



Relocation of BOC Gas Ltd Compound

DESIGN AND ACCESS STATEMENT

March 2022

NORR

Integrated Thinking. Inspired Design.

Copeland
borough council



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Introduction and Site Information

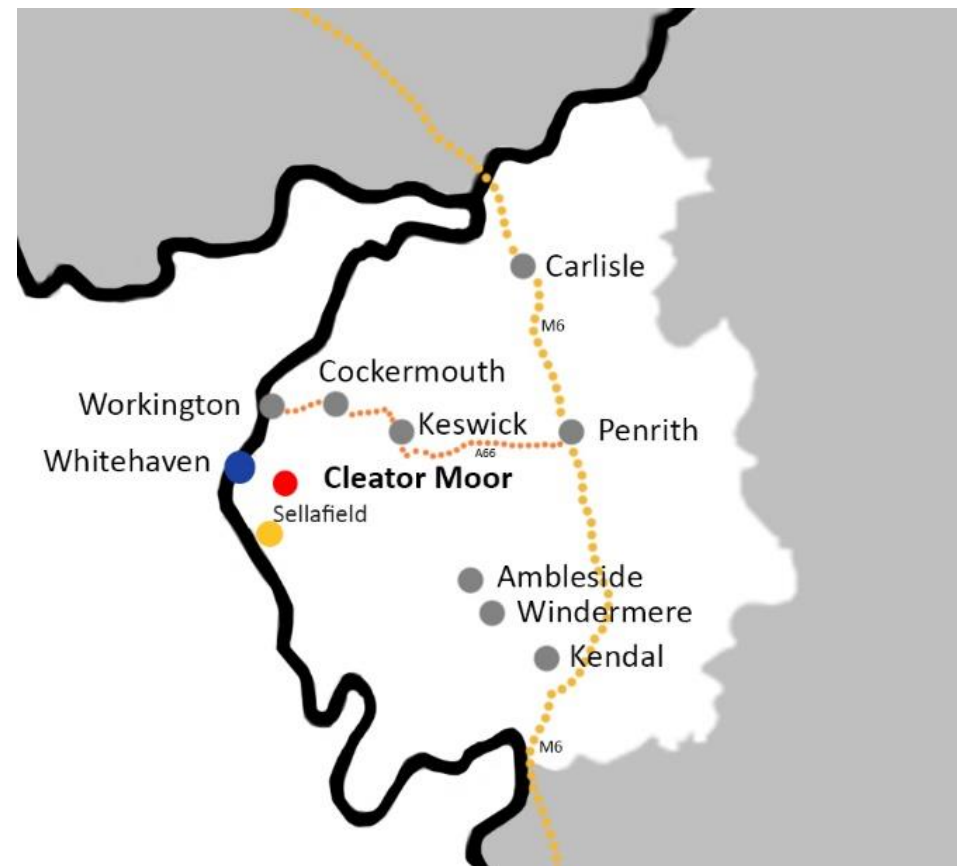
Introduction

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Detailed Planning Permission is sought for the relocation of the existing BOC Yard to a new location within the Leconfield Industrial Estate.

This Design and Access Statement has been prepared to present illustrative design proposals by Copeland Borough Council for this development, including the site analysis and key features of the development.

Site Location: Wider Context



The site for this development is Leconfield Industrial Estate within the town of Cleator Moor, Cumbria, UK.

Cleator Moor is located approximately 4 miles east of the County Town of Whitehaven, which has a range of shops and services and national rail connections. The City of Carlisle is located approximately 40 miles to the north-east. Cleator Moor benefits from good connections to the surrounding strategic road network including the following:

- A595 linking to Whitehaven (4 Miles), Sellafield (8 Miles) and West Lakes Science and Technology Park (3miles);
- A66 linking to Carlisle (40 miles) and Northumberland beyond; and
- A5086 connecting to the M6 motorway.

The site is located within the Borough of Copeland and is in proximity to but wholly outwith the Lake District National Park boundary.

Existing Leconfield Industrial Estate



Aerial Photograph, 2003



Aerial Photograph, 2008



Aerial Photograph, 2016

Leconfield Industrial Estate is irregular in shape and is accessed via the B5295 'Leconfield Street' at its southern boundary. Cleator Moor Town Centre is located c.600m to the south-east from which it is separated by the C2C cycle route which forms the Estate's eastern boundary.

The site has been utilised for industrial uses for many decades and was formally laid out as an Industrial Estate in the 1940s. It was the town's main employment location, but it has undergone an extended period of poor management and decline, culminating with the gradual demolition of circa 40-50% of the buildings on the site; as illustrated opposite.



