

JJ Churchill Ltd
PRECISION ENGINEERING



Full planning application for 1 no. employment buildings (Use Class B2) with ancillary offices and associated landscaping, drainage, car parking, and other infrastructure at JJ Churchill.

JJ CHURCHILL
DESIGN & ACCESS STATEMENT
APRIL 2023 REVISION A



ARCHITECTS



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1.0 INTRODUCTION

1.1 Purpose Of This Statement

1.1 Purpose of this Statement

1.1.1 This Design and Access Statement has been prepared by IMA Architects on behalf of JJ Churchill and submitted in support of a full planning application for a single employment building (Use Class B2) with ancillary offices and associated landscaping, drainage, car parking, and other infrastructure at JJ Churchill.

1.1.2 The purpose of this statement is to describe and analyse how the final concept for this design has been reached and how the new building will sit in relation to its surroundings.

1.1.3 This Design and Access statement is to be read in conjunction with all other application drawings and documents, and has been prepared in line with the format set out in the CABE Publication, Design and Access Statements.

1.1.4 There are five main sections to this statement which split down the various factors and components which have been considered within the design and which have helped to make up the design.





2.0 SITE & CONTEXT

[2.1 Local Context](#)

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2.1 Local Context

2.1.1 Located approximately 15 miles, west of Leicester City Centre, JJ Churchill has been well established over recent years, with main units serving B2 and B8 uses.

2.1.2 The application site will form the southern part of JJ Churchill site which totals approximately 1.86 Acres (0.75 HA).

2.1.3 Figures 2.1- 2.3 illustrates aerial images of the current site, showing approximate site boundaries, and how it sits within its immediate context from a micro to macro scale.

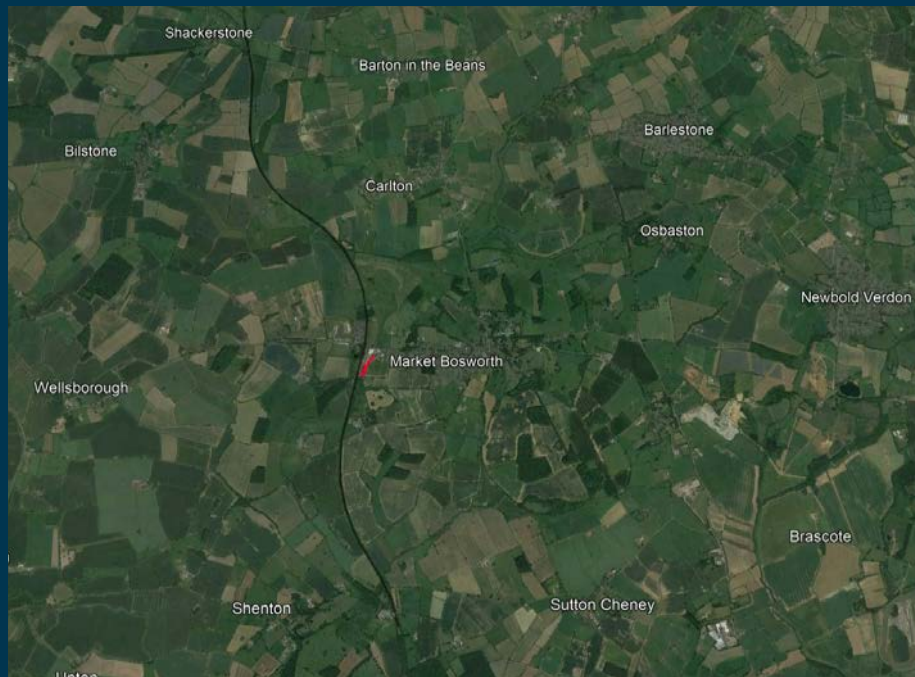


Figure 2.1 - Application site shown within regional context. (Approximate Red-line)



Figure 2.2 - Application site shown within local context. (Approximate Red-line)



Figure 2.3 - Application site shown within immediate context. (Approximate Red-line)

2.2 Site Context

2.2.1 JJ Churchill, can be accessed via the A444 (Burton Road), which provides access from Burton upon Trent to the North, and Coventry to the South. Entry into the industrial estate is via Bosworth Road off the A444, onto Wellsborough Road and then Station Road in which the entrance is situated off of.

2.2.2 The proposed development lies within a well-connected area, accessible via a strategic road network; allows easy accessibility from a logistics point of view, and for staff and visitors with private vehicles from outside of the immediate vicinity.

2.2.3 Located within the town of Market Bosworth, and within commuting distance of main towns and cities such as Leicester, Hinkley and Nuneaton, the site is easily accessible for those cycling, and for those driving.

2.2.4 Figures 2.4 and 2.5 illustrates the application on site (highlighted in red), and how it sits within its immediate highway context.



Figure 2.4 - Development site shown in the highway context (Approximate red line)



Figure 2.5 - Development site shown in the highway context (Approximate red line)

2.3 Site

2.3.1 As a result of the connection to the A444 from Market Bosworth town itself, the road infrastructure is well established to and from the JJ Churchill site.

