

PLOT E, MELTONWEST BUSINESS PARK, HULL

7378/DAS
OCTOBER 2020

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Introductory Statement

This Design & Access Statement has been prepared by SMR Architects with contributions from all members of the professional team on behalf of the Applicant, to accompany a Full Planning Application for the development of land known as 'Plot E, Meltonwest Business Park' Brickyard Lane, Hull. This is the area of land which will be referred to in this document as 'the site'.

This Design & Access Statement sets out the design and development aspirations for the site, putting forward a development framework and design principles to illustrate how this has guided and informed the final submission.

The statement contains a summary of the site context, analysis of the surrounding areas and an explanation of the design evolution. The statement explores 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 eventual design solution.

The statement is submitted in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015, CABE Design & Access Guidance, and DCLG Guidance on information requirements and validation.

LAND SOUTH OF MONKS WAY EAST, HULL

1.0 Development Summary

Site Introduction

The site is located to the south of Monks Way East, Melton Interchange (A63/M62) and east of Brickyard Lane, North Ferriby, Hull. It is currently allocated as a strategically important employment site in the adopted East Riding Site allocations DPD (2016) under Policy Mel-E. The site is currently an undeveloped plot within the wider Meltonwest business park and is comprised of two agricultural fields divided by an access track bordered on the northern side by hedgerow. The application boundary also includes a strip of land to the west to allow for future drainage connections and extends around the land where a new roundabout is proposed on Brickyard Lane which has recently been approved via planning application ref: 20/02150/STPLF.

The site itself forms part of a wider development known as Melton Industrial Estate as defined on the Site Allocations Proposals Map. This wider area has been subject to many employment planning permissions in the past, with the most recent being a hybrid application approved in 2011 (ref: 11/00613/STPLF/STRAT). This covered a wider area than the current application site and delivered a hybrid consent for B1, B2, and B8 uses.

The Proposal

The proposed development includes the erection of a single building with a total GIA of 186,940m² and a main parapet of at 22.667m in height with two small roof access areas at 25.617m. The building will be used for warehousing and distribution and the site will be accessed at two locations from Brickyard Lane, the industrial estate access road which lies to the west of the site. The site presents the opportunity to provide a large format B8 warehouse able to meet modern national operator requirements.

The Vision

The proposal aims to increase the diversity of local business and services, and forms part of a regional and national network of warehousing and distribution units currently being developed by the end user. The development will provide an increase in employment in the local area both during construction and when in use. This will stimulate a positive economic change for the local area.



Fig. 1: Site Overview

PLOT E, MELTON WEST BUSINESS PARK, HULL

2.0 Appraising the Overall Site Context

Location

The site is located south of the Melton Interchange of the A63 and approximately 8.5 miles east of junction 38 of the M62 motorway. The site is screened to the north by a bank adjacent to Monks Way East and vegetation between the site and the M62/A63.

The location benefits from key links to the A63, leading to the M62, ideal for a development of this nature. The site is located approximately 12 miles west of Hull city centre and occupies plot E of the proposed masterplan for the former Melton Industrial Estate allocated employment site. The site is bounded to the north by a bank adjacent to Monks East Way, beyond which is the Sandpiper Public House and a small cluster of residential units adjacent to the A63/M62 corridor. To the southern boundary lies the Leeds - Hull railway line, beyond which is a small industrial storage yard and an agricultural field extending to the banks of the River Humber. To the west, the site bounds Brickyard Lane, beyond which is more agricultural land, identified under the same employment as the application site. Beyond this on Gibson Lane are a small number of residential properties, and further west lies more commercial and industrial buildings which are part of the wider Meltonwest Business Park. A dense area of woodland named Long Plantation sits to the east of the site which is bordered to the east by residential properties within North Ferriby.

Physical

The site is predominantly level, with a slight fall towards the west and a higher level to the north east corner. A private track bordered by a hedgerow and trees crosses the centre of the site and leads towards the eastern boundary. A footpath/cycleway crosses through a tunnel underneath Monks Way East connecting the site with the northern residential cluster located north of Monks Way.

In addition to the A63 motorway, which curves around the north of the site, the local context is strongly influenced by the recently constructed warehouses to the west as part of Melton Business Park which vary in floor areas, height and are predominantly clad in grey panels.

To the east of the site, beyond the woodland area are residential units facing Plantation Drive which is the most western road from North Ferriby village. Melton Road is a main road through the village which connects to the north with Monks Way East.

Brickyard Lane currently provides access to the site, as well as forming part of the local highway network and extends beyond the Monks Way junction towards the northern residential cluster.