Aerial Photograph, 2018



Aerial Photograph, 2020

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Site Analysis

Site Constraints

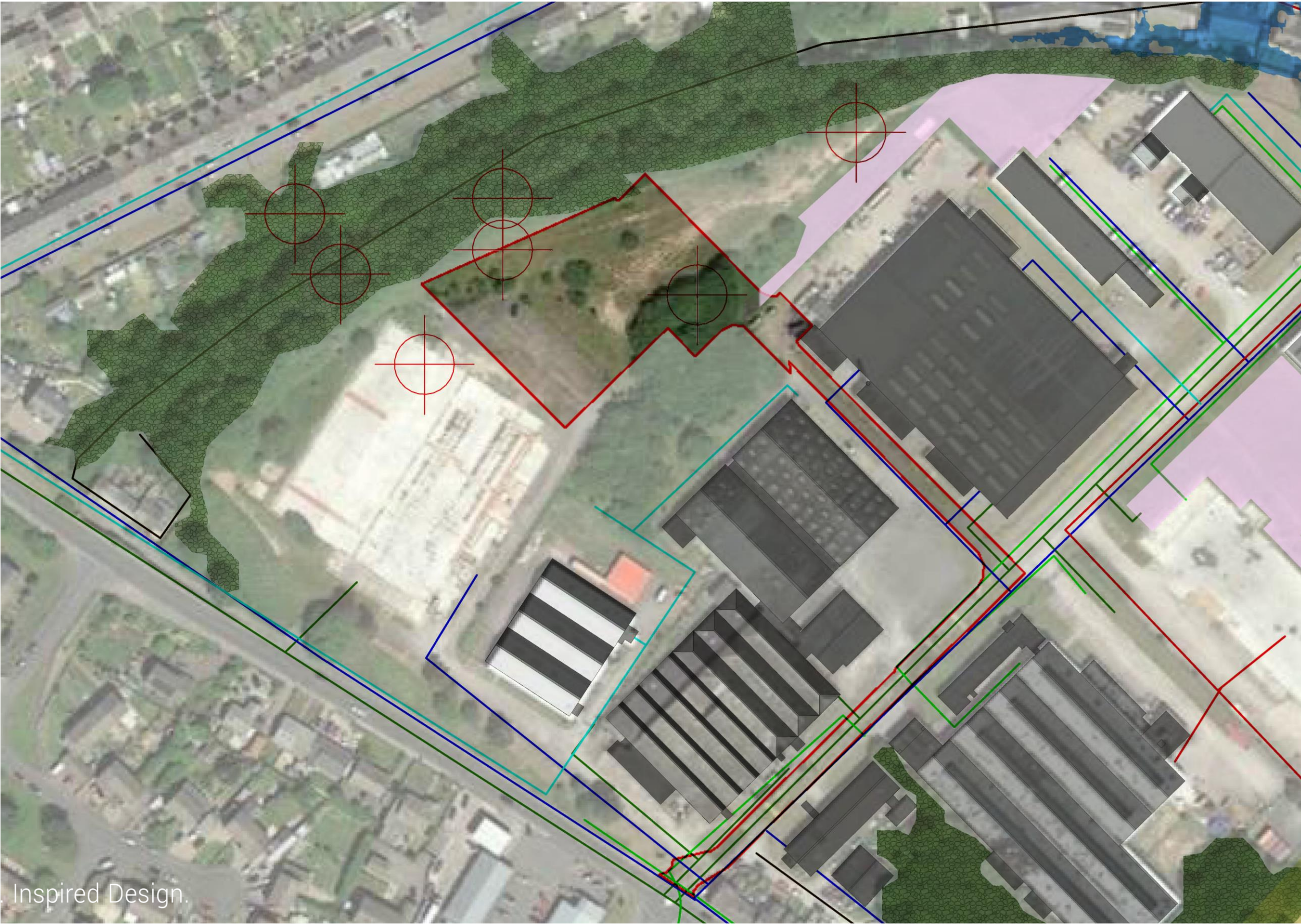
SITE CONSTRAINTS

- EXISTING LANDSCAPE
- EXISTING GRASSLAND
- FLOOD ZONE 2
- MINE SHAFT*
*MINE SHAFT LOCATIONS INDICATIVE ONLY, DRAWING TO BE UPDATE TO MATCH DETAIL FROM SURVEY / INFORMATION BY OTHERS

Locations of existing mine shafts are shown to illustrate possible impact on the potential site development