2.3.2 The access road (Station Road) towards the JJ Churchill site is post the roundabout (illustrated in figure 2.8) and from Market Bosworth town centre (illustrated in figure 2.9).



Figure 2.7- Access from A444 from west



Figure 2.8 - Station Road



Figure 2.6- Application Site in Context (not to scale)



Figure 2.9 - JJ Churchill Entrance



Figure 2.10 - JJ Churchill Entrance

2.4 Site Features & Constraints

2.4.1 Located directly west of the application site, there is a railway line where there is an existing building, along with a station car park. East and South of the site is open green land. North of the site is the existing JJ Churchill building.

2.4.2 There are a number of other features and constraints surrounding the application site that have been considered and implemented into the final design:

- To the north west of the site is Bosworth Marina, which serves the Ashby de la Zouch canal that runs in parallel to the battlefield line.
- Upon entering JJ Churchill there are small neighbouring units including a fishing and car parts shop.

2.4.3 The design has delivered a good balance of warehouse to parking ratio, to enable full use of the site whilst respecting its surroundings.



Figure 2.11- The Battlefield Line (Market Bosworth Station)



Figure 2.12 - Bosworth Marina



Figure 2.13- Neighbouring Units



Figure 2.14 - Ashby De La Zouch Canal

2.5 Planning Policy Context

2.5.1 The relevant adopted Development Plan Documents for HBBC comprise:

- Hinckley & Bosworth Borough Council Regulation 19 Settlement Inset Map Part 3

2.5.2 Other material considerations to be taken into account in the determination of this planning application include the National Planning Policy Framework ('NPPF') (2021), Planning Practice Guidance ('PPG') and Supplementary Planning Documents/ Guidance.

2.5.3 As shown on the Allocation Map Extract at Figure 2.15, the site is within the Mixed Use Allocation zone.

The proposed unit is allocated for Mixed Use Allocation (Refer to key). Mixed Allocation supports new industrial and business development as defined by classes B1(b) and B1(c) (now E(g)), B2 and B8.

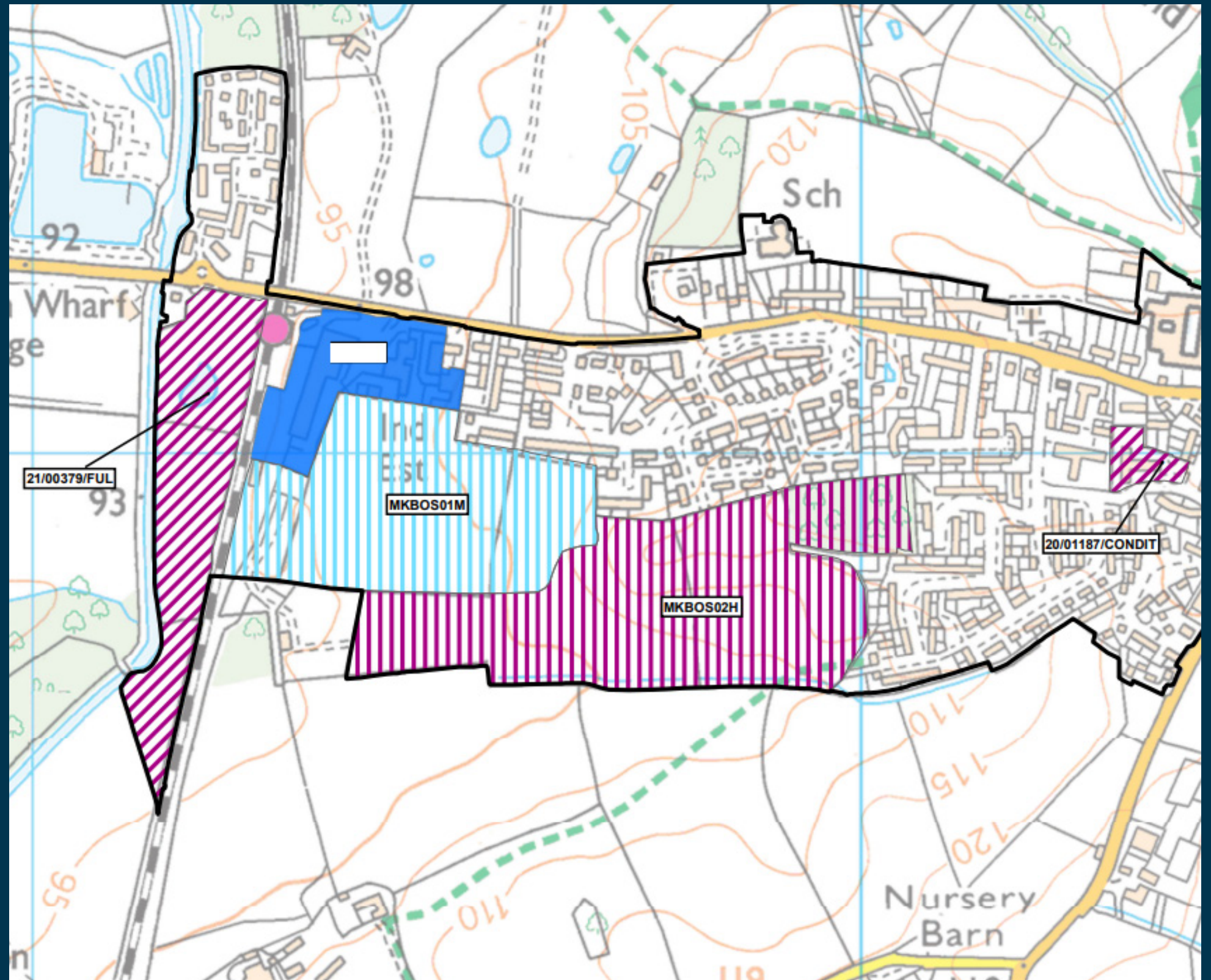
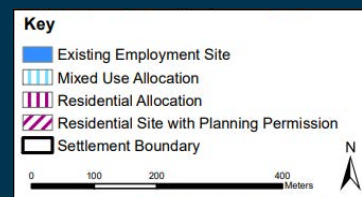


