



ALIGN
ARCHITECTURE

P/2019/01407
Received 14/11/2019

NOVEMBER 2019

DESIGN & ACCESS STATEMENT

*For Planning Consent for Three New Industrial
Units with Service Yards and Associated Works.*

NEW STREET LLP

Contents

INTRODUCTION

04 Introduction and Terms of Reference

DESIGN

06 Assessment

09 Involvement

10 Evaluation

11 Design

ACCESS

15 Vehicular & Pedestrian

16 Inclusive Access

CONCLUSION

18 Conclusion

This document should be read in conjunction with the following architecture application scheme proposal drawings:

- > 17181/PA/01
- > 17181/PA/02
- > 17181/PA/03
- > 17181/PA/04
- > 17181/PA/05
- > 17181/PA/06
- > 17181/PA/07

Supporting Information by others:

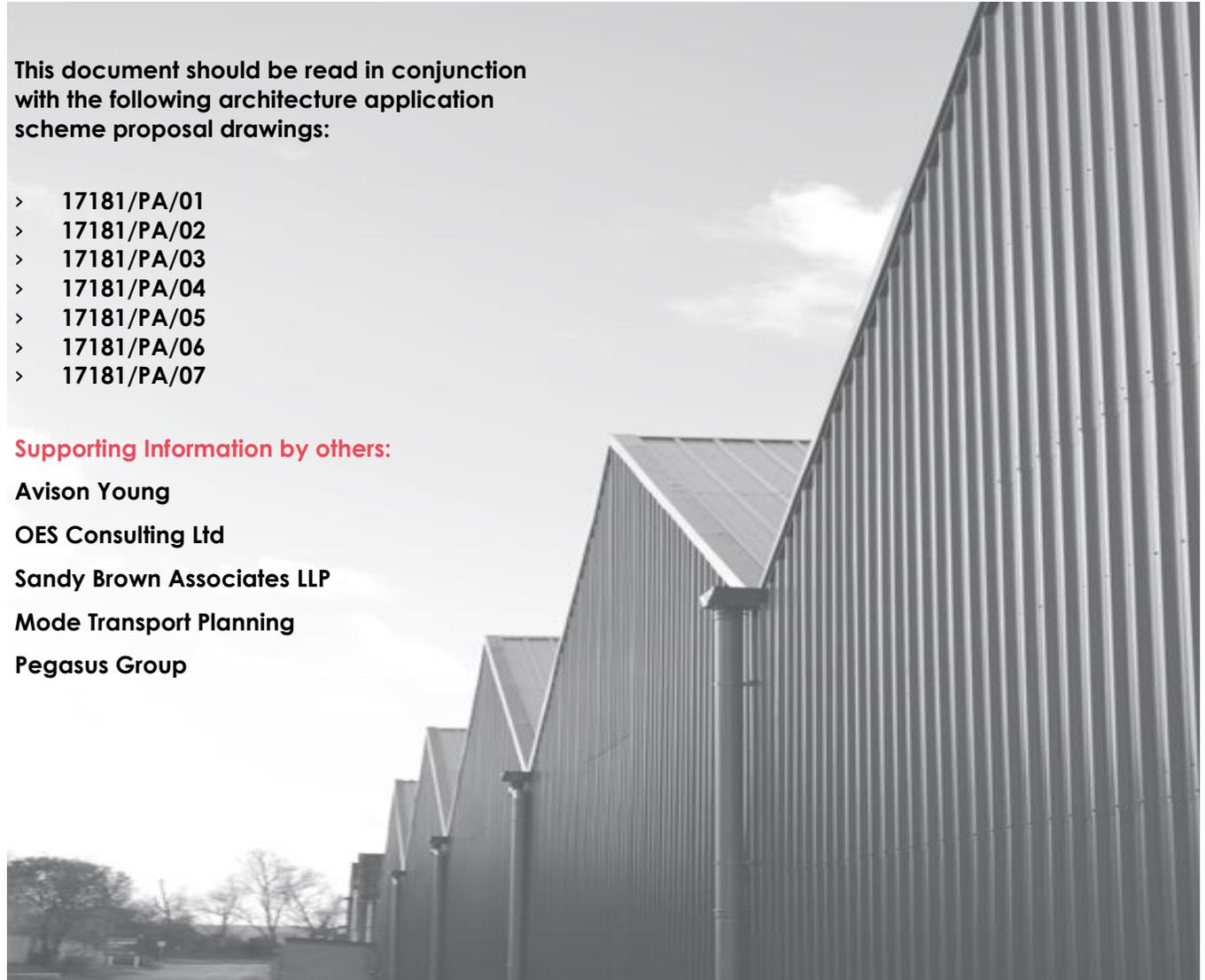
Avison Young

OES Consulting Ltd

Sandy Brown Associates LLP

Mode Transport Planning

Pegasus Group



INTRODUCTION

Introduction and Terms of Reference

This statement has been prepared by Align Architecture Limited in support of an application to East Staffordshire Borough Council for Detailed Planning Consent for three industrial units at Marchington Industrial Estate, Stubby Lane, Staffordshire ST14 8LP.

Align Architecture Ltd is a Royal Institute of British Architects registered practice with extensive experience in the fields of architecture, design and conservation. The purpose of the statement is to consider the application scheme in terms of the quality of design and its response to the context of site conditions and the character of the surrounding area. This statement has been produced in accordance with the advice set out in CABE's Design and Access Statement document and sets out the parameters for development of the site based upon a thorough appraisal of the site and in the context of the surrounding area.

The application is for the redevelopment of land within the existing industrial estate and contains the following elements:

- ▶ Erection of 3no. new industrial units with associated uses
- ▶ Re-grading works of the perimeter area within the application boundary
- ▶ Provision of service yards with parking accessible from the existing Estate Road

The proposed development comprises of the following key principles:

- ▶ To contribute to the sustainability of the use of the industrial estate through the regeneration of the vacant and former developed land within the estate.
- ▶ To create new employment and contribute to the functioning estate and economy.
- ▶ To redevelop vacant land and improve the visual amenity of the area, whilst making best use of a brownfield site.
- ▶ Designed to retain the typical features, heights and detailing of traditional units.
- ▶ A design solution that will be simple, effective and flexible for the proposed use by prospective tenants.