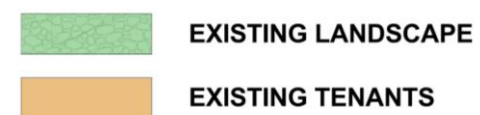
EXISTING UTILITIES

- WATER
- BT
- COMBINED SEWAGE
- GAS
- HIGH VOLTAGE
- LOW VOLTAGE



Site Opportunities

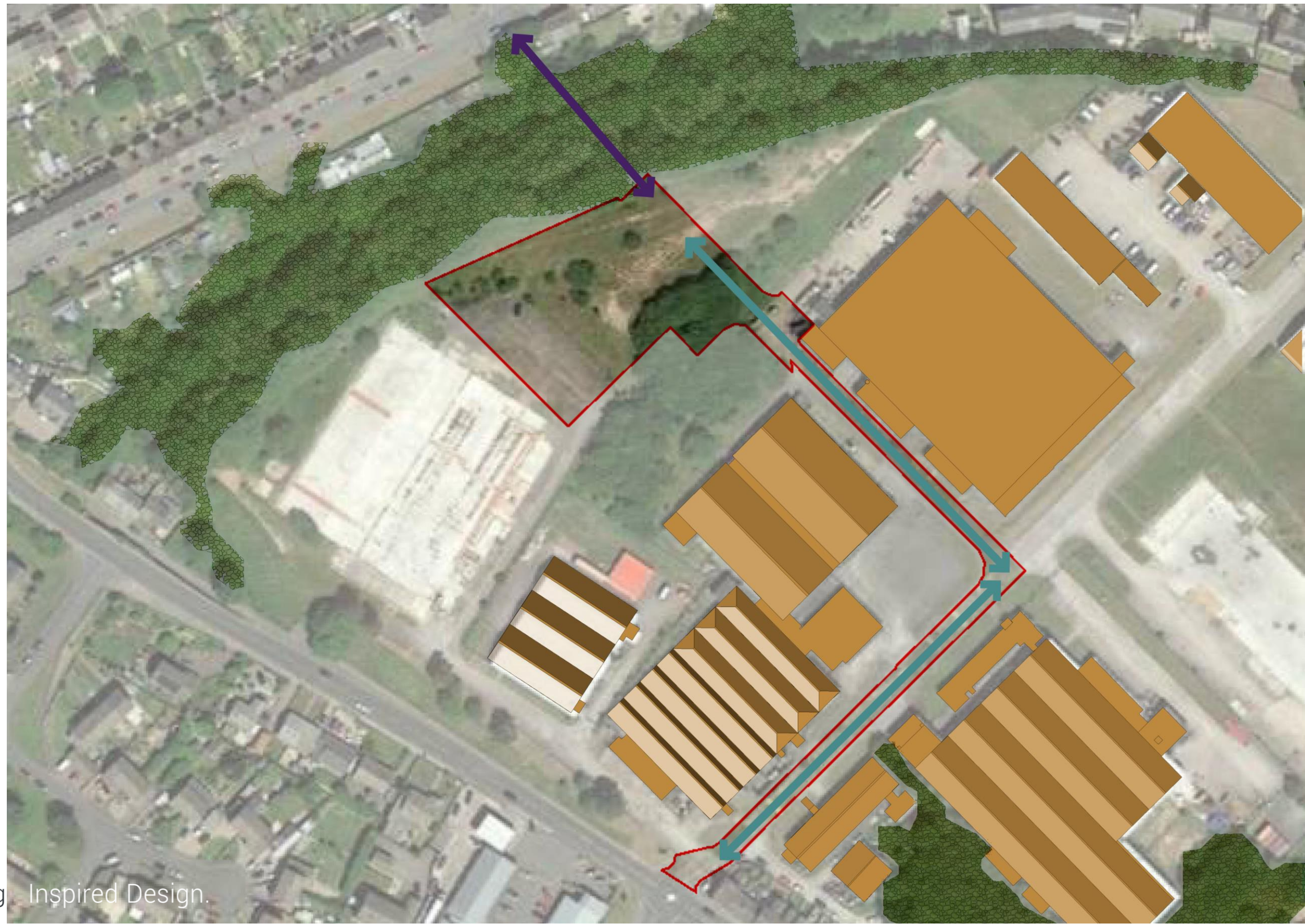
SITE OPPORTUNITIES



Proposed site is currently a large and unused open space.

There is potential for a new nearby car park as part of future development of the site, allowing for improved and direct pedestrian access without crossing HGV routes.

Road connections for vehicle access to and from the proposed site are shown.



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Current Proposals

Use & Amount

PROPOSED SITE

Proposed location will match the existing provision, and is an area of approximately 3395m².