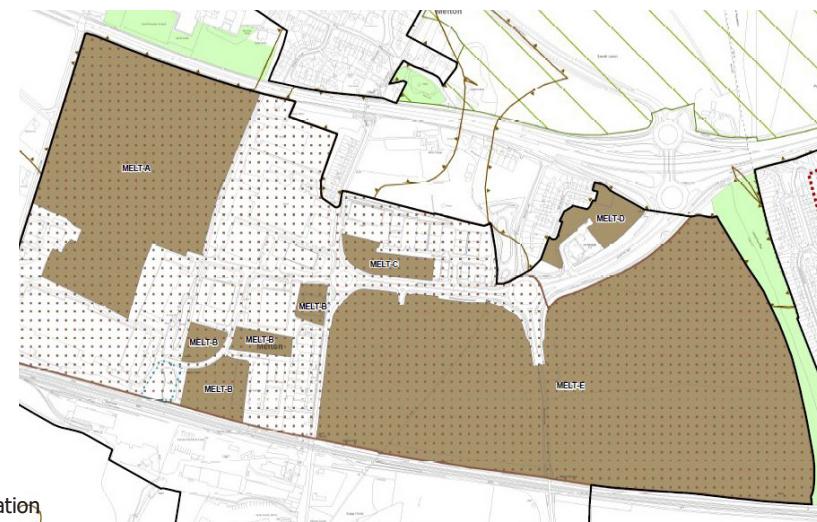
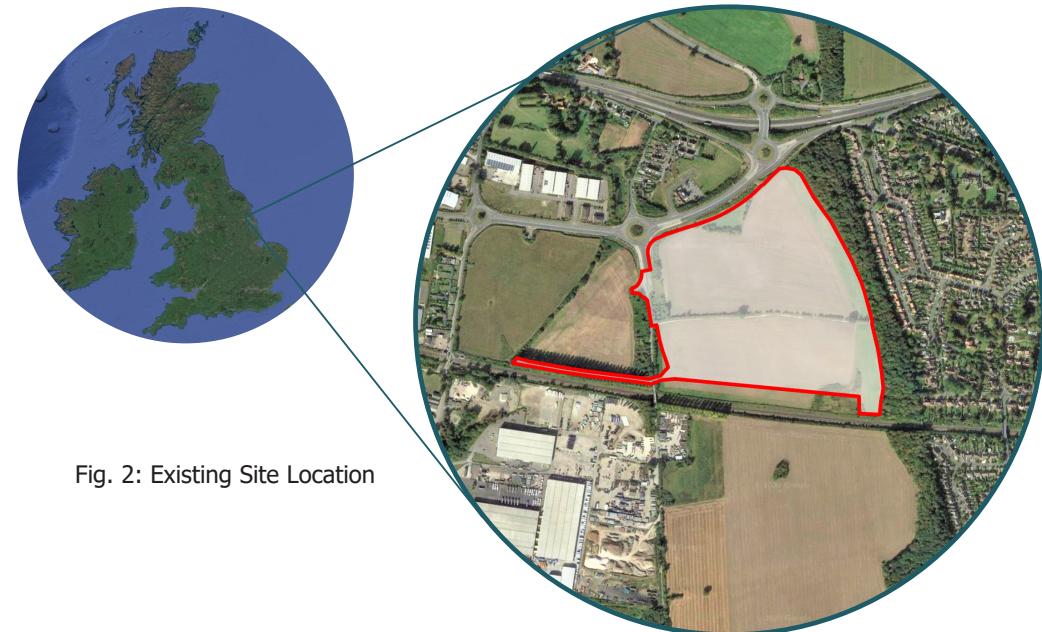
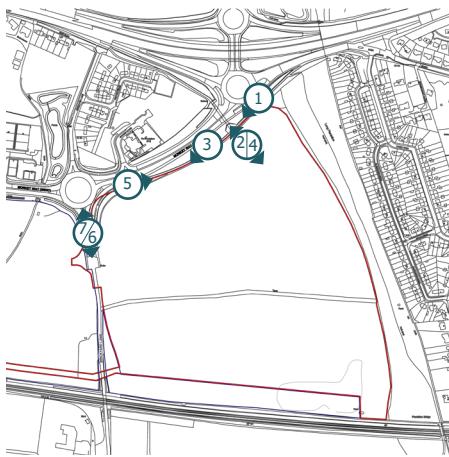


Fig. 3: Area of Allocated Employment Site MELT-E

LAND SOUTH OF MONKS WAY EAST, HULL

2.0 Appraising Context - Site Photos



Views Key Plan - Plot E



No. 1: View from the north east corner of the site looking towards Melton Road and public cycle path



No. 2: View from the public cycle path towards the tunnel underneath Monks Way East



No. 3: View from the north east corner of the public cycle path looking west



No. 4: View from public cycle path looking towards the site



No. 5: View from the north west corner of the public cycle path looking east



No. 6: View from Monks Way roundabout looking towards Brickyard Lane



No. 7: View from Brickyard Lane looking towards Monks Way roundabout

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2.0 Appraising the Context

Surrounding Land Use

Land use in the surrounding area is varied. To the north of the site lies the A63/M62 corridor beyond which is primarily agricultural land surrounded by residential clusters. Agricultural land also lies to both the west and south of the site.

To the east of the site lies a woodland area named Long Plantation which is classed as open space under the Local Plan. Beyond this, to the east is the residential area of North Ferriby.

The south west zone consists predominantly of industrial units which link to the south with the river Humber. Beyond the western agricultural land lies another industrial area which forms part of Melton Business Park.

The site lies in an area designated as a key employment area in the Local Plan and also forms part of the wider Melton Industrial Estate as defined on the ERYC Local Plan Site Allocations Proposals Map.

Much of the wider area to the west is allocated as employment land and has been developed to accommodate commercial and industrial uses. The site directly adjacent to the west has recently received planning permission for an employment use.