DESIGN

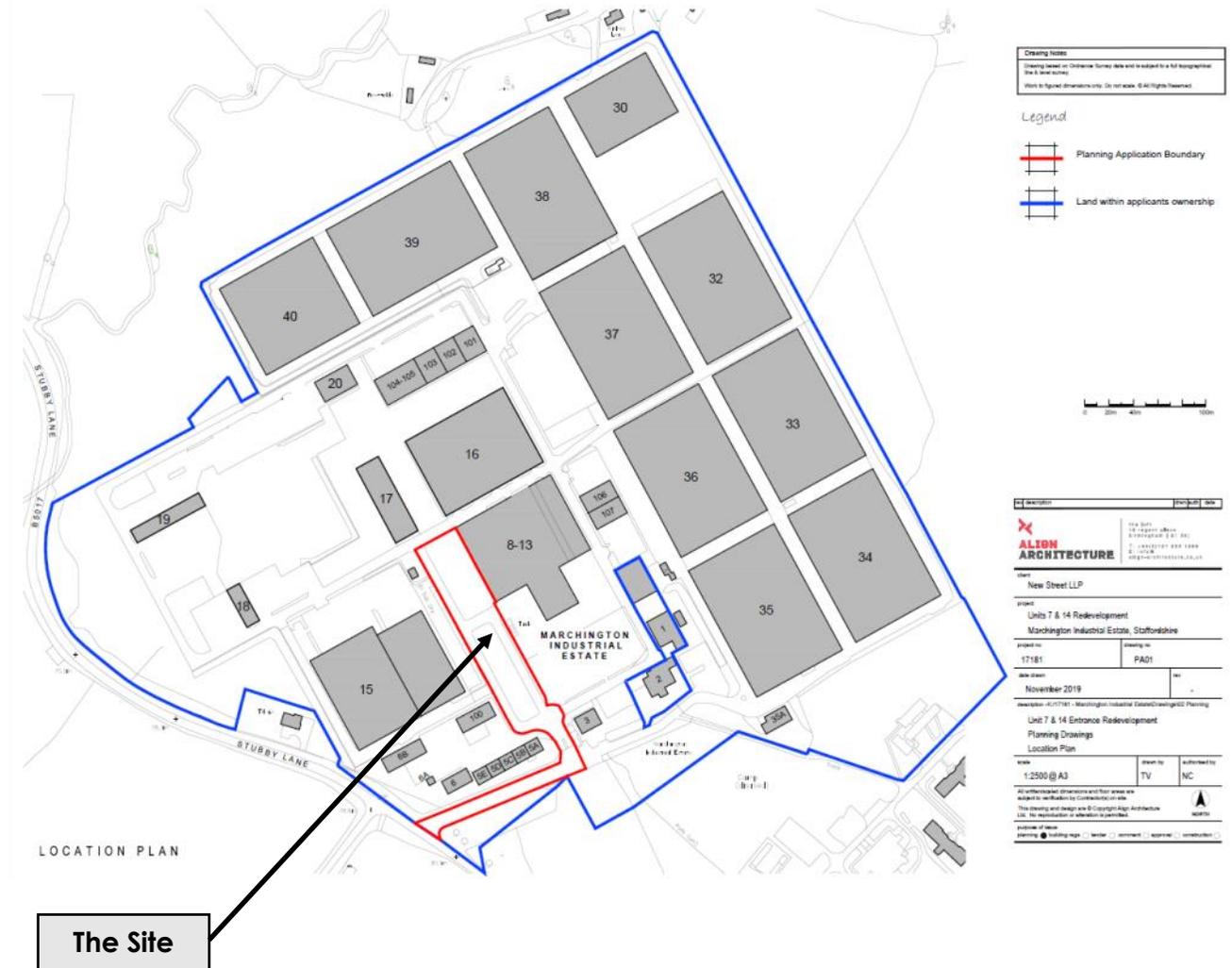
Assessment

The Site

Marchington Industrial Estate is located a short drive from the A50 dual carriageway and lies between the two main north-south arterial routes in the UK's motorway network, the M1 and the M6.

The existing estate offers over 1.3 million ft² of industrial/ warehousing in 34 buildings ranging from 300 ft² (28 m²) to 100,000 ft² (18,580 m²).

The wider site comprises of approximately 17.4 hectare (75.2 acres), with the development site (including the access road to Stubby Lane) approximately area 1.64 Ha. (4.07 Acres), lying in a central position flanking the western edge of the estate.



The Site

Site Surroundings

Within the estate the site is characteristic of the makeup of surrounding development with large areas of hardstanding. The development site is bounded to the west by a large expanse of green open space with a planted belt beyond to the B5017.

The development site is surrounded by existing industrial use development of varying scale & size of built footprint. The materials used across the wider site are relatively consistent in appearance, although a couple of the units have original cladding panels.

Site Topography

Levels change nominally to the site frontage with a high point of 76.74 AOD to the south west corner falling to 73.53 AOD to the north east corner of the site.



Stubby Lane Main Entrance



Existing units within the wider estate boundary



Existing units within the wider estate boundary



Existing units within the wider estate boundary

Existing Buildings & Boundaries

The development site itself comprises of a number of remnant structures and materials from the formerly demolished Units 7 & 14, which have become derelict and an eye sore in the context of the estate and surrounding units.

The proposals to redevelop this area will improve the visual amenity of the area, whilst making best use of a brownfield site. The proposed new units are in keeping with some of the newer units on the estate.

The boundaries to the site are predominantly open with some existing palisade fencing to be retained forming unit compounds for the neighbouring units.

Outside of the proposed development site within the wider ownership of the applicant, the boundaries vary with a combination of open boundaries, with shrub and tree planting.

The estate can be characterised as having a number of grassed areas of varying sizes with more extensive landscape buffers to the western and north western boundaries to Stubby Lane and beyond.