The site will be relocated on a “like-for-like” basis, allowing for the continued use and retaining the scale of distribution as provided at the existing site.

EXISTING SITE

The existing BOC Yard location is an area of approximately 3390m².

The site is a fenced service and storage yard and used for the supply of industrial gases.



Use and Amount

BOC is the largest provider of industrial, medical and special gases in the UK and Ireland.

BOC have been based at Leconfield Industrial Estate since 2017 where their operation is responsible for the supply of cylinder gases and liquid nitrogen to Sellafield nuclear site and for industrial and medical operations. There are no direct sales to the public.

The proposed site will be used as the storage and distribution centre for bottled gas, as is the case in the current location.

Between 500no. - 800no. (max) gas cylinder bottles will be stored on the site at any one time. These will be stored in steel storage frames allowing for their safe storage and movement. Please refer to the Planning statement for further details.

Photographs below show an example of the current usage as well as current amount of cylinders / pallets stored on site.



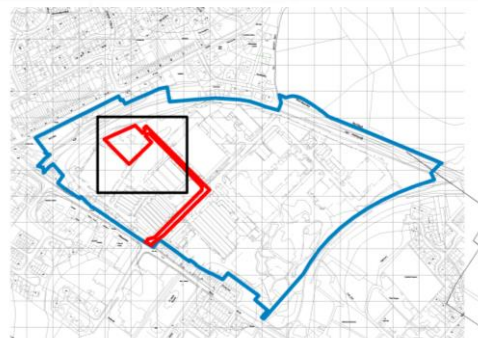
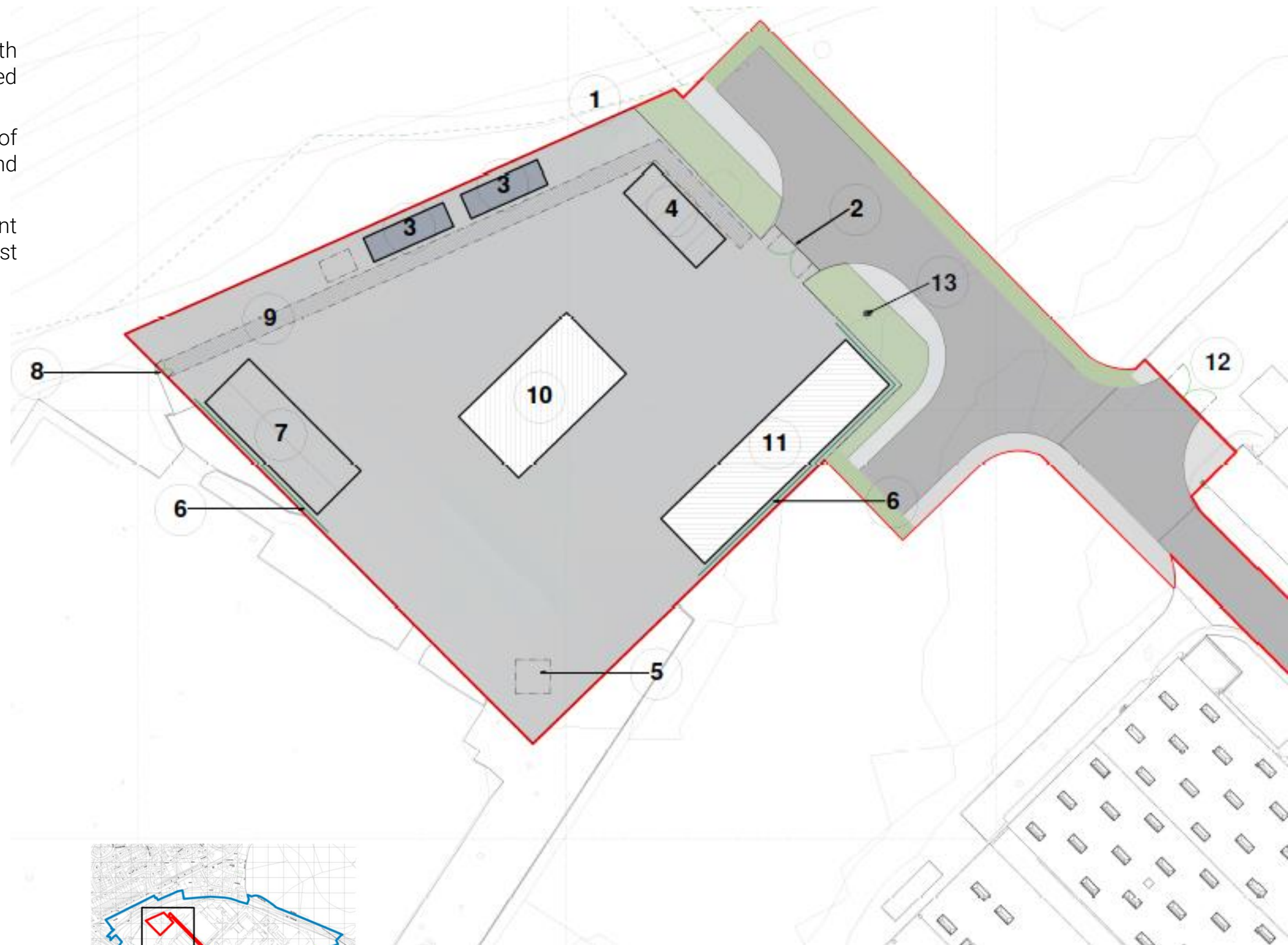
Proposed Layout