Fig. 4a: View from NE corner looking S towards River Humber

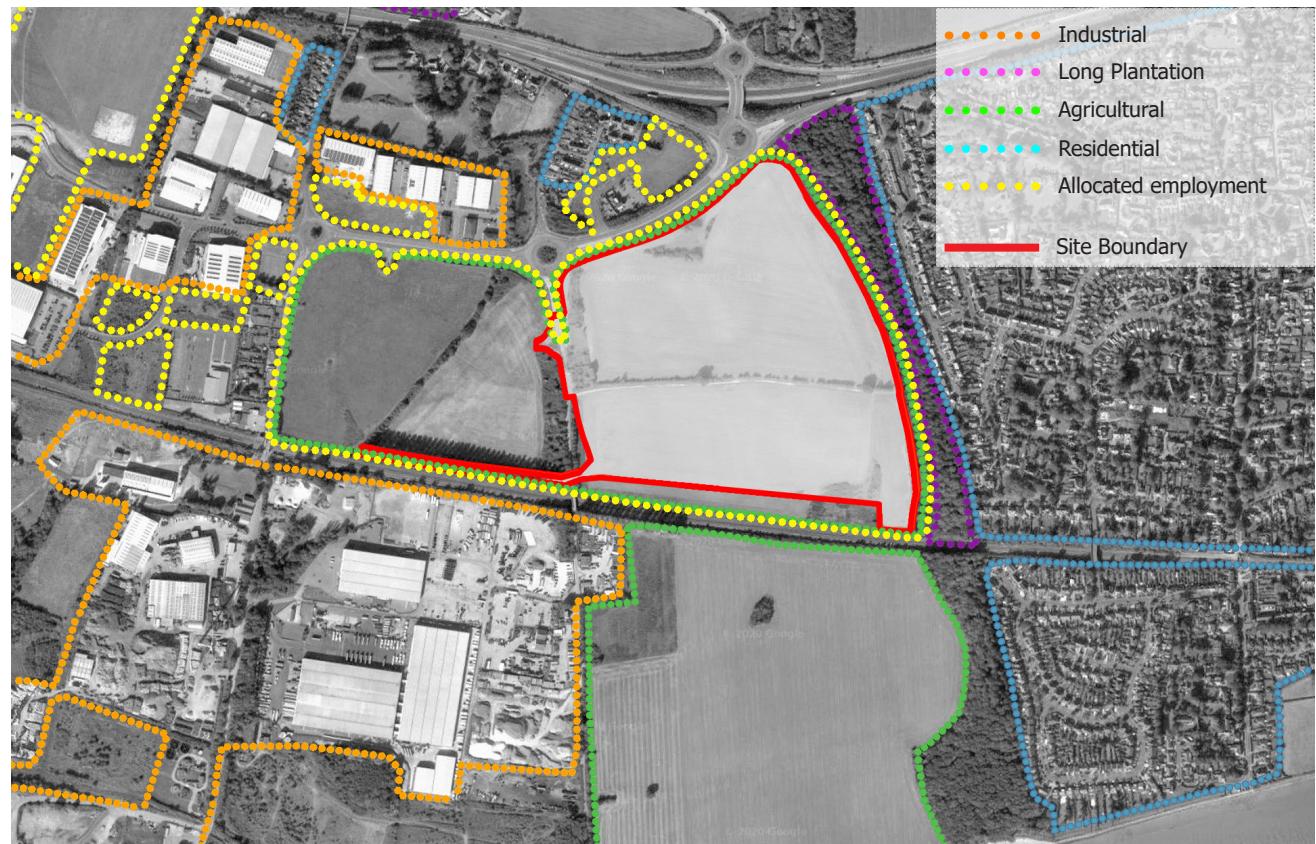


Fig. 4: Surrounding land use

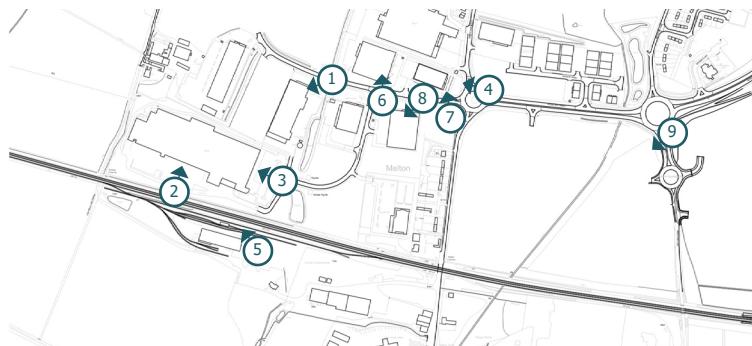


Fig. 4b: View from NW site corner looking SE



Fig. 4c: View from NE site corner looking SW

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Views Key Plan - Meltonwest Business Park



No. 1: Front view of Kohler Mira Building from Wyke Way



No. 2: View of service yard - Heron Foods distribution facility



No. 3: View of Heron Foods distribution centre - eastern side



No. 4: View from Gibson Ln S/ Monks Way W roundabout looking west towards Business Park



No. 5: View looking north-west beyond Heron Foods service yard and building



No. 6: View from Wyke Way looking towards Allam Marine building



No. 7: View of 'House of Townend' retail unit taken from Wyke Way



No. 8: View of 'Needlers' retail unit taken from Wyke Way



No. 9: CGI View from Brickyard Lane looking towards approved development on Plot D

3.0 Appraising the Site

Constraints

- Dwellings on Plantation Drive close to the eastern boundary, both visual and noise impact on the dwellings should be reduced where possible.
- The site lies adjacent to a woodland area which will need a similar zone of mediation/ transition in order to protect the existing ecosystem.
- Number and location of the existing site access points is limited.
- A small portion of the site to the south east may lie within the extent of the safeguarding zone of the Leeds - Hull railway. The location is outside our boundary but will need consideration for any possible future extension of the development towards the south.
- Existing public right of way runs through the woodland area (Long Plantation), outside site boundary; there are a few paths connecting the site with the woodland area.

Opportunities

- Location close to the A63/M62 corridor provides connections to both regional and national road networks allowing for excellent links and a prime location for national distribution.
- The site sits within local plan allocation for employment uses which creates a context where development and economic activity is being encouraged.
- Large site would be capable of sustaining significant employment development on site.
- Site consists of one large plot capable of accommodating significant commercial development.
- Site will provide the opportunity for significant numbers of jobs whilst under construction and once the development is complete.
- Carefully designed green infrastructure scheme incorporating both ecology habitats and providing landscaping boundary to the east of the site (bund area) is to be incorporated as part of the development.
- There are no listed buildings or structures on the proposed site or in the immediate vicinity.
- The site is at low risk of flooding from rivers, reservoirs and seas.
- Opportunity to develop a southern access to serve a strategically significant development.
- Current cycle way system which will facilitate and encourage sustainable travel.

Despite the constraints, the proposed development has been carefully designed to minimise impact on the nearby residential area and also improve and protect the existing woodland zone. The strategic location and strong connectivity make the site an ideal location for a distribution occupier, which fits well with the existing commercial context of the Meltonwest Business Park.



Fig. 5: Site Constraints and Opportunities Diagram

- Site Application Boundary
- Dwellings to Plantation Drive
- Railway Leeds - Hull
- ← Proposed Site Access/ Exit Points
- Public cycle path outside boundary
- Area of Long Plantation
- Existing Public Right of Way outside boundary

3.0 Appraising the Site

Planning Policy

National Planning Policy Framework (2019)

Section 12 of the NPPF sets out the Government's approach to design. It states that the Government attaches great importance to the design of the built environment and that good design is a key aspect of sustainable development. It states that planning decisions should aim to ensure developments:

- Function well and add to the overall quality of the area;
- Are visually attractive as a result of good hard and soft elements of development;
- Are sympathetic to local character while not preventing appropriate innovation or change;
- Establish a strong sense of place;
- Optimise the potential of the site to create an appropriate mix of uses, and support local transport networks;
- Create safe and accessible environments.

For a full assessment of the proposals against relevant planning policy at national and local level, please refer to the accompanying Planning Statement prepared by Firstplan. Only key Local Plan policies are provided below by way of context.

East Riding Local Plan

The East Riding Local Plan sets out the long-term strategy that will help guide new development across East Riding over the period to 2029. The primary documents within the Local Plan which are relevant to the site are:

- The Strategy Document (2016)
- The Allocations Document (2016)
- Policies Map

The application site has a long association with employment use, being allocated as such in the Local Plan for several years. The site forms part of a specific allocation within the adopted Allocations Document under Policy MELT-E - Land at Melton Park (43.49ha) which states:

"This site is allocated for employment development. Proposals will be required to:
a. Provide a substantial landscaped buffer to the western boundary;
b. Incorporate good quality pedestrian and cycle routes; and
c. Incorporate comprehensive Sustainable Drainage Systems."

