

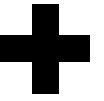
SGP

Architects + Masterplanners

Axis 50, near Willington, Derby

Design & Access Statement

June 2019



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1. The Process

In accordance with current Government and Development Control System guidance the design process adopted for this document has been an assessment-involvement-evaluation process.

The purpose of this statement seeks to define the design principals and concepts that have been applied to the development and how issues relating to access to the development have been dealt with.

1.1 Assessment

The Axis 50 site was formerly used as a sand and gravel quarry, and then a landfill development. It covers approximately 78 acres of greenfield land and it's current use is primarily agricultural grazing.

It is situated approximately 7 kilometres south-west of Derby and 500 metres north of the village of Willington (at its closest point). The site is bounded on the south by the Derby – Stoke railway line and lies immediately adjacent to the A38 and A50 strategic road networks and the B5008, Etwall Road.

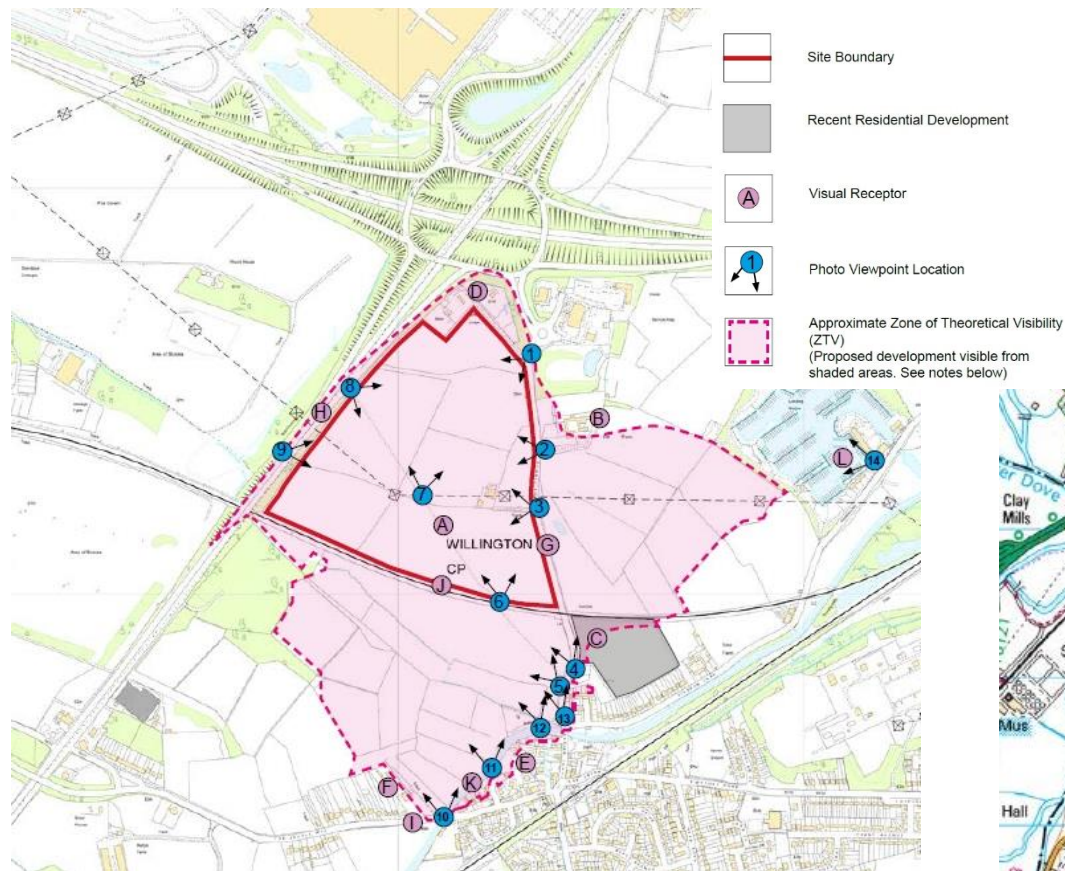
The sloping topography of the site itself is characterised by a prominent ridge located centrally within the northern quarter of the site. This high point is approximately 60.82 AOD, the land then gently slopes away towards each boundary. The lowest levels of approximately 48.50 AOD are towards the southern boundary along the railway line.



