



UMC ARCHITECTS®

Design & Access Statement

Markfield, Leicestershire



Control

Prepared For
Caddick Developments Limited

Project Name
Land at Junction 22 M1,
Cliffe Hill Farm

Document Revision
C.02

Document Reference
Design & Access Statement

Issue Date
19.09.2025

Prepared By
B Burke

Checked By
J Torr

Revision Notes:

Amendments following clients
comments.

Introduction

The Introduction chapter contextualises the Design and Access Statement, outlining the purpose of the document and the scope of the proposed development. It provides an overview of the application type, the nature and extent of the proposals, and identifies the applicant and project team. This chapter also explains the structure of the statement, establishing the framework for the design narrative presented in the following chapters.

Content and Structure

1.0	Introduction	01	Section 1.0 - Introduction An introduction to the site and outline of the project brief.
2.0	Site Context	06	Section 2.0 - Site Context An explanation of the relevant national planning policies.
3.0	Planning Context	15	Section 3.0 - Planning Context A site context evaluation, containing a description of the existing site and surroundings.
4.0	Design Concept & Evolution	18	Section 4.0 - Design Concept & Evolution An evaluation of the key principles considered in the design stage, including site constraints and opportunities, design principles and a description of the scheme evolution.
5.0	Development Proposals	37	Section 5.0 - Development Proposals Discusses the development proposals of the proposed design, covering proposed: usage, amount, layout, appearance and landscaping.
6.0	Access & Movement	49	Section 6.0 - Access & Movement Outlines the vehicular and pedestrian access to and around the site.
7.0	Sustainability & Energy Efficiency	53	Section 7.0 - Sustainability & Energy Efficiency Covers the project’s sustainability principles.
8.0	Security & Safety	56	Section 8.0 - Security & Safety Proposing adequate and proportionate security measures for the development.
9.0	Summary	58	Section 9.0 - Summary Offers a summarising statement for the detailed proposal.

This document contains a summary of the site context, analysis of the surrounding areas and an explanation of the design evolution.

This document 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 proposed design solution.

This is in accordance with the requirements of the planning application processes. The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 sets out the requirements for Design and Access Statement.



Project Overview

The document has been prepared on behalf of the applicant, **Caddick Developments Limited**, in support of a **full planning application** for the development of a **B2/B8** industrial and logistics park at Land North East of J22 M1 Markfield.

The Masterplan indicates that the project size has the potential to deliver circa **697,440 sq ft (64,794 sq m)** of employment floorspace.

The application site is **28.24 hectares** and is located to the North West of Leicester. The site represents an excellent opportunity for the continued development of the area.

The Brief

The brief provided by **Caddick Developments Limited** comprises of several key components for the built elements. The development proposed in Markfield, endorses a holistically sensitive approach to its context, while providing employable space to the area.

The approach to the development is reflected in the density of employable area, compared to both proposed and retained landscaping, as more than half of the development is designed as landscaping. The approach to the landscaping design is to be an extension and enhancement of the local context, with strategies deriving from the desire to benefit local ecosystems, and improve the density of rich vegetation.

While maintaining this notion in the foreground, the development aims to provide employable space for area. The proposal contains **6 buildings** over **697,440 sq ft**, of **B2 / B8 use**.

The whole development follows these principles:

- Appropriate scale and layout to standardised industry design and context relationship.
- Clear circulation routes for vehicles and pedestrians.
- The scale of development must consider place making principles through a hierarchy of roads, pavements, and built form.
- High quality architectural language for the industrial development which should allow the buildings to sit comfortably within the surrounding context.
- Building forms and appearance should aim to merge into, reflect, and compliment the area.
- Materials should respect the setting of the buildings and provide consistency across the site.
- External compounds need to be sensitively located and screened.
- All aspects of the scheme to consider Building Regulations.

This statement aims to explain how the opportunity and any associated challenges have been addressed with the design proposals presented as part of this application.



Visualisation of the development from A50 looking North bound.

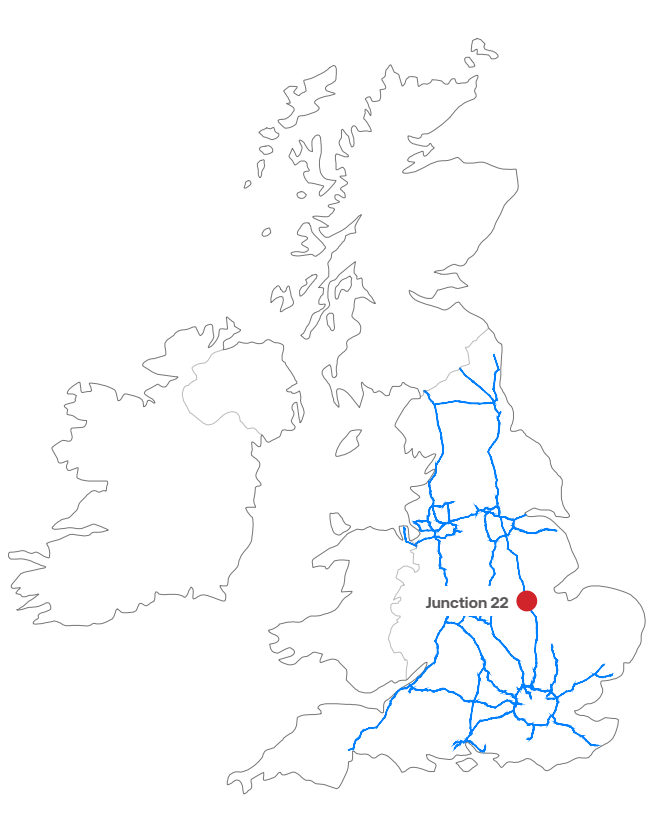
Project Team

	Architects	UMC Architects are industrial specialists with significant experience in Distribution & Logistics, Energy & Waste, Transport, Manufacturing, Food & Drink and Specialist Commercial Projects. We pride ourselves on our thoughtful approach to the design process and our ability to deliver effective solutions. UMC Architects aspire to combine excellent design skills with unrivalled customer service. We achieve this by managing our clients very closely and ensuring that every project is director-led. Our aim is to understand and exceed our client's expectations across all our services & work sectors.
	Planning Consultants	Savills Planning is a leading firm of specialist planning consultants employing over 350 professional staff across a range of disciplines. Savills Planning provides bespoke and integrated services for landowners, developers, and investors throughout the development life cycle. Services offered include tailored planning solutions, policy advocacy, and innovative development approaches, with a focus on maximizing development opportunities and adding value.
	Highways	Hub Transport Planning Ltd is an independent consultancy that specialises in delivering innovative and commercially focusses transport planning advice to a range of clients, including land promoters, housebuilders and landowners; offering a range of services across multiple sectors, including masterplan input, feasibility and appraisal work, transport assessment, travel plans, junction designs and expert witness support. Hub Transport Planning Ltd operate across the UK from their Birmingham office.
	Landscape & Ecology	FPCR is a multi-disciplinary environmental and design consultancy established over 60 years, with expertise in architecture, landscape, ecology, arboriculture, urban design, masterplanning and environmental impact assessment. The practice is a member of the Landscape Institute and Institute of Environmental Management and Assessment and is frequently called upon to provide expert evidence on landscape and visual issues at Public and Local Plan Inquiries.
	Engineering	Burrows Graham is a civil and structural engineering consultancy. Our team has three decades of experience in the UK construction industry providing design and advisory services to developers, building occupiers and contractors across a range of sectors, specialising in industrial and logistics buildings and associated infrastructure. On this project we have delivered; the site wide levels design to be accommodating to the local landscape, a sustainable drainage system incorporating natural processes to reduce flood risk and pollution and involvement in the highway works required to provide suitable transport links to the development.
	MEP	FPCR is a multi-disciplinary environmental and design consultancy established over 60 years, with expertise in architecture, landscape, ecology, arboriculture, urban design, masterplanning and environmental impact assessment. The practice is a member of the Landscape Institute and Institute of Environmental Management and Assessment and is frequently called upon to provide expert evidence on landscape and visual issues at Public and Local Plan Inquiries.
	Noise & Air Quality	SLR has completed an Air Quality Assessment and Noise Impact Assessment to support the planning application. The scope of the Air Quality Assessment includes a risk-based evaluation of potential impacts from construction-phase dust, along with the identification of appropriate mitigation measures to control and minimise those impacts. In addition, an operational-phase road traffic emissions assessment has been carried out to consider potential impacts and incremental concentration changes at nearby existing human receptors and habitats within designated ecological areas. The scope of the Noise Impact Assessment includes a baseline noise survey and an assessment, undertaken in accordance with BS4142:2014+A1:2019, of fixed and mobile plant noise at the Site upon existing nearby noise sensitive receptors.
	Archaeology	Since 1987 Cotswold Archaeology has sought to provide its clients with a full suite of Heritage support. This includes the provision of Archaeological, Built Heritage and Historic Landscape assessment and EIA support, as well as the full range of archaeological fieldwork, reporting and publication, drone survey and the provision of expert witness. Cotswold Archaeology's involvement in the Scheme initially comprised the provision of a Heritage Assessment, to addressed the known and potential buried archaeological resource, as well as extant earthworks associated with former ridge and furrow agricultural practices, the prevailing historic landscape and the setting of designated and non-designated built heritage assets.
	BREEAM	Orbis is a director lead and client focused Sustainability, MEP, Energy & Utility services consultancy supporting clients and construction professionals to deliver effective, sustainable engineering solutions. Orbis are appointed to act as BREEAM assessor for the Shell & Core speculative industrial development targeting a BREEAM Excellent rating. An early stage pre-assessment has been undertaken with the design team to identify the time-constrained early stage credits and set a route through to the target rating.