Fenced tank area adjacent to development site



Existing internal Estate round about



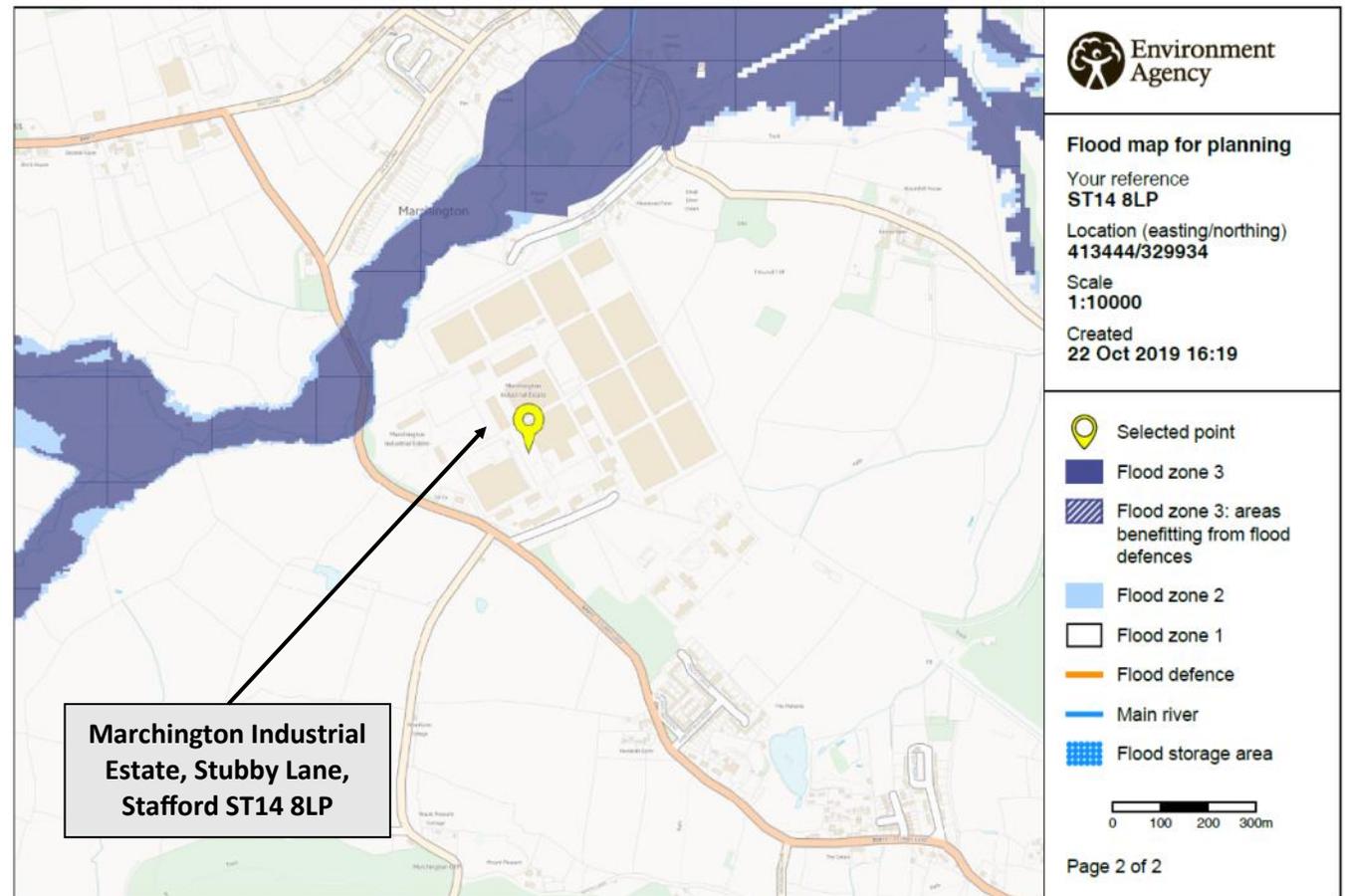
Existing internal Estate Road

Evaluation

The application site is of a size and configuration to suitably accommodate three new replacement units, with good spatial separation from neighbouring units within the estate. The architectural vocabulary in the massing, composition, scale of openings, use of materials and subdivision of the elevations would harmonise with the varied scales and footprints of buildings in the wider estate.

