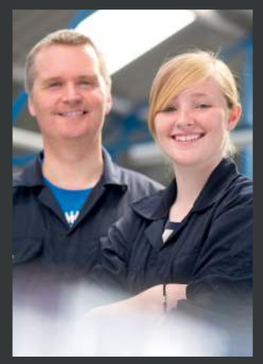
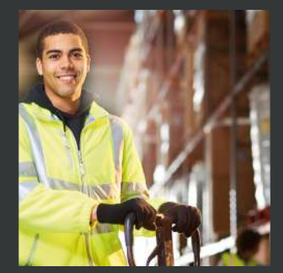
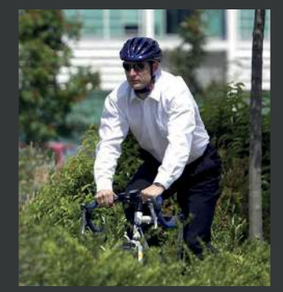
MERCIA PARK EXPANSION

Design and Access Statement (incl. Landscape Strategy)

UMC
February 2025







0.0 CONTENTS

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1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 STATEMENT OVERVIEW

This Design and Access Statement (DAS) has been prepared by UMC Architects on behalf of IM Properties Development Ltd ('the Applicant') in support of the submission of a hybrid planning application for the Mercia Park Expansion at land to the east of the A444 / north of J11 of the M42, Stretton-en-le-Field, Leicestershire. ('the Site'). This DAS covers the entire site, but focuses on the full/detailed elements with a separate Design Guide to be submitted specifically for Development Zone 2 (DZ2).

This newly proposed employment development site, encompassing 71.86 acres (29.08 hectares), offers various constraints and opportunities. This statement explains how these are addressed within the design proposals presented as part of the application.

This statement explains the design and access strategy presented by a hybrid application, with certain aspects being in detail and other elements being presented in outline. The detailed elements of the application include Class B8 development with ancillary offices (with specific requirements relating to its function) and the surrounding infrastructure, including access from the A444. The outline area relates purely to Development Zone 2 and will be reserved for flexible Class B2, B8 and / or E(g)(III) uses with ancillary offices.

1.2 REPORT CONTENT AND STRUCTURE

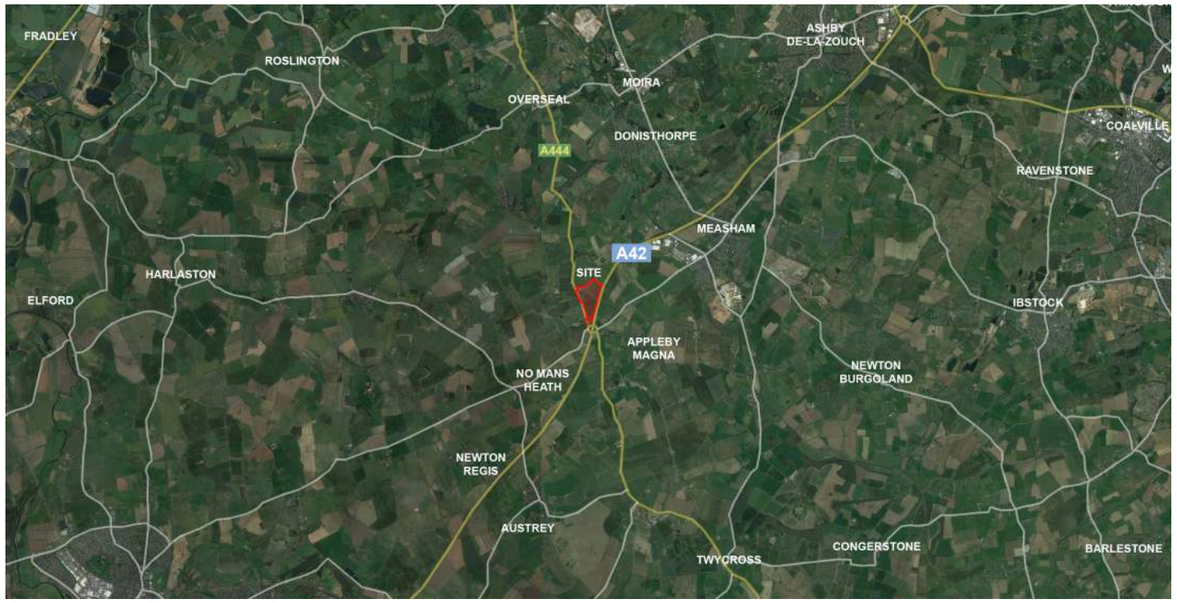
This statement contains a summary of the site context, analysis of the surrounding areas and an explanation of the design evolution. The statement explores how the physical characteristics of the scheme have been informed by the design process and explains the steps taken in the process, culminating in the eventual design solution.