Site Context

Understanding the context of the site is fundamental to informing and shaping the development proposals. This chapter sets out the physical, environmental, and strategic characteristics of the site and its surrounding area. It considers the site's location, accessibility, topography, landscape character, and existing land uses, as well as its relationship to adjacent buildings and infrastructure. This contextual analysis ensures that the design response is well-integrated, sensitive to its setting, and aligned with local planning policy and guidance.

Site Location



United Kingdom

The site is located on the outskirts of the village of Markfield, in Leicestershire. Being situated in the middle of the country, just off the M1 motorway via junction 22, provides the site with excellent connections to both the North and the South.



Site Borough

Leicestershire



Local Authority

Hinckley & Bosworth Borough Council



Site Address

Land at Junction 22 M1,
Cliffe Hill Farm,
Markfield,
Leicestershire
LE67 9PH

Site Size

69.79 Acres
28.24 Hectares

Existing Surroundings

Wider Site Description

The site is situated adjacent to the major transport infrastructures of the M1, and A50, and smaller roads Whitwick Road and Old House Lane also bounding the site. Markfield is a large village that’s centre can be accessed from Whitwick Road. Altar Stones Nature Reserve and Hill Hole Nature Reserve can be found between both Markfield village and the site. Further beyond are industrial units occupied by local businesses. Across from the M1 is a Hotel and Quarry. Travelling down the M1 southbound is Thornton, & Thornton Reservoir, and further on is the city of Leicester.

Key

- Application Boundary
- 01

Altar Stones Nature Reserve
- 02

Hill Hole Nature Reserve
- 03

Hill Lane Industrial Buildings
- 04

Old Cliffe Hill Quarry
- 05

Travelodge Leicester Markfield
- 06

Leicester
(8.3 miles by car into the centre from the site.)

07

Whitwick Road

08

The Fieldhead Pub

09

Medical Centre

10

Fletcher & Son Dairy Farm

11

Thornton Reservoir

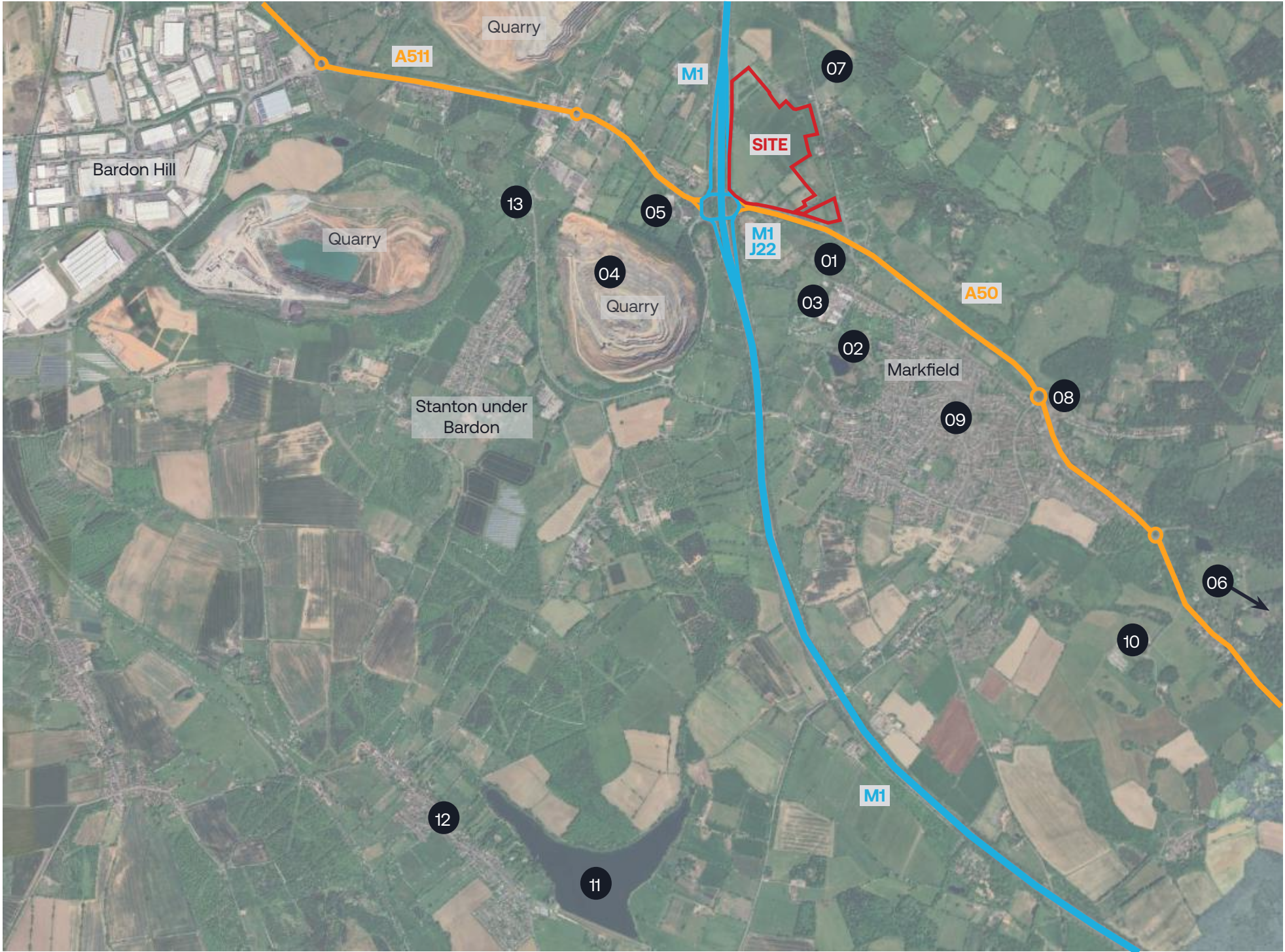
12

Thornton

13

Billa Barra Local Nature Reserve

Wider Site Context



Existing Site

Immediate Site Context



Existing Site Description

The site is strategically positioned adjacent to Junction 22 of the M1, bounded by the motorway to the west and the A50 to the south. Old House Lane runs along the northern edge, while Whitwick Road lies to the east. This location offers exceptional regional and national connectivity, supporting both efficient logistics and the creation of accessible employment opportunities for the surrounding communities. The land to the north and east is predominantly farmland interspersed with residential properties, while the immediate area around the junction already accommodates, and is earmarked for, further commercial development. Mature trees and existing hedgerows along much of the boundary provide a natural buffer, helping to integrate the site with its rural surroundings.

Surrounding Land Uses

The site is immediately surrounded by residential land and farmland to the north and east, and bound by the M1 and A50 from the South and West. The broader context consists of more Farmland and residential land, quarries, a hotel, and commercial land. The proportion of land use in the surrounding area is primarily residential land and farm land.

Key

Application Boundary

M1 motorway

A50

01 Residential

02 Residential (planning permission granted)

03 Agricultural / Open space

04 Quarry

05 Commercial

06 Commercial (planning permission granted)

07 Hotel



Land Uses illustrative Plan on existing land.

Transport Links & Infrastructure

The site is immediately located off Junction 22 from the M1, and at the beginning of the A50. The M1 motorway connects London to Leeds, while passing through Watford, Luton, Milton Keynes, Northampton, Leicester, Nottingham, and Derby. The A50 is a major trunk that connects Leicester and Warrington, passing through Derby, Uttoxeter, and Stoke-on-Trent. The sites location offers excellent and convenient transportation opportunities to cities around the UK.

The sites close proximity to major road networks and North West Leicestershire District means the project would contribute to cross boundary growth within the Leicestershire Functional Economic Market Area (FEMA).

Key

Application Boundary

M1 motorway

M1 Junction 22

A50

A511

Roads & Lanes

Bus Routes & Stops

Public Right of Way

Transport Links & Infrastructure Plan of the existing land.