The Policies Map also identifies that the site lies within an area designated as a 'Key Employment Site' and forms part of the wider Melton Industrial Estate as per Figure 6 below. The Policies Map also identifies that The Yorkshire Wolds lie to the north of the site beyond the A63 and is designated as an Important Landscape Area and Long Plantation to the east is designated as Open Space.

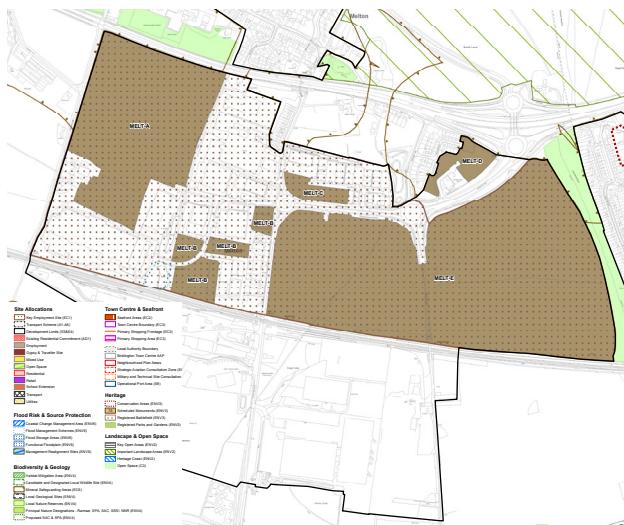


Fig. 6: Policies Map (East Riding Local Plan 2012 - 2029)
Inset 33

The adopted Strategy Document very much supports employment use on allocated sites.

Policy S3 (Focusing development) notes that new development will be supported where it is focused within the defined settlement network and Key Employment sites including Melton. Specifically, part H of the policy states that:

"Key Employment Sites will act as a main focus for employment development making use of their strategic location on the East-West Multi-Modal Transport Corridor. They will support the growth of the key employment sectors and clusters by providing significant opportunities for inward investment and expanding local businesses."

Policy S6 (Delivering employment land) focuses particularly on supporting B Class uses, and notes that to support the East Riding economy 235 hectares of employment land will be allocated, of which approximately 115 hectares will be for B8 uses primarily at locations along the East – West Multi-Modal Transport Corridor, as the prime location for storage and distribution uses which generate large freight movements.

In summary employment use on the application site is well established in local planning policy terms.

Other local policies of note in relation to the development proposals include:

• **Policy EC4 (Enhancing sustainable transport)** confirms new development will be supported where it is accessible, or can be made accessible, support sustainable transport and address its likely impact.

• **Policy ENV1 (Integrating high quality design)** requires all development proposals to, amongst other things, safeguard and protect the diverse character and appearance of the area through their design, layout, construction and use and to seek to reduce carbon emissions.

• **Policy ENV2 (Promoting a high quality landscape)** requires development proposals to sensitively integrated into the existing landscape, demonstrate an understanding of the intrinsic qualities of the landscape setting and, where possible, seek to make the most of the opportunities to protect and enhance landscape characteristics and features.

• **Policy ENV4 (Conserving and enhancing biodiversity and geodiversity)** outlines that proposals should optimise opportunities to enhance biodiversity.

• **Policy ENV5 (Strengthening green infrastructure)** emphasises that proposals should incorporate existing and/or create new green infrastructure features within their design and capitalise on opportunities to enhance and/or create links between existing green infrastructure features on and off site.

4.0 Design Development

Initial Design

Following analysis of the constraints and opportunities of the site, the initial design proposals were developed making use of the whole site. This differs from the final layout demonstrated in the analysis.

During the initial design process, various site layouts were developed and included options with more than one building on the site and also proposed the service yard of the main building along the eastern boundary.

These options were evaluated and revised to reduce impact on surrounding areas, specifically North Ferriby, by rotating the building by 90 degrees to mitigate potential noise impact on local residents by ensuring the HGV yards and the loading docks face south and west, directly away from the dwellings along Plantation Drive.

Developed Design

Further design development changes have included the removal of one of the yard exits to facilitate an additional attenuation area.

The separation between HGV's and other vehicles has remained critical consideration throughout the design development in order to deliver a safe and operationally effective environment.

Cycle parking and a bus terminal have been incorporated to improve the sustainability and accessibility of the site.

The developed design also sought to respond more sympathetically to the railway line with the building being pulled away from this area.

Careful consideration has been given to the treatment of the land between the proposed building and Long Plantation. Yorkshire Wildlife Trust have informed the planting specification proposed and this area will deliver a publicly accessible wildlife corridor which has also been designed to include earth bunds to help mitigate any noise impact on neighbouring residents and also includes a path which connects into Long Plantation.



Fig. 7a: Initial design example No. 1



Fig. 7b: Initial design example No. 2



Fig. 7c: Initial design example No. 3



Fig. 8: Developed design example

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4.0 Design Development

Layout

The layout of both the building and the overall site have been influenced by a range of factors, including planning policy, the characteristics of site itself, and the operational requirements of modern logistics and distribution operators, including those of the intended occupier. Section 5 of this design and access statement sets out the key design principles which underpin the proposals. The building is far enough north to not impact upon the railway area, yet not too far north as to affect the existing cycle path.

The site access is taken from Brickyard Lane. From west to east, the first junction serves as the access for both HGV's using the roundabout for access and egress, and cars using it for access to the car park. The second, and most south-eastern junction is for use only by HGV's as a secondary egress, and is therefore expected to be the least used of the two.

Scale

The scale of the building is being driven by national market demand and modern operator requirements, and is not uncommon for a gateway location on a business park.

The overall height for the proposed building primarily sits at 22.667m. The exception to this is two roof access areas which are 25.617m with a finished floor level (FFL) of 13.60 AOD.

Use and Amount

As identified, the site is allocated for employment use under Local Plan Policy MELT-E, therefore the proposed B8 use sits comfortably within this allocation. The proposed building includes over 40,000m² of warehouse space on each floor. The total GIA for the building is 186,940m². The amount of floor space proposed for the site is a direct response to the end user requirements and the market demand.



Fig. 9: Final Design

5.0 Design Principles

Building Form, Layout and Orientation

The building form is driven primarily by the size and scale required of the warehouse and processing requirements. This rectangular form constitutes the majority of the building allowing for maximum use of the full warehouse floor, additional requirements such as vertical circulation, WCs and other amenities are then housed in extruded pods outside the main warehouse at each corner of the warehouse block. The roof form is set behind parapet walls across the whole building, including the main warehouse roof, the extruded pods and the office block.