Flood Risk

The site is not in an area at risk from flooding. Having reviewed and evaluated the site locations on the Environment Agency website it appears that the site is located in a Flood zone 1 area which falls outside the extent of the extreme flood. In summary this means that the chance of the site flooding each year from rivers or the sea is 0.1% (1 in 1000) or less.



Design

The principle objective of the application scheme is to provide the applicant with new industrial units on developable vacant land, whilst ensuring that the proposals are in harmony with the design approach of the wider estate.

Building Layout

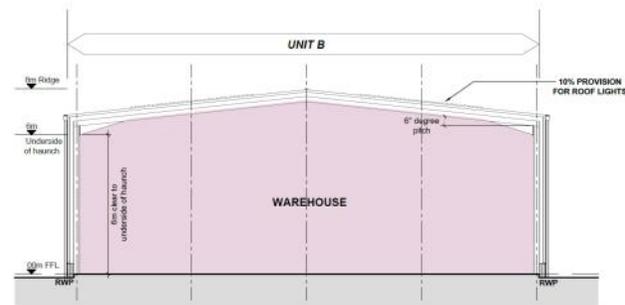
The application proposal is to construct three new steel clad portal framed units with open plan industrial floorspace to provide flexibility for its prospective tenants. Within each unit footprint a roller shutter door with protection bollards, an entrance door with two glazed windows (one openable) and personnel door for escape will be provided.

The proposed buildings will comprise a portal framed, steel clad roof with a six degree pitch to create a low roof profile. A provision for 10% roof lights in each unit comprising translucent panels to provide natural daylight to the building occupiers.

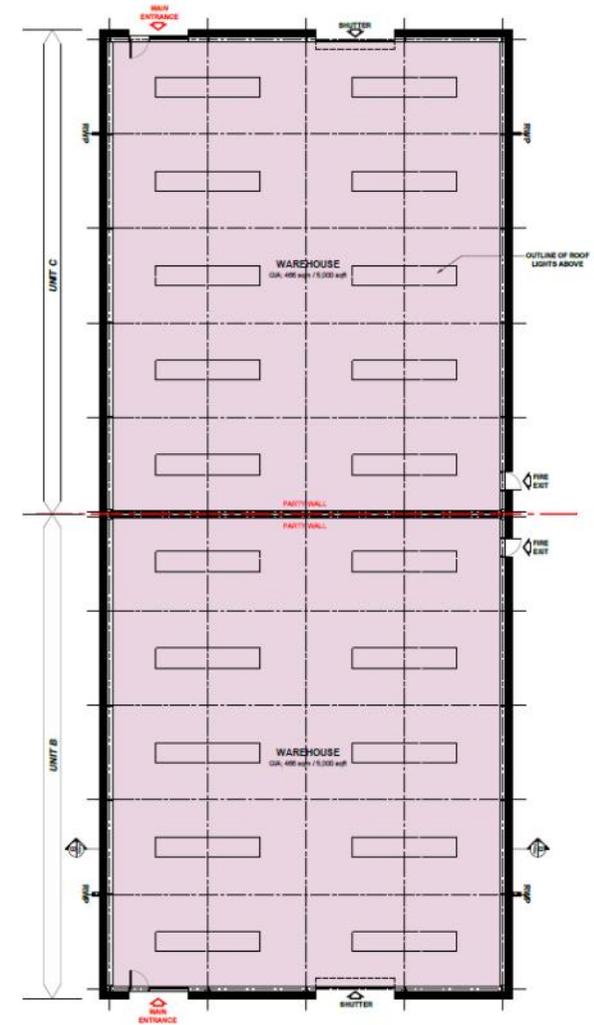
Building Dimensions

The overall footprints of the buildings are circa 36.61m in length and 19.75m wide for Unit A and circa 48.94m long by 21.05m wide for Units B & C respectively.

A clear internal height to the underside of the haunch will be 6m from FFL.