Site Images



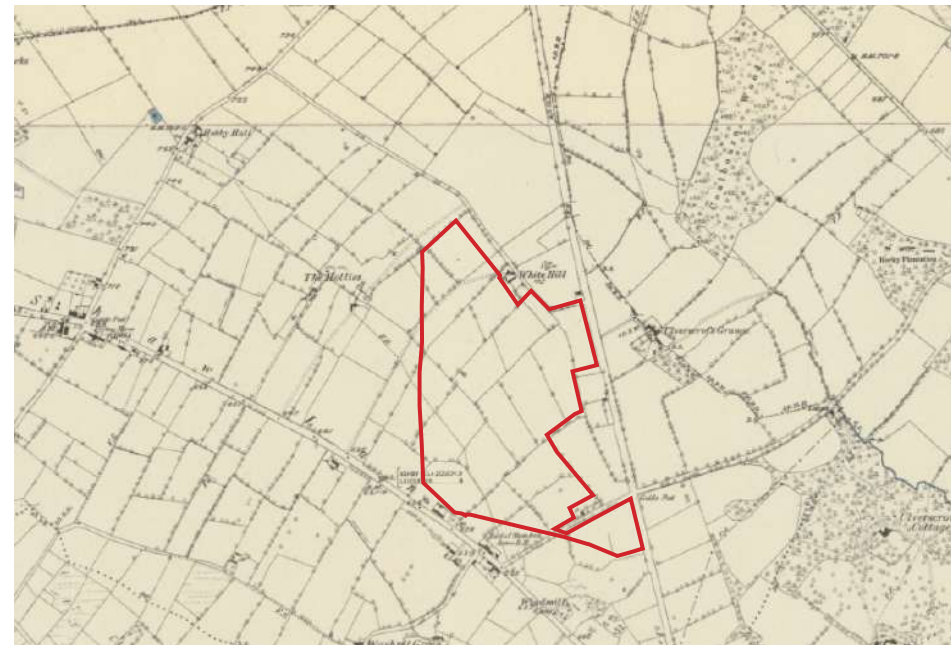
Historic Maps

Earliest information regarding the site dates back to 1830, where, as indicated on the map adjacent, the land within the proposed boundary is predominantly fields or farmland. Existing infrastructure during this time are properties: *White Hill*, *Earl of Stamford Arms B.H*, *Ulverscroft Grange*, and *The Hollies*, and roads *Whitwick Road*, and *Shaw Lane*.

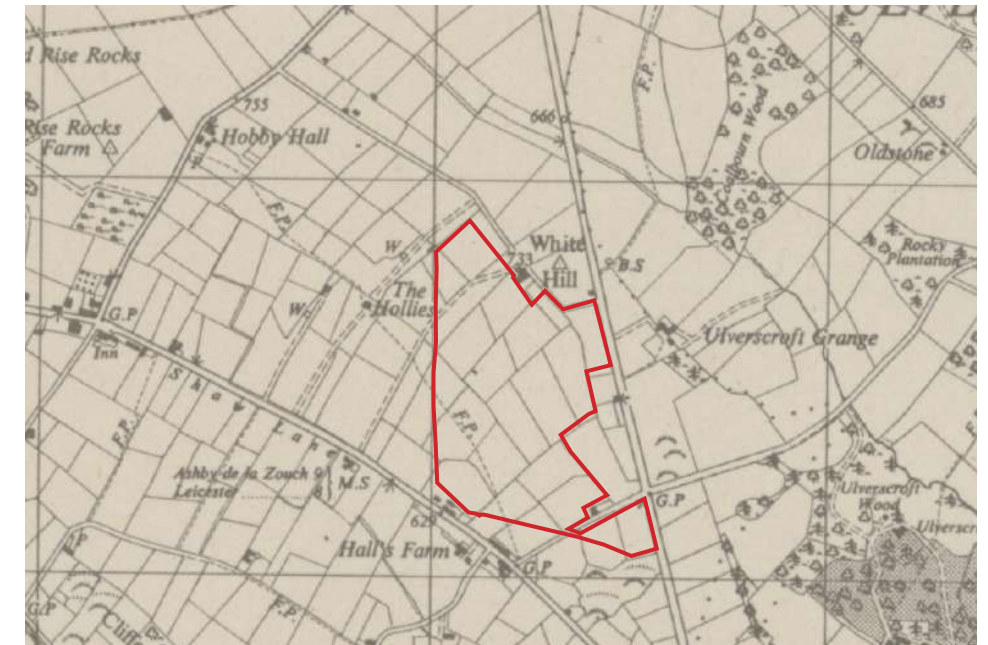
A century later, as of 1945, no notable developments to the area have come to fruition, with the site's land use being fields or farmland.

25 years later, in 1970, there are several notable changes to the area, the most significant developments being the introduction of A roads and the construction of the M1 in 1959. The implementation of new and revolutionary transport infrastructure to the area, provided growth in terms of residential developments. Notably, there is a decrease in green spaces in virtue of these economically beneficial developments.

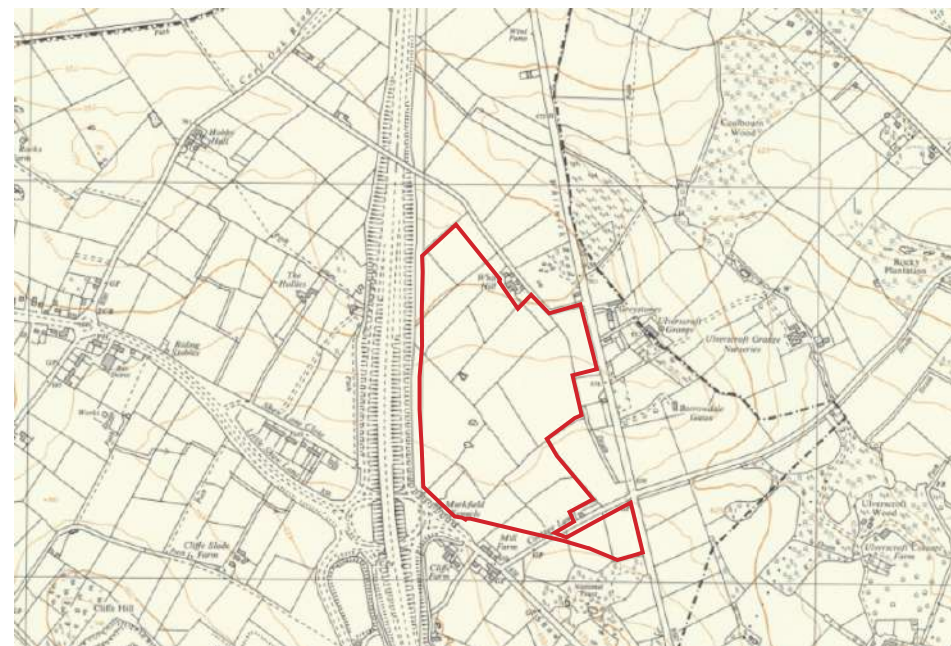
Through to 2001 and the current day, the steady trend of developments emerging around this area is evident through the introduction of the A50, a hotel, more housing, and demolition of redundant buildings.



