



Design & Access Statement

HAMMONDS WAY

HINCKLEY

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INTRODUCTION

This Design and Access Statement has been prepared in support of a Full Planning Application by Hinckley Investment LLP at Hammonds Way, HINCKLEY. LE10 3EJ. The application that has been submitted is in detail and has taken into consideration the site constraints and opportunities in and around it for the purposes of delivering up to 8,826m² GIA (9,110 m² GEA) (of development falling within Use Classes B2 and B8 - this will include ancillary offices).

The statement considers firstly the characteristics of the existing site and explains the site analysis and design constraints. It then explains how the constraints have influenced the site layout in the first instance before considering the more detailed issues relating to appearance and scale. The design process considers the constraints analysis which has been carried out in relation to matters such as flood risk and drainage strategy; landscaping and biodiversity, proximity to nearby residential development, traffic and transportation.

The application is for B2 and B8 uses and the purpose of this document is to briefly set out how the physical characteristics of that scheme have been informed by a process which includes assessment, involvement and evaluation and explain: “.....the design principles and concepts that have been applied to the proposed development and how issues relating to access to the development have been dealt with.....” (Par.80 DCLG Circular 01/2006).



SITE LOCATION

The site is located in the Burbage Sketchley and Stretton area to the Southwest of Hinckley town centre just off the A5.

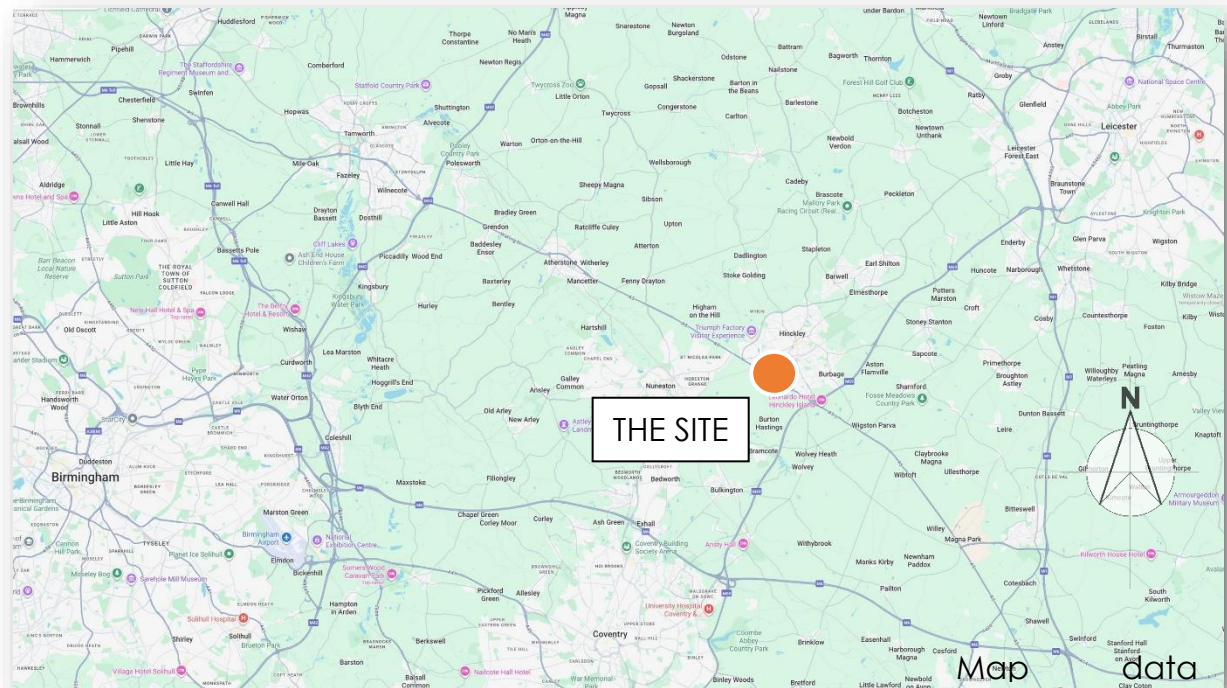
Burbage Sketchley and Stretton area has a population of approximately 10,459 people.

The site is bordered to the north and east by “Hammonds Furniture Ltd” factory, to the west by residential properties and to the south by a mix of residential properties and a Nation Grid Distribution site including an Electrical substation site.

