clad in grey metal, a material palette which the proposed extension adopts to ensure visual continuity and coherence across the site. The design has been informed by a thorough assessment of the site and its context, as well as a series of structured consultations with the client throughout the design process.

In terms of location, the site is strategically positioned between the municipalities of Blackburn and Preston. It benefits from proximity to public bus routes, supporting sustainable modes of travel for employees and visitors alike.



3.0
Design

3.0 | Design

3.1 | Accommodation Summary

Through consultation with the proposed users, the accommodation profiles have been developed to ensure that spaces within the building have been designed to meet the user requirements.

The proposed facility extension provides additional space to support the expansion of the existing manufacturing processes. The layout has been developed in direct response to the operational needs of the facility ensuring that the extension functions as a continuation of the current facility.

Through a series of structured consultations with stakeholders, operational staff, and end users, the internal arrangement has been carefully refined to improve workflow efficiency. This collaborative design process has resulted in a layout that not only meets current demands but also provides flexibility.

Schedule of accommodation

The proposal is for an extension to an existing building and it is proposed that the building is to contain the following areas:

Ground Floor

Manufacturing:	998m ²
Office and welfare:	6m ²
Circulation:	234m ²
Plant:	155m ²
Total:	1,393m ²

First Floor

Circulation:	185m ²
Plant:	13m ²
Total:	198m ²

The gross external area of the building is 1,420m² within the proposed site area of 2,750m², which includes areas of landscaping and external plant requirements.