The site is used for the supply of gas cylinders with access required for lorries used for specialised distribution.

The layout is designed to accommodate ease of vehicle access, with a central loading location and storage & parking to the perimeter.

A marked pedestrian walkway leads between the front gate and the secondary exit at the rear of the site, past the offices and canteen provided in portacabins.

1. **Perimeter Fencing**
2.4m high Lochrin Bain Combi Palisade Fencing with 3mm 'D' section Single Pointed Tops Galvanised Fencing
2. **New Gates**
2.4m high, Double Leaf Vehicle Gate
3. **New Portakabins**
(32ftx10ft) to be provided by BOC
4. **Car Parking**
Showing 5 car parking spaces
5. **Gas Cylinder Location**
6. **Rubberised Kerb**
7. **Lorry Parking**
Showing 2 lorry parking spaces
8. **Pedestrian Access Gate**
9. **Pedestrian Walkway**
10. **Loading area**
11. **Cylinder sorting and storage area**
12. **Relocated Existing Gate**
Fence to be re-positioned to sit flush to the building.
13. **Totem Signage**
Max 4.4 high with BOC colour palette



Proposed Landscape

The proposal includes a grass verge and planting along the BOC Yard edge to integrate the site into the surrounding habitats.

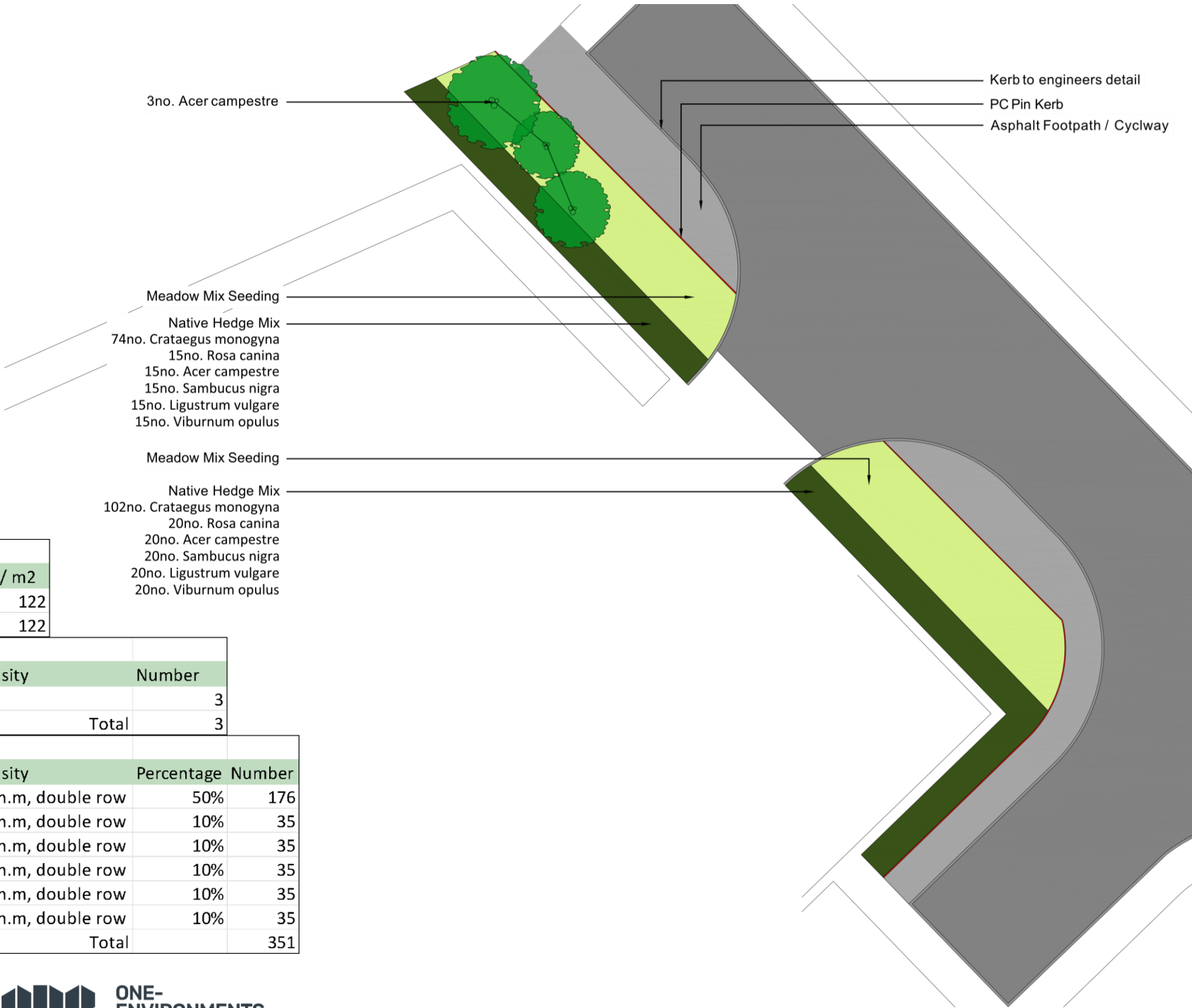
Legend

- Native Hedge Mix
- Meadow Mix Seeding
- Proposed Tree
- Asphalt Concrete [Pedestrian Specification]
- Asphalt Concrete [Vehicular Specification]

Meadow Mix Seeding		
Specification	Sowing Rate	Area / m2
EM2 Emorsgate or similair	4 g/m2	122
	Total	122

Trees			
Species	Specification	Density	Number
Acer campestre	30-35cm girth, 2m clear stem, root ball		3
		Total	3

Hedges				
Species	Specification	Density	Percentage	Number
Crataegus monogyna	120-150cm high well feathered, bare root	7/lin.m, double row	50%	176
Rosa canina	120-150cm high well feathered, bare root	7/lin.m, double row	10%	35
Acer campestre	120-150cm high well feathered, bare root	7/lin.m, double row	10%	35
Sambucus nigra	120-150cm high well feathered, bare root	7/lin.m, double row	10%	35
Ligustrum vulgare	120-150cm high well feathered, bare root	7/lin.m, double row	10%	35
Viburnum opulus	120-150cm high well feathered, bare root	7/lin.m, double row	10%	35
		Total		351



Proposed Access

The existing access from Leconfield Street will continue to be used for access to the Industrial Estate.

The existing site access road leading to the proposed BOC Yard is a circa 7.5m wide carriageway providing sufficient access for pedestrians and vehicles alike.