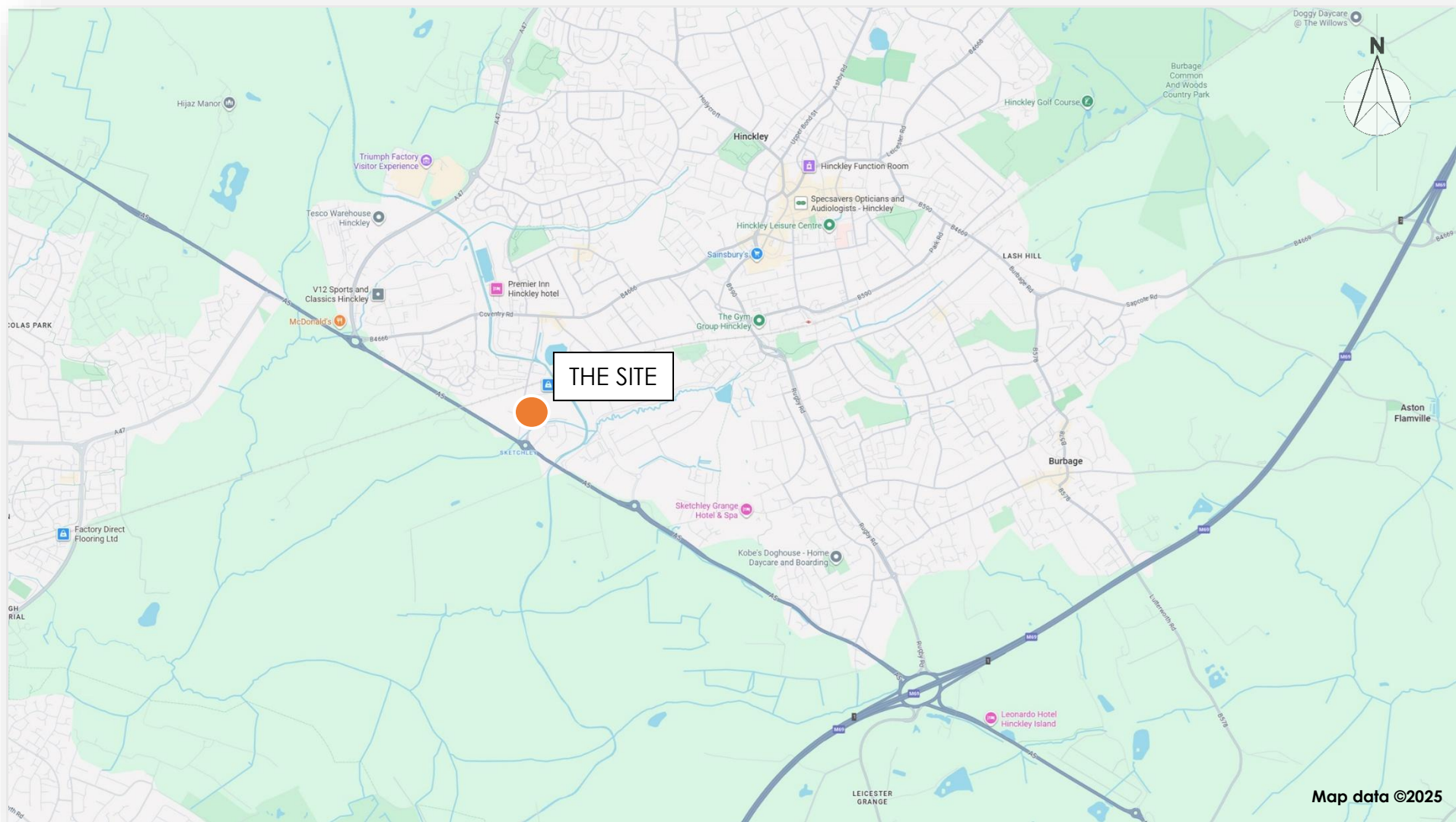
Hinckley railway station is located app 1.7 mile away from the site to the Northeast.

Hinckley town centre is located approx. 1.5 miles away from the site to the Northeast. The site has good connection links to the motorway network with the M69 is approx. 2.2 miles away from the site with subsequent connections to the M6 north and south approximately 8 miles away and the M1 north and south approximately 11 miles away.

Bus route No's 148 & 158 runs along Coventry Road which is located to the north of the site. The site has access to Coventry Road via a short walk of .4 of a mile along “Nutt's Lane”. This route provides links with Hinckley Town Centre as well as Coventry and Leicester.



SITE LOCATION



SITE LOCATION (NEAR CONTEXT)

SITE PLANNING HISTORY

79/02088/4M

Installation of Portakabin

Submitted; 4th October 1979

Approved; 18th December 1979

84/00885/4

Retention of Portakabin adjacent to office for work staff assembly centre

Submitted; 8th October 1984

Approved; 15th November 1984

92/00072/4Y

Erection of storage building pole, storage area and car park

Submitted; 4th February 1992

Approved; 24th March 1992

96/00661/CLU

Certificate of Existing Lawful Use

Submitted; 21st August 1996

Withdrawn; 5th June 1997

97/00878/OUT

Demolition of existing buildings, extension to warehouse for manufacture and distribution of fitted furniture including highway access and parking provision and detached two storey offices.

Submitted; 1st October.1997

Application withdrawn; 30th March 1998

23/00368/FUL

Proposed ground mounted solar array

Submitted; 17th Apr 2023

Approved; 9th November 2023

SITE DESCRIPTION / CONTEXT

The site is located off Hammonds Way, Hinckley, approximately 1.6 miles South West of Hinckley town centre.

It is irregular in shape, covering an approximate area of approximately 2ha and is topographically flat at an elevation of c.90.5m AOSD to c.90.9m AOSD. The site is bounded to the North and East by "Hammonds Furniture Ltd" factory, to the west by residential properties and to the south by a mix of residential properties and a Nation Grid Distribution site including an Electrical substation site.

There are a number of existing portacabins and containers on a section of the site to the east of the application site with an access off Nutt's Lane forming a E.on Highway Lighting Depot.

The currently site is secured to its perimeter with galvanised palisade 2m high fencings.



Existing Nutts Lane (E.on Highway Lighting Depot)

SITE CONSTRAINTS

As is the case with all developments the constraints form the starting point for establishing design parameters and opportunities and on this site the following apply;

- Consideration of the nearby residential developments to the West and South of application site.
- Consideration of the site lines to Hammonds Furniture Ltd (Identified as a 10m no above ground build line on the site plan).
- Plan around the underground electrical 11kV and 33kV cables.
- Southern part of the site is in flood zone 2 / 3.