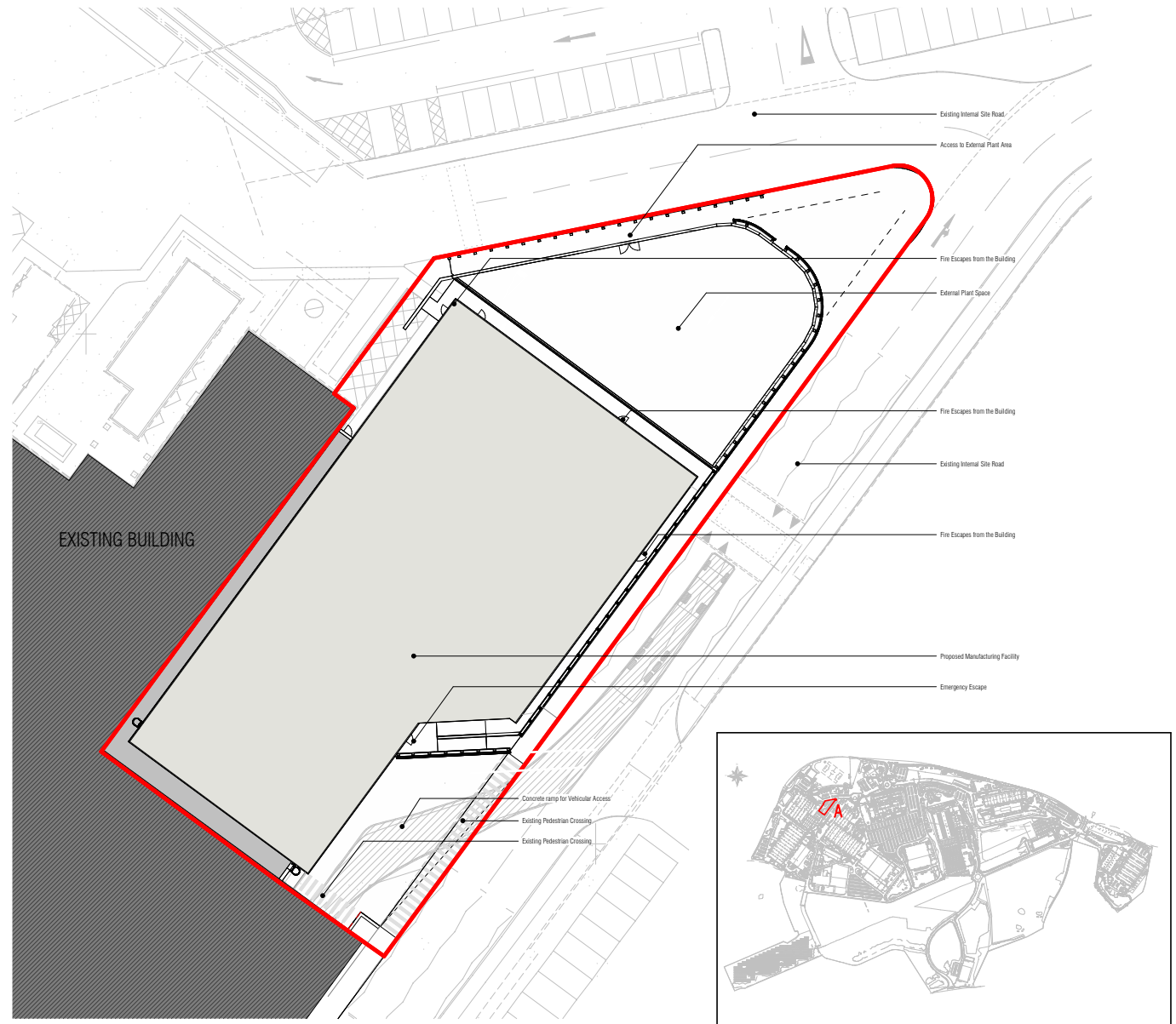
3.0 | Design

3.2 | Site Layout A

Site Layout

The proposed extension is located to the north-east of the existing building, in a position that allows ease of access from the surrounding car parks. Access to the new extension will be via a secure, access-controlled entrance from the existing building to the new. To support the new extension, a dedicated external plant area is introduced to the north-east of the proposed extension. A solid screen wall is introduced to screen and separate this operational zone from pedestrian routes, enhancing safety and movement across the site. The existing access road will remain in use, serving both the original facility and the extension. The pedestrian crossing will be retained in its current location to maintain a safe and consistent route for users.

This location was selected to maximise spatial efficiency and relate to the wider site additionally, to address the functional requirement and benefit of adjacency with the abutting manufacturing accommodation. The site is currently used as a car park, although this development results in the removal of 53 parking spaces and 2 accessible spaces, these will be replaced elsewhere within the site.



3.0 | Design

3.2 | Site Layout B

Site Layout

Shown adjacent is the proposal for the relocated car park, this is proposed to be located on unused grassed shrub-land to offset the parking lost as a result of the extension construction.

The new car park will provide approximately 100 spaces. It will also include accessible parking bays, to ensure improved inclusivity and compliance with accessibility standards.

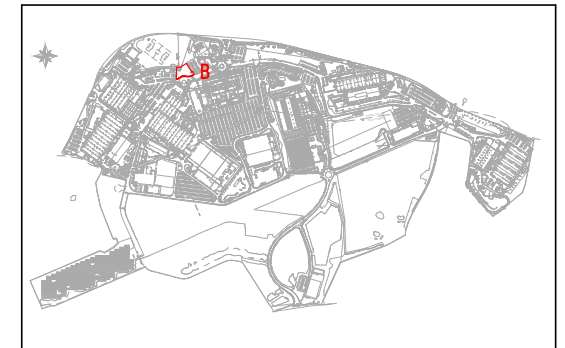
Spaces below the green line indicates the relocation of parking provision lost due to the extension, above this line shows scope to improve parking provision.