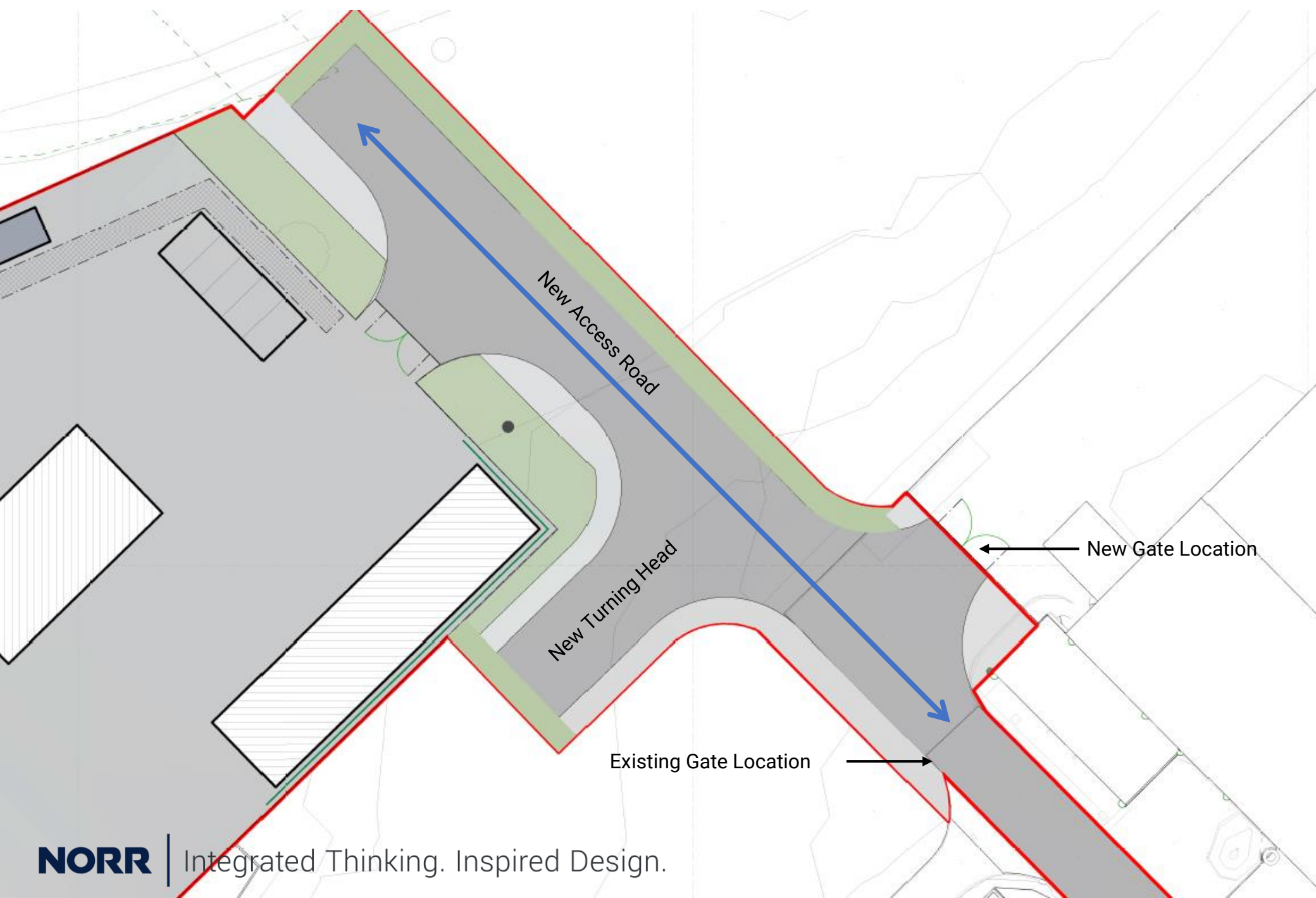
The main access entrance will sit on the North-East edge with a controlled gated access, with a secondary pedestrian exit located on the opposite South-West side.



Proposed Access – Forth Engineering

The new road leading to the BOC Yard will extend from the existing estate road and relocate the service yard gates for Forth engineering. The proposal includes the extension of the pedestrian footpath and a turning head for HGV's.

Our proposals include the relocation of the existing service yard entrance gates. Existing Forth Engineering yard gates are as pictured to the right. The gates will be rotated approx. 90 degrees to sit in line with the rear corner of the Forth building, allowing for the extension of the access road as shown below.



Scale

