

**DESIGN & ACCESS STATEMENT REVISION -
GREGORY POLLARD, COUNTSTHORPE
FULL PLANNING APPLICATION
1st FEBRUARY 2024**

**Town and Country Planning Act 1990 (as Amended)
Application for Full Planning Permission**

**Development for E(g)(iii) / B2 / B8 Use at Gregory Pollard, Regent Road,
Countesthorpe.**

1.0 INTRODUCTION

1.1 PURPOSE OF THIS STATEMENT

- 1.1.1 This application is submitted as a full planning application for consent to construct 1 industrial unit which is to be used for general industrial / storage & distribution, on a site known as Regent Road, falling under planning use classes E(g)(iii) / B2 / B8 along with associated infrastructure.
- 1.1.2 This Design and Access statement is to be read in conjunction with all other application documents and drawings.
- 1.1.3 The purpose of this statement is to describe and analyse how the final concept for this design has been reached and how the new unit will sit in relation to the surroundings. The statement will explain how the design compliments the buildings already constructed in the nearby area by virtue of an enhanced design.
- 1.1.4 This Design and Access statement has been prepared in line with the format set out in the CABE Publication, Design and Access Statements.
- 1.1.5 There are five main sections to this statement which split down the various factors and components which have been considered within the design and which have helped to make up the design.
- 1.1.6 The scheme is being developed by Magicfit who will occupy the unit.

1.2 BACKGROUND

- 1.2.1 The application site is situated on Regent Road in Countesthorpe.
- 1.2.2 The site is currently owned by Magicfit, who intend to construct & develop this unit with a view to using the building themselves.
- 1.2.3 The site measures 0.15ha. Access into the site can be gained via vehicular access point from Regent Road.
- 1.2.4 The plot has been previously used in the same capacity as the proposed scheme. The previous unit was demolished in the last six months to make way for the proposed.
- 1.2.5 The site is being redeveloped for the purpose of creating a more sustainable and a more energy efficient building.
- 1.2.6 Figure 1.1 shows the site location plan for the scheme.



Figure 1.1

2.0 SITE & CONTEXT

2.1 SITE CONTEXT

- 2.1.1 The application site is located within the District of Blaby, with the application site measuring a total of 0.39 Acres / 0.15 Hectares.
- 2.1.2 The application site is situated on Regent Road, in the village of Countesthorpe, which is located approximately 10km to the south-west of the town centre of Leicester.
- 2.1.3 To the south and east of the site sits some industrial units and office blocks, to the north and west of the site sits residential dwellings.
- 2.1.4 The site is accessed from Leicester Road to the west of the site. Countesthorpe Road is accessed via the Leicester Road. Countesthorpe Road provides access through South Wigston and onto Saffron Road which leads into the City of Leicester.
- 2.1.5 This shows that the local area is well advanced with a large number of existing units in the immediate area to the site which are used for B1, B2 & B8 use class, demonstrating how the proposed use fits in within the surrounding properties.
- 2.1.6 Figure 2.1 shows a site layout plan for the scheme to demonstrate where the site is located in comparison to some surrounding, occupied, buildings, whilst figure 2.2 shows the application site in context with some of the local travel links, with figure 2.3 showing the application site in a wider context.
- 2.1.7 It is felt that the location of the site and the existing infrastructure networks already constructed ensure that the site sits in a very good location for building uses such as this.