Accessible Parking Bay	6000 x 3600	5
Motorcycle Parking Bay	2100 x 1400	6
Standard Parking Bay	4800 x 2400	94

Key

- Ductwork installed for future services to EV charging bays
- Spaces for potential EV Provision
- 001 EV Charging Car Park Bay(s)
- 001 Car Park Bay(s)
- Easement from site boundary
- Accessible Parking Space
- Hatching to be painted application or Kerbline. To be Determined
- Car Parking Bay lost due to formation of entrance into new car park area
- Kerbline
- Site Boundary

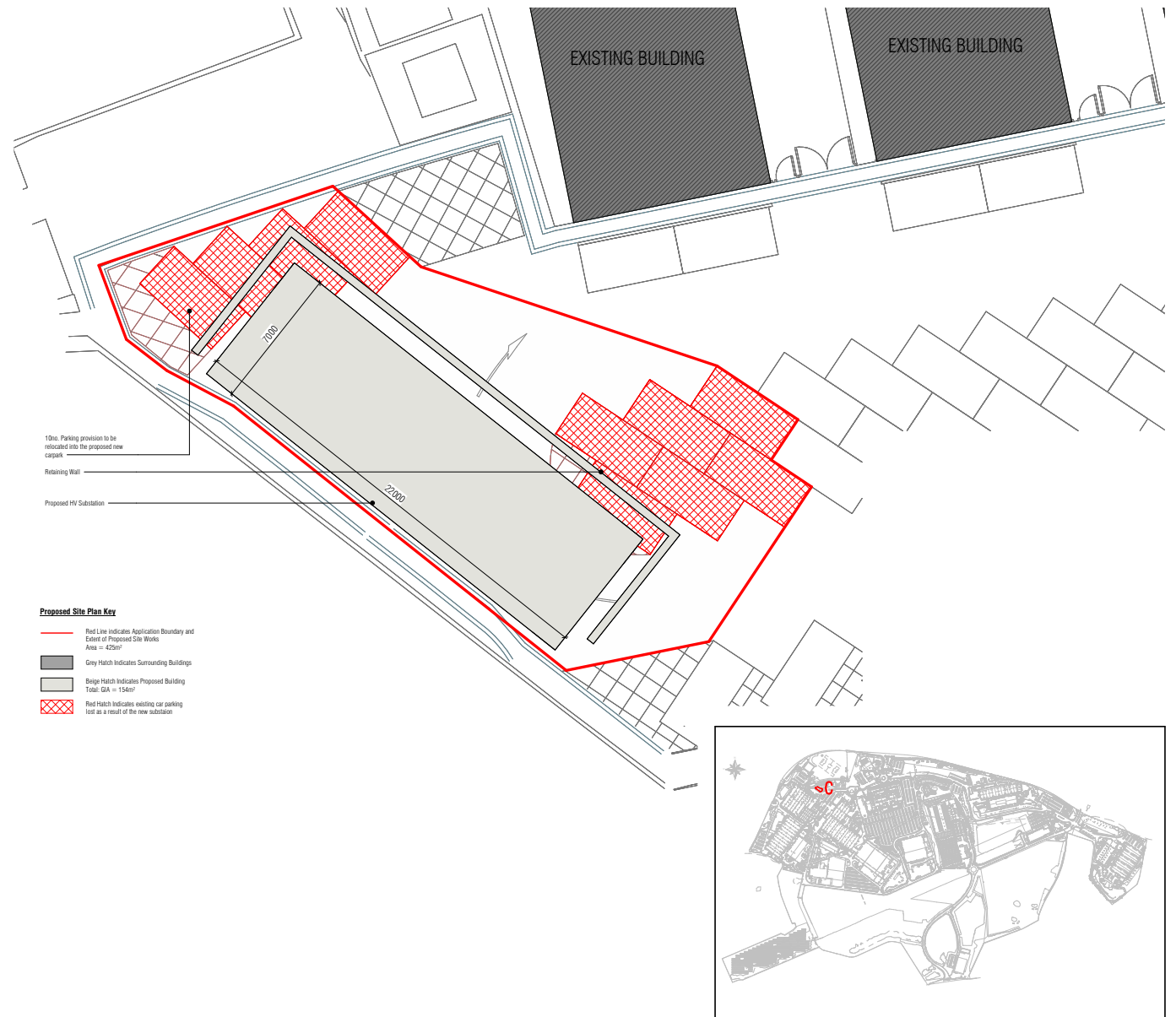


3.0 | Design

3.2 | Site Layout C

Site Layout

The adjacent image illustrates the proposed HV substation, to be located on Site C. Planning permission is being sought for this new infrastructure to support the demands associated with the proposed site extension and to further benefit the wider client owned site. This forms part of the ongoing strategy to support the sites operational capacity.