The service yard will be predominantly free of structures, allowing for the loading and movement of distribution lorries, and is effectively an empty concrete yard with markings indicating different areas of the site.

Two portacabins housing offices and canteen/toilets are proposed. These will replace those on the existing BOC Yard on a “like-for-like” basis. These will sit along the West site boundary, away from vehicular and pedestrian routes.

They are both standard individual units each 9.7 by 3m in size and reaching 2.5m high.



Appearance

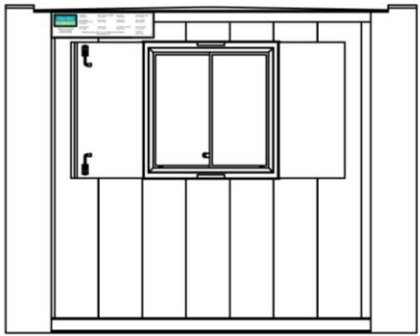
Portakabins

As indicated on the previous page, the service yard will have two portakabins housing offices and canteen/toilets.

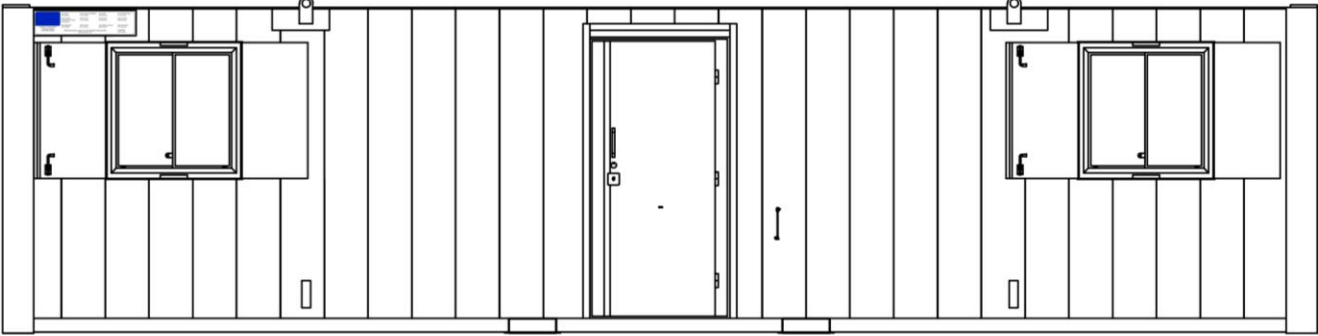
The drawings show the typical elevations of the Anti-Vandal Units as provided by ElliottUK (manufacturer of the portakabins).