KEY DESIGN CONSIDERATIONS / APPROACH

There are certain features both on and around the site, requiring consideration to ensure the proposed development respects its immediate environment.

The Plot is bounded to the North and East by “Hammonds Furniture Ltd” factory, to the west by residential properties and to the south by a mix of residential properties and a Nation Grid Distribution site including an Electrical substation site.

The proposals have been designed to sit comfortably within their environment with particular emphasis on providing a coherent configuration whereby the units have a natural frontage to Hadley Park East with a clearly defined vehicular route in and out of the site. The separation of the five units is easily identifiable and car parking (including disabled and EV spaces) is provided to the standards stipulated by the Local Authority.

Design Framework Objectives

Following our appraisal of the constraints the design objectives and considerations were set out as laid out below;

- Access the development site from Hammonds Way to the Southeast of the site.
- With Additional Pedestrian access from Nutts Lane.
- Minimise the visual impact of the development in general.
- Seek to reduce the potential impact on the nearest residential properties specifically.
- Design to fulfil market led opportunities with provision of contemporary standards of access, car and cycle parking, large vehicle servicing arrangements and loading door provision.
- Incorporate potential for future ancillary office accommodation.
- Provide building to have a consistent approach to their treatment and provide a confident contemporary solution appropriate to facilities of this form and function.

- The plot to be secured by 2.4m high plastic-coated metal paladin fencing generally - fabricated steel double leaf security gates to be incorporated at the main access point.
- Design proposals to be carefully produced to provide a development of unit of GIA 8,825m² which is a wholly appropriate market led proposal commensurate with the location within the current commercial climate.
- CCTV Security System to be incorporated.

Key Design Considerations

- Development to target a minimum standard of BREEAM 'Excellent'.
- Roof pitches to be minimised to help reduce building heights generally.
- Facades to be clad in high quality built up flat and profiled panels to achieve an energy efficient envelope.
- Modern pallet of materials, using colour and texture, to provide/give the emphasis to entrances with areas of glazing to the frontages and potential offices to optimise activity and light.
- Implementation of developers proposed colour standards to produce a clean contemporary feel to the development.
- Building plan proportions and service areas to be specific to the operational needs of each facility and current market trends.
- Full consideration of Disability Discrimination Act ('DDA') compliance, alternative transport modes, bicycle parking to be fully considered for each unit within their demise.
- The Layout Plan to show how all external activities such as lorry movements, loading/unloading operations, within the service / vehicular areas will be kept within the site curtilage.
- Ensure the proposed development of the site, both architecturally and in landscape terms, will be of benefit to the localised townscape character, giving rise to a negligible beneficial magnitude of change.

USE / PLANNING POLICY

(These matters are addressed more fully in the accompanying Planning Support Statement)

Full Planning Consent is being sought for 1.no commercial unit which falls in to Planning Use Classes B2 and B8. The proposed units will combine manufacturing/assembly with elements of storage. Such employment and distribution-based activity is considered wholly appropriate for this locality, being directly adjacent to the wider road network and nearby major transport routes.

The units have been located to optimise the development potential of the site but also to leave adequate margins for supporting functions and infrastructure while also presenting an active façade. The service yards are clearly visible and customer / staff parking (including disabled, car share and EV charging spaces) appropriately located for ease of access to the units.

Relevant material planning considerations may comprise:

The Hinckley and Bosworth Borough Council Development Plan comprises of the following documents:

- Hinckley & Bosworth Council Core Strategy 2009
- Site Allocations and Development Management Policies DPD 2016
- Hinckley Town Centre Action Plan DPD 2011
- Earl Shilton & Barwell Area Action Plan DPD 2014

HBBC is currently developing a new Local Plan that outlines land allocations and planning policies for the period 2024-2025. The draft Local Plan (Regulation 19) was open for consultation from February to March 2022. However, additional Regulation 18 consultations were needed because emerging evidence indicated that the previous strategy was not feasible.

A subsequent Regulation 18 consultation occurred between July and September 2024, and more Regulation 18 consultations are ongoing until the end of November 2025. Following this, there will be a 6-week consultation on the submission Draft Plan (Regulation 19) from March to April 2026. The adoption of the Local Plan is scheduled for late 2027.

Other Material Considerations

- National Planning Policy Framework
- Planning Practice Guidance
- The Good Design Guide Supplementary Planning Document 2020
- Green Infrastructure Strategy 2020

AMOUNT

The scheme has been laid out to cater for the delivery of up to 8,825m² GIA of Classes B2 and B8 development (including 12.5% office floorspace at upper floor levels) on the site.

The resulting level of development can be seen to be making the best use of the available land once consideration has been taken for the site infrastructure including levels access, drainage strategy and landscaping.

In terms of the general principles of development, the logistic-style buildings typical of this type of development will be designed to meet current institutional standards for commercial operations and allow for flexibility in terms of tenants/end users and protect investment value and future proofing.

The unit has their own dedicated service area to give sufficient vehicular circulation and manoeuvring. It is intended that the existing and peripheral landscaping will give an attractive frontage and screening to each unit and the external site boundaries.

ACCESS & TRANSPORTATION

The main access to the proposed development is from Hammonds Way. This will provide Vehicle access to carpark and service yard along with pedestrian and cycle access.

There will be pedestrian only access from Nutt's Lane to provide convenient access to existing bus routes on Coventry Road which is a short 8-minute walk from the site.