Application Boundary

LOCATION PLAN

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LOCAL VIEWPOINTS

An assessment of impacts on the character of the landscape and on principal viewpoints in the vicinity of the site have been undertaken as part of the Environmental Impact Assessment. The viewpoints assessed included short, medium and long range views of the site from sensitive receptors, including Danes Lodge, Hill Farm and properties along the northern edge of Willington.



LONG DISTANCE VIEWPOINTS

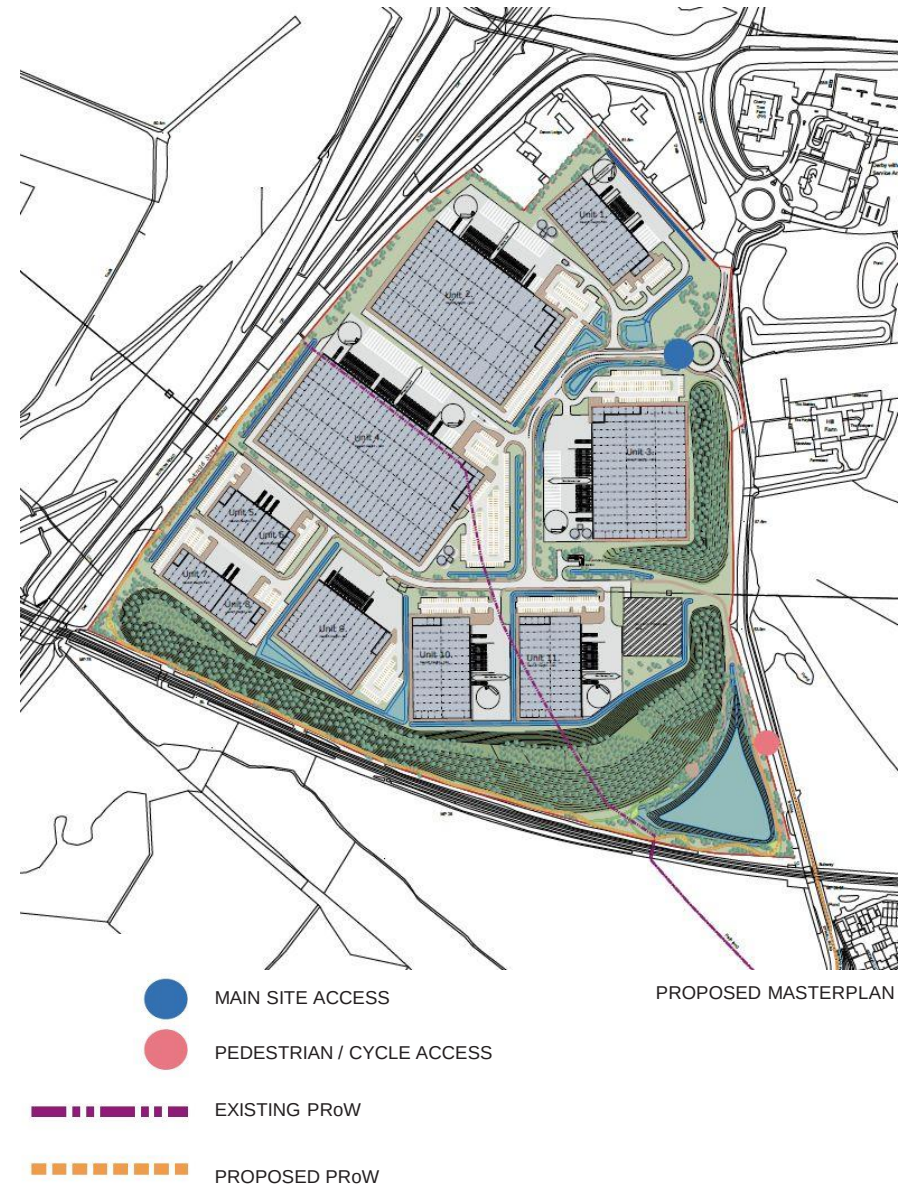
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1.2 Involvement

The development has been designed with the input of a number of professionals since its inception including the developer and design team consisting of the architect, civil engineers, landscape architects, and planning consultants.