01 1830



02 1945

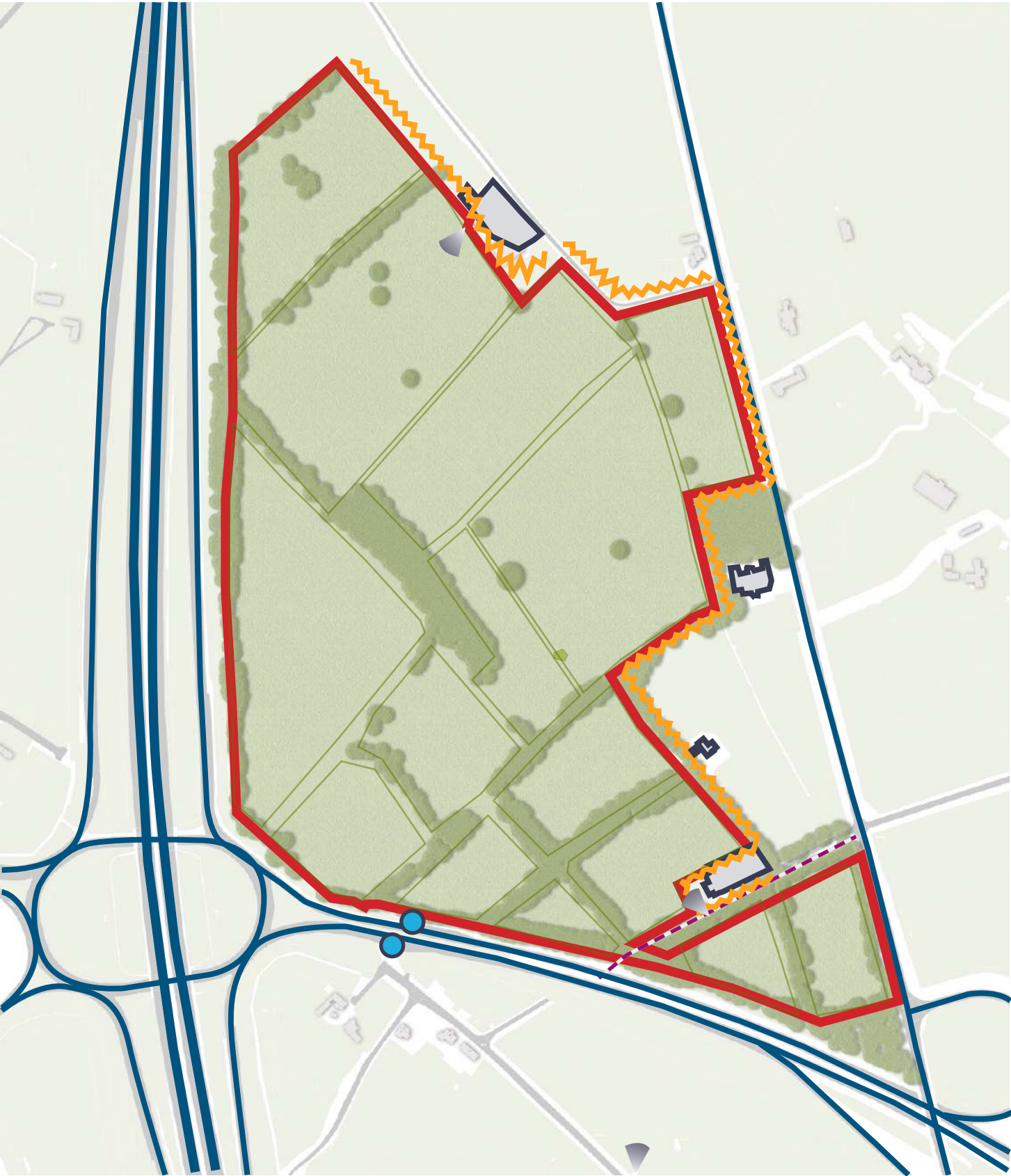


03 1970



04 2001

Site Constraints & Opportunities



Existing Trees

There are trees prevalent on site, around the boundary and through the edges of the existing fields.

Fields

The site is predominantly made up of existing fields with associated hedgerows and tree boundaries.

Bus Stop

There is a bus stop located on the A50 slip road, and along the boundary of our site.

Neighbouring properties

There are three neighbouring residential properties on the East side of the sites boundary, and a single residential dwelling to the North.

Noise Sensitive receptors

There are small number of sensitive receptors on the boundaries of the site, principally associated with residential properties.

Vehicular Infrastructure

There is varying types of vehicular infrastructure bounding the site. The M1 motorway is located on the west. A50 on the South. Whitwick Road on the East, and Old House Lane on the North West boundary. Cottage Lane is located towards the South East of the site and connects the neighbouring property to Whitwick Road.

Public right of way

There is a public right of way footpath connecting Cottage Lane and the A50.

Point of Visual Consideration

There are a number of existing viewpoints to consider associated with neighbouring land uses and publicly accessible routes.

Key

- Trees
- Fields
- Bus Stops
- Neighbouring property
- Noise Sensitive receptors
- Vehicular Infrastructure
- Public right of way
- Point of Visual Consideration

Planning Context

This chapter outlines the planning policy framework relevant to the proposed development. It highlights key national, regional, and local policies, including site allocation and supplementary guidance, that have informed the design. The proposals are set within the wider strategic context, demonstrating alignment with policy objectives on land use, design quality, sustainability and accessibility, supporting a responsive and compliant design approach.



National Context

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guidance (2019)

Planning (Listed Buildings and Conservation Areas) Act 1990

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Paragraph 2 of the National Planning Policy Framework (NPPF) repeats this and states that the NPPF is a material consideration in determining applications. Paragraph 12 of the NPPF confirms that the presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making.

Paragraph 11 of the National Planning Policy Framework (NPPF) and Policy DM1 of the Site Allocation and Development Management Policies Development Plan Document (SADMP) set out a presumption in favour of sustainable development, and state that development proposals that accord with the development plan should be approved unless other material considerations indicate otherwise. The development plan in this instance consists of the adopted Core Strategy (2009) (CS), the Site Allocations and Development Management Policies DPD (2016) (SADMP) and the Markfield Neighbourhood Plan (MNP).

Regional Context

The regional planning policies that’re identified to be relative to the scheme are outlined here. The document explains the developments employed design principles and concepts, and how the context has influenced the design. The relevant planning policies have been carefully considered throughout the design of the development, influencing the scheme to meet the criteria. The sites access strategy has been discussed continuously with relevant highways authorities, resulting in the development reflecting and adapting to any concerns raised.

Core Strategy (2009)

Relevant Planning Policies/Guidance

- Policy 7: Key Rural Centres
- Policy 8: Key Rural Centres Relating to Leicester
- Policy 14: Rural Areas: Transport
- Policy 19: Green Space and Play Provision
- Policy 21: National Forest
- Policy 22: Charnwood Forest
- Policy 24: Sustainable Design and Technology

Hinckley & Bosworth Borough Council

Site Allocations and Development Management Policies (SADMP) DPD (2016)

Relevant Planning Policies/Guidance

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM3: Infrastructure and Delivery
- Policy DM4: Safeguarding the Countryside and Settlement Separation
- Policy DM6: Enhancement of Biodiversity and Geological Interest
- Policy DM7: Preventing Pollution and Flooding
- Policy DM10: Development and Design
- Policy DM11: Protecting and Enhancing the Historic Environment
- Policy DM12: Heritage Assets
- Policy DM13: Preserving the Borough’s Archaeology
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards
- Policy DM20: Provision of Employment Sites

Markfield Neighbouring Plan 2020- 2039 (2021)

Relevant Planning Policies/Guidance

- Policy M1: Countryside
- Policy M2: Landscape Character
- Policy M3: Green Infrastructure
- Policy M4: Ecology and Biodiversity
- Policy M5: Trees
- Policy M8: Electric Vehicle Charge points
- Policy M9: Locally Valued Heritage Assets
- Policy M10: Design
- Policy M14: Infrastructure

Design Concept & Evolution

This chapter sets out the core design concepts and explains how the proposals have evolved in response to site analysis, planning policy and stakeholder engagement. It illustrates the iterative design process, highlighting how key constraints and opportunities have shaped the layout, form and functionality of the development. The chapter demonstrates a considered and responsive design approach, grounded in context and refined through consultation and technical input.

Timeline

CONCEPT DEVELOPMENT COMMENCES SEPTEMBER 2024



SITE ANALYSIS & STRATEGIC MASTERPLAN

Establishing site constraints and opportunities.
Determining principle transport access, development areas & landscape zones.



SKETCH MASTERPLAN

Development of plateaus established within principle road and footpath network corridors identified for green infrastructure. Plot options are explored conceptually.



ELEVATIONS



TOPOGRAPHY



LANDSCAPE

CONCEPT DEVELOPMENT

Develop conceptual design in collaboration between architectural engineering and landscape disciplines.

Timeline



Key Principles

The design process for the application involved an investigation into a variety of different development configurations and sizes in order to arrange a coherent site layout within the site's constraints. A site layout has been developed based on the key principles below:

Character

To create an attractive, self-contained and functional set of buildings with their own identity, which relates well to the neighboring context.

Quality of the External Realm

To create a welcoming environment for staff and visitors alike. Landscaping and integrated foot ways and road / cycle ways will provide a cohesive development.

Scale, Height and Massing

To establish a set of buildings that their scale and size relates to the rest of the development and its surrounding context and are appropriate for their function. Attention should be given to breaking up large façades and to making references to human scale.

Appearance

To create an attractive appearance through the utilisation of appropriate materials for the locality and building type, which are also robust and will not deteriorate with time. Mid-distant views need to be considered when selecting cladding materials and colours.

Functionality

To provide buildings which will meet the long term needs of the occupiers for running efficient and successful businesses.

Standards

To meet the appropriate standards of safety, accessibility, energy efficiency and institutional standards.

Orientation

Ensuring that the buildings provide appropriate frontage to the access and surrounding roads will allow visitors, staff and lorry drivers a clear orientation and reference point on arrival.

Access

Provide a safe and effective access point into the site from the existing infrastructure, allowing segregation of movement between cars, service vehicles, cyclists and pedestrians entering the site.

Movement

Provide a clear, legible and segregated vehicular movement strategy incorporating all road entrances, loading and vehicular parking areas.

View of the Site

Ensure prominent building elevations are suitably treated to include appropriate materials and sensitive landscape treatment.

Key Principles Analysis

Contribute directly to creating safe, attractive spaces with high quality buildings and landscape

The proposed units are sleek and simple in design, with a contemporary colour palette and glazed areas providing a good quality office environment. Key consideration has been given to the landscaping at the site entrance, giving a sense of arrival and a high quality finish to the shared areas.

Create a sustainable, well designed building, which is a good place to work

The units have been designed to create a contemporary simplistic aesthetic with high quality materials. The limited and modern colour palette and feature offices facing the internal road, create an attractive façade and a consistent architectural language throughout the site.

The buildings and illustrative site layout should fulfil a required level of security and operational functionality

The yard is to be securely contained and shielded with fencing and offer secure car parking away from HGV Vehicles where appropriate. Car parks are overlooked by the office area and separate entrances for cars and HGVs have been established where appropriate.