The largest of these extrusions is the ancillary office, a single storey block to the north of the warehouse. The low level nature of the office block allows for additional security, to reduce access to the main warehouse, and the dominance of the office block on the site and the surrounding areas.

Whilst the development consists of one large building the mix of internal uses provides an opportunity for changes in height and the extruded pods which break up the main mass of the building. This variation in massing is emphasised by the change in materials at each of the extrusions.

The orientation the building itself is dictated primarily by the size and width of the warehouse requirements. The external areas, such as the loading docks, car parking and HGV parking have all been located to the southern part of the site, to reduce both visual impact and noise impact to dwellings located near to the east and south east of the site.

External Spaces

The external spaces are characterised by the vehicular operational requirements of the site, for example the loading areas, service yards, office parking and bus stops. The loading areas and service yards are located on the southern and western elevations in order to reduce impact on dwellings. The increased levels of security required to these areas means that locating them away from the public domain reduces the impact of security requirements such as fencing and guardhouses.

The external spaces to the north include the car parking for employees, as well as bus stops and kitchen access points. The areas have a lower security requirement than those located to the south and west. This allows for much of the security fencing to be located behind the building thus reducing the visual impact of the site overall.

Sustainable and Energy

The Preliminary Energy Strategy for the new facility has been developed using a 'fabric first' approach through the 'Be Lean', 'Be Clean', 'Be Green' energy hierarchy.

The energy hierarchy is a widely adopted method to identify opportunities to reduce energy demand and so decrease the related carbon dioxide (CO₂) emissions. As consequence of the optimised results derived from the application of the energy hierarchy approach, both energy demand, CAPEX and OPEX will be minimised. The energy hierarchy suggests the use of a three-tier approach based on a 'fabric first' approach through the Be Lean, Be Clean and Be Green stages. The developed energy strategy will adopt this approach in order to maximise reduction in energy through passive design measures in the first instance, seeking opportunities to deliver energy efficiently and finally maximising the provision of low and zero carbon technologies.

Be lean

A fabric first approach to design, including high performance building fabric and efficient systems will provide at least compliance and will target a reduction in regulated CO₂ emissions over Part L 2013 with a gas boiler baseline.

Be clean

The second step on the optimisation process entails an analysis of the site's available energy sources and the exploration of alternative technologies to deliver the required energy in the most sustainable way.

As part of this study, the following technologies will be analysed and recommendations drawn:

- Combined Heat and Power (CHP);
- Site-wide network.

Decarbonising the UK's existing heat networks is a known challenge and there is a strong case to be made that only in rare situations are heat networks appropriate as an effective means of providing low carbon heat to new developments. However, opportunities to deploy both traditional heat network and an ambient loop network, to share energy between areas requiring heating and cooling, will be explored as a part of the development of the energy strategy.

Be green

Low and zero carbon technologies, including renewable generation, are effective at reducing and displacing CO₂ emissions.

Electric vehicle charging is being included as part of the proposals and the potential for solar PV, generating zero carbon electricity, is also being explored to complement the strategy.

Through the measures outlined in the preliminary energy strategy, it is anticipated that compliance against the Part L 2013 would be

achieved. The proposed development energy usage will be also calculated using the most up-to-date carbon factors (SAP10).

Earthworks / Cut Fill Balance

Site levels have been design such to minimise waste material and maximise potential for reuse of material onsite. Minimising the volume of material that will need to be disposed of offsite. Levels within green spaces will remain flexible to accommodate surplus material.

Construction of the proposed bunds will be done utilising arisings from the site.

Lighting

The proposed external lighting scheme has been developed to provide a safe and secure environment on site during the hours of darkness, and has also been specifically designed to mitigate any light spill onto residential properties, ecology areas and the adjacent railway. The proposed external lighting scheme utilises LED lamp technology with the most appropriate light disruption optic being specified, limiting any direct upward light distribution.

5.0 Design Principles

Elevational Treatment

The industrial nature of the development lends itself to the use of cladding panels due to the large spaces and steel frame construction typically used in this type of building. The required durability and security also lends itself to the use of metal cladding panels. These materials provide longevity and a crisp and contemporary finish to the building.

The palette of materials has been specifically selected in order to reduce the impact of the large mass on the site. A variety of greys is selected, primarily a very light grey, in order to blend with the sky and horizon and to help minimise and mitigate any potential visual and landscape impacts. The darker greys used for the extruded pods and the office block break up the overall massing of the warehouse. The mass is also broken up by ribbon windows which provide natural light and a view out from the warehouse.

Waste Management

The demand upon the development for the provision of recycling and waste storage has been addressed in the early detailed design stages, with detailed discussions regarding the specific operations of the proposed unit. In addition recycling and waste will be considered for the construction phase.

Contractors will be required through a Waste Management Plan to provide waste and recycling containers on site throughout the entire construction period.

Water

A Flood Risk Assessment and Drainage Impact Assessment have been provided as part of the submission documentation.

The site is located within Flood Zone 1 (low probability of flooding). Some surface water flood risk is shown in this area, however this has been resolved within the drainage strategy with the inclusion of Sustainable Drainage Systems as part of the development proposals, to attenuate and manage any surface water runoff from the site.

Integrated Sustainable Drainage Systems (SuDS) such as predominantly dry basins are included as part of the proposals to manage surface water runoff from the site in a sustainable way.

Finished building levels will be higher than ground levels and the external ground levels will also be designed to direct waters away from the building to ensure there is no localised risk of flooding to the building during an extreme rainfall event.

As a standard, low flush WCs, urinals and mist spray taps will be provided to reduce the amount of foul discharge, reducing the amount of waste to be dealt with by the treatment plant.