The guidance of the professional team and detailed discussions held with South Derby District Council throughout the evolution of the scheme has informed the proposed design proposals and the recommendations have been incorporated into formalising the design and includes the following:

- Parameters set within the ES define key architectural elements such as the size and scale of the development
- Planning comments on scale, form and appropriate materials have been considered
- Significant earth modelling to screen views from the village of Willington, the Trent & Mersey Canal and Hill Farm
- Re-routing of the existing PROW (footpath 9) through the development and wider area, maintaining connectivity with key pedestrian links around the scheme
- Well-defined service and delivery access points with associated vehicle parking



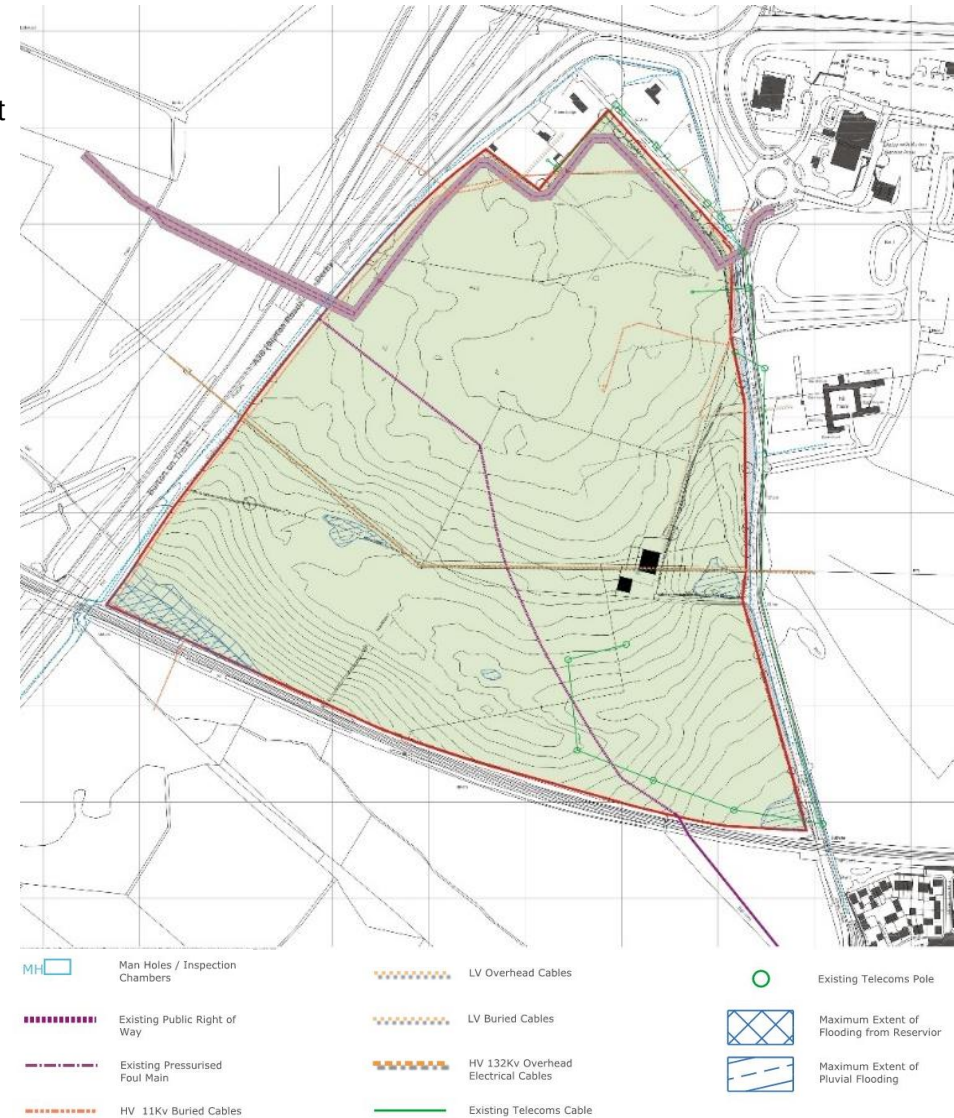
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1.3 Evaluation

Following the assessment of the site and its surroundings a number of constraints and opportunities associated with the proposed development on the site have been identified.