Figure 2.15 - Site allocation



3.0 DESIGN CONCEPT

- [3.1 Design Concept](#)
- [3.2 Site Layout](#)
- [3.3 Internal Layout](#)
- [3.4 Elevations](#)

3.1 Design Concept

3.1.1 The proposed seeks to provide a single employment building, fundamentally based on providing a building which is fit for purpose for intended end user JJ Churchill.

3.1.2 The building has been designed to offer flexibility in how the building is used to meet the needs of the client.

3.1.3 Figures 3.1 and 3.2 illustrates shows completed buildings using the same materials to broadly demonstrate how the building will look once completed.

3.1.4 Figure 3.3 illustrates the proposed overall site layout, and how it sits in context to its surroundings. Figures 3.4- 3.9 illustrates the internal layouts, and figures 3.10 and 3.11 illustrates the proposed elevations.



Figure 3.1- Typical building



Figure 3.2- Typical building

3.2 Site Layout

3.2.1 The site layouts makes best use of the constraints and opportunities of the site. The layout for building allows for HGV access to the left side of the northern elevation of the building, and separate car parking, cycle parking and pedestrian access to the right side.

3.2.2 A sufficient number of on-site parking has been allowed for within the design, which is in accordance with The 6Cs Design Guide. This includes general car parking spaces, disabled spaces and motorcycle spaces, as well as the allocation of cycle storage to promote sustainable travel.

3.2.3 The proposed design ensures safe pedestrian movement, with level access throughout the site to ensure all people, regardless of disability or age can utilize the whole site.