INDICATIVE SECTION B-B



PROPOSED GROUND FLOOR PLAN
PROPOSED PLANS - UNITS B & C

Materials

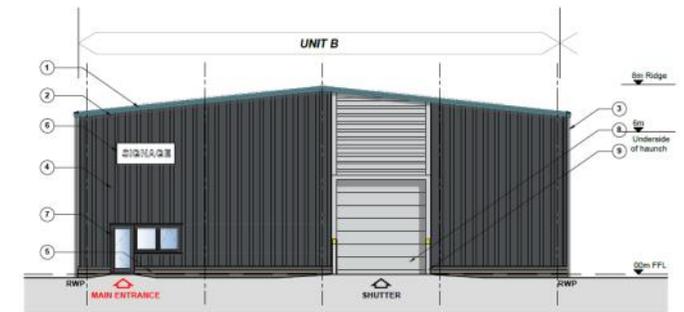
The proposed units will be in colour coated clad profiled metal cladding in vertical and horizontal formats. A colour palette of contemporary greys with matching flashings and light grey trims to module joints to break up the long clad elevations. The use of Wedgewood Blue to the eaves, soffit and gable ends will be included in the design to compliment the colours proposed.

The roof will be a light grey in metal cladding with minimal slope comprising translucent GRP panels to provide natural lighting. The Entrance Door and Windows will be grey aluminium framed double glazed windows with one opening light. Personnel and roller shutter doors will be grey powder coated in appearance with matching flashings and trims.

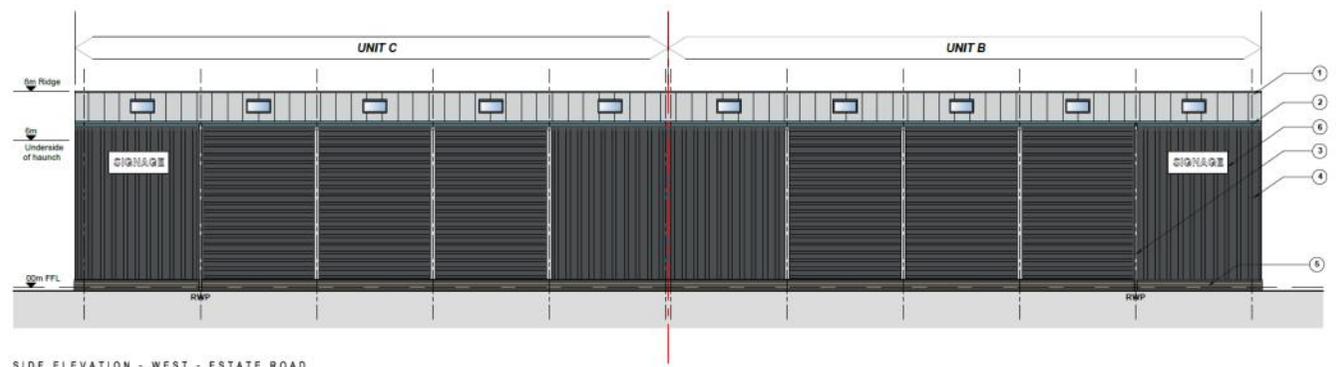
Road Layout

New vehicular access points are proposed for Units A & C off the existing private access road running through the estate up to the development site.

An existing vehicular access point is to be retained and adapted to serve Unit B. Access into the application site will be via the estate road network as per the existing configuration. The movement of vehicles and personnel within the site will be self-managed by the prospective tenant.