Each of these constraints and opportunities has been used to inform the design proposals and are highlighted in the following tables:

Constraint
Proximity to existing services
Adjoining land uses
The existing topography of the site
The existing wildlife
Boundary vegetation
Potential noise intrusion from the A38 to the west of the site
Existing watercourses
Existing overhead power lines with offset constraint zones
Existing views into and out of the site
Existing road network and potential points of access



CONSTRAINTS PLAN

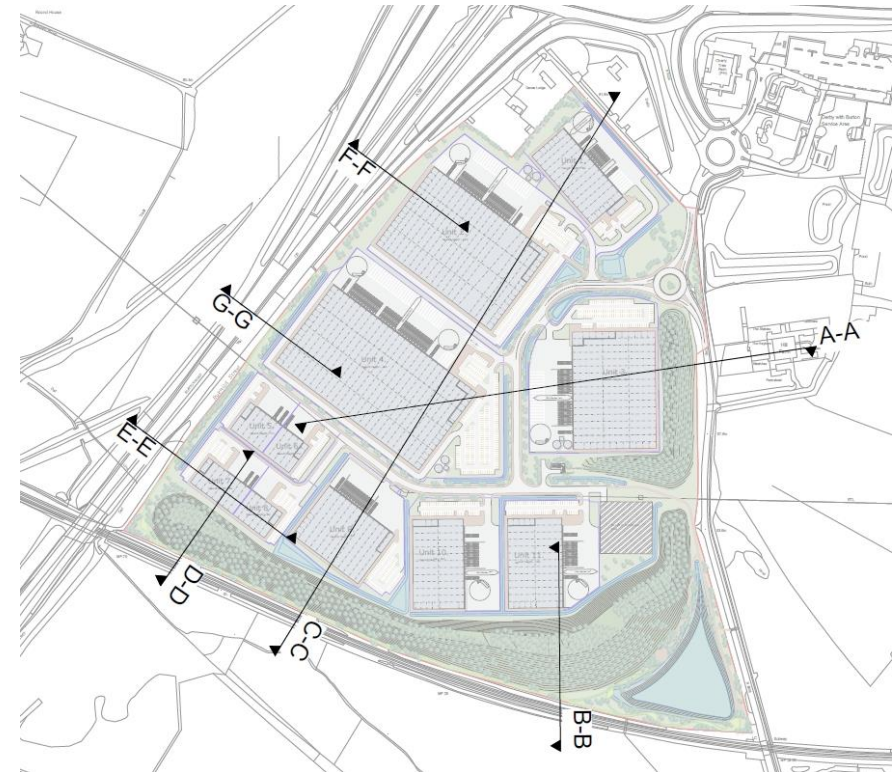
Opportunity

- Potential connections to the existing
- Provide a new, attractive, sustainable & accessible employment area
- Capitalise on strong vehicular links
- Enhance existing landscape features
- Provide sympathetic & appropriate land uses across the application area
- Improve the biodiversity across the site
- Provide suitable landscape buffers between the employment areas and neighbouring Hill Farm and Willington village
- Remodel existing landform to create new development platforms to mitigate impact of development

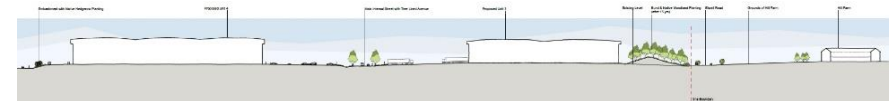
The site adjoins the A38 Burton Road and A50 Derby Southern Bypass trunk roads and therefore benefits from excellent wider strategic links via the Toyota Island roundabout interchange.