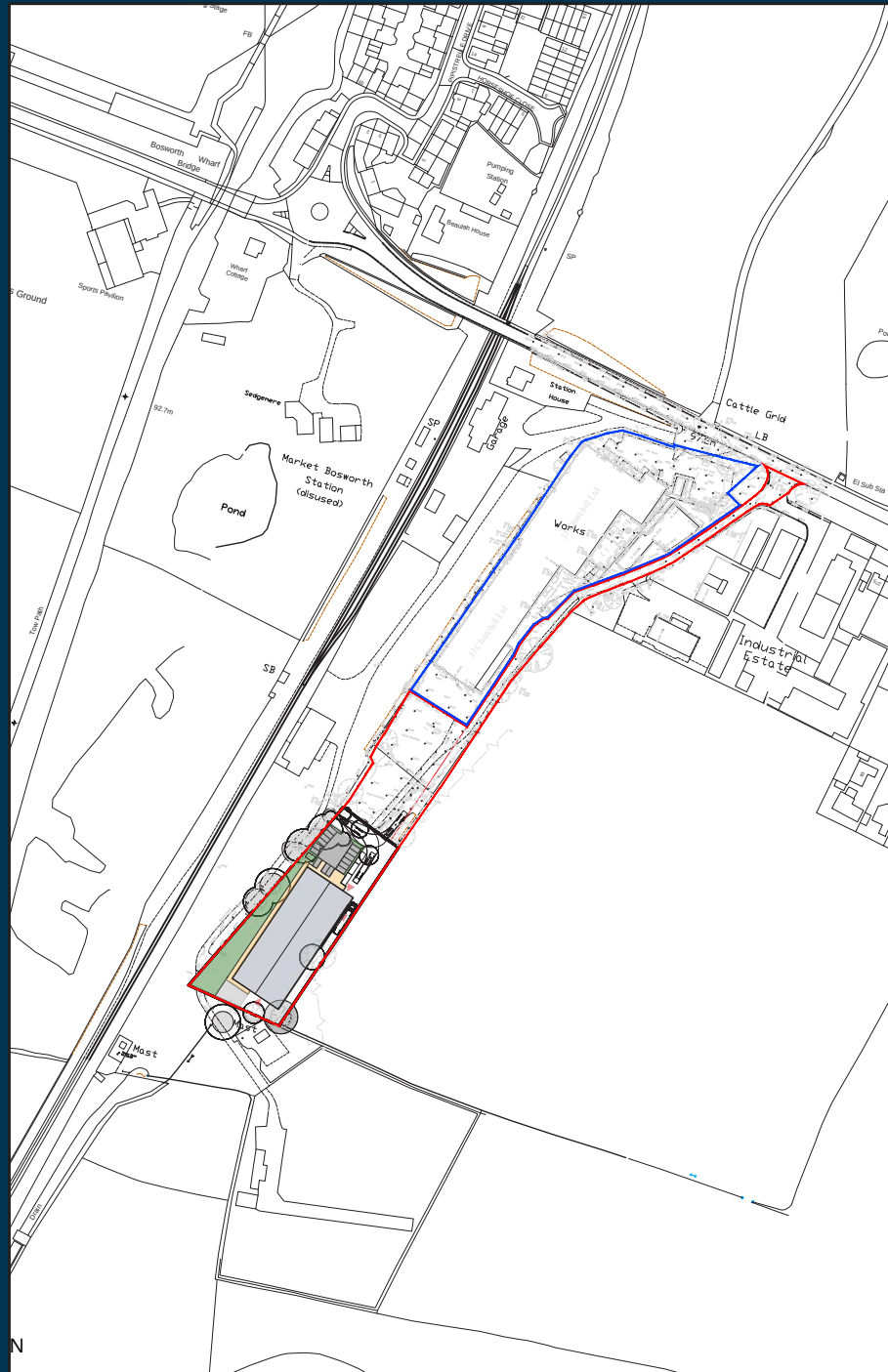


Figure 3.3 - Proposed Overall JJ Churchill Site Plan (not to scale)

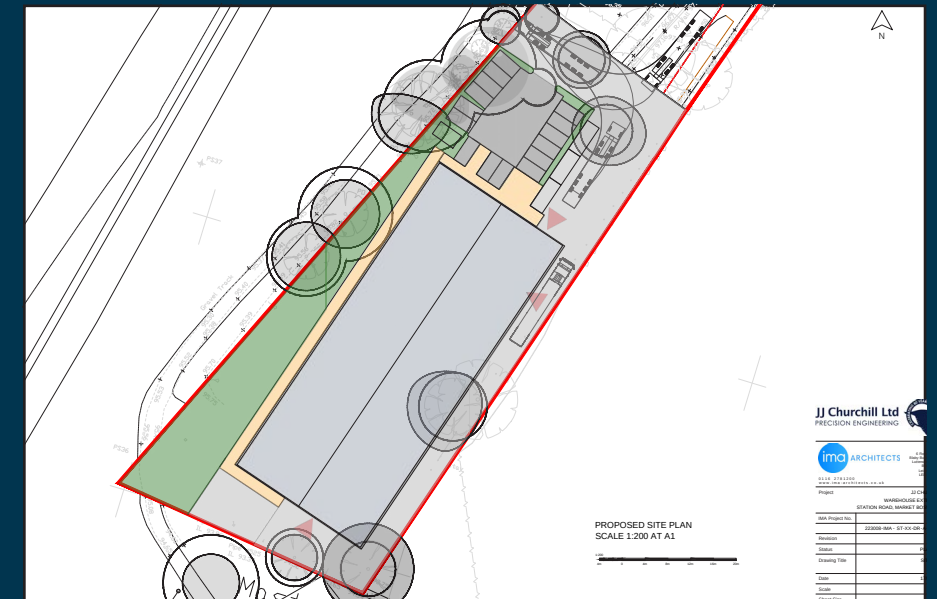


Figure 3.4 - JJ Churchill Proposed Site Plan (not to scale)

3.3 Internal Layout

3.3.1 The application proposes the construction of a single employment building. The building comprises of office and warehouse areas to the ground floor, and further office space on the first floor.

3.3.2 The warehouse area is served by a level access to the rear and one from the front. A sufficient number of personnel doors are proposed throughout the warehouses to ensure safe exit in case of a fire.

3.3.3 The office spaces are accessed via pedestrian doors at the main entrances within the feature glazing. The are also fitted out with kitchenettes, WC's, a reception area and work space.