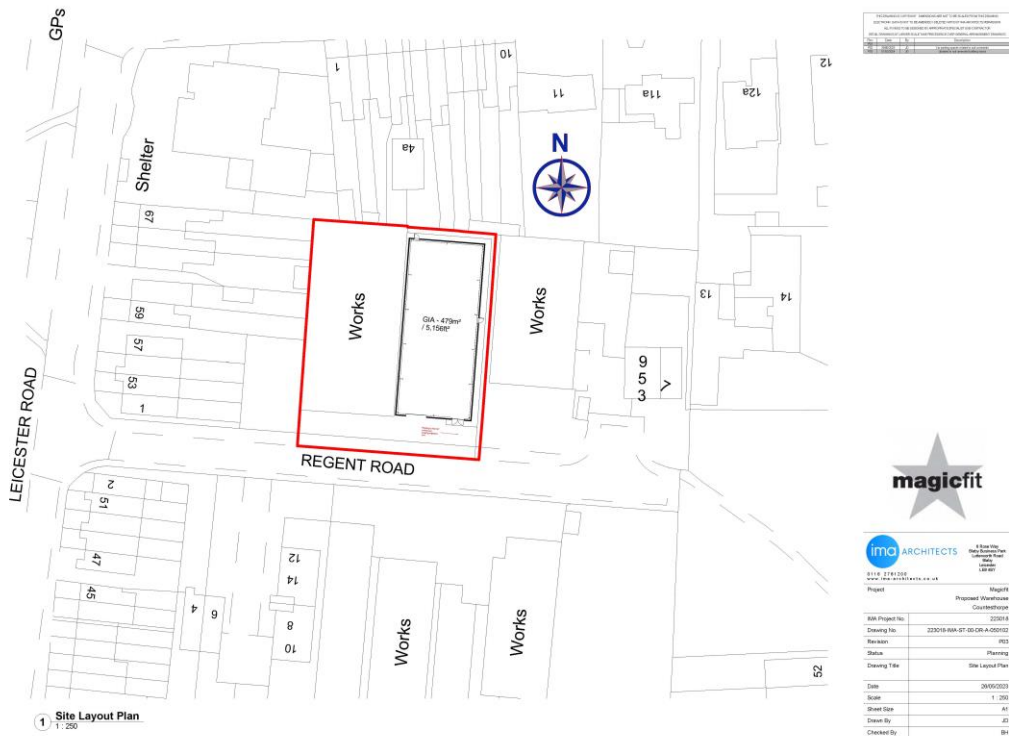


Figure 2.1



Figure 2.2

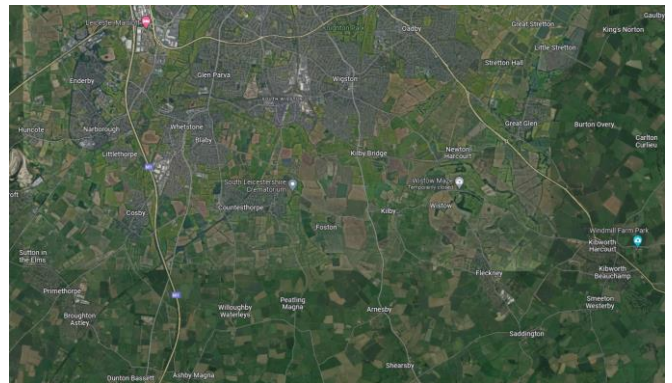


Figure 2.3

2.2 LOCAL CONTEXT

2.2.1 The application site is situated on Regent Road, in the village of Countesthorpe, which is located approximately 10km to the south-west of the town centre of Leicester.

2.3 NATIONAL PLANNING POLICY FRAMEWORK

2.3.1 The NPPF sets out the Government's planning policies for England and is a material consideration of significant weight in the determination of any planning application. At the heart of the NPPF is the presumption in favour of sustainable development.

2.3.2 Within the latest version of the NPPF, February 2019, Paragraph 8 states that:

“Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- ***an economic objective*** – *to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- ***a social objective*** – *to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
- ***an environmental objective*** – *to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”*

2.3.3 Paragraph 10 discusses how *“so that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11),”* with paragraph 11 discussing further the presumption in favour of sustainable development.

2.3.4 One aspect of this paragraph is that *“plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change”* which is demonstrated within this proposal, with the site being located in a primarily industrial / employment area and being a designated employment site.

- 2.3.5 Paragraph 102 discusses the promotion of sustainable transport, discussing how *“transport issues should be considered from the earliest stages of plan-making and development proposals”*, going onto explain how the promotion of walking, cycling & the use of public transport should be encouraged.
- 2.3.6 It is felt that the location of the site as a designated employment site means that these alternative forms of travel to the site would be encouraged, with suitable infrastructure links in place and a suitable public transport link to the site.
- 2.3.7 The plot has been previously used in the same capacity as the proposed scheme. The previous unit was demolished in the last six months to make way for the proposed. The site is being redeveloped for the purpose of creating a more sustainable and a more energy efficient building.
- 2.3.8 Paragraph 127 expands on this further by listing out additional ways in which developments should contribute towards the areas, and again it is felt that this proposal meets these criteria.
- 2.3.9 The NPPF discusses other factors such as flood risk, biodiversity, protected species and habitats, all of which are considered within the design of the site and all of which are supported by various reports produced by specialist consultants.
- 2.3.10 In summary it is felt that the proposal as being submitted complies to the main criteria as set out within the NPPF, with the sustainable aspect of the development being a crucial factor in the ultimate determination of the application.