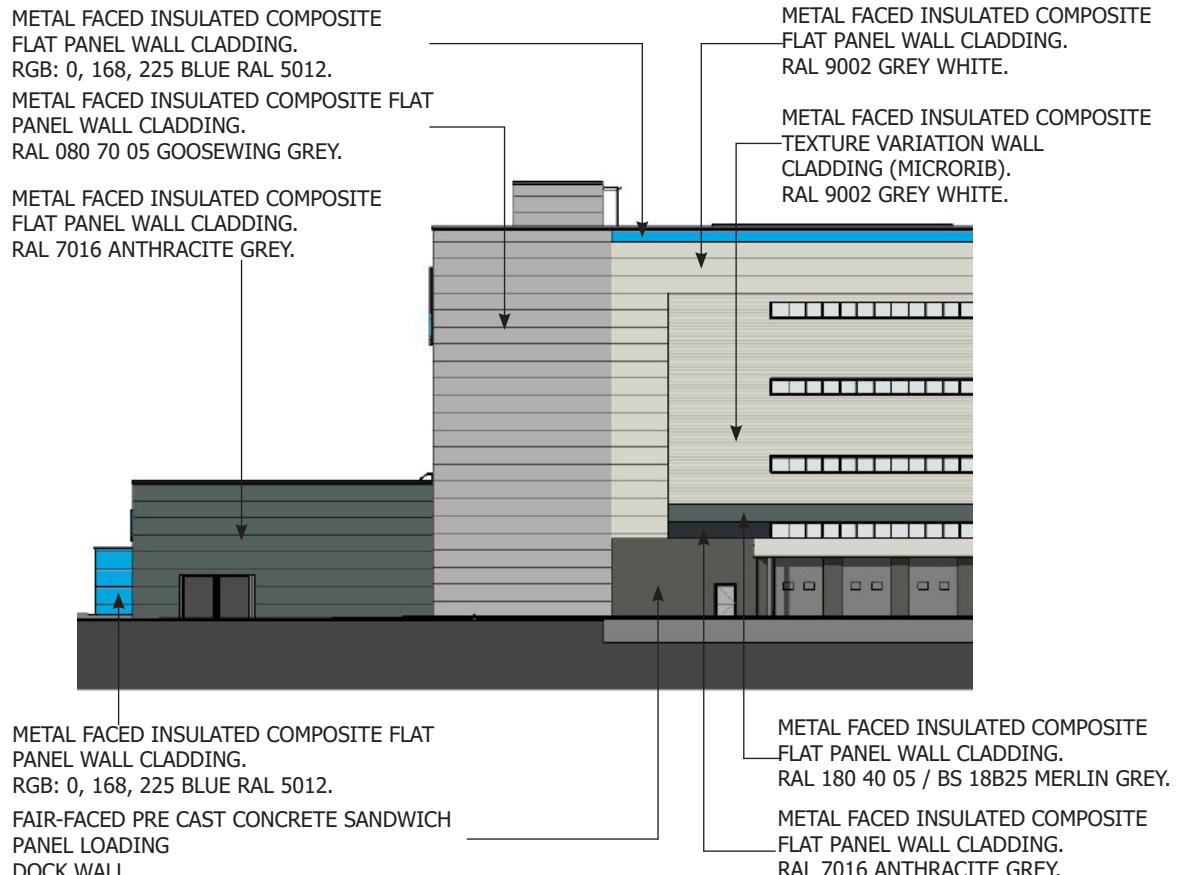


Fig. 10: Proposed elevation diagram

Yorkshire Water have confirmed that there is capacity within their wider network to accommodate the proposed increase in peak flows as a result of this development). As shown on the drawings contained within the Drainage Impact Assessment, a gravity connection will be provided from the site to the existing infrastructure to the west.

The foul and surface water drainage systems for the new development have been designed to meet local and national planning and drainage policies.

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5.0 Design Principles

Landscape

A Landscape & Visual Appraisal (LVA) has been prepared, which considers effects on landscape character and visual amenity.

The following provide a summary of the key findings.

The East Riding Landscape Character Assessment (2018) defines a series of Landscape Character Types which are sub-divided into Landscape Character Areas. The site lies within the Farmed Urban Fringes Landscape Character Type (LCT) and the North Ferriby Farmland Landscape Character Area (LCA).

The LCT is described as a "low lying and flat landscape with prominent industrial and commercial development.". it goes on to say that "the landscape is fragmented by commercial, industrial and residential development..." and is of "ordinary quality". In terms of accommodating new development the report concludes that "a large number of commercial units already existing within this urban edge location," and that "development of this kind [i.e. commercial employment] adjacent to existing, is unlikely to affect to overall landscape character".

The site's agricultural fields and the surrounding landscape show no significant sign of degradation or dereliction, although inevitable pressures from the highway infrastructure and together with various agricultural practices, has resulted in disruption in landscape character and some fragmentation in habitats and field boundaries. As an example, the site's central hedgerow is gappy in its form. In general, it is considered that the landscape fabric of the site and local area is in a reasonable condition.

The site and the immediate context comprise a flat broad landscape of low-lying agricultural fields interspersed with transport infrastructure and commercial and industrial development. These built elements have, to varying degrees, an urbanising effect on this landscape.

It is considered that the site and the local landscape does not display any pronounced sense of scenic quality such that it is 'out of the ordinary' in landscape terms, being neither distinctive or special in its character. The site is not covered by any landscape quality designation, and has no pronounced sense of scenic quality, tranquillity or wildness such that it sets it apart. The site's immediate context has some conservation value and contains the landscape assets of Long Plantation, whilst to the south is the Humber Estuary and its ecological designations.

Through the baseline analysis and fieldwork, it is assessed that the clear and unrestricted views of the site are effectively limited to a comparatively localised area. Mature woodland at Long Plantation effectively prevents views of the site from North Ferriby. Melton Hill rises to the west of Swanland, and together with woodland at Terrace Plantation and Bow Plantation, prevents views of the site from the wider landscape to the north.

The long distance rights of way, such as the Yorkshire Wolds Way, are primarily located within areas of mature woodland such that views out across the landscape tend to be prevented and restricted, albeit there are open views of the site and the Humber estuary as users navigate the Monks Way interchange.