3.3.4 Figures 3.6- 3.8 illustrates the internal layout.

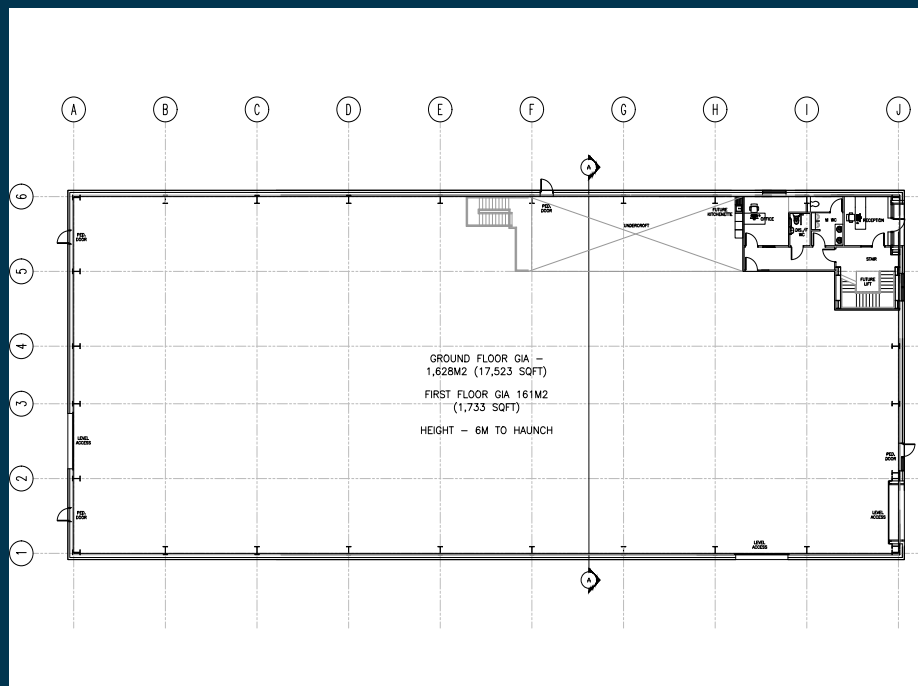


Figure 3.6 - Proposed Warehouse Floor Plan (not to scale)

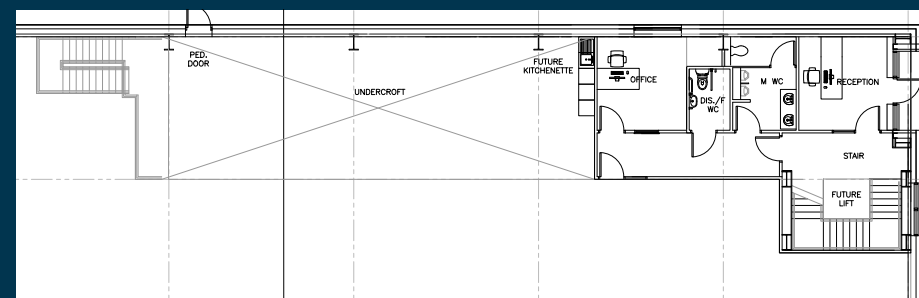


Figure 3.7 - Proposed office ground Floor Plan (not to scale)

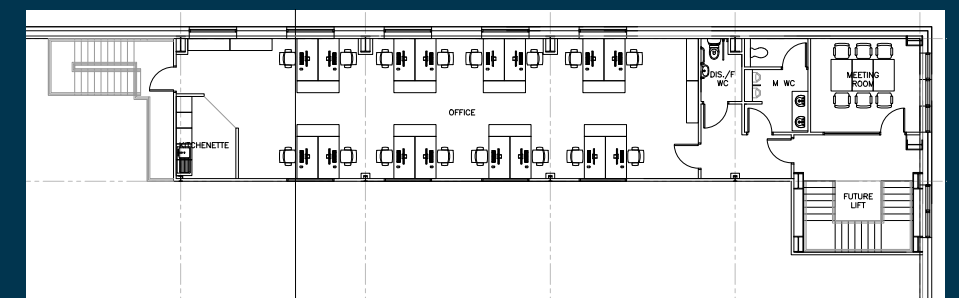


Figure 3.8 - Proposed Office First Floor Plans (not to scale)

3.4 Elevations

3.4.1 The palette of external materials has been specified to ensure the buildings remain in-keeping with those materials already present on buildings within Dove Valley Park, which are used as follows:

- Metal Composite Cladding - The front elevation corners of the building, and ‘feature’ areas are provided with a composite cladding panel which has a micro-rib finish, to order to provide an enhanced aesthetic to the building.
- Metal Built-up Cladding - This is the primary material to the building, which features heavily on industrial buildings such as those being proposed. In this instance it is to be laid vertically.
- Glazing- The use of glazing to the main entrance provides an enhanced feel to the design.