FRONT ELEVATION - SOUTH - UNIT B



SIDE ELEVATION - WEST - ESTATE ROAD

Landscaping

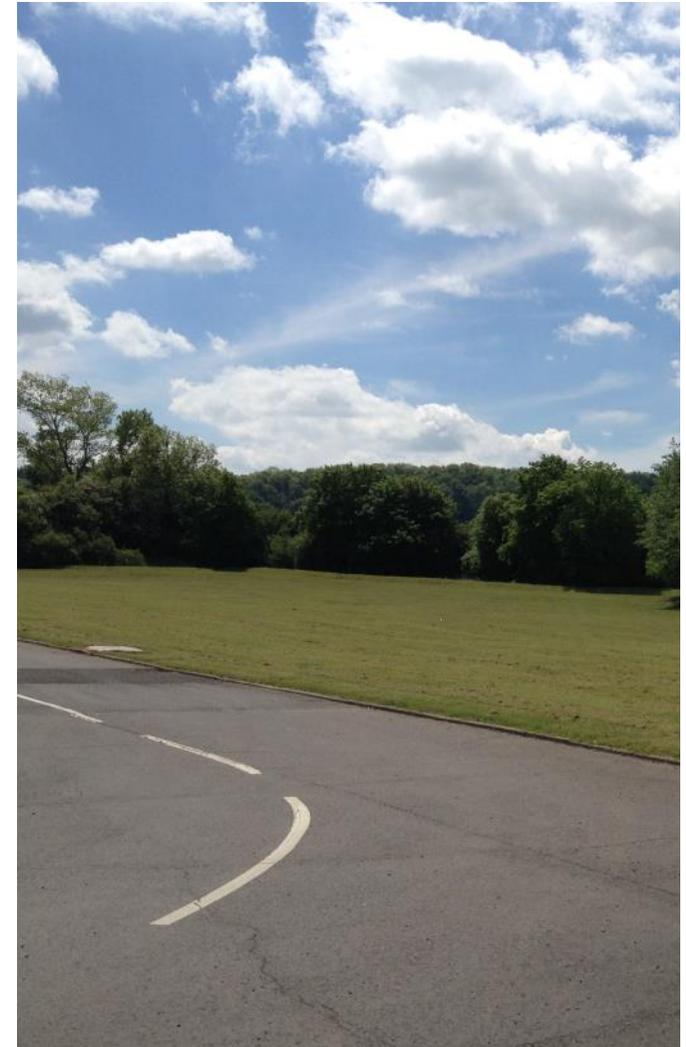
The proposals will include some minimal regrading of the existing land form to the perimeter boundary of the application site. The landscaping scheme produced by Pegasus Group shows a combination of suitable planting appropriate to the proposed development.

Existing boundary fencing and treatments are to be retained and any remaining areas of hardstanding will be made good locally. The parking area will be formed by permeable block paving as indicated on the proposed site plan.

Sustainability

Manufacturers and suppliers increasingly provide information regarding the embodied energy of their products. When specifying the building products for the new buildings, the design team will be able to draw on this information to use materials and products which have a low embodied energy where appropriate.

Waste from the construction process will be kept to a minimum, which makes both commercial as well as environmental sense. Where possible building systems and products will be further considered to 'design out waste'. This will include design for re-use and recovery, off site construction, material optimization, waste efficient procurement and design for deconstruction and flexibility.



Road Network/Estate Boundary

ACCESS

Vehicular & Pedestrian

Primary Site Access

Access points have to be carefully considered and respond to existing internal estate road layout. The main existing vehicular and pedestrian entrances off Stubby Lane will be retained and no works are proposed to the existing configuration.

The application proposes two new vehicular access points of the existing Estate Road onto a secure compound, widened at the entrance to improve access for goods and larger vehicles where applicable. Goods will arrive in smaller vehicles for Units B & C and articulated lorries with sufficient turning zones for Unit A. Cycle provisions to be accommodated within the units internally.

Internal Site Access

Each new unit will feature 1 no. roller shutter doors with a separate door for access into the open plan floor space at ground level. A separate single personnel door will provide fire escape with a path leading to safety.

Transport Links

The site is located approximately 2200m from Marchington Village within a short distance to the north of local shops, and bus routes. There are regular bus services to the wider area from Marchington Village which has two bus stops served by route 402 to Burton-on-Trent and Uttoxeter.



Stubby Lane Main Entrance

CONCLUSION

Conclusion

This Design and Access Statement sets out the context of the site and its surroundings and the relevant design policy issues, and indicates the considerations that have underwritten the now presented application.

The planning application is submitted in the belief that the proposed development will significantly enhance the appearance and composition of this site and therefore the wider estate.

Careful consideration has been given to ensure that the application site/plot is not overdeveloped to the detriment of the estate and also to be respectful of the scale and design of the surrounding industrial development.

The scheme is presented on the basis that it fully addresses the context of the site and complies with national and local policies to achieve a

scheme that is appropriate to its context, and which takes all the available opportunities to improve the character and quality of overall wider site appearance.

The proposals will also provide opportunities for new employment.