This Design and Access Statement is in accordance with the requirements of the The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015, Part 3, Article 9 which sets out the requirements for Design and Access Statements.

The statement is structured as follows:-

- **Section 1.0** is an introduction, outlining the project brief.
- **Section 2.0** is an explanation of the existing site context including photos and site constraints.
- **Section 3.0** is an evaluation of the key principles considered in the design stage.
- **Section 4.0** discusses the design evolution of the site plan, building massing, elevational treatment and a description of the scheme evolution.
- **Section 5.0** discusses the detailed development proposals of the proposed design, covering proposed usage, amount, layout, scale & massing, and appearance.
- **Section 6.0** is an overview of the landscaping strategy.
- **Section 7.0** outlines the vehicular, cycle and pedestrian access to and around the site.
- **Section 8.0** covers the project's sustainability principles.
- **Section 9.0** discusses the envisaged crime prevention and lighting strategy.
- **Section 10.0** is a summary of the document and key principles

This document should be read in conjunction with the accompanying drawings and supporting documents for the site. **Please refer to the separate Planning Statement document for details of how this application complements and supports both national and local planning policies.**



Site Location Plan, Wide Context

Site Location Plan, Immediate Context

1.0 INTRODUCTION

1.3 THE BRIEF

The site provides an opportunity to capitalise on the success of Mercia Park to create a hub of strategic employment development at A/M42 Junction 11. Mercia Park has been hugely successful in delivering a 3.5m sqft logistics development which is home to Jaguar Land Rover's Global Logistics Centre (Unipart) alongside a flagship and national distribution facility for global transport and logistics company DSV.

The brief from IM Properties Development Ltd (IMP) comprises of a number of key components;

- Provide a development site to support a number of strategic-scale facilities, in a location which is ideal to take advantage of the excellent highway connections.
- Provide connectivity / create functional relationship with Mercia Park by way of new active travel connections.
- Give flexibility for B2, B8 and / or E(g)(III) and amenity use to the north-east of the site, referred to as the "Outline Area" (Development Zone 2) within this document.
- Create excellence in the design of public and private space, buildings and delivering biodiversity net gain on-site, in order to deliver a best-in-class development with its own character, which builds upon the high-quality environment of the neighbouring Mercia Park development.
- Design an individual B8 plot which shall fulfil all functional requirements of contemporary warehouse developments, in terms of layout, scale, geometry, loading areas and ancillary offices.
- It is recognised that this is a substantial development, so the design must optimise levels in a sustainable approach, to balance earthworks and to maximise opportunities for peripheral screen bunding and landscaping.
- Develop landscaping that serves the new development but also provides connections to / and expands existing walking routes at Mercia Park.