3.0 | Design

3.3 | Internal Layout

Internal Layout

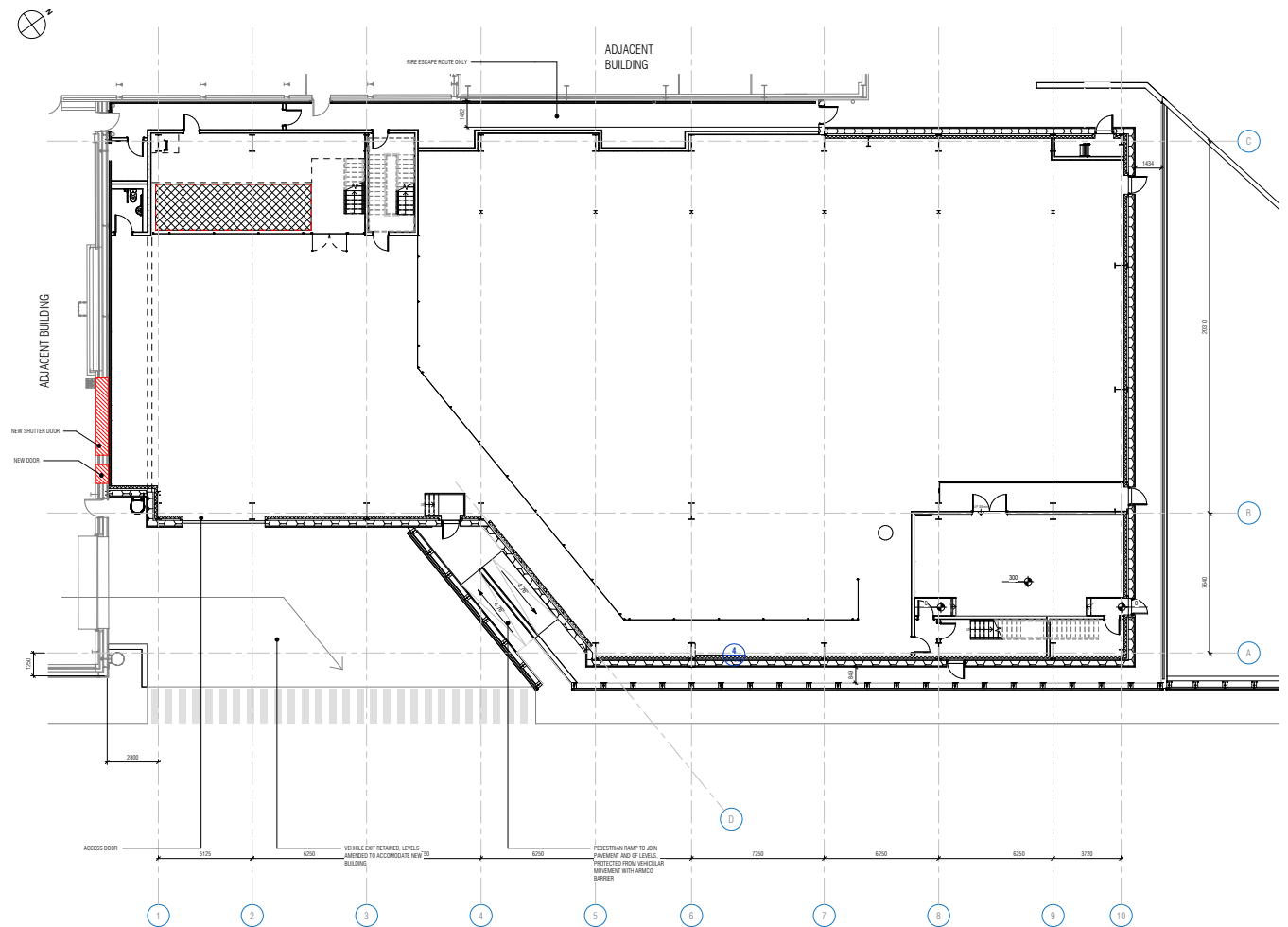
The new extension is accessed from the adjacent existing building. This dictates the proposed slab and floor level of the new extension, to ensure flush/level access. To enhance safety in this area, given its close proximity to vehicular routes and deliveries, Armco barriers have been proposed, and the existing pedestrian crossing has been retained to support safe movement across the site.