Carpark areas will typically have their own newly formed access point off Main Site entrance road of Hammonds Way (for B2 use there will be an area of carparking of the small service area). Where required dropped kerbs and tactile warnings paving will be provided.



Access from Hammonds Way

Access for emergency vehicles is provided to the development, and the entire development has been designed to provide flexibility of access for all users of the site and wholly encompasses the access provisions of the Disability Discrimination Act and The Building Regulations Part M. As already stated, disabled parking bays are provided in line with current standards close to the main entrances where surfaces incorporate appropriate dropped and transition kerb sections and areas of tactile paving.

The site is deemed to be in a sustainable location within walking and cycling distance of residential areas and local bus stops/transport links are accessible on Coventry Road.

It is easily accessible via a strong road network and is in close proximity to the M69 Motorway and then on to the M1 & M6 for distribution to the North and South of the country.

Swept path analysis has been undertaken with a large car and 16.5m articulated vehicle to demonstrate that the existing access arrangement existing internal layout and the proposed internal plot layouts are suitable and access and egress manoeuvres can be performed safely.

Service vehicles will enter and exit the development from the new access point on Hammonds Way. The new unit will have a dedicated car parking areas and service yards ensuring adequate control and stacking for service vehicles off the main highway. Once in the operational areas adequate circulation is available for HGV's, vans and cars to navigate through the development and service the individual units.

The channel radii, gradients and visibility characteristics will be appropriate for all types of vehicles likely to use the different parts of the site. The entire development has been designed to provide flexibility of access for all users of the site and wholly encompasses the access provisions of the Disability Discrimination Act and The Building Regulations Part M.



Hinckley Railway Station

Pedestrian movement and safety will be accommodated via a newly formed dedicated footpath from Hammonds Way and Nutt's Lane which will incorporate dropped kerbs, tactile paving and lighting where necessary.

The servicing requirements of the development have been considered to ensure that the site can successfully be serviced by refuse vehicles. It is envisaged that waste will be collected from dedicated bin storage areas with the service yard, with refuse vehicles entering the site, manoeuvring within and exiting in forward gear. Access for emergency vehicles is provided to all building facades in accordance with the requirements of the Building Regulations where solid surfaces capable of supporting firefighting tenders are available.

The total car parking provision for the site is 150 (150 for B2 & 85 for B8 use) spaces, comprising 6no. disabled parking bays, 12no. carshare parking bays, 6no. electric vehicle, 6no. future electric vehicle charging spaces, 21no. lorry parking bays and secure storage provision for up to 24 cycles. We believe the parking provision is sufficient and in line with Hinckley and Bosworth parking standards for this scale of development, taking into consideration its location, intended use and local factors. Disabled parking bays are provided in line with current standards close to the main entrances where surfaces incorporate appropriate dropped and transition kerb sections and areas of tactile paving. It is intended that cycle storage and shower facilities will be provided to further encourage sustainable travel to and from the site and the units have been designed to allow for this provision.

A Framework Travel Plan accompanies this submission showing how transportation impacts will be mitigated, associated with employees and visitors travelling to the proposed development. The objectives, measures, initiatives and targets are set out to indicate the individual occupier's commitment to operating the Travel Plan and work with the Council's Travel Plan officers to provide the relevant data on modal share targets and to make the Travel Plan work successfully via the individual travel plan coordinators.

The location of development, within reach of the public transport network, is particularly important in terms of encouraging travel by this mode and supporting the viability of public transport services hence satisfying the key objectives within NPPF by being able to promote more sustainable transport choices and reduce reliance on travel by private car.

It is anticipated that due to the close proximity to the public transport network, such as Hinckley Railway Station, the frequency of bus services and the wide range of surrounding local amenities, that employees and visitors of the proposed development will travel via sustainable modes, thus creating minimal vehicular trips in the surrounding area and minimal disturbance.

LAYOUT OF UNIT

The site layout plan illustrates the position of the proposed commercial unit and the dedicated service / parking areas all of which are serviced from the new entrance off Hammonds Way. The layout has been designed to incorporate disabled parking areas close to the main entrances in order to assist with DDA compliance.

The internal configuration has been informed by the process of providing a realistic solution to achieving the required quantum of development across a range of uses that remain in conformity with current market conditions.

The proposals for the application site have evolved from the consideration of parameters that detail the constraints of the site in order to provide a development that is cohesive, attractive and functional.

The parameters have been set following an evaluation exercise to identify the constraints to development and also highlight where opportunities exist for the creation of high-quality development which also respects its surroundings.

The building has been designed to deliver an attractive but functional commercial units. Toilet and washing facilities for the unit will be located within their own demise close to the building entrance.