Ensure inclusive design to allow for a good level of accessibility within and around the building

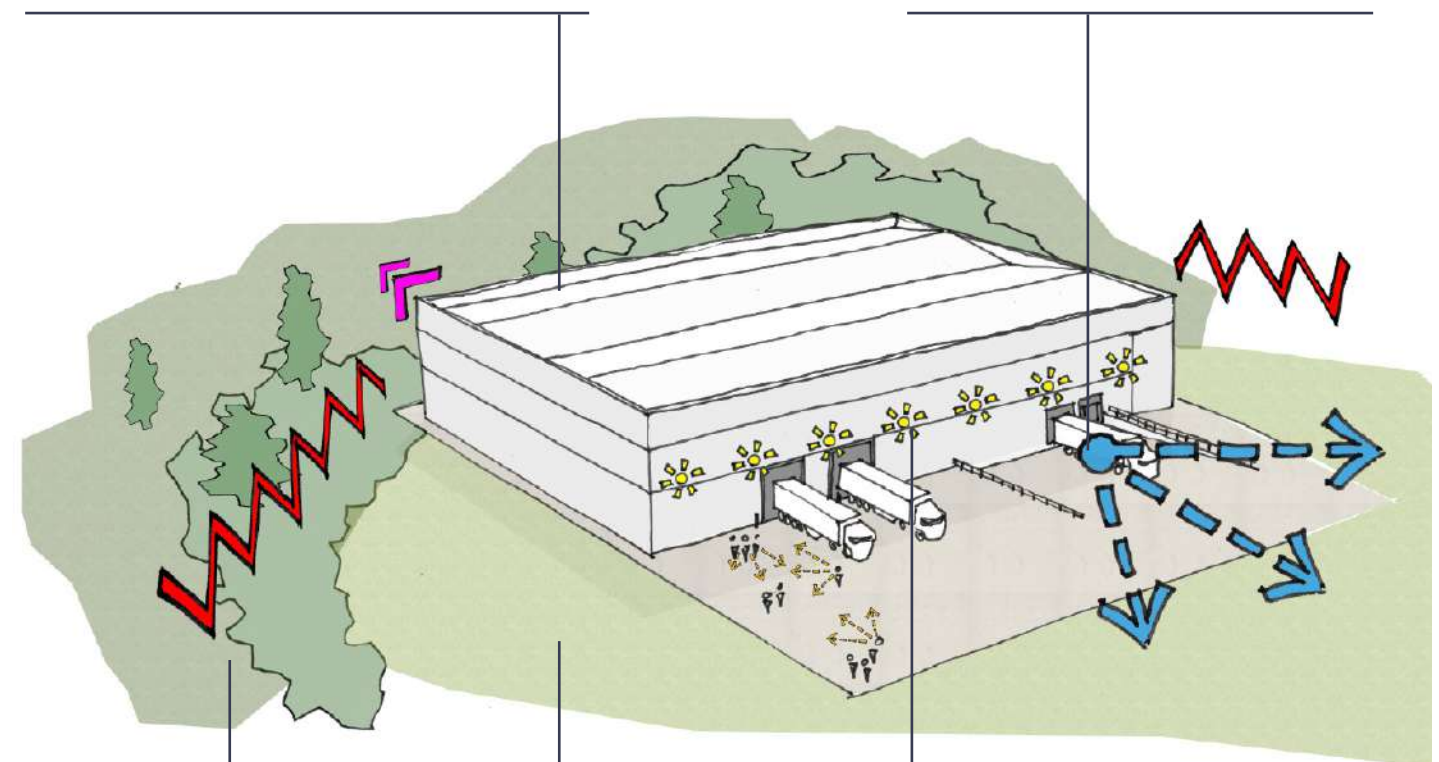
The entire scheme layout is suitable for both able-bodied and accessible use. The appropriate amount of accessible parking has been allocated and is located close to the level building entrance where possible.

Massing

Hard edges towards site boundaries are mitigated by the orientation of the unit, providing feature corners minimises impact in terms of massing to key views.

Noise Control

Site yards are often the area in which most noise from machinery and workers is produced. The yard is located away from noise sensitive receptors.



Amenity

The greenspace provided within the site is envisaged to enhance existing landscape.

Green Buffer

Retention of existing trees and bunds provide natural screening and maintain habitat zones.

Lighting

Lighting to the service yard will be designed to minimise light spill beyond plot boundaries.

Detailed Site Principles

Constraints Analysis: Conduct a thorough assessment of the site’s constraints, limitations, and challenges. These include topography, environmental factors, existing structures, access points, utility and infrastructure limitations.

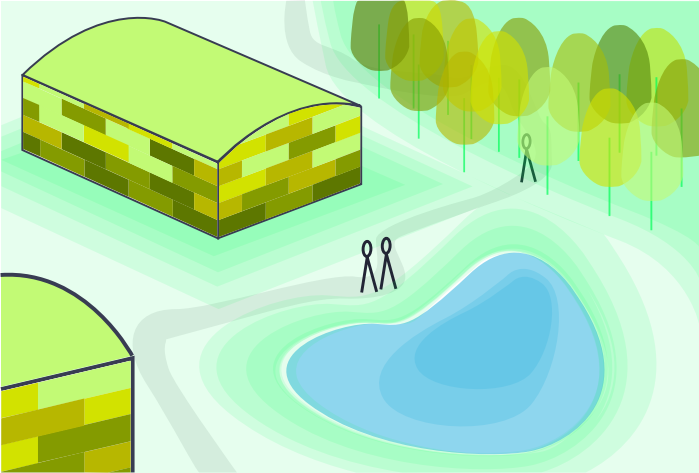
Gain a comprehensive understanding of these constraints before proceeding with the masterplan.

Site Analysis: Perform a detailed analysis of the site, taking into account its unique characteristics and features. Identify any opportunities and constraints that may influence the design and layout of the masterplan.

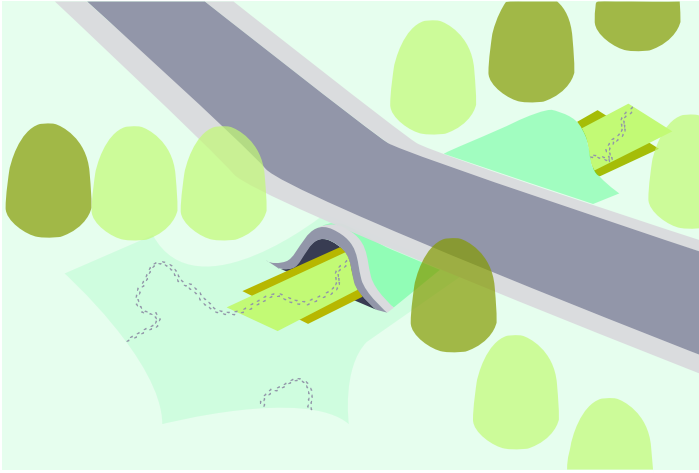
Consider aspects such as views, drainage patterns, ecological sensitivity, site conditions and commercial viability.

Analysing the site thoroughly in this way generates site specific design principles which aim to mitigate and embellish associated constraints and opportunities, which are developed iteratively and thoughtfully throughout the design process.

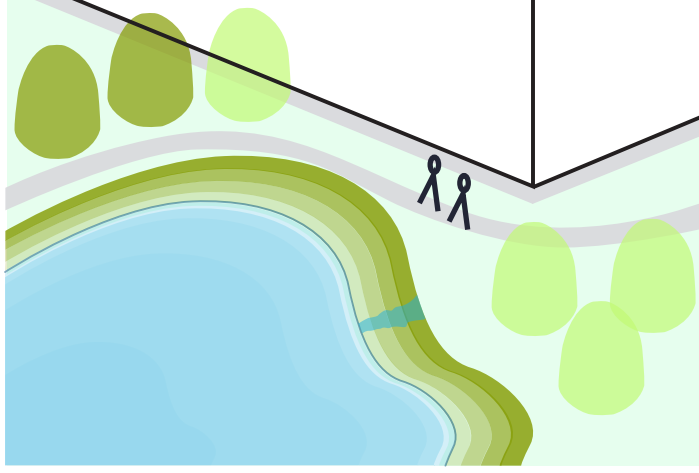
The associated illustrations are visual guides rather than accurate site representations.



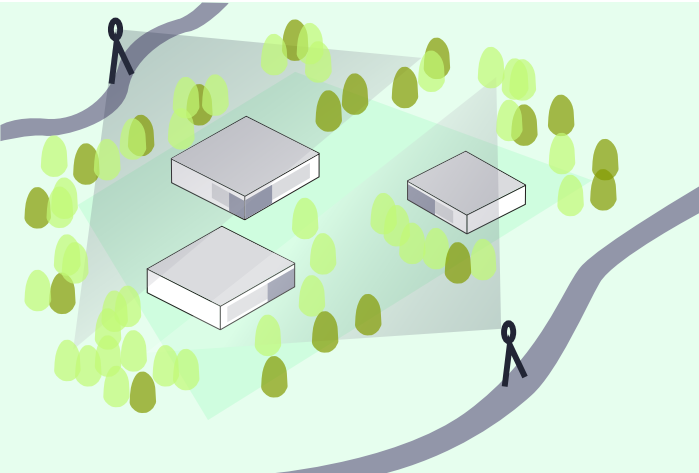
01 Holistic Landscape Considerations
The sensitive approach towards the cladding colours, panel layout, and overall site landscaping plan, owes to the distinctive nature of the development. The integration of such strategies and nature of the context, benefits the associated amenity spaces and walking routes throughout the site.