To the west of the extension, a new shutter door and a personnel access door have been introduced into the adjoining existing building, enabling direct internal access between the two facilities. In the northwest corner of the extension, a fenced area has been designated to contain the plant equipment, with adjacent partitioned welfare provision.

Adjacent to this welfare and plant zone, a staircase provides access to the first-floor level. A second staircase is located in the southeast corner of the building, next to additional plant facilities. The remaining floor area is dedicated to housing manufacturing equipment and processes, supporting the operational needs of the facility. A plant room is also located on the ground floor which will be supported by the external compound. An internal stair case adjacent to the plant room provides protected access up to the roof for maintenance.

As a result of the alignment of the slab level being prioritised, the extension will be installed at two lower levels than adjacent ground levels. An external perimeter walkway enables access and escape requirements to be met, but also provides opportunity to mitigate risk from ground water ingress through the lower parts of the envelope.

The building is not intended to be used by employees needing wheelchairs due to the nature of the manufacturing process.



Ground floor - indicative layout

3.0 | Design

3.4 | Massing

Massing

The building massing has been carefully developed in response to both the surrounding context and the internal spatial demands, particularly the significant internal height requirement. This approach ensures the new structure aligns with the scale and proportions of its surrounding buildings while fully supporting its operational functions.

A clear internal height of 10 metres is essential to accommodate the manufacturing processes and associated services, and this has largely dictated the overall building height. The proposed height remains sympathetic to adjacent buildings and immediate context. The building scale is commensurate with the surrounding manufacturing facilities. The extension maintains continuity in cladding, window proportions, and overall aesthetic.

In accordance with Building Regulations Part K: Protection from Falling, Collision and Impact, roof parapets have been raised to a minimum of 1100mm above the finished roof level, ensuring full compliance and safety.



3.0 | Design

3.5 | Materiality

The following materials and adjacent images are provided as the proposed external finishes of the building. As previously mentioned the aim is to match the product specification, colour and data utilised on the adjacent building. This will enable the extension to be seamlessly incorporated into its context and retain continuity.

1. Light Grey Profile Cladding (Kalzip TF 37/800 R)
2. Dark Grey Cladding (Paroc AST E Wall Panel)
3. Grey Polyester Powder Coated Door and Window Frames

1.



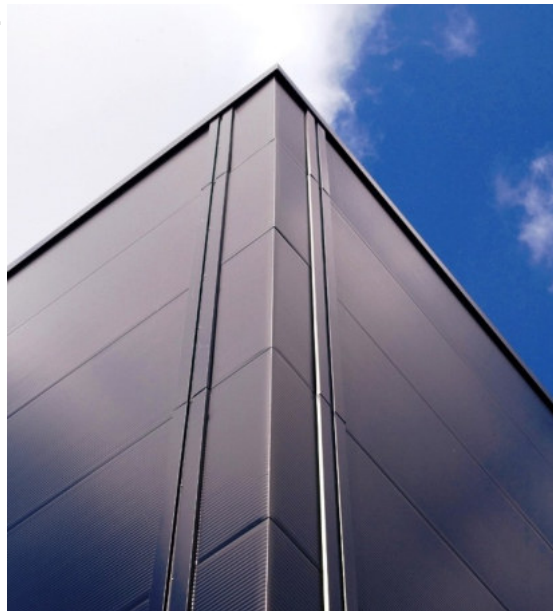
1.



1.



2.



2.