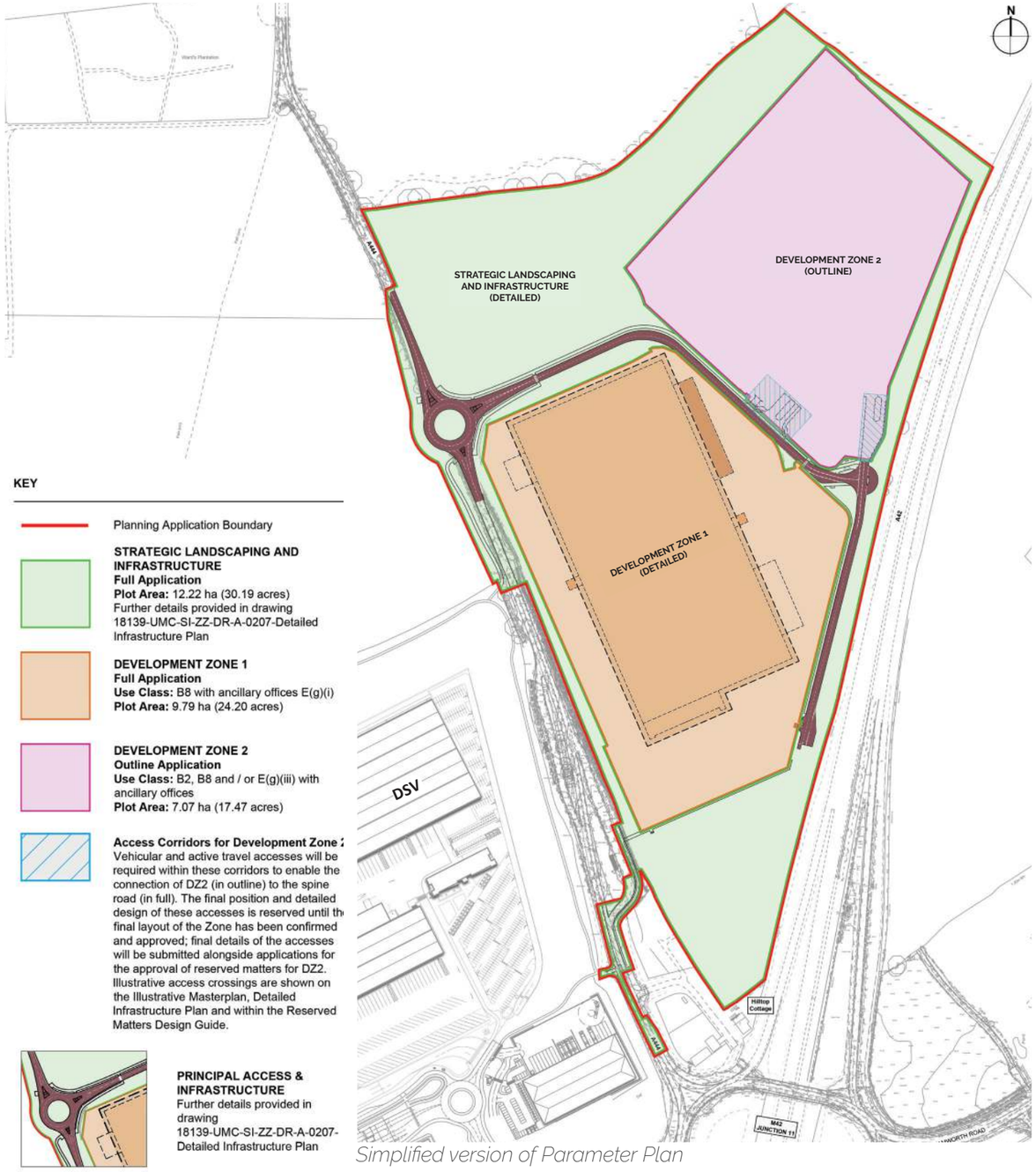
1.4 DETAILED PLANNING SCOPE

As is noted within the above section, this application is a hybrid of both detailed and outline aspects; with the image on this page identifying the extents of the outline aspects ("Outline Area" Development Zone 2).

Full planning permission will be sought for the following:

- A single employment unit ('Development Zone 1' – DZ1) confirming use class, floorspace (sqm), layout, scale, appearance and landscaping all in detail (including the associated car parking areas);
- Site wide infrastructure works including access from (and alterations to) the A444, internal spine road, earthworks and site level works to create all development plateaus; and
- The structural landscaping, utilities infrastructure and foul and surface water drainage infrastructure.

Outline permission will be sought in principle for all above ground associated development ('Development Zone 2' – DZ2- principally the building(s) and associated parking areas and landscaping) and controlled through an approved parameter plan to confirm uses, maximum floorspace, maximum heights, as well as provision of service yards and parking, plant, hard and soft landscaping and other associated infrastructure within the plot.



Simplified version of Parameter Plan

2.0 SITE CONTEXT

2.0 SITE CONTEXT

2.1 SITE CONTEXT

The 29 hectare site currently comprises a wedge-shaped parcel of agricultural land and is bound by hedgerows and fields to the north, the A42 to the east, Junction 11 of the M42 to the south, and the A444 to the west. Facing the site to the west, on the opposite side of A444, is Mercia Park. Immediately to the south of the site is a residential property called Hill Top Cottage.

