DEVELOPMENT SERVICES
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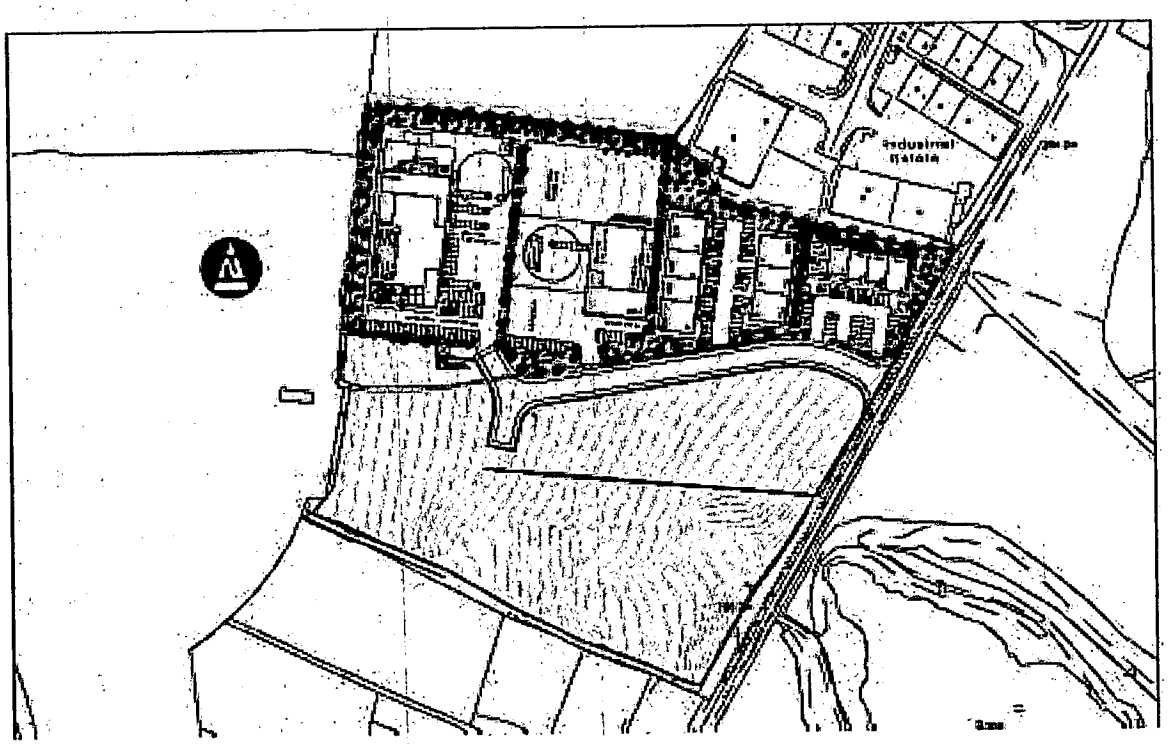
Hill Lane, Markfield

DESIGN AND ACCESS STATEMENT

A SUBMISSION TO HINCKLEY & BOSWORTH BOROUGH COUNCIL TO SUPPORT AN OUTLINE PLANNING APPLICATION



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Introduction

This document has been prepared by Stephen George and Partners in support of the submission of an outline application for planning permission to Hinckley & Bosworth Borough Council.

Purpose of this Document

This document has been prepared in order to meet a number of requirements:

- So that the design follows development principles.
- To protect the longer term environment of the development to the benefit of owners, occupiers, local authority and the local community.
- To provide a Statement that gives reasonable provision of Access to all, in particular meeting the needs of disabled persons, as required under Approved Document Part 'M' of the Building Regulations.

DESIGN STATEMENT

The design statement will ensure that the project is implemented to a consistently good standard of design in terms of the layout, fabric, scale, density and choice of materials to create interest whilst integrating the buildings into a landscape setting, thereby creating a development of good quality and character for this site.



Location and Constraints

The Markfield (Phase1) site extends to 2.2 hectares of vacant land to the north of Leicestershire.

It is bounded to the north by an existing industrial development to the east by Mill Lane, open fields and the motorway lies to the west with vacant land positioned south of the site.

Design Parameters

The development team will establish the following key criteria in strategy to ensure the successful development of the site:

- To attract inward investment
- To implement a well designed infrastructure allowing flexibility where possible.
- To provide a considered strategy for pedestrian, cycle and vehicle access
- To create a development of quality, which will uplift the existing employment area.
- To use appropriate materials and design criteria, which respond to the location and constraints
- Implement new, good quality, structural landscaping to minimise the input of the development on the adjoining areas.

The Units will provide a B1,B2 and B8 Planning use classification,indicative unit sizes are stated on the site masterplan.

Within the overall framework, the buildings will be designed to take into account, height, massing, scale and diversity of the immediate area.

Accessibility

Vehicular and pedestrian access into the estate is by Hill Lane.
Provision cycle parking will be provided adjacent to all industrial and office units.