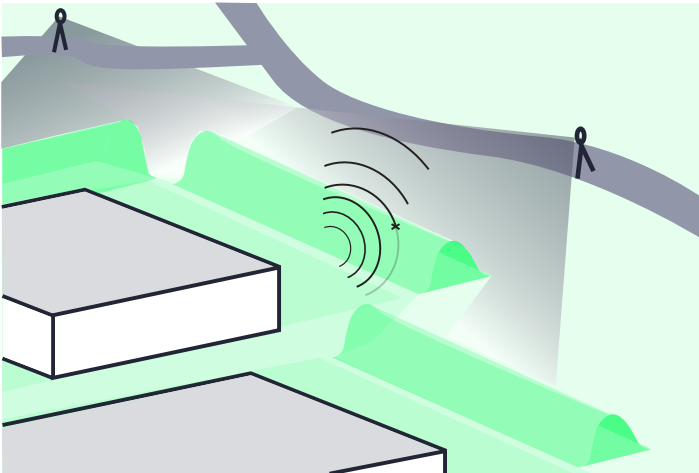
02 Tunnel inclusion
Wildlife tunnels are integrated to mitigate any habitat disruption and maintain safe ecological connectivity under hard infrastructure.



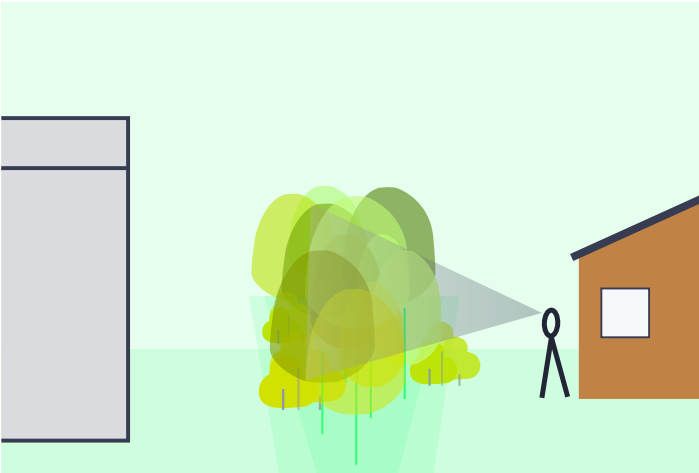
03 Pond integration
Integrating ponds throughout the development supports Ecological matters, and improves the visual perceptions when moving through site. The ponds are functionally incorporated as Sustainable Drainage Systems (SuDS) which benefits the sustainable goals of the development.



04 LVA examination
Using the LVA as an informative design tool, the views and plotted proposal can be evaluated to better inform the design of strategic planting, building placement, building heights, and topography design.

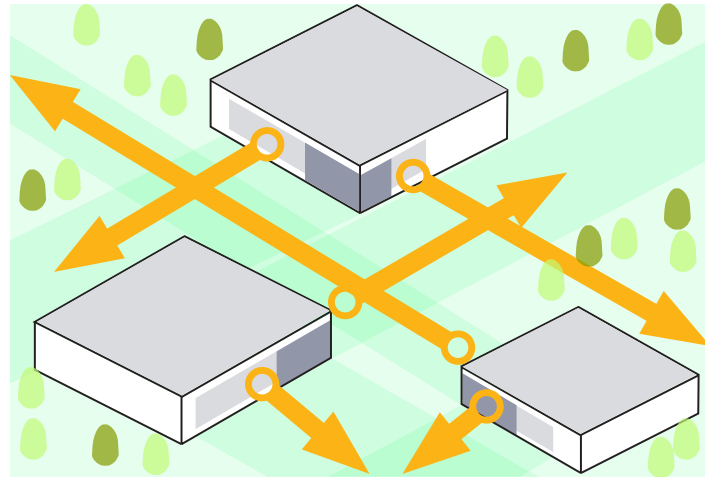


05 Earthwork barriers
Calculated earthwork design along the outer portions of the site will both mitigate visual impacts and reduce any expected noise generation from associated B2 / B8 use from immediate boundaries.

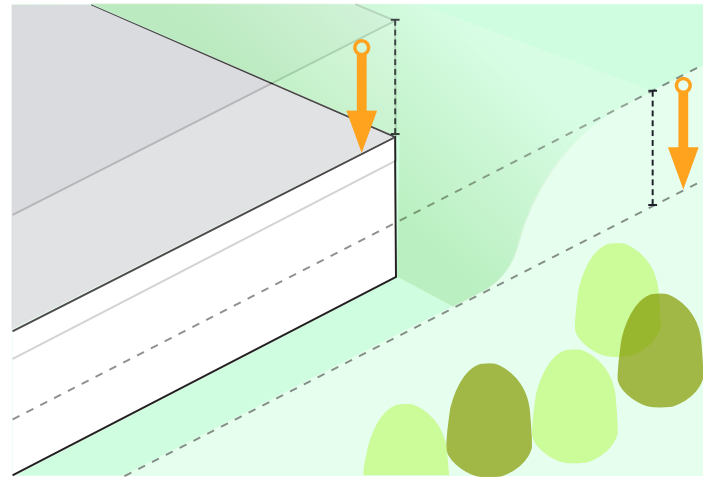


06 Planted buffers
Planted buffers are utilised to further hide the development from outside view. The LVA has provided insight as to where the critical areas for planting are.

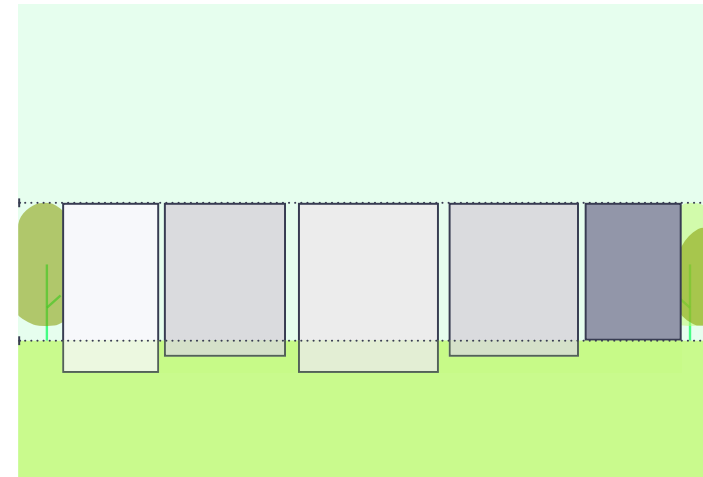
Detailed Site Principles



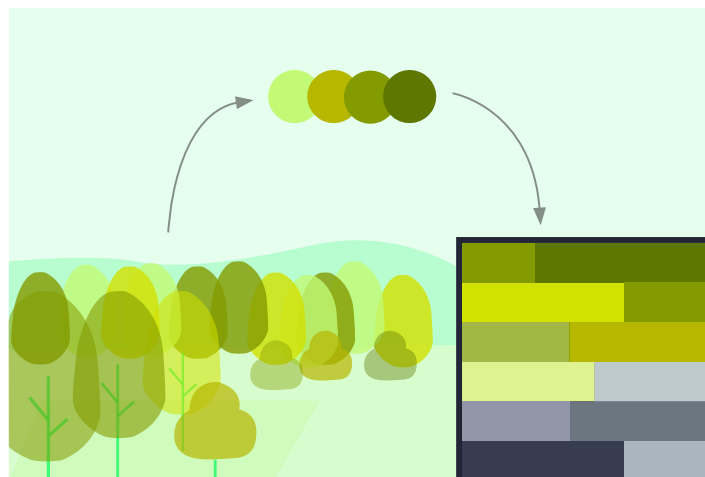
07 Open Views
The building positioning, density, and size have developed thoughtfully to allow for open views between buildings and the surrounding landscape. Including evaluating the views from outside of the development, inwards, integrating green landscape throughout the site, minimising the visual density of the buildings.