Within the plot area there is an existing publicly accessible footpath which currently dissects the site diagonally from the south to west boundaries. The proposal seeks to re-route this PRoW to follow the southern and western perimeter edges of the site along the enhanced landscaped corridor.

As part of these diversion proposals, concerns regarding the safety of pedestrians crossing the rail line were taken into account. To avoid the railway crossing the proposal seeks to make use of the existing underpass where the railway crosses Etwell Road, maintaining a safe, accessible route.



SITE PLAN SECTIONS



SECTION A-A



SECTION B-B

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2. Design

2.1 Use & Layout

The design has been developed to provide highly flexible operational functionality that will appeal to a diverse range of potential future occupiers in the logistics and industrial sectors.

In this sector loading docks with variable ramps and shelters are provided in the order of 1 per 1,000 square metres of floor space and a minimum of two level access doors. This creates the necessity for an external yard area that will occupy the whole of one longer elevation of each unit and determines the optimum plan ratio of the building.

Management of the transport operations in the yard is often carried out from offices that overlook the yard which would dictate the location of the office provision.

Typically this configuration generates an associated office requirement of approximately 5% of the total floor area, located over two floors and on each plot located to provide overlooking to the car park.

Vehicle parking is provided in line with the 6Cs Design Guide for parking provision for B8/B2 use. The appropriate standards to be applied would be:

Maximum car parking standards

B1c & B2	One car space or every 55sqm floorspace
B8 Warehousing	One car space for every 120sqm floorspace

Minimum servicing standards

B1c	One lorry space for every 500sqm floorspace
B2 / B8	One lorry space for every 400sqm floorspace

Minimum standards for disabled parking spaces

Up to 200 spaces	Individual bays for each disabled employee plus two bays or 5% of total parking spaces
Over 200 spaces	6 bays plus 2% of the total number of parking spaces

Cycle parking standards

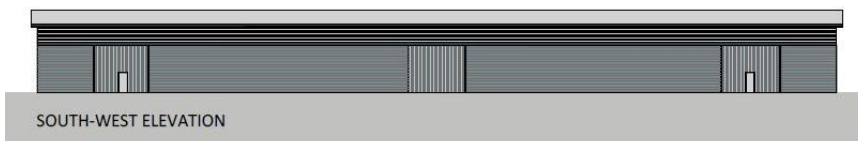
Cycle parking for the B1c, B2 and B8 land uses	Minimum one cycle parking space per 400sqm of floorspace. To be secure and covered, conveniently located at entrances to buildings and well lit
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The design allows for the future provision of additional car parking for B1C/B2 use within the service yard areas of each unit to provide flexibility.

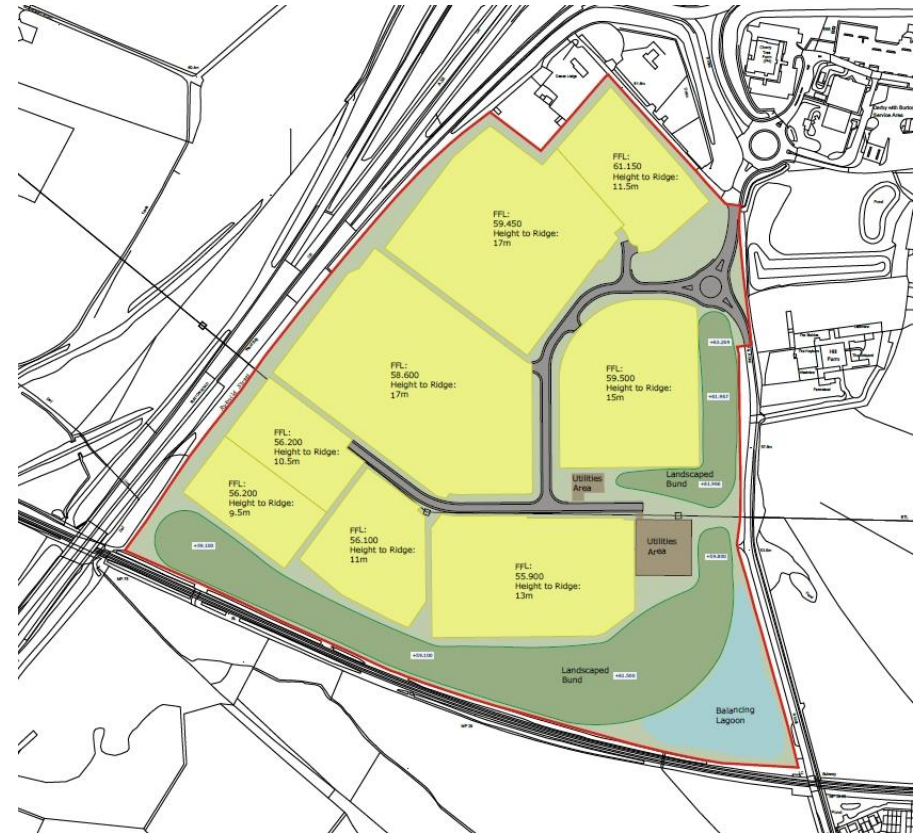
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The site parameters plan indicates the proposed building heights, usage and finished floor levels for each designated plot.