Design Requirements

The development team's objectives are to achieve a scheme, which is a distinctive, recognising the primary economic, sustainable and social objectives for the site. In line with the development principles described, the development seeks to promote a good quality of design required to compliment the site.

Individual building design will provide quality, meeting the needs of the occupier whilst creating a sense of identity within an overall cohesive design framework.

To ensure the continuing success of the area, there is a need to provide an approach, which encompasses site, environmental impacts and building design to deliver an energy efficient and sustainable development.

Materials & Colour

The materials will be a key element in maintaining the good quality of built environment required by the development team.

The selection, detailing and maintenance of the external materials should be considered at the outset of the design process. Only products with a proven life span and quality should be used, and then with attention to detailing to ensure ongoing performance and longevity.

The following materials will be considered appropriate for the employment zone:

- Flat Panel cladding
- Profiled cladding (utilising cranked corners when laid horizontally)
- Aluminium framed glazing systems
- Traditional brickwork and tile roofing to offices where applicable

The selection of materials should have due regard to both the energy for construction, environmental impact, recyclability and ongoing maintenance.

To integrate the new development into the surrounding area it is intended that the colour ranges chosen will help reduce the impact of the site on the surrounding areas. The use of neutral colours such as white, grey, silver and buff would be an acceptable approach with the potential for the use of stronger colours in feature bands, flashings and glazing to create a sense of identity on individual plots.

Changes in colour and texture will be incorporated into the building design at the outset.

Circulation

Roads:	Hot rolled asphalt
Kerbs:	Pre cast concrete.
Footpaths:	Tegula concrete blocks and hot rolled asphalt
Car Parks:	Asphalt/Tegula concrete blocks
Service Yards:	Asphalt/Brushed concrete

Lighting

The estate access, car parks and principal pedestrian areas should be well lit to ensure the safety and convenience of park users. Lighting should reflect the good quality of building design.
All lighting columns and signage are to have well-designed mowing strips at the base when set in grassed areas.

Signage

Site signage will include feature signs at the entrances to the development. This is to be integrated into the site and well designed. It will identify the site occupiers and can reflect corporate identities in the design. Directional signage will also be provided within the site. This will be of a single design type all agreed with Hinckley and Bosworth Borough Council.

Street Furniture and Fencing

Street furniture and fencing will ensure pedestrian permeability and an open visual aspect.. The use of Car park areas and plot boundaries will be defined by timber knee rails stained black and service yards (only if required by the occupier) will be screened with a gated 2.4m high palisade fence. Fencing should be set back from pedestrian routes to allow planting between footpaths and fences.

Service Areas and Car Parking

Car parking, servicing and maintenance access will be screened from primary public view through the use of planting or site layout.

Consideration should be given to the location, size and surface treatment of service areas to ensure that these do not become overly intrusive. Lighting to service areas should be designed so as to minimise light spillage to adjacent plots.

Height and Mass Form

The approximate building heights will be as follows:

Units 1a,1b,1c,1d,1e = 6m eaves-8.8m ridge
2a,2b,2c,2d,2e,2f,2g = 6m eaves-8m ridge
3 = 6.5m eaves-8.5m ridge
4 = 8m eaves-9.9m ridge

The buildings have been designed so that that they simplify and maintain the aspects of the existing buildings adjacent. Particular attention has been given to breaking down the scale of the units with the a variety of brickwork, profile cladding and colour.

Sustainability

The key sustainable criteria established by the development team are summarised below:

- Retention, where possible, of existing landscape features and habitats.
- Creation of new habitats, wildlife corridors and indigenous planting to aid biodiversity and complement the existing ecological structure.
- A fully integrated travel plan.
- Ultra low-flush toilets and IR controlled urinals.
- All white goods to be AAA rated
- A robust sustainable materials strategy.
- A commitment to achieve 'Good' and aspire to achieve 'Very Good' ratings under the BREEAM rating system.
- Optimisation of daylight provision.
- Use of low energy fittings where appropriate to minimise energy usage.
- Use of BREEAM pre construction assessments to maximise energy efficiency within the building design.
- Separate provision will be made for recyclable waste.

The building design, services and materials are a key part of the development and sustainable strategy. The design team's objectives to achieve an integrated, sustainable built form are set out below.

Day Lighting

Daylight is a renewable source of energy and its use will be maximised through the use of increased glazing and rooflights as appropriate to the building usage and design.

Energy Saving Control Gear

High frequency ballasts will be used for fluorescent luminaries and by installing this control gear, dimming of lights to a lower light output levels are achievable, thus producing a proportional reduction in energy. High efficiency fluorescent lamps will ensure that lamp life is maximised.

Ventilation

Where possible, natural ventilation via openable windows will be used to ensure correct number of air-changes to the buildings. Suitable energy saving controls with time clocks will be installed.

Hot Water Supplies

Consideration will be given to the use of energy saving controls, which take into account building usage, demand cycles and current good practice guidelines. All distribution pipe work will be suitably insulated, so as to minimise heat losses.