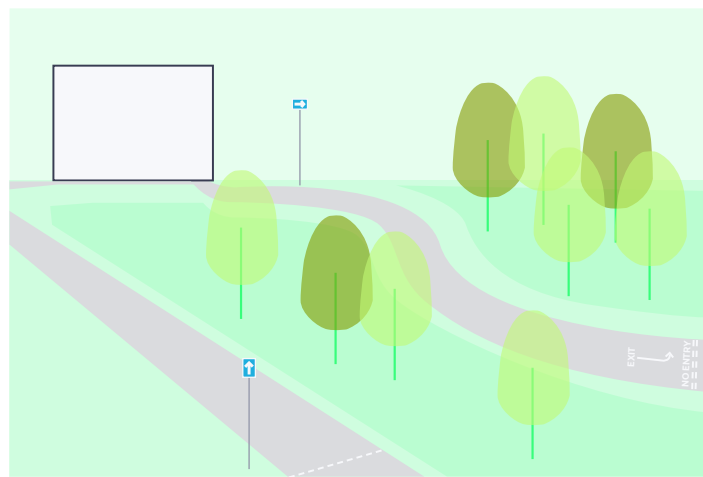
08 Sunk Buildings
To minimise the visual affect from outside of the site inwards, and mitigating any sense of enclosure, the scheme adopts strategic topographical design which allows the buildings to be sunk, minimising their visual affects while retaining standardised and rationalised building heights.



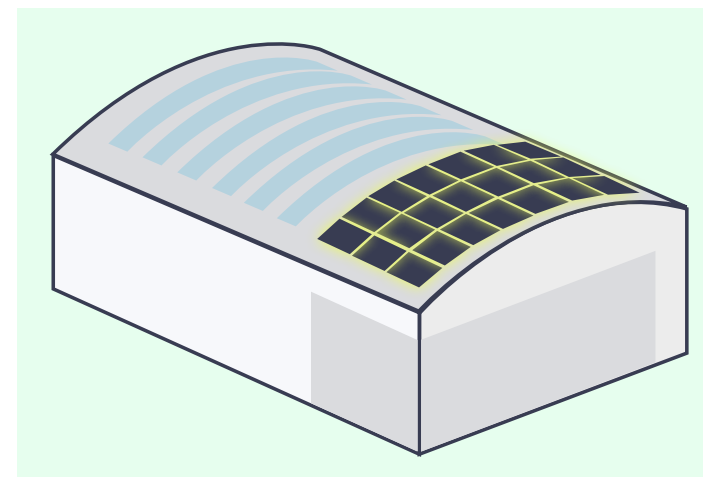
09 Rationalised heights
Building heights have been rationally reduced to minimise the imposing and dominating affect they have the potential to cause, while maintaining standards and functionality to the buildings. In tandem with strategic topographical design, the development ridge heights are plateaued, suiting their individual constraints.



10 Building Palette
The colour palette the buildings endorse is holistically reflective of the vegetative context they sit in, with minimal integrations of industry monotone standards.



11 Sensitive Accessibility
Through continuous discussions with the relevant highways authorities, the site has adopted a single path ingress and egress system to minimise congestion around surrounding routes.



12 Sustainable considerations
Sustainable onsite renewable energy can be generated through the inclusion of Photovoltaic panels on the building roofs.

Detailed Site Principle Derivation:
Site specific principles derive throughout the design process from various stakeholders analysing the design at differing stages. An issue may only be identifiable once the design encroaches it's constraints, amplifying its importance.

Providing options for the masterplan increase the chances of more constraints being identified, analysed, and mitigated through thoughtful and considerate strategies.

An iterative design process enables the design team to incrementally increase the detail of the design, identifying issues when found. The solution to the issue may be mitigated through an existing site principle, or a new strategy sourced from trusted precedents and experience.

The principles identified within this development have been sourced by engaged and committed stakeholders, who's overarching aim is to enhance the area.

The associated illustrations are visual guides rather than accurate site representations.

Initial Masterplan Approach

In order to establish a hypothetical site layout to inform the maximum development parameters several design iterations have been developed. The initial masterplan layout approach considers the Site Constraints and Opportunities Plan to mitigate analysed constraints, and embellish opportunities analysed at this initial stage. The development of the masterplan scheme, consider the following design processes:

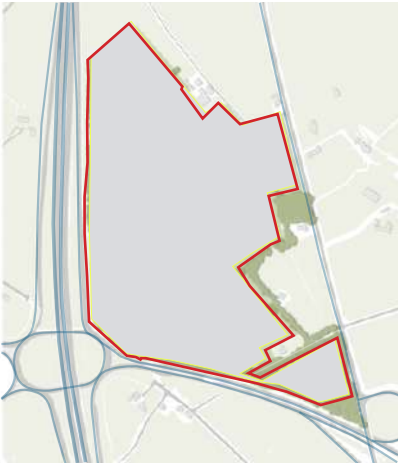
Flexibility and Adaptability: To design the masterplan with flexibility and adaptability in mind. Consideration of potential changes or future developments that may occur on or around the site. Plan for potential expansion, modifications, or repurposing of spaces to accommodate evolving needs and requirements.

Sustainable Design Strategies: Incorporate sustainable design strategies that align with the site constraints. Integrate green infrastructure, such as SuDS, renewable energy sources, and native landscaping, to minimize environmental impact and enhance the site's sustainability.

Transportation and Accessibility: Address transportation and accessibility challenges posed by the site constraints. Develop an efficient and integrated transportation plan that considers pedestrian walkways, cycling paths, public transportation connections, and vehicular access. Ensure accessibility for people with disabilities and promote connectivity within the development.

Collaboration and Consultation: Involve relevant stakeholders, including local authorities, community members, and experts, throughout the masterplan development process. Seek their input, feedback, and insights to address site constraints effectively. Collaboration can help identify innovative solutions and ensure that the masterplan aligns with the needs and aspirations of the community.

Initial Masterplan drivers



Site as Mass

Whole site as a solid mass to distinguish focal drivers to shape the development.



Division of mass from Landscape

The mass is split up into developable regions derived from existing prevalent trees and vegetative mass.



Access Point on A50 slip road

An access point is identified on the A50 slip road as it reduces the impact on the existing transportation infrastructure.



Rational split of mass & plateaus

The mass' are split into 6, reflecting more sensitively to the surrounding context, allowing each building to be able to respond uniquely to each boundary.



Green Buffers

Green buffers are introduced to the edges of the site where there are existing neighbours present.



Yard Rational

Yards are positioned to limit noise contribution to sensitive areas.



Parking Integration

Parking allocations are plotted on which further rationalises the mass', building positions and orientation.

Masterplan Evolution

Initial Masterplan Option 1



Key Design Principles

- Well designed scheme that delivers a high quality development
- Appropriate access to the strategic high network.
- Incorporation of landscaping that contributes to a high quality development.
- Segregation of HGV, car, cycle and pedestrian traffic.
- Safe cycle and pedestrain paths & routes
- Built forms designed in response to the immediate context.
- Built forms of an appropriate scale that consider the visual impact when viewed from the surrounding area.
- Visual mitigation strategies for immediate boundary conditions.
- Ecological considerations.
- Noise mitigation strategies.
- Open views throughout the site.
- Retention of Public right of way path

Overview

This initial masterplan layout is a refined and calculated version of the diagrammatic layout from the initial masterplan approach outlined in the previous section.

Analysis

Unit 01 Proximity to neighbour

The proximity of the unit to the neighbouring building is an issue for visual, privacy and noise impacts. Moving the building away from the boundary and including sufficient and sensible vegetative buffers would mitigate these impacts.

Unit 01 Yard

Proximity of the yard is too close to the neighbouring building in regards to privacy and noise impacts. Yard spaces should be inward facing to reduce these impacts.

Unit 04 Boundary Proximity

The yard and building are close to the boundary with the M1 and junction 22, as there would be a significant change to the existing view. To mitigate this, the building and yard can be nudged over to allow for sufficient and sensible vegetative buffers.

Unit 05 Building Position

The current building location for this unit could potentially cause visual amenity issues for the neighbouring property. The building position could be moved to allow for a landscaping buffer, to mitigate any visual issues.

Unit 05 Parking Proximity

The building position and parking to unit 02 means that the parking to Unit 5 is in close proximity to the neighbouring building. Its current location does not allow for any landscaping which would mitigate associated visual issues.

Unit 06

The arrangement of this unit is positive from it's inception, allowing for separated vehicle and HGV parking, a well sized unit, and sufficient landscaping around.

Initial Masterplan Option 2



Key Design Principles

- Well designed scheme that delivers a high quality development
- Appropriate access to the strategic high network.
- Incorporation of landscaping that contributes to a high quality development.
- Segregation of HGV, car, cycle and pedestrian traffic.
- Safe cycle and pedestrain paths & routes
- Built forms designed in response to the immediate context.
- Built forms of an appropriate scale that consider the visual impact when viewed from the surrounding area.
- Visual mitigation strategies for immediate boundary conditions.
- Ecological considerations.
- Noise mitigation strategies.
- Open views throughout the site.
- Retention of Public right of way path

Overview

While consciously aiming to identify optimal use of the site, an alternative masterplan has been produced which differs from the other initial masterplan option.

Analysis

Unit 01 Orientation

Privacy to the neighbouring property is better than the other option as the building reduces noise permeated through the site.

Unit 02 Orientation

Having the yard pointing South East means it's adjacent to a neighbouring building, which causes noise and privacy issues. Swapping it with parking would mitigate these issues.