A condition relating to the upper limits for building heights could form part of the planning approval to control this parameter if deemed necessary.



UNITS 5-6 INDICATIVE ELEVATIONS



PROPOSED PARAMETERS PLAN



VISUAL LOOKING NORTH TOWARDS THE A50

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2.2 Amount

The proposed development targets a specific market identified as required within the locality. The current indicative masterplan proposes a variety of building sizes to satisfy this market.

The Indicative Masterplan details the proposed development which consists of a B1c, B2 & B8 employment mix providing a combined floor area of up to 100,000m².

The proposed floor area will consist of approximately 75% (75,000m²) B8 use and 25% (25,000m²) B1c/B2 use.

The scheme proposal currently reflects the following approximate figures:

Areas	
Site – Gross	77.9 Ac / 31.52 Ha
B1c/B2 Use	224,412 sqft / 20848.4
B8 Use	732,732 sqft / 68073
Total GIA	957,144 sqft / 88921.4 sqm

The industrial and logistics sectors expects minimum clear heights based on a floor space ratio. These are reflected in the ridge heights indicated on the Parameters Plan.

Minimum internal clear height will range from 7.5m to 14.5m to suit racking and lift truck operations.



INDICATIVE MASTERPLAN

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2.3 Scale

The scale and massing of the employment buildings have been influenced by its setting within the wider context in order to minimise its visual impact.

The industrial and logistics sectors expects minimum clear heights based on a floor space ratio. These are reflected in the ridge heights indicated on the Parameters Plan. Minimum internal clear height will range from 7.5m to 14.5m to suit racking and lift truck operations.



VISUAL FROM THE A50 TOWARDS WILLINGTON VILLAGE



UNIT 4 INDICATIVE ELEVATIONS

To mitigate the visual impact of the heights of the buildings a curved roof profile is proposed, which will be divided into smaller bays for the larger buildings.

The ground floor FFL's range from 55.900 AOD to 61.150 AOD.

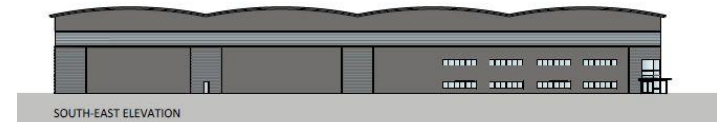
2.4 Appearance

Materials will be selected in keeping with, and appropriate for, the characteristics of the building uses.

They will include flat and profiled wall cladding, profiled roof cladding, insulated steel sectional overhead doors, polyester powder coated aluminium windows, curtain walling and entrance doors and steel fire escape doors.

The elevations will be articulated with a choice of cladding orientation and colour.

The bituminous macadam car park will be defined by BS pre-cast concrete kerbing and marked out with white thermoplastic lining. The service yards and building perimeter footways will be of reinforced concrete whilst the paved areas in front of the office entrances will be paved in concrete blocks.