The area directly north comprises agricultural land as well as the River Mease which is a Site of Special Scientific Interest ("SSSI") approximately 1 km from the site. Immediately to the east is the A42, with agricultural land sitting between the site and Measham.

To the south of the site is Junction 11 of the A/M42, as well as agricultural fields and Appleby Magna to the south east. The area to the west of the site is the existing Mercia Park.

Mercia Park represents an innovative development spanning 3.5 million square feet, dedicated to logistics. It houses the Global Logistics Centre for Jaguar Land Rover (Unipart), as well as a prominent facility for the international transport and logistics firm DSV. This development offers a superior design and environment for tenants, employees, and visitors, setting a standard for the future expansion of Mercia Park.

Key design & access principles attributed to making Mercia Park a successful / well received scheme have been observed and implemented within the design of Mercia Park Expansion. Principles such as;

- Extensive landscape buffers and screening, strengthening existing perimeter landscape features.
- Interior of the site permeated by a myriad of permissive paths.

The site is located approximately 14 km south-west of Ashby-de-la-Zouch; 10 km north-east of Tamworth & 19 km south of Burton-upon-Trent.

Aerial view to show site context

A number of villages are located within the vicinity of the site:-

- Netherseal - 2.5 km north,
- Appleby Magna - 0.8 km east, on the opposite side of the M42 motorway,
- Stretton-en-le-Field - 0.8 km to the north
- Chilcote - 1.6 km north-west
- No Mans Heath - 2.2 km south-east

2.0 SITE CONTEXT

2.2 SITE ANALYSIS, CONSTRAINTS AND OPPORTUNITIES

The accompanying image depicts the site constraints and opportunities, highlighting the main features inherent with this site.

This drawing shows existing services to the newly established Mercia Park located to the west of Junction 11 of the M42 and to Hilltop Cottage that is located to the south of the site. The majority of services are situated within the A444.

The entire topography ranges from +78 m AOD to the northern boundary up to +101 m AOD at the southern boundary. There are no public footpaths crossing the site and the closest noise receptor to the site is Hilltop Cottage located at approx. 20 m from the south site boundary.