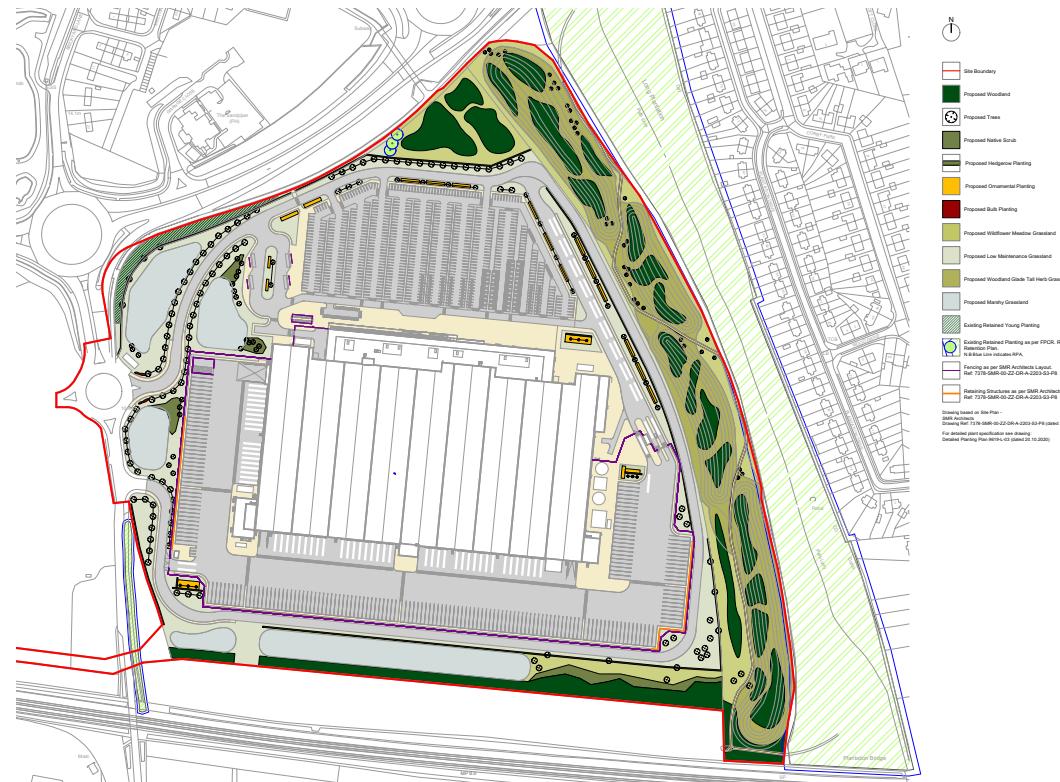


Fig. 11: Landscape Master plan
Further information found in FPCR reports.

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From the southern side of the Humber Estuary, there are distant (4km +) views back across towards the site. Whilst there are views of Long Plantation and built elements in North Ferriby, that help to orientate the viewer, these form very minor components of the much wider and more expansive view that is experienced. The site, itself, is difficult to distinguish.

The proposals include carefully considered design measures and landscape strategies to minimise the level of adverse effects on landscape character and visual amenity, and to deliver opportunities for long term enhancements through, for example, new woodland, trees, hedgerow and grassland for biodiversity and landscape character. This is based upon the landscape strategy for the Farmland Urban Fringe LCT which is to deliver "*woodland, tree and hedgerow planting*" which is a specific measure identified within the strategy to help "*integrate development with the surrounding landscape*".

The Proposed Development would result in disruption in the site's landscape fabric with changes in local landform and the loss of mature trees and hedgerows to accommodate the development. These impacts, and the quality and value of these features have been factored into the overall evaluation alongside the design and mitigation measures that have been adopted.

To minimise impacts and adverse effects upon landscape character and visual amenity the proposals:

- a) deliver compensatory habitats, such as the planting of new trees and hedges,
- b) introduce a variety of connected new habitats and landscape features that can provide long term enhancements for biodiversity and recreation.
- c) 'soften' and filter views of built development by using existing woodland, and by the planting of new woodland, trees and hedgerows so as to integrate development into its context.
- d) establish design strategies such as appropriate 'setbacks' from sensitive landscape and visual receptors.
- e) using an appropriate a palette of materials and colour range that would assist in assimilating buildings of this type within this landscape context.

From a landscape and visual perspective, the key elements that have guided the Site Layout and development proposals comprise the following:

- a) Ensuring that the development's proposed green infrastructure is multifunctional in its design and management, so that it performs a range of functions, to include benefits for recreation, biodiversity, drainage and climate change.
- b) To deliver sensitive well-designed strategies that address the development's relationship and setting with particular components within, or close to the site, such as Long Plantation, and the Yorkshire Wolds Way and the Trans Pennine Trail.
- c) The provision of additional habitats so as to provide an appropriate and sympathetic interface between built development and the surrounding countryside. As identified on the submitted Landscape Plan, this comprises the following:
 - i) A corridor of new planting would be established to define the site's southern boundary from Brickyard Lane to Long Plantation. This would consist of a belt of species rich hedgerow planting and new broadleaved trees, that would create, in the longer term, a wooded edge to the scheme that would form a 'green corridor' connecting Long Plantation to Brickyard Lane. This design element would provide a long-term replacement for the central hedgerow that is to be removed to accommodate the development.
 - ii) Along the eastern part of the site the proposals include a broad (c50m) swathe of new planting and green space that would, in the much longer term, effectively strengthen Long Plantation and provide an extensive area of natural green space. Varied habitats will be included such as woodland, trees and hedges, and the creation of grassland areas and that will provide biodiversity, landscape and recreational benefits. The design includes earthworks and ground modelling (which are key points of the noise mitigation strategy), and a new circular recreational path with connections into Long Plantation and the Yorkshire Wolds Way.
 - iii) Landscape elements are provided within the northern part of the site to include a block of new woodland, trees and hedgerow planting as well as grassland habitats that can be designed and managed for both biodiversity and amenity benefits; and

- iv) Car parking, roads and service areas are defined with new avenue tree planting, hedgerows and semi-ornamental shrub planting.

The design and mitigation approaches and green infrastructure provision would minimise impacts on landscape and visual receptors, and, in conclusion, the Proposed Development would not result in any unacceptable long-term harm on landscape character and visual amenity.

6.0 Movement and Access

Site Background and Existing Conditions

The East Riding Local Plan Allocations Document (2016) makes provision for the development of commercial floorspace to the south of the A63 on land referred to as 'Melton Key Employment Site'. This development plot forms part of the land that is covered by Policy MELT-E. It is noteworthy that the nearby Melton Grade Separated Junction (GSJ), which provides access to the wider regional and national infrastructure network, was constructed specifically to accommodate this planned growth.

In addition to the Melton GSJ, a new Industrial link road was constructed to serve this allocated employment site. This road (Monks Way East) forms a roundabout junction with Monks Way West and Brickyard Lane (North and South) approximately 350 metres to the south west of the Melton GSJ. As with the Melton GSJ, this road was designed to accommodate the growth that has long been identified to the south of the A63.

Brickyard Lane, which runs in an approximate north-south direction, forms the western boundary of the site and provides onward connections to the south of the site to a further commercial area that sits between the mainline railway line to/ from Hull and the River Humber. Brickyard Lane is subject to a 30mph speed limit and benefits from shared pedestrian/cycle facilities, which provide connections to the existing Active Mode and public transport networks that serve this area. Full details of these are provided in the supporting Transport Assessment.