3.0 DESIGN CONCEPT

3.1 DESIGN CONCEPT

- 3.1.1 This planning application seeks to provide a building in an area in which the use will thrive. Further to this the design concept is fundamentally based on providing a building which is fit for purpose for the end user, whilst also fitting the development use criteria.
- 3.1.2 The palette of materials proposed to use on the building are from a typical palette of buildings used on units all across the Midlands, including those materials already used on other buildings on Regent Road.
- 3.1.3 A mixture of external materials are used and they are used together in a way to provide design, with external materials being used as follows:
- Metal Composite Cladding - this is the primary material all sides of the building and is a material which features heavily on industrial buildings such as this. In this instance it is to be laid horizontally.
 - Glazing - the use of glazing to the main entrance provides an enhanced feel to the design.
 - Profiled Composite Cladding to roof (Colour - Goosewing grey). With triple skin non-fragile rooflights to the building.
- 3.1.4 A sufficient amount of on site car parking has been allowed for within the design, including a sufficient amount of disabled spaces and loading vehicle spaces, in order to cater for the requirements of the end user.
- 3.1.5 Figure 3.1 shows the proposed elevations for the unit.
- 3.1.6 The proposed design also ensures sufficient pedestrian access to and from the site, with suitable level access throughout the plot to ensure anyone regardless of disability, age or sex can access and traverse the building and plot.