3.4.2 Figures 3.12 illustrates the proposed elevations of the building.

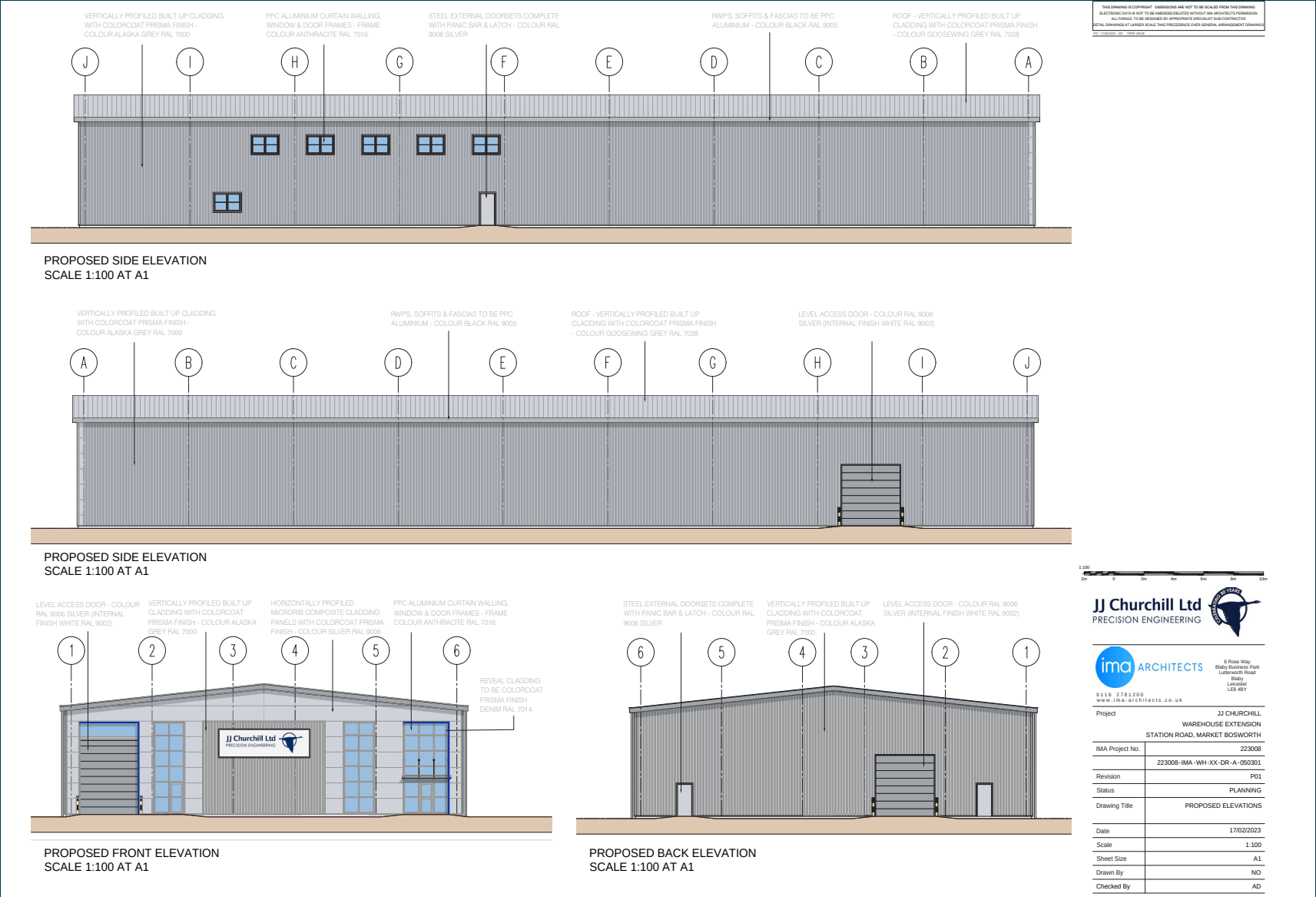


Figure 3.12 - Proposed Elevations (not to scale)



JJ Churchill Ltd



4.0 PROPOSAL

[4.1 Description of Development](#)

[4.2 Use](#)

[4.3 Amount](#)

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[4.5 Scale](#)

[4.6 Landscaping](#)

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4.1 Description of Development

4.1.1 This application seeks for a single employment building (Use Class B2) with ancillary offices and associated landscaping, drainage, car parking, and other infrastructure at JJ Churchill.

4.1.2 This section analyses the final concept for design and illustrates how the new building will sit in relation to the existing employment site & how the design compliments its immediate surroundings.

4.2 Use

4.2.1 The use of this building is appropriate for the site and no detriment to the amenity of the area or approved developments currently in construction by noise, vibration, smell, fumes, smoke, soot, ash, dust or grit will occur, by nature of the use of the building. Also to that end, there is no requirement for constraints to the buildings operational/working hours.