Site Layout Plan

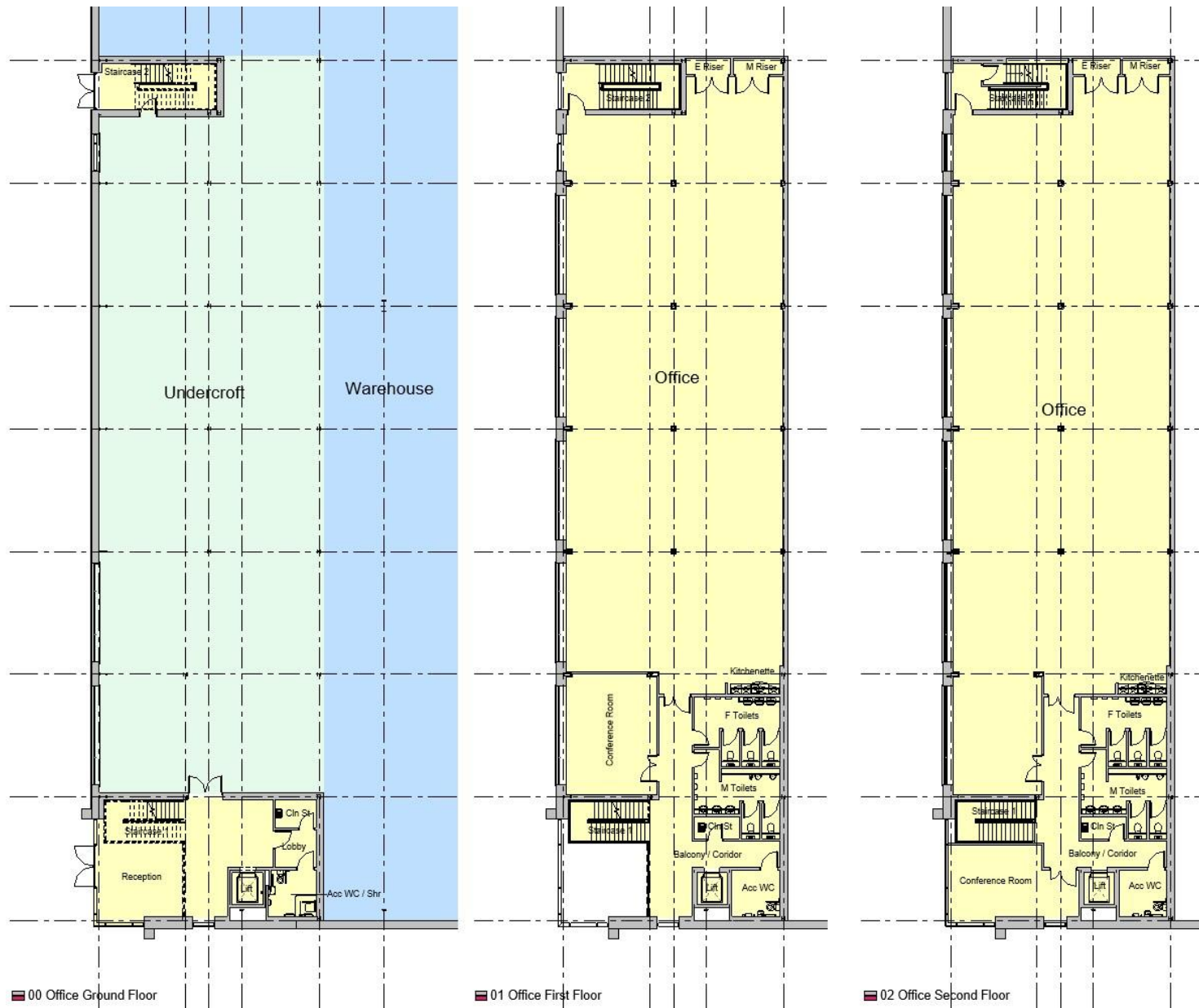
Appropriately sized service area will give access to individual dedicated level & docked sectional overhead doors for the unit.

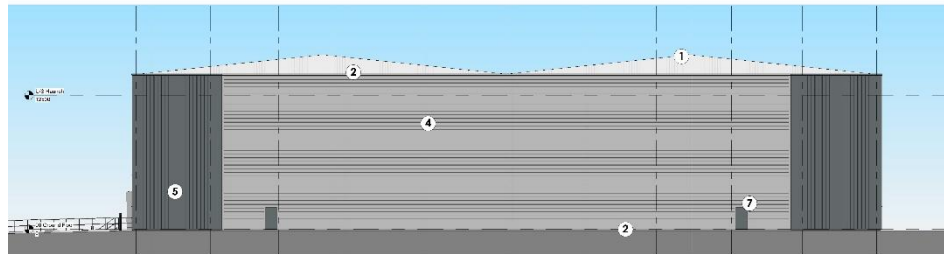
These service areas have been designed and located with the express intent of keeping both noise and light pollution to a minimum thus softening the visual impact on the existing surroundings.

Site security will generally be achieved by way of 2.4m high plastic-coated metal paladin fencing to the perimeter of the service yards although 2.4 m high close board screen fencing has been incorporated on the southern service yard perimeter where the Bin Store and AC Compound to negate any noise impact on neighbouring properties.

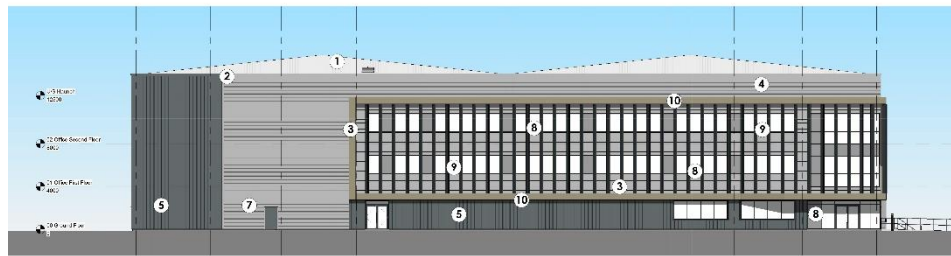
In summary, the site is primarily located to take advantage of its excellent road network and connectivity, which is essential for modern commercial operations whilst also ensuring that traffic movements by large goods vehicles are focused on the main road links. Within the car parking allocations there will be provision for disabled spaces, car share spaces, motorbike parking, cycle parking and electric vehicle charging points in line with current local authority requirements.