3.0 | Design

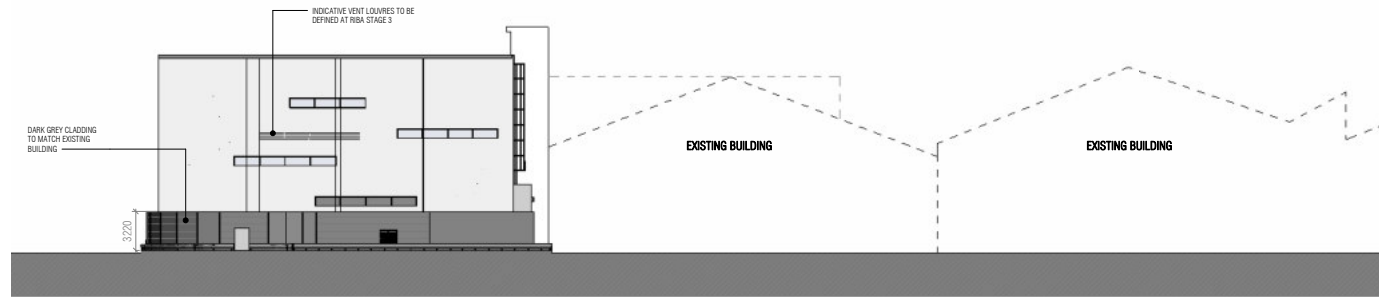
3.5 | Materiality

External Materiality

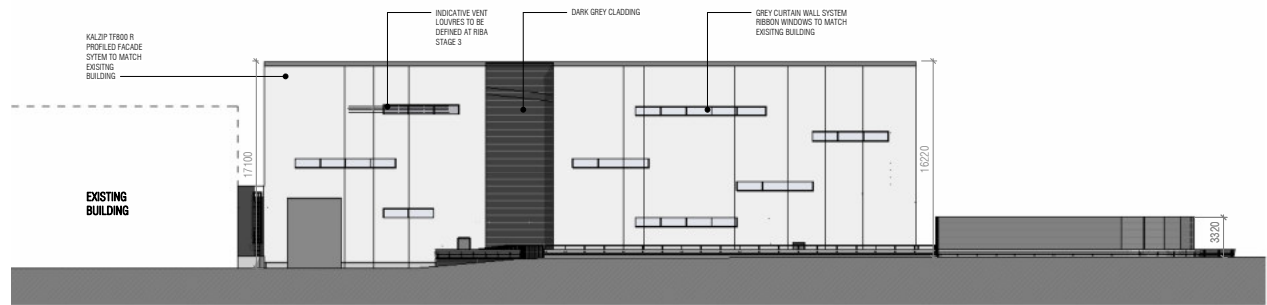
The proposed building massing and material palette have been developed to align with the established design language of the site, ensuring strong visual continuity with the existing industrial context.

As illustrated in the adjacent elevations, the facade prioritises the use of the same cladding system used on the adjoining structure, this is a light grey profiled panel that produce clean, sharp lines and a modern industrial aesthetic. To introduce contrast and visual interest, a selected area is clad in dark grey panels to create differentiation, while the choice of grey for the doors and window framing will match the tones of the cladding that they sit within.

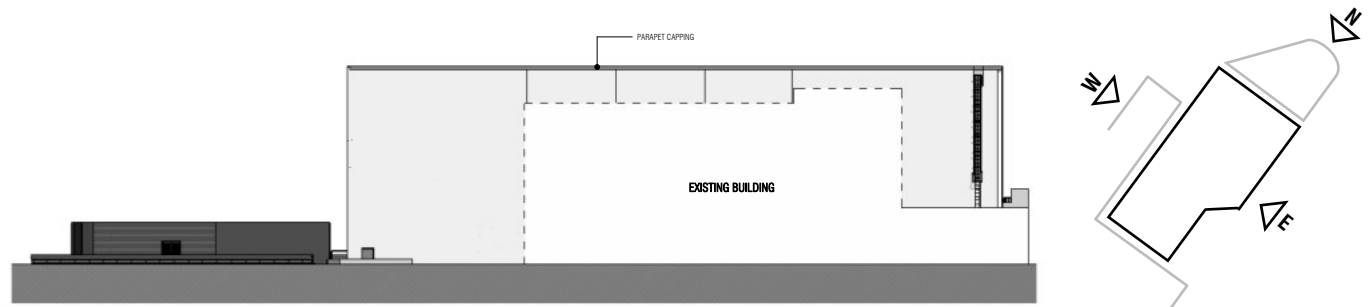
Structurally, the building will utilise a piled steel frame. Steel beams are positioned to accommodate building services and support the manufacturing processes within, while also maximising internal clear height and facilitating ease of future maintenance and internal reconfiguration if required.