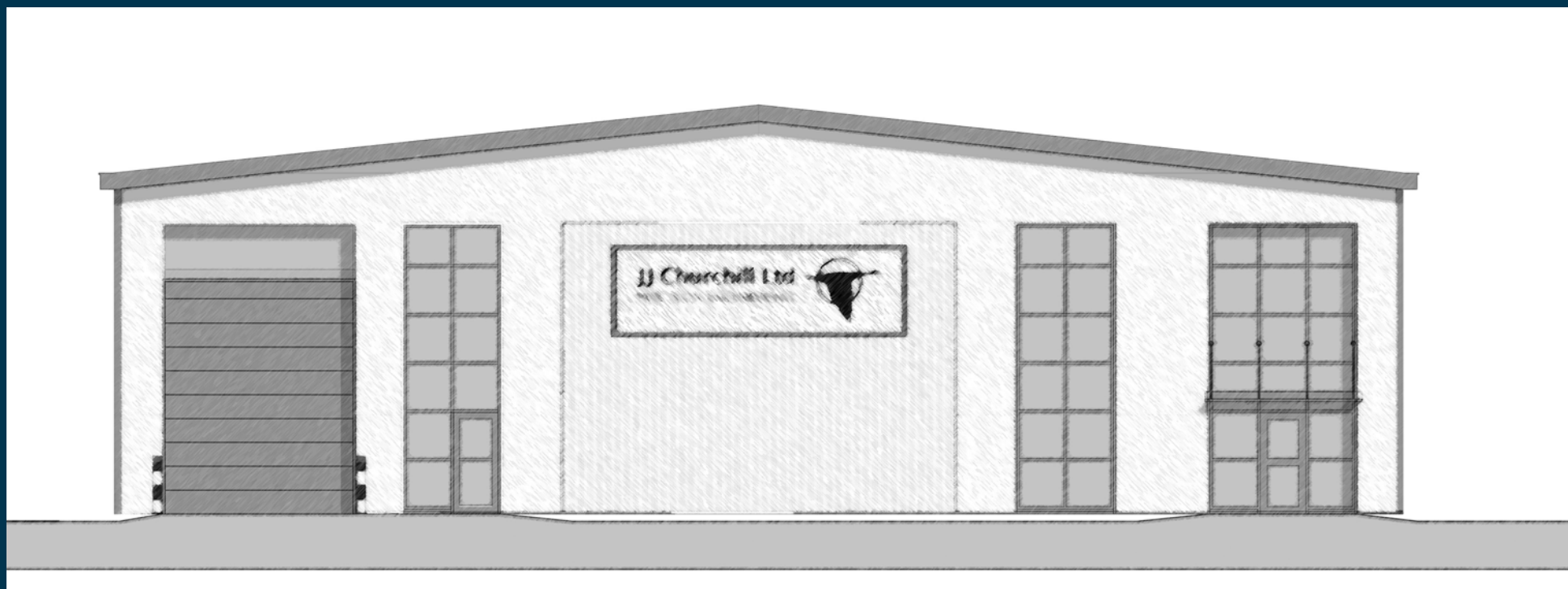


Figure 4.1- Illustrative Sketch

4.3 Amount

4.3.1 The total site area totals approximately 1.86 Acres (0.75 HA).

4.3.2 In relation to the plot area, the building size demonstrates that the development offers a well-balanced ratio between internal floor space and external parking / landscaping areas.

4.3.3 The proposed development accommodates sufficient HGV loading, as well as sufficient private parking to the site entrance including general parking spaces, disabled parking spaces and EV spaces.

4.3.4 The proposed scheme generates the following in terms of Gross Internal Area (GIA) figures:

Ground Floor Warehouse - 1,550m²
 Ground Floor Office - 7.8m²
 First Floor Office - 16.6m²
 Total GIA- 1,789m²

Car parking- 18 spaces (inc. 2 EV spaces)
 Disabled parking- 1 spaces
 HGV level access doors- 2 no. doors
 Forklift only level access doors- 1 no. doors

4.3.5 Parking numbers have been calculated based on GIA figures, in accordance with The 6 Cs Design Guide. The site will also provide a cycle store.

4.4 Layout

4.4.1 Whilst respecting existing site features, the proposed layout of the building makes best use of the land, ensuring sufficient levels of on-site parking, pedestrian access and egress throughout the

site, and ensures the site does not become overdeveloped.

4.4.2 The external areas include suitable cycle storage, sufficient space to manoeuvre, and waste / refuse areas.

Illustration showing JJ Churchill Building



Figure 4.2- Illustrative CGI 2

4.5 Scale

4.5.1 The height of the building is appropriate for the footprints meaning that proportionally the scale of the building sits well in its surroundings and immediate backdrop of the existing development.

4.5.2 The underside of the haunch heights and ridge heights of the building is as follows:

Underside haunch height: 6.0m

Ridge height: 7.2m

4.5.3 The front facade is built-up of a mix of composite and built-up cladding. This provides an enhanced design to the unit as the building is in a prominent location within the business park. External eaves and gutters will be provided which will contain profiled fascias.

4.6 Landscaping

4.6.1 A comprehensive detailed landscaping scheme will accompany this application. Please refer to separate drawing.

4.7 Appearance

4.7.1 The development utilises a palette of materials and colour complimentary to buildings within the industrial estate.

4.7.2 A high standard palette of external materials had been specified which are all in-keeping with those materials already present on the current site buildings.

4.7.3 The materials are based on a combination of profiled and flat composite metal cladding in tones of grey with polyester powder coat aluminium windows and door sets.