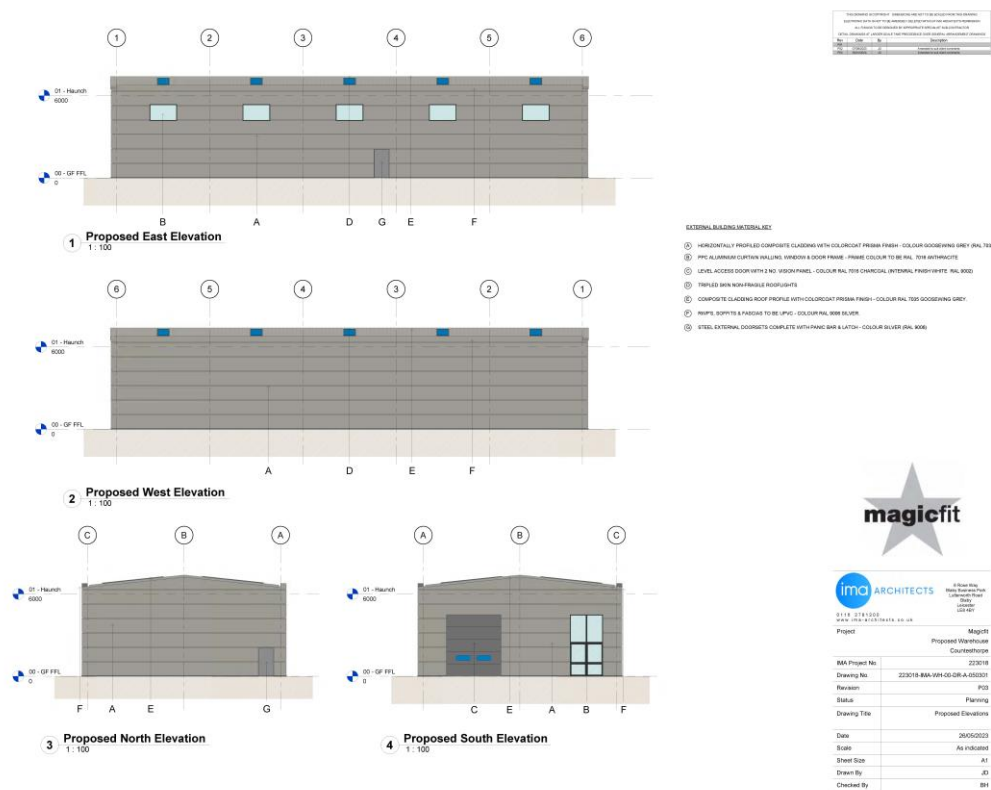


Figure 3.1

4.0 DESIGN CONCEPT

4.1 USE

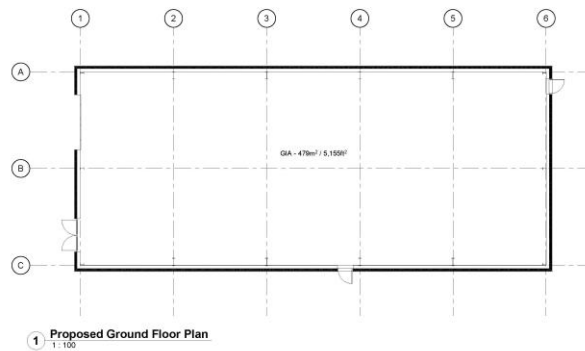
4.1.1 The proposal application is submitted for the “erection of one employment buildings” and associated infrastructure, to be used as a general industrial / storage & distribution unit, with it having already been established that the proposed use class with contribute to local employment.

4.1.2 The proposal use of the building is for B2 / B8 use class for new industrial units which are to be constructed for end users.

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

4.1.4 Access to the site will be via an existing infrastructure network which consist of direct access to the site from the west from Leicester Road. Which in turn provides access to Countesthorpe Road through South Wigston and into the City of Leicester

4.1.5 Figure 4.1 shows the proposed ground floor plan for the unit.



	
1119 - 018 000 1119 - 018 000	
Project	Magicfit Proposed Warehouse Construction
IMA Project No.	220018
Drawing No.	220018-BA-00-00-A-000201
Revision	P03
Status	Planning
Drawing Title	Proposed Ground Floor Plan
Date	2023/02/23
Scale	1:100
Sheet Size	A1
Drawn By	JD
Checked By	BH

Figure 4.1

4.2 DENSITY / AMOUNT

4.2.1 The total site area for the application is 0.15 Hectares (0.39 Acres). Parking is provided on the plot in front of the main entrance to the unit. The parking provided includes general parking spaces, disabled parking spaces and van space.

4.2.2 The proposed development is for the construction of 1 employment building which is to fall under use classes E(g)(iii) / B2 / B8, along with associated infrastructure to accompany the primary use of the building.

4.2.3 The size of the proposed unit in relation to the plot area demonstrates that the development offers a well-balanced ratio between internal floor space and external parking / landscaping areas.

4.2.4 The proposed scheme generates the following in terms of Gross External Area (GEA) figures, which totals 520m² and enables the planning fee of £3,298.00 to be calculated. The GIA is as follows:

- GF GIA (B2/B8) – 479m²
-

4.3 LAYOUT

- 4.3.1 The design of the unit is appropriate to the constructed infrastructure and development framework which is in place, with access taken from Leicester Road in order to access the plot.
- 4.3.2 The external area applied for as part of this application include suitable parking & manoeuvring areas and waste / refuse areas.
- 4.3.3 Inclusive access will be provided to and through the site, as described further in this statement. Dropped kerbs will be provided between car parking areas and external footpath areas, with level access provided at the buildings' entrances/exits.
- 4.3.4 The proposed development helps to maximise the space on the site, whilst also ensuring good levels of on-site car parking and ensuring that the site does not become overdeveloped. The proposal maintains a good level of access onto and around the site for both vehicles and pedestrians.



Figure 4.2

4.4 SCALE

- 4.4.1 The roof construction for the unit is to be that of a gable design. With the relatively small height of the building, this roof construction makes more sense in terms of giving a greater aesthetic.
- 4.4.2 The unit is constructed with a clear internal height to the underside of haunch of 6m.
- 4.4.3 The height of the unit is set out to ensure that the end user has a suitable amount of internal space to provide a suitable storage facility, and the height will not have an overbearing effect on any nearby properties.

4.5 LANDSCAPING

- 4.5.1 The proposed site does not have the facility to adopt any new soft or hard landscaping due to the nature of the size and shape of the land as shown in figure 4.2. As the land is relatively small and narrow it is best suited to cater to the proposed building's primary function as to make the most of the space provided.

4.6 APPEARANCE

- 4.6.1 The development utilises a palette of materials and colours based on a number of buildings constructed in recent years that are of the same nature as this building, which are also complimentary to the adjacent buildings.
- 4.6.2 The materials are based on a combination of composite cladding in tones of grey, with polyester powder, coated aluminium windows and door sets, with an enhanced amount of glazing.
- 4.6.4 The service yard area contains 1 no. level access door, ensuring that a suitable provision for servicing the unit is allowed, with a service yard area to enable sufficient turning space on site.