North Elevation



East Elevation



West Elevation

3.0 | Design

3.6 | Security

Guided by principles of secure design:

During the design phase, deliberate measures have been taken to integrate security principles within the design.

The client has developed a security brief for the project, with its recommendations for the site and building incorporated into the design.

4.0
Access

4.0 | Access

4.1 | Vehicular and pedestrian access

It is understood that the proposed development will not generate an increase in personnel on site. This new facility manages surrounding site levels ensuring egress from the building in the event of an emergency is safe, ramps have been added for egress to the south of the building to manage the level difference.

Access into the secure site perimeter will be via the site existing entrance off the A59. The site provides access to public bus networks, cycle routes and the wider road network with close proximity to the M6 motorway. There is a single dedicated vehicular entrance into the site from the internal road network, reserved solely for the use of delivery vehicles.

4.0 | Access

4.2 | Inclusive access, Fire Safety and Evacuation, Sustainability

Access

The proposed building ground floor is to be set flush with adjacent buildings, It will feature level thresholds throughout. Accessible parking spaces have been incorporated into the site plan.

Staircases within the building adhere to the regulations outlined in Part K of the building code. Stairs will have contrasting nosing and a textile anti slip finish. Floor finishes have been selected to accommodate both foot and wheeled traffic.

Corridors and doors throughout the building have been designed to accommodate wheeled traffic, corridors being a minimum of 1500mm wide and doors providing a minimum clear opening of 850mm through a single leaf. Doors have also been designed to provide a clear 300mm from the leading edge of the door to the nearest obstacle, to ensure accessibility for wheelchair users.

Fire Safety and Evacuation Procedures

The buildings is designed in accordance with Approved Document Part B: Approved Document B (fire safety) volume 2: Buildings other than dwellings, 2019 edition incorporating 2020 and 2022 amendments.

Escape doors will be provided with push to exit emergency panic hardware and will be a minimum of 850mm clear opening. Emergency exit points, including the main entrance, lead to designated hard-standing areas surrounding the building, providing clear pathways back to pedestrian or service areas.

Access for fire appliances is facilitated through the service yard entrance, ensuring efficient ingress and egress in the event of an emergency.

Sustainability

There are aspirations for the development to be Carbon net zero. Design decisions such as high thermally performing external envelope materials, photovoltaic panels and efficient services contribute to this approach.

Waste

The wider site contains a waste management facility which will regularly collect waste stored on site within a purpose made sheltered bin store.

5.0

Supporting information

4.0 | Supporting information

The following Architectural drawings are submitted to support the application

00-010 Location Plan (Planning)

00-011 Existing Site Plan (Planning)

00-012 Proposed Site Plan (Planning)

00-013 Existing Car park Site Plan (Planning)

00-014 Proposed Car park Site Plan (Planning)

00-016 Existing HV Substation Site Plan (Planning)

00-017 Proposed HV Substation Site Plan (Planning)

10-130 General Arrangement Ground Floor Plan (Planning)

10-133 Roof General Arrangement Plan (Planning)

20-130 Proposed Elevations General Arrangement (Planning)

20-131 Proposed Sections General Arrangement 1 of 3 (Planning)

20-132 Proposed Sections General Arrangement 2 of 3 (Planning)

20-133 Proposed Sections General Arrangement 3 of 3 (Planning)