The design ethos is to modern well serviced industrial units with a distinct cohesive treatment across all plots providing an attractive visual appearance. The enclosed images demonstrate the existing and proposed relationship of the site and its surroundings.

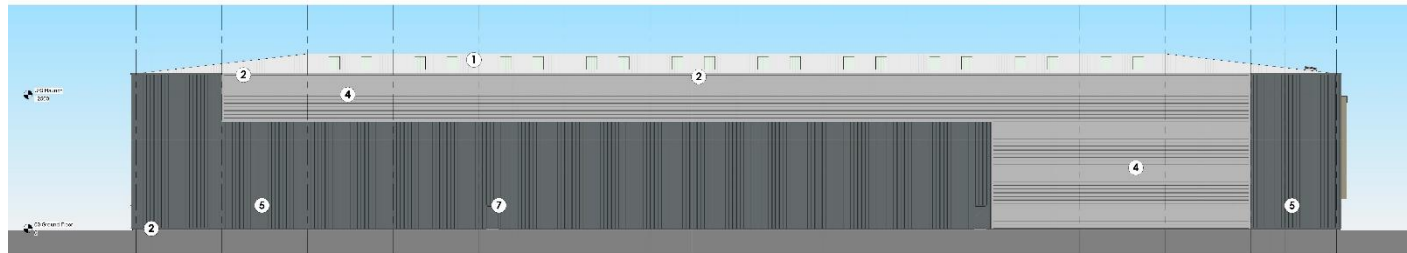




North Elevation



South Elevation



West Elevation



East Elevation

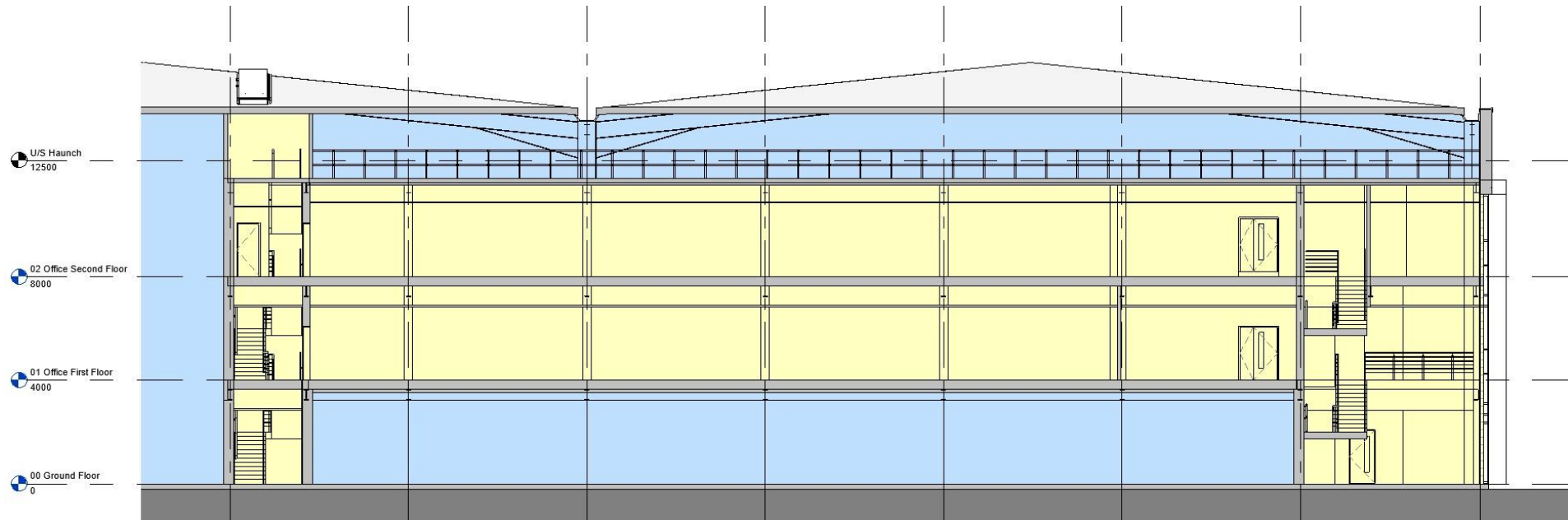
SCHEDULE OF BUILDING MATERIALS

1. BUILT UP STEEL ROOF CLADDING SYSTEM WITH PROFILED OUTER SHEET
OUTER SHEET COATED IN PROPRIETARY SURFACE FINISH
COLOR: LIGHT GRAY
2. PROTECTED METAL FLASHINGS
COATED IN PROPRIETARY SURFACE FINISH
COLOR: 10 YEAR ASSURANCE GALVALUME
3. COMPOSITE CLADDING SYSTEM WITH ALUMINUM RIB OUTER SURFACE
OUTER SURFACE COATED IN PROPRIETARY SURFACE FINISH
COLOR: SILVER/WHITE/FAUX BRICK
4. BUILT UP STEEL CLADDING SYSTEM WITH PROFILED OUTER SHEET
INNER RIB CLAD IN HORIZONTAL DIRECTION
OUTER SHEET COATED IN PROPRIETARY SURFACE FINISH
COLOR: SILVER
5. BUILT UP STEEL CLADDING SYSTEM WITH HORIZONTAL OUTER SHEET
INNER RIB CLAD IN VERTICAL DIRECTION
OUTER SHEET COATED IN PROPRIETARY SURFACE FINISH
COLOR: DARK GRAY
6. 3-BL-PACED COMPOSITE SECTIONAL OVERHEAD DOOR SYSTEM WITH
CLEAR GLAZED VISION PANELS
OUTER SURFACE COATED IN PROPRIETARY SURFACE FINISH
COLOR: DARK GRAY
7. 3-BL-PACED DOOR/FRAME
COATED IN PROPRIETARY SURFACE FINISH
COLOR: DARK GRAY
8. ALUMINUM SECTION CURTAIN WALL WINDOW/DOOR SCREEN
WITH GLAZED VISION PANELS/OPAQUE BACKED SPANDREL PANELS
COLOR: ANTI-RUST
9. FABRICATED STEEL VERTICAL GLAZING SYSTEM/BRICK SOLID
POLYESTER POWDER COATED FINISH
COLOR: ANTI-RUST
10. FABRICATED STEEL FLAT ROOF SUBROOF & CANOPY
POLYESTER POWDER COATED FINISH
COLOR: ANTI-RUST

SCALE

To provide a high-quality industrial development with a unit of 8,825m² (95,000ft²) GIA.