They will be painted white and sit to the rear of the site away from the public, as indicated on the layout page.

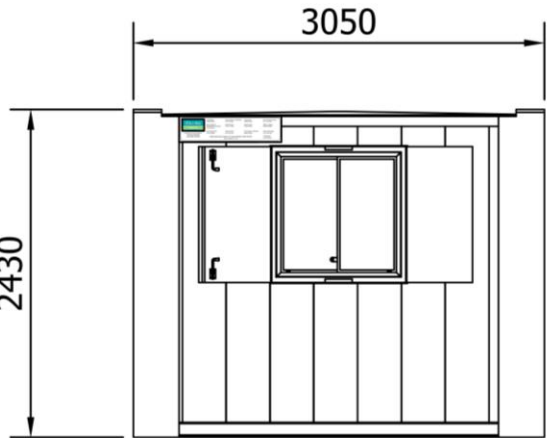
This drawing shows a typical 32' AV unit. Please note, the manufacturer confirmed that all dimensions and specifications shown may vary upon unit allocation including outer profile (flat sided/corrugated) and overall height.



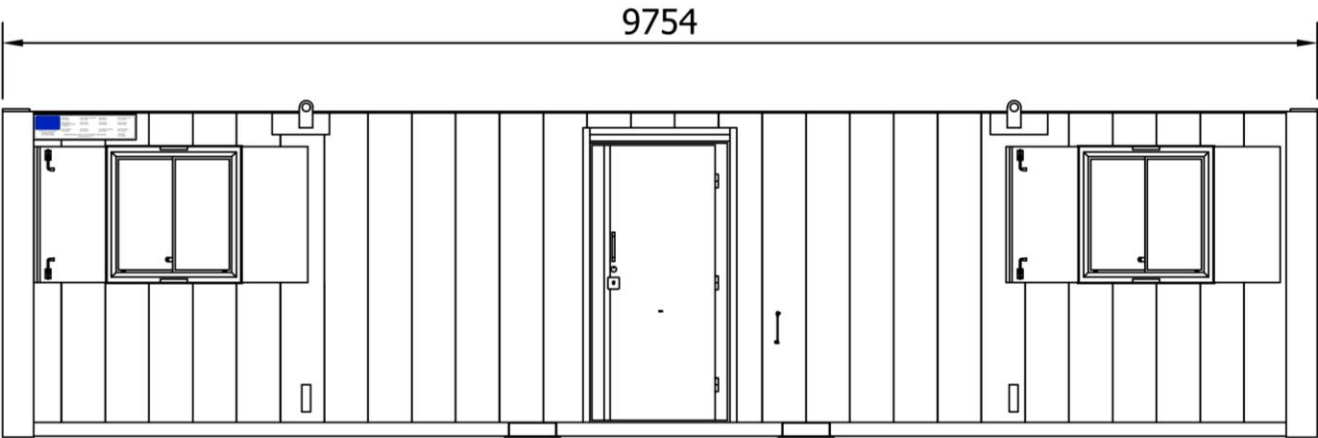
Right View



Rear View



Left View



Front View

Appearance

Concrete yard

Hardstanding concrete yard with surface drainage system to include vehicle interceptors.

Road markings for a pedestrian walkway plus vehicle routes and parking

Fencing

2.4m high lochrin bain combi palisade fencing

Entrance Gates and Signage

2.4m high x 6111 wide double leaf vehicle access gate.

Totem sign to be installed near entry point on a like-for-like basis. Overall height not to exceed 4.4m, the sign at the top of the post is approximately 1.5m high x 1m wide x 55mm deep.



Gas storage tank and vaporiser

The current tank and vaporiser will need to be decommissioned and relocated.

Flood lighting

12 No lights to give adequate lighting over the site and by the nitrogen tank.

Sort edge

Installation of this raised platform, concrete with metal