Illustration showing JJ Churchill Building



Figure 4.3- Illustrative CGI 3

4.8 Access

4.8.1 JJ Churchill, can be accessed via the A444 (Burton Road), which provides access from Burton upon Trent to the North, and Coventry to the South. Entry into the industrial estate is via Bosworth Road off the A444, onto Wellsborough Road and then Station Road in which the entrance is situated off of.

4.8.2 Footpaths will be provided with dropped kerbs between car parking areas, and other areas where required throughout the site.

4.8.3 Level access and emergency egress will be provided to the perimeter of the building to comply with all relevant Building Regulations. This will allow all potential users (regardless of disability or age) to be able to access and use the building and site without impediment.

Illustration showing JJ Churchill Building



Figure 4.4- Illustrative CGI 4

4.9 Sustainability

4.9.1 The proposed building will incorporate sustainable strategies to satisfy the 3 main pillars of sustainability (Economic, environmental and socio-cultural).

4.9.2 The proposed development represents a high quality sustainable development, respectively responding to its built and natural setting. The development will provide a unit that is designed to modern standards, to suit surrounding established and new businesses.

4.9.3 The building will be designed to include measures to reduce energy consumption and reduce carbon emissions. Sustainable and environmental initiatives will be considered, including the use of sustainable materials and methods of construction, together with compliance with the industry's energy efficient standards

4.9.4 The building will be constructed in excess of current thermal standards, to reduce carbon emissions.

4.9.5 The building that is to be constructed will likely include high efficiency boilers, low NOx burners and will embrace best practice in commissioning of services and systems.

4.9.6 Water minimisation solutions will be utilised.

4.9.7 Building mounted light fittings will be installed, where appropriate to provide luminance around the building. All lighting will be controlled by photoelectric cells and time clocks. High level lighting, will be designed, so as to prevent any upward light loss and prevent off site light pollution.

4.9.8. EV charging points will be calculated at the rate of 10% of the overall number of parking bays.

4.9.9 The building will be constructed to a high quality standard with air permeability to achieve air leakage rate of 6m³/m²/hour or less

4.9.10 Construction activities will include monitoring waste, recycling, pollution and water consumption. Compliance with best practice standards will be followed in accordance with the

Considerate Constructors Scheme. Building Users Guides will be developed to raise awareness of the building systems and operational performance.

4.9.11 Storage areas will be created for recycling waste.

4.9.12 The proposed development will also help to create more employment for the client and bring more people into the area, which will not only promote socio-cultural sustainability but will also promote economic sustainability/growth by contributing to the economy of the area.

4.9.13 The above notes all demonstrate that the proposal outlined in this statement satisfies economic, environmental and socio-cultural sustainability factors.

4.9.14 This application will be accompanied with a number of reports including;

- Landscape Proposals
- Existing and Proposed Levels
- Archaeological Assessment
- Air Quality Assessment
- Contaminated Land Assessment
- Flood Risks
- Drainage Information
- Noise Impact Assessment
- Transport Statement
- Biodiversity Survey & Report
- Ecological Survey
- Protected Species Survey & Report
- Arboricultural Statement
- Tree Survey

4.9.15 The above reports have been carefully considered in the design and proposals, supporting this application.

Illustration showing JJ Churchill Building



Figure 4.5- Illustrative CGI 5

Illustration showing JJ Churchill Building



Figure 4.6- Illustrative CGI 6

Illustration showing Plot 3B



Figure 4.7- Illustrative CGI 7

Illustration showing Plot 3B



Figure 4.8- Illustrative CGI 8

Illustration showing overall site plan of Plot 3



Figure 4.11- Illustrative CGI 11



5.0 SUMMARY

5.1 Summary

Summary

5.1.1 This statement demonstrates that the design has been informed by a thorough understanding of the site, its surroundings and accessible needs.

5.1.2 The resulting scheme compliments its surroundings and co-ordinates with the local access strategies.

5.1.3 The proposed new building will have a positive effect on the area, and will help to enhance the area by creating future employment opportunities for local people and people further afield with specialist skills.

5.1.4 Plots and buildings already present on the JJ Churchill industrial estate have informed the proposal being put forward to Hinckley & Bosworth Borough Council.

5.1.5 The external finishes of the proposed buildings will ensure that the building and site remains of a high-quality appearance and provide a modern aesthetic, which will enhance the plot as a whole.

5.1.6 The proposed palette of materials is similar to materials used by the Client on their other buildings.

5.1.7 Sustainability has formed a crucial part of the basis of the proposal and the building helps to contribute towards all three pillars of sustainability.

5.1.8 A sufficient amount of car parking and bicycle parking is provided as a result of the proposal to ensure that all vehicles visiting the site can sufficiently park on site.

5.1.9 The proposal has ensured compliance with the relevant national and local planning policies to ensure that the proposed buildings will be in-keeping with the saved policies of the Local Plan and the National Planning Policy Framework.

5.1.10 In summary, the proposal has been carefully considered and the high-quality design aesthetics ensure the buildings will enhance the area and as such the application should be granted planning consent.

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