The Unit to comprised of a 7,721m² (83,110ft²) GIA industrial unit with and clear haunch height of 12.5m and a maximum ridge height of 16.5m along with 2 level access & 10 dock doors and 1,104m² (11,890ft²) GIA office spread over 2 upper stories. External works to provide 150 carparking spaces including 6 disabled and 12 EV charging spaces. Cycle parking provision to provide 24 spaces. The service yard will provide a minimum of 35m width along 9No dedicated lorry parking spaces.





APPEARANCE

The overall design objective is to provide a building which sits comfortably in its environment whilst conveying an architectural language appropriate to the aspirations of modern business. Detailing on the whole will be robust though intentionally simplistic; experience demonstrating clean sharp lines, crisp functional detailing, a limited range of surface materials and a restricted palette of colours, combine most effectively to reduce the perceived mass of these types of building and ensure that it does not quickly date. Simple design details such as subtle changes in surface texture are incorporated where necessary to improve proportion and give variety and rhythm to elevations.

On the prominent elevations, namely facing the main carpark facades, a horizontal flat cladding system finished in a Seran Copper with a vertical "Brise Soleil" and a contrasting surround using vertical profiled cladding system finished in a dark grey will be used. Glazed elements will be in a consisting dark grey of aluminium section curtain wall / door system. Cladding on the other elevations will be a built-up profiled cladding system outer sheet in mid & dark grey. On all the elevations the cladding will be broken up by profiled cladding laid both vertically and horizontally.

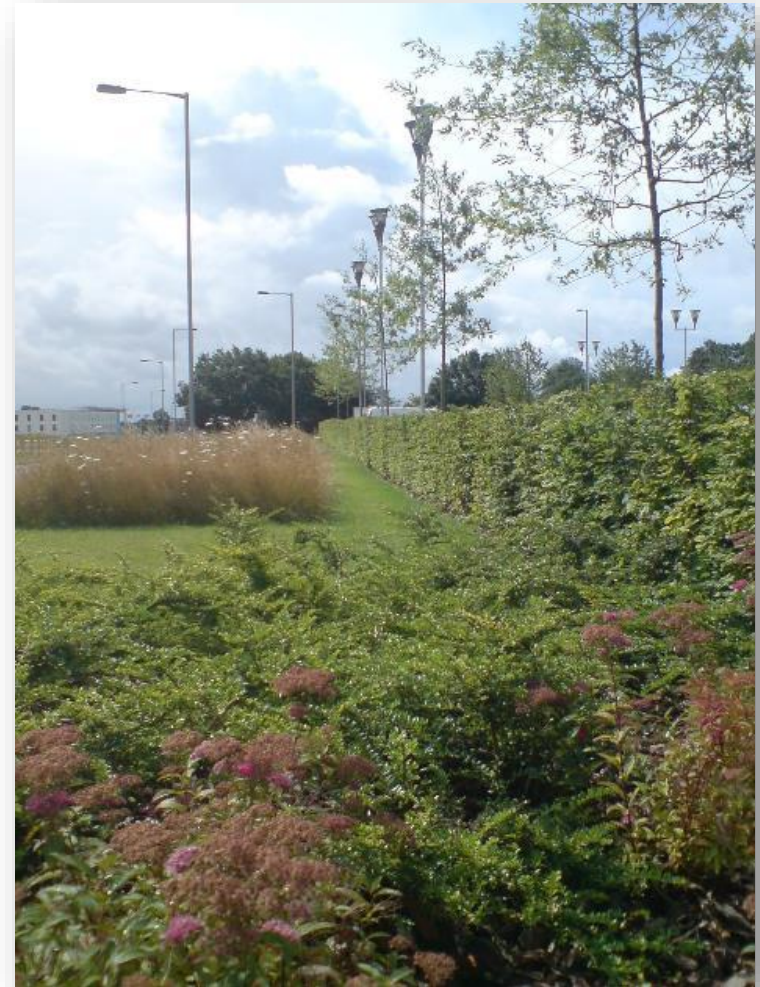
Roof material will be built up steel cladding system with profiled outer cladding, colour light grey.

Steel personnel doors and frames and the vertical lift doors will be dark grey.