Vehicular Access

Vehicular access to the proposed development will be achieved from two points on Brickyard Lane. The primary access will be via a roundabout that will be delivered by and shared with the adjacent plot to the west, which was recently granted planning consent for use as a last mile delivery centre. A secondary access is to be constructed approximately 50 metres to the south of the roundabout. This offers a second option for cars arriving and leaving the site and will also be used by HGVs as a secondary exit during peak periods only.

It is worthy to note that the construction of the new roundabout on Brickyard Lane necessitates changes being made to the existing Monks Way roundabout. As is explained in the supporting Transport Assessment, this comprises the removal of a current bypass lane that segregated left turning traffic into Brickyard Lane from the main circulatory carriageway of the roundabout.

The Transport Assessment confirms that the design of the two access points benefits from sufficient capacity to meet expected demands associated with the proposed development and also that associated with the approved last mile delivery centre. Through reference to the outcome of detailed swept path analysis, the Transport Assessment also confirms that the types of vehicles that are expected to visit the site on a regular basis are able to enter and exit the site safely.

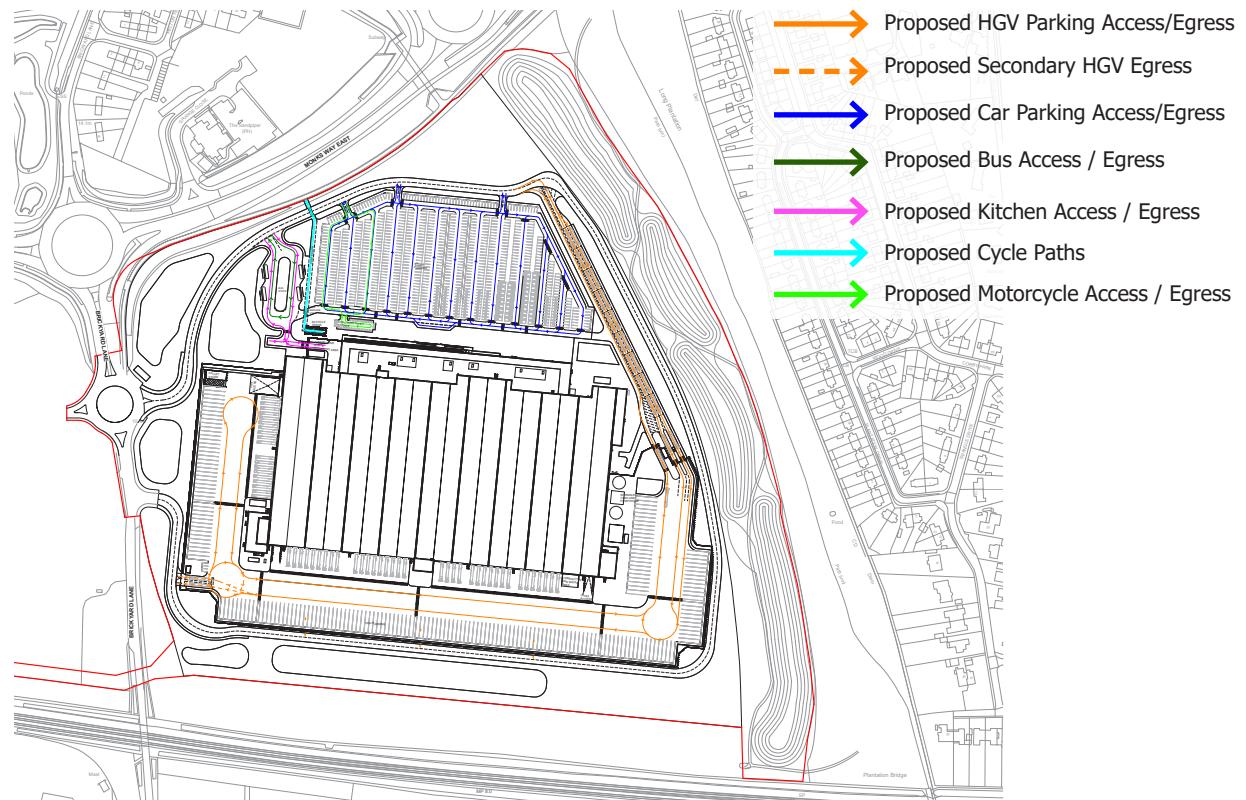


Fig. 12: Overall vehicular movement diagram

Parking and Servicing

The level of car and HGV parking proposed is reflective of the use requirements of the building. The site has an independent car park which directly serves the warehouse, as with the HGV parking directly serving the yard and loading area.

Sustainable Transport Access

Both pedestrian and cycle access is, like vehicular access, to be taken from Brickyard Lane. Footways of 3.0m in width are to be provided on all arms of the

site access roundabout and will be extended along both sides of the carriageway into the site. This will ensure that future employees and visitors will benefit from seamless connections to the existing pedestrian and cycle infrastructure, as well as the public transport services that operate in this area.

In addition to the links that will be provided onto Brickyard Lane, the proposed layout makes provision for a pedestrian connection to the Public Right of Way (i.e. Welton Footpath No.10), which runs north-south along the eastern boundary. This footpath links the site to Melton Road to the north.

7.0 Conclusion

The Proposal

The proposed development includes the erection of a single building with a total GIA of 186,940m² and primarily sitting at 22.667m in height with two small roof access areas which are 25.617m in height. The building will be used for warehousing and distribution and will be accessed by two access points each to Brickyard Lane, which lies to the west of the site.

The layout, scale, use and access have all been discussed throughout this design and access statement and show that the design is well considered and resolved. The building form and external treatment have been considered in order to reflect the internal requirements of the processes, as well as to be sympathetic to the site's location between both residential, commercial and agricultural areas.

The proposal has made use of the opportunities offered by the site, and has worked within the constraints imposed by the site and location. This is demonstrated through the development of the design and reflected in the overall design principles.

Summary

The proposal demonstrates a positive opportunity to enable and encourage the growth of business investment and new job creation on a major allocated employment site in Hull. The new development will provide an increase in jobs in the local area both during construction and once completed. This will stimulate a positive economic boost for the local area.

This design and access statement sets out the design and development aspirations for the site, putting forward a development framework and design principles to illustrate how this has guided and informed the final full application submission. The statement contains a summary of the site context, analysis of the surrounding areas and an explanation of the design evolution. The statement has shown 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 resolved design solution.



Fig. 13: Proposed Site Plan