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2.5 Landscape

Careful assessment of the site levels has been undertaken to ensure that the buildings sit within the land form and landscape, whilst also having regard to achieving satisfactory access.

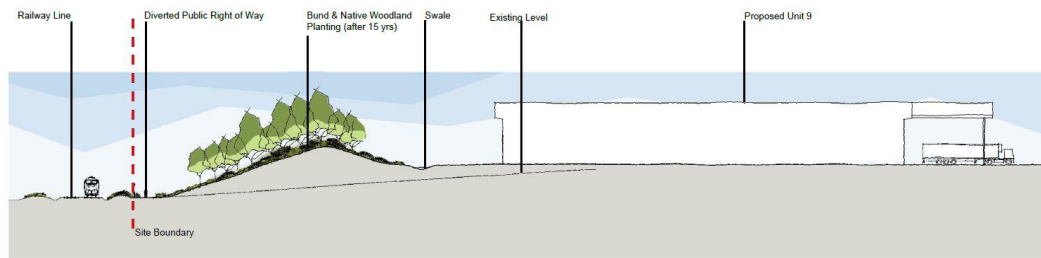
The new estate spine road provides a clear well defined route into the site with the buildings positioned to allow clear visibility of car parking and service access points to each plot and buildings located adjacent to the main site entrance have been set back with enhanced landscaping.

The development already benefits from screening by mature landscaping to the existing boundaries. These areas will be enhanced with additional planting and contoured embankments in line with the recommendations of the visual impact assessments noted.

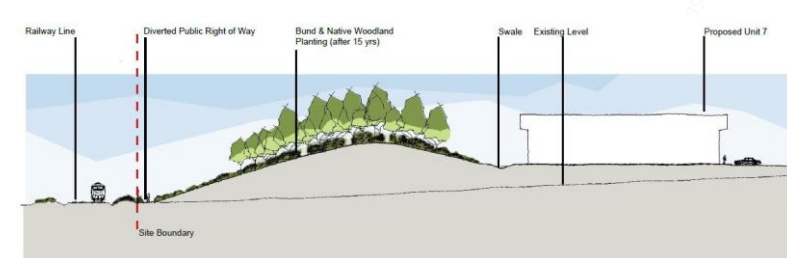
The landscape strategy aims to retain existing landscape features where appropriate including hedgerows, trees, grasslands and watercourses. Site appropriate standoffs will be maintained between trees/hedgerows and development/earthworks. Any loss to the existing landscape resource will be mitigated through the delivery of extensive areas of structural planting.



PROPOSED LANDSCAPE SCHEME



SECTION C-C 1:200 @ A0



SECTION D-D 1:200 @ A0

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Additional extensive screening is provided by raised mounds with woodland planting to minimise the visual impact on Hill Farm, Willington village and the Trent & Mersey Canal corridor.

The landscape scheme seeks to improve the biodiversity of the site from its current state with significant areas of native woodland planting, meadow grassland, wetland, wildflower areas.

Measures to increase the biodiversity value will be incorporated in to the development proposals to:

- Maintain and potentially increase the value of the site for Roosting & foraging bats, declining bird species, such as bullfinch, house sparrow through the improvement of and creation of, woodland and scrub areas and the installation of bird boxes
- Deliver habitat enhancement through the creation of potentially valuable habitats in the form of grassland, hedgerow and woodland areas and features such as brash piles
- Maintain and enhance the value of the site for five years following the completion of the relevant works and thereafter, through active management.



EXISTING VIEW



VIEW ON COMPLETION



VIEW IN 15 YEARS

PHOTO MONTAGE ETWALL ROAD LOOKING NORTH

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EXISTING VIEW



VIEW ON COMPLETION



VIEW IN 15 YEARS

PHOTO MONTAGE SOUTH



EXISTING VIEW



VIEW ON COMPLETION



VIEW IN 15 YEARS

PHOTO MONTAGE FROM CANAL

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3. Access

3.1 Vehicle and Transport

The development site is situated just south of junction 4 of the A50 where it meets the A38.

The site is approximately 500m north of the village of Willington. The site will gain vehicular and pedestrian access via a new roundabout constructed on Etwall Road to the north-east of the proposed development.