LANDSCAPING

Landscaping within the site will be appropriate to the size of the buildings helping define areas, separate uses, and generally soften the appearance of the proposals as well as articulate exterior space. It will assist in establishing comprehensive and easy to use pedestrian and vehicular circulation and a 'feel safe' environment for site users. The scheme will take full account of future maintenance requirements through careful selection which emphasises good establishment at minimum ongoing cost.

The proposed scheme, as submitted, has incorporated a proportionate amount of tree and shrub planting to the open boundaries, particularly visible from the development frontage and provides for an attractive development when viewed from the public realm.



BREEAM

A BREEAM pre-assessment has been produced to demonstrate the applicant's commitment to implement a sustainable development to achieve a BREEAM 'Excellent' rating.

A pre-assessment methodology has been carried out to establish the feasible BREEAM strategy and identify the credits and rating level considered to be achievable for the proposed development.

Both the scheme developer and entire consultant team have a positive and proactive approach to sustainability in construction and operation, and it is their committed intention to procure a scheme which responds to the UK Governments initiatives for sustainable development.

As detailed design evolves and through relevant consultation with all parties including building operators, the team will strive to promote a common ethos and manage an integrated approach to environmental responsibility which will ensure that the highest of credentials are achieved.

In summary the development, as described above, shall achieve BREEAM certification and shall achieve a rating of 'Excellent', the equivalent to a score of 70% or more. BREEAM shall be used as the main tool to demonstrate how the development will incorporate sustainable design practices and sustainable construction methods, whilst providing buildings which are efficient to operate and manage.

The categories to be considered as part of BREEAM are;

MANAGEMENT
HEALTH AND WELLBEING
ENERGY
TRANSPORT
WATER

MATERIALS
WASTE
LAND USE AND ECOLOGY
POLLUTION
INNOVATION



BREEAM[®]
EXCELLENT

SUSTAINABILITY

Both the developer and the entire consultant team have a positive and proactive approach to sustainability in construction and operation and it is their committed intention to procure a scheme which responds to the UK Governments initiatives for sustainable development.

Sustainable development aims to meet the needs of the present without compromising the ability of future generations to meet their own needs.

The development is in a sustainable location with access to the national road network, and will include facilities such as electric vehicle charging points, car share spaces and cycle storage to further encourage and enable sustainable and active travel.

The development aims to mitigate any negative impacts it might have on the environment, economy and society and minimise and consequential risks whilst maximising efficiencies and opportunities to deliver an intrinsically sustainable building.

The development has established the following aims:

- Meet the challenges of climate change and extreme weather conditions.
- Conserve and enhance the natural environment.
- Promote sustainable transport and reduce reliance on cars.
- Prevent and minimise pollution.
- Reduce waste and encourage reuse and recycling.
- Reduce energy use and greenhouse gas emissions.
- Incorporate low and zero carbon technology
- Reduce water consumption.
- Manage flood risk and promote sustainable drainage measures.
- Achieve BREEAM 'Excellent' rating.



Sustainability objectives have been established to meet the long term aims and include actions throughout the planning, design, construction and operation phases of the development. These include actions relating to:

- Energy.
- Water.
- Flooding and drainage.
- Pollution.
- Waste.
- Transport.
- Ecology.
- Sustainable design.
- Management.

The objectives will be delivered through the implementation of:

- The policies established in Hinckley & Bosworth Council Core Strategy 2009.
- Approved Document Part L2a of the Building Regulations (2013).
- A BREEAM NC 2018 assessment and Life Cycle Assessment.

CONCLUSION

This Design and Access Statement has demonstrated that the application has been well considered and has taken into the various site constraints and respect for the environment it sits within. It is felt that this site is wholly appropriate for development within the planning use classes sought.

Both the developer and his consultant team are absolutely committed to providing buildings of the highest quality in terms of design, material selection, robust detailing, environmental credentials and inclusivity of access, which will be a sensitive solution that takes full account of the site's specific characteristics.

BREEAM

The development will be constructed to achieve a BREEAM 'Excellent' rating.

Use

This detailed application seeks consent for 1.no commercial buildings containing no sub-units falling in to Planning Uses B2 and B8 - this will include ancillary offices.

Amount

The application is for the creation of up to 8,825m² GIA of development within the uses specified above together with access, landscaping and drainage proposals.

Scale

The Unit will have a haunch height of 12.5m and a maximum ridge height of 16.5m. The scale of the buildings is defined by the operational requirements of market lead unit sizes to meet current institutional standards for logistic and industrial operations.

Landscape & Biodiversity Strategy

New landscaping and relevant species will be introduced to enhance and increase biodiversity value. This will provide for an attractive setting which will soften the proposed development and its impact on the surrounding area as well as encourage the protection and increase of wildlife activity within and around the application site.

Appearance

The scheme has been designed to be fully inclusive to give tenants and their visitors a well-connected and integrated environment with units incorporating clean sharp lines, crisp functional detailing, a limited range of surface materials and a restricted palette of neutral colours to give a contemporary appearance.

Simple design details such as shadow recesses and subtle changes in surface texture are incorporated where necessary to improve proportion and give variety and rhythm to elevations.

Access

The main access to the new development is to be provided off Hammonds Way with an additional pedestrian and cycle way access leading from Nutts Lane. The entire development is designed to provide flexibility of access for all users of the site and wholly encompasses the access provisions of the Disability Discrimination Act and The Building Regulations Part M.



CHARTERED ARCHITECTS & DEVELOPMENT CONSULTANTS

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