4.7 ACCESS

- 4.7.1 The site is accessed from Regent Road demonstrating that there is already a more than sufficient infrastructure network in place to deal with a unit such as this.
- 4.7.2 The nature of the nearby units and the nearby industrial estate demonstrates that the use of the building is in keeping with that of the surrounding buildings which also demonstrates that the access to the site is suitable for the type of units proposed.
- 4.7.3 The existing infrastructure network also contains suitable pedestrian access to the site, with a pedestrian footpath running either side of the existing site spine road which will allow suitable connectivity to the new unit.
- 4.7.4 Level access and emergency egress will be provided to the perimeter of the building to comply with all relevant Building Regulations.
- 4.7.5 The proposed car parking on site has been set out to ensure there is sufficient space to park, and also sufficient space to manoeuvre.

4.8 PARKING NUMBERS

- 4.8.1 Space will be provided to the front of the building to accommodate 2-3 off street car parking spaces which reflects the parking arrangement for the previous unit on the site and that of the adjacent unit.
- 4.8.2 The parking numbers on the site ensure that there will not be any issues in terms of Highway safety and that cars, goods vehicles etc. will not block any public Highway at all either during the construction phase of development or during the operation of the units.

4.9 SUSTAINABILITY

- 4.9.1 It is the intention that the new buildings being proposed as part of this application will seek to incorporate sustainable strategies to satisfy the three main pillars of sustainability. (Economic, environmental and socio-cultural)
- 4.9.2 The buildings will be designed to include measures to reduce energy consumption and reduce carbon emissions. Sustainable and environmental initiatives will be considered, including the use of sustainable materials and methods of construction, together with compliance with the industry's energy efficient standards.
- 4.9.3 The building will be constructed in excess of current thermal standards, to reduce carbon emissions.

- 4.9.4 The building to be constructed will likely include high efficiency boilers, low NOx burners and will embrace best practice in commissioning of services and systems.
- 4.9.5 Water minimisation solutions will be utilised.
- 4.9.6 Low power density lighting with occupancy and photocell sensors will be incorporated also.
- 4.9.7 The building will be constructed to a high quality standard with air permeability to achieve air leakage rate of 6m³/m²/hour or less
- 4.9.8 Construction activities will include monitoring waste, recycling, pollution and water consumption. Compliance with best practice standards will be followed in accordance with the Considerate Constructors Scheme. A Building Users Guide will be developed to raise awareness of the building systems and operational performance.
- 4.9.9 Storage areas will be created for recycling waste and enhancements to the site's ecology and provision of long term biodiversity.
- 4.9.10 The proposed development of this site will also help to create more employment and bring more people into the area, which will not only promote socio-cultural sustainability but will also promote economic sustainability/growth by contributing to the economy of the area.
- 4.9.11 The above notes all demonstrate that the proposal outlined in this statement satisfies economic, environmental and sociocultural sustainability factors

5.0 SUMMARY

5.1 SUMMARY

- 5.1.1 This statement demonstrates that the design has been informed by a thorough understanding of the site, its surroundings and accessible needs.
- 5.1.2 The resulting scheme compliments its surroundings and coordinates with the local access strategies.
- 5.1.3 The proposed new unit will not have a detrimental effect on the area and will help to enhance the area by creating potential future employment opportunities in the area on a site which is designated for employment use.
- 5.1.4 The surrounding buildings and sites have been a key factor in the proposal being put forward to the local authority, in order to ensure that the proposal will be in-keeping with the proposed development use classes specified for the site. The proposed building use classes of E(g)(iii) / B2 / B8 match the previous use of the site and the recently demolished unit.
- 5.1.5 The external finishes to the proposed building will ensure that the building and site remain of a high quality appearance and provide an aesthetic modernity, which will enhance the site as a whole.
- 5.1.6 Sustainability has formed a crucial part of the basis of the proposal and the building helps to contribute towards all three pillars of sustainability.
- 5.1.7 A sufficient amount of car parking and van parking is provided as a result of the proposal to ensure that all vehicles visiting the site can sufficiently park on the site.
- 5.1.8 The proposal has ensured compliance with the relevant national and local planning policies to ensure that the proposed building will be in-keeping with the saved policies of the Local Plan and the National Planning Policy Framework.
- 5.1.9 In summary, the proposal has been carefully considered and the high quality design aesthetics ensure the buildings will enhance the area and as such the application should be granted planning consent.