Cold Water Supplies

Water saving devices detailed below will be installed where possible:

- Supply restrictor valves: Installed so as to keep water flows constant, and prevent possible damaging leaks and water wastage.
- Low Flush Toilets: 3 or 6 litre flush with possible symphonic mechanism
- Spray Taps: Reducing the amount of water reaching the user but allowing adequate supply for washing hands.
- Urinal Controls: Installation of time switch or device to ensure that cistern only flushes after use.

Landscaping

The landscaping proposals will be based with the objective of delivering sustainable, aesthetically pleasing and safe spaces, which work well in the context of the uses. They will be guided by a full arboricultural survey at detailed stage of the existing site, taking into account existing mature trees where appropriate.

The landscaping will be developed in order to enhance the character of both the proposed development and also the wider locality.

- The site lies within the National Forest and the Charnwood Forest. Having the regard to the forest setting of the site, new planting will be carried out to produce a verdant character to the development. Should any additional planting be required for woodland planting a nearby site is identified on the location plan in green for that purpose.

- Within the development itself, the spaces between the buildings and the areas of hard standing for vehicle servicing and parking would be greened through targeted soft landscaping. New planting and trees will create a softer edge to the plot peripheries of the development and will add both interest and privacy in relation to adjoining units. In this way, the commercial environment would be greened for all users of the site, including workers at the new units and also those people simply passing through. The landscaping proposals would also help to maximise natural on-site security, through the demarcation of clear plot boundaries and consequent creation of 'defensible space'.

ACCESS STATEMENT

The solutions that will be adopted are in accordance with the guidance in Approved Document M, the intention of the client and design team ('the applicant') being to follow where appropriate the guidance in the AD, and to indicate in what respects it was considered appropriate, excepting the following where we either:

- *clarify with reasons which option has been adopted, or*
- *have achieved a better solution using new technologies (e.g. infrared activated controls), to provide a more convenient solution, or to address the constraints of an existing building, the Statement should set out the reasons for departing from the guidance and the rationale for the design approach adopted.*

SECTION 1 - ACCESS TO BUILDINGS OTHER THAN DWELLINGS

Level approach from the boundary of the site and car parking (page 19 of AD M)
Achieved in line with the guidance in Approved document M.

On-site car parking and setting down (page 20 of AD M)
Achieved in line with the guidance in Approved document M, with designated car parking bays for employees or visitors who are either a disabled motorist or passenger, adjacent to the entrances.

Ramped access (page 22 of AD M)
Achieved in line with the guidance in Approved document M.

Stepped access (page 23 of AD M)
There will be no stepped routes.

Hazards on access routes (page 26 of AD M)
Achieved in line with the guidance in Approved document M.

SECTION 2 - ACCESS INTO BUILDINGS OTHER THAN DWELLINGS

Accessible entrances (page 28 of AD M)
Achieved in line with the guidance in Approved document M. The entrances have a level approach with only a nominal fall for drainage.

Doors to accessible entrances (page 28 of AD M)
Achieved in line with the guidance in Approved document M.

Manually operated non-powered entrance doors (page 30 of AD M)
Achieved in line with the guidance in Approved document M.

Glass entrance doors and glazed screens (page 31 of AD M)
Achieved in line with the guidance in Approved document M.

SECTION 3 - HORIZONTAL AND VERTICAL CIRCULATION IN BUILDINGS OTHER THAN DWELLINGS

Internal doors (page 34 of AD M)
Achieved in line with the guidance in Approved document M. Where access is required by all, the doors will be 926mm wide. Where not required by wheel chair bound persons, i.e. general toilets, the doors will be 826mm wide. Ironmongery will comply with the requirements of Approved document M.

Corridors and passageways (page 36 of AD M)
Not applicable in this application. When provided by end user will be in line with the guidance in Approved document M.

Internal lobbies (page 37 of AD M)
Not applicable in this application. When provided by end user will be in line with the guidance in Approved document M.

Vertical circulation within the building (page 37 of AD M)
Achieved in line with the guidance in Approved document M. A suitable Lift to satisfy paragraph 3.28 and stairs to satisfy paragraph 3.51 would be provided.

SECTION 4 - FACILITIES IN BUILDINGS OTHER THAN DWELLINGS

Refreshment facilities (page 46 of AD M)
Achieved in line with the guidance in Approved document M.

Switches, outlets and controls (page 50 of AD M)
Achieved in line with the guidance in Approved document M.

SECTION 5 - SANITARY ACCOMMODATION IN BUILDINGS OTHER THAN DWELLINGS

Sanitary accommodation generally (page 52 of AD M)
Achieved in line with the guidance in Approved document M.

Provision of toilet accommodation (page 53 of AD M)
Achieved in line with the guidance in Approved document M.

Wheelchair-accessible unisex toilets (page 53 of AD M)
Achieved in line with the guidance in Approved document M. There will be one per unit.

Toilets in separate-sex washrooms (page 55 of AD M)
Achieved in line with the guidance in Approved document M.