Unit 03 Layout

Unit 03 is similar to Option 1, the difference being the orientation is adjusted to allow for parking to be on the East of the road and entrance to the building.

Unit 04 Scale

In comparison to Option 1, the scale and parking layout is more suited to the immediate development constraints.

Unit 05 Building

The building is too close to the existing neighbour, and needs a buffer.

Units 06-09

Providing 4 units with a central vehicular route passing through centrally, results in each unit being close to the boundaries, results in limited opportunities for meaningful landscape buffers.

Masterplan Evolution

Masterplan Evolution 1



Key Design Principles

- Well designed scheme that delivers a high quality development
- Appropriate access to the strategic high network.
- Incorporation of landscaping that contributes to a high quality development.
- Segregation of HGV, car, cycle and pedestrian traffic.
- Safe cycle and pedestrian paths & routes
- Built forms designed in response to the immediate context.
- Built forms of an appropriate scale that consider the visual impact when viewed from the surrounding area.
- Visual mitigation strategies for immediate boundary conditions.
- Ecological considerations.
- Noise mitigation strategies.
- Open views throughout the site.
- Retention of Public right of way path

Overview

The following proposal merged the most advantageous aspects of both proposals onto one masterplan to develop and refine. Those being the following:

- Unit 1 position, layout & shape of Option 2,
- Unit 2 orientation on Option 2,
- Unit 3's relationship with Unit 1, allowing for more use of the site on Option 2,
- Unit 4's layout on Option 1,
- Unit 5's parking positioning on Option 1,
- Unit 6 being a single unit on Option 1.

While some issues still remain, this layout provides advantages the design team and client wish to pursue & rationalise.

Analysis

Unit 01 Landscaping

The buildings position does allow space for landscaping to mitigate to a degree some visual impacts from the neighbouring property on Old Mill Lane. The mass of the unit will make it visually dominant, preventing any sight line across the site.

Unit 02 Position & Landscape

The yard is quite close to the boundary near the neighbouring property off Whitwick Road, and will be likely to cause privacy and noise issues as the yard area can generate noise during operational hours. The position provides ample space for landscaping to the North East of the building, enabling more verdant screening opportunities and a boost to ecology and biodiversity.

Units 03, 04 & 06 Landscape

The building positions allow for an opportunity to integrate verdant landscaping to serve the ecology and sustainable objectives of the development. In doing so, will improve the visual journey through and around the site.

Unit 05 Buffer

Unit 05 is close to Weavers Cottage and can potentially be causing visual and privacy issues with the associated car park being next to the property. Consideration should be taken over the building position, and the landscape between the parking and Weavers Cottage, as there is currently insufficient space to provide any verdant screening.

Masterplan Evolution 2



Key Design Principles

- Well designed scheme that delivers a high quality development
- Appropriate access to the strategic high network.
- Incorporation of landscaping that contributes to a high quality development.
- Segregation of HGV, car, cycle and pedestrian traffic.
- Safe cycle and pedestrian paths & routes
- Built forms designed in response to the immediate context.
- Built forms of an appropriate scale that consider the visual impact when viewed from the surrounding area.
- Visual mitigation strategies for immediate boundary conditions.
- Ecological considerations.
- Noise mitigation strategies.
- Open views throughout the site.
- Retention of Public right of way path

Overview

After coordinating with landscapers continually, the first iteration of topographical plateau's to each individual unit was included with the masterplan. Providing more insight into the building relationship and associated landscape. The introduction of a wildlife tunnel is apparent between Unit 03 & Unit 04, to enhance the sites ecological response. Ponds are included within the empty space the site possesses, as strategic sustainable drainage systems, and to vastly improve internal site views for occupiers. The path for the public right of way has been further refined, with a crossing located along the path so there's no diversion proposed. Continual discussions with relevant highways authorities has led to a single path ingress and egress system, which aims to reduce stress on existing vehicular infrastructure. The bus stop located on the A50 has been relocated to the egress road between the roundabout and entrance to Unit 05 following discussions with local highways authorities, inherently improving accessibility to the site.

Analysis

Unit 01 HGV parking & Building Position

The warehouse requires double-stacked HGV parking, which is impractical and should be reconsidered. The size and placement of Unit 01 also needs review, as its current position provides limited screening and limited sight lines.

Unit 02 Yard

Even with landscaping, the yard is too close to the Whitwick Road property and should be moved to the North or West elevation. Limited earthwork design prevents adequate screening at building level.

Unit 03 Position

Optimal use of space within this area.

Unit 04 Position

Building position does not allow for open views through the site, and earthworks don't allow for screening at building level.

Unit 05 Position

The Building and parking would benefit from more landscaping buffers to Waevers Cottage.

Unit 06 Position

Building position results in unnecessary tree loss and should be pulled into the site.

Masterplan Evolution

Masterplan Evolution 3



Key Design Principles

- Well designed scheme that delivers a high quality development
- Appropriate access to the strategic high network.
- Incorporation of landscaping that contributes to a high quality development.
- Segregation of HGV, car, cycle and pedestrian traffic.
- Safe cycle and pedestrian paths & routes
- Built forms designed in response to the immediate context.
- Built forms of an appropriate scale that consider the visual impact when viewed from the surrounding area.
- Visual mitigation strategies for immediate boundary conditions.
- Ecological considerations.
- Noise mitigation strategies.
- Open views throughout the site.
- Retention of Public right of way path

Overview

Reducing site density
The overall footprint density of the development has decreased in response to ensuring adequate area is provided to mitigate any perceived constraints. This has led to the landscaping design consisting of more than half of the proposed development.

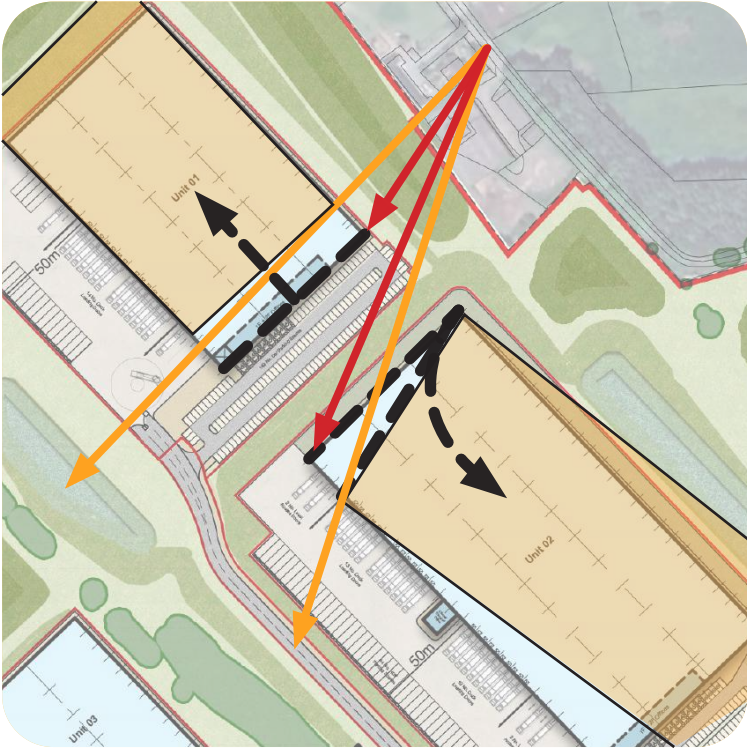
Unit 01 Layout
The size and layout to Unit 01 has been reduced to allow for open views from the neighbouring properties which required visual consideration.

Unit 02 Layout
Some of the area subtracted from Unit 01 was redistributed into Unit 02. This increase in area subsequently resulted in the unit rotating 90 degrees clockwise, also allowing the yard to be internally faced. Car parking pulled in to allow for additional landscaping at the level of the yard to maximise screening to East and South.

Unit 04 Orientation
Unit 04 rotated so the yard is internally faced, additional area of planting created to the south of the building to allow landscaping at the same level to maximise screening. Rotation of building creates a view through the site from the site entrance, thus increasing sight lines and visual connection of existing trees in the centre of the site.

Unit 05 Position
The building and associated parking and yard have been further pulled away from the boundary, providing more space for verdant planting and earthwork design for screening.

Landscaping Refinement
The landscaping throughout the site has been further refined, introducing nature walks through the proposed verdant landscaping plan that provides occupiers with the opportunity to walk through the carefully curated landscape.



A design team meeting towards the end of the conceptual design stage identified two opportunities for improvement in the masterplan layout, which would be of benefit to the two neighbouring properties, those being:

Opening sight line on Old Mill Lane.

Buffer to Weavers Cottage.

Opening sight line on Old Mill Lane.

Moving Unit 01 North West, in addition to rotating Unit 02 counter-clockwise opens up the sight line from Old Mill Lane and provides a further reaching view into the site to the existing tree line.



Buffer to Weavers Cottage

Moving Unit 05 North West provides additional space to the boundary. The additional space provides an opportunity to create a larger landscape buffer and screening to Weavers Cottage.