Pedestrian/cycle access will also be provided off Etwall Road towards the south of the site linking to pedestrian routes from Willington and the surrounding area.

There is an existing bus service which runs between Derby and Burton on Trent which passes through Willington. The nearest bus stops are on Etwall Road in Willington, between the junctions of Findern Lane and The Green, approximately 550m from the southern pedestrian/cycle access to the site. The operator currently has scope within the existing timetable to divert the route to directly serve the site, and so bus stop(s) to facilitate this are proposed. It is also proposed to provide a new public bus service between Swadlincote and the site in Willington, via rural villages. This would provide links to existing bus and rail services in Repton and Willington, and potentially provide access to other large employment sites in the area.

All HGV traffic associated with the development will be routed directly to and from the Strategic Road Network at the A50/A38 junction, rather than through the village of Willington. There are existing constraints in the form of height and weight restrictions in central Willington, but this

will also be controlled through routing agreements implemented by all end users and the site management company, to ensure all commercial HGV journeys are made via the A50/A38 junction.

A mitigation scheme to signalise the A50/A38 Toyota Island has been approved in principle by Highways England. This will mitigate the impact of the development traffic and also provide net benefits to overall operation of the junction to improve the base situation.

The impact of all vehicles associated with the development will be managed via the Travel Plan and associated measures including:

- Encouraging routing via the A50/A38 junction (including 'how to find us' information and routing agreements for all HGV traffic), supplemented by the mitigation scheme to improve capacity at this junction.
- Actively encouraging car sharing
- Improving public transport options to access the site, particularly from the south
- Improving pedestrian and cycle routes to the site

3.2 Inclusivity

The overall scheme design has considered accessibility around the site and to the proposed buildings.

The building will be designed and detailed to comply with the current edition of the Building Regulations, in particular approved Document Part M, and British Standard 8300 as appropriate.

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4. Sustainability Measures

In keeping with the design team's aspirations to create a sustainable development, the design approach needs to be holistic, responding to site context, environmental impacts, building design and economic factors.

Throughout the design process, the design team has formed close links with the supply chain who will deliver the development. Consultants, contractors, sub-contractors and suppliers are and will continue to be involved in all stages of the development design to achieve a sustainable and viable solution.

4.1 Energy & Carbon Reduction Strategy

In summary the project is committed to:

- Air tightness of 5 cubic metres per square metre at fifty pascals which is five times as efficient as the statutory requirement of 10
- High efficiency office lighting including stairs and toilet areas
- PIR Controls with daylight dimming to all office areas including daylight dimming where natural light is available
- Ventilation to the office area is to be assumed mechanical ventilation from localised heat recovery units
- Hot water generation by standalone hot water heaters, supplied from air source heat pumps where required

- Low flush volume WCs and low water use spray taps
- LED lighting to car park areas with external lighting fittings selected to restrict light pollution
- Regionally sourced landscape planting & responsibly sourced timbers
- A target EPC rating of the best practically achievable
- Implementing a Travel Plan, and associated measures, to reduce traffic impact and carbon emissions

4.2 Waste Management

A compliant Site Waste Management Plan will be adopted by the contractor during the site works in order to reduce all aspects of on site waste.

Dedicated bin storage will be provided within the design for the end users with regards to waste storage. Bin / waste storage will be secured with gates and located to facilitate ease of access for refuse removal off site.

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5. Summary

This Design & Access Statement confirms that the proposed development has been carefully assessed and designed having regard to the constraints and opportunities of the site.

A full account of the planning background has been undertaken, and the proposed development is consistent with the Local Councils objectives.

The development therefore provides a high quality designed scheme, which will provide an important economic investment to area.

SGP

Architects + Masterplanners

London

t: +44 (0)203 755 5178

Leicester

t: +44 (0)116 247 0557

Leeds

t: +44 (0)113 246 7969

Solihull

t: +44 (0)121 711 6929

Birmingham

t: +44 (0)121 222 5346

Sofia

t: +359 (0)2419 9059

www.stephengeorge.co.uk