Sensitive noise receptor

Primary Access Point

+101m AOD

+78m AOD

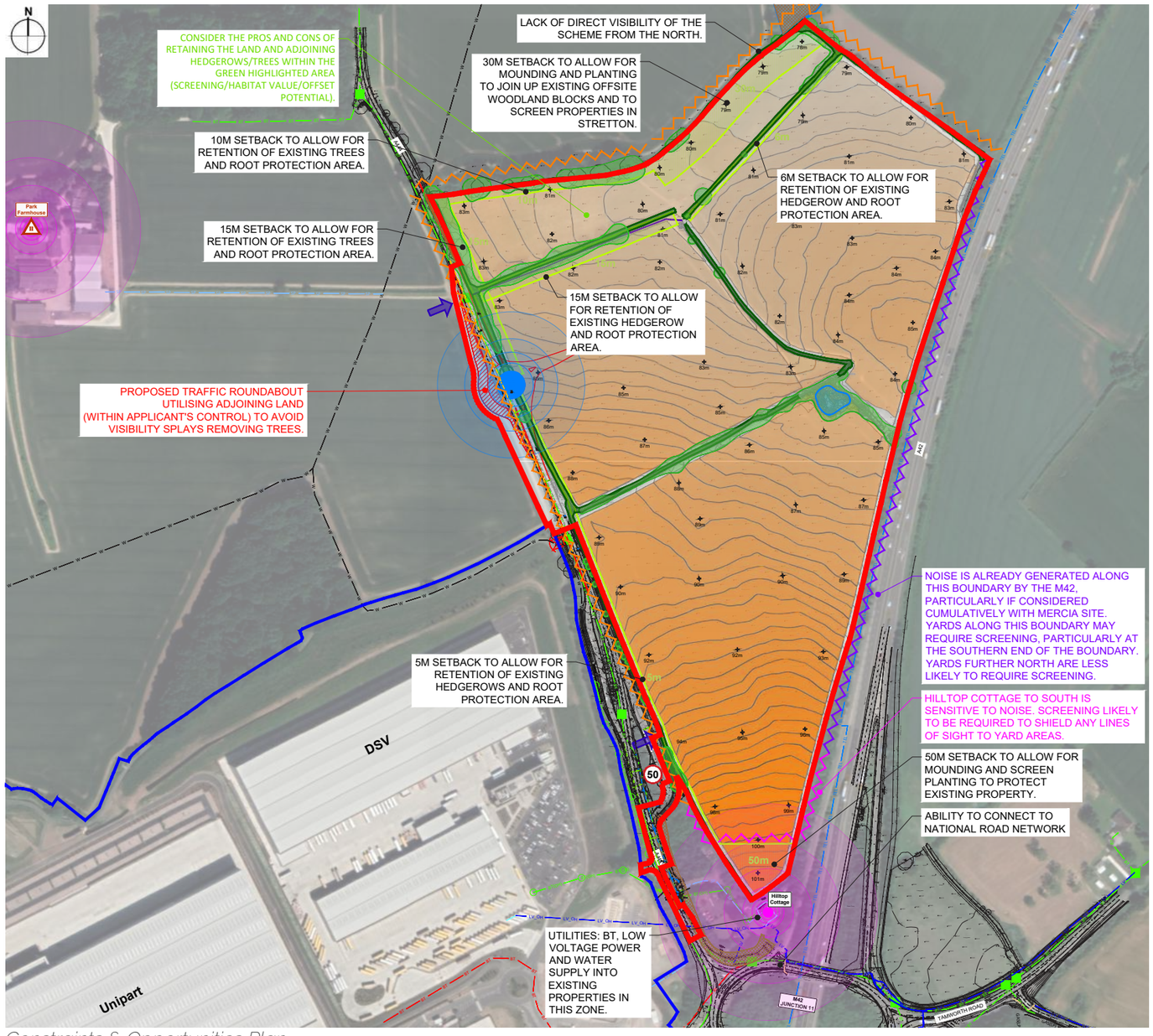
COMAH DPZ	Not Present
COMAH Inner Zone	Not Present
COMAH Middle Zone	Not Present
COMAH Outer Zone	Not Present
Substation	Not Present
Mast	Not Present
Wind Turbine	Not Present
Contaminated Ground	Unknown

Existing U/G LV Cable	Indicated
Existing O/H LV Cable	Indicated
Existing U/G Service Cable	Indicated
Existing U/G HV Cable	Indicated
Existing U/G PL Cable	Indicated
Existing U/G LV Cable Decom	Indicated
Existing U/G HV Future Use Cable	Indicated
BT U/G Plant	Indicated
BT Joint Box	Indicated
BT Planned Cabinet	Indicated
BT U/G Plant - Planned	Indicated
BT Duct	Indicated

Existing U/G LP Mains	Indicated
Telent	Indicated
South Staffs Water - Distribution Main	Indicated
South Staffs Water - Service Pipe	Indicated

Gas	Indicated
Electric	Indicated
Telecoms	Indicated
Drainage - Surface	Indicated
Radar - Trace	Indicated
Water	Indicated

Mercia Park	Indicated
+12m Spot Heights: Topo	Indicated
Sensitive Viewpoints	Unknown
Noise Sensitive Boundary	Indicated
Speed Limits and Road Names	Indicated
Vehicle Access / Road Names	Indicated
Pedestrian / Cycle Access	Not Present
Rail	Not Present
Bus Stop	Not Present
Height Restrictions	Unknown
Listed Buildings	Indicated
Flood Zone 2	Not Present
Flood Zone 3	Not Present
Flood Defences	Not Present
River / Watercourse/ Ponds	Indicated
Protected Species	Unknown
Badger Sett	Unknown
Existing Vegetation	Indicated
Existing Mature Hedgrow	Indicated
Proposed Landscape Offsets / Buffers	Indicated
Priority Habitat	Not Present
Tree Protection Order	Unknown
Ancient Woodland	Not Present
Archaeological Features	Unknown
Local Wildlife Site	Indicated
Scheduled Monuments	Not Present
Cat A Root Protection Area	Unknown
Cat B Root Protection Area	Unknown
Cat C Root Protection Area	Unknown
Cat U Root Protection Area	Unknown
Public Right of Way: Footpath	Not Present
Public Right of Way: Bridleway	Not Present
Private Means of Access	Unknown



Constraints & Opportunities Plan

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2.0 SITE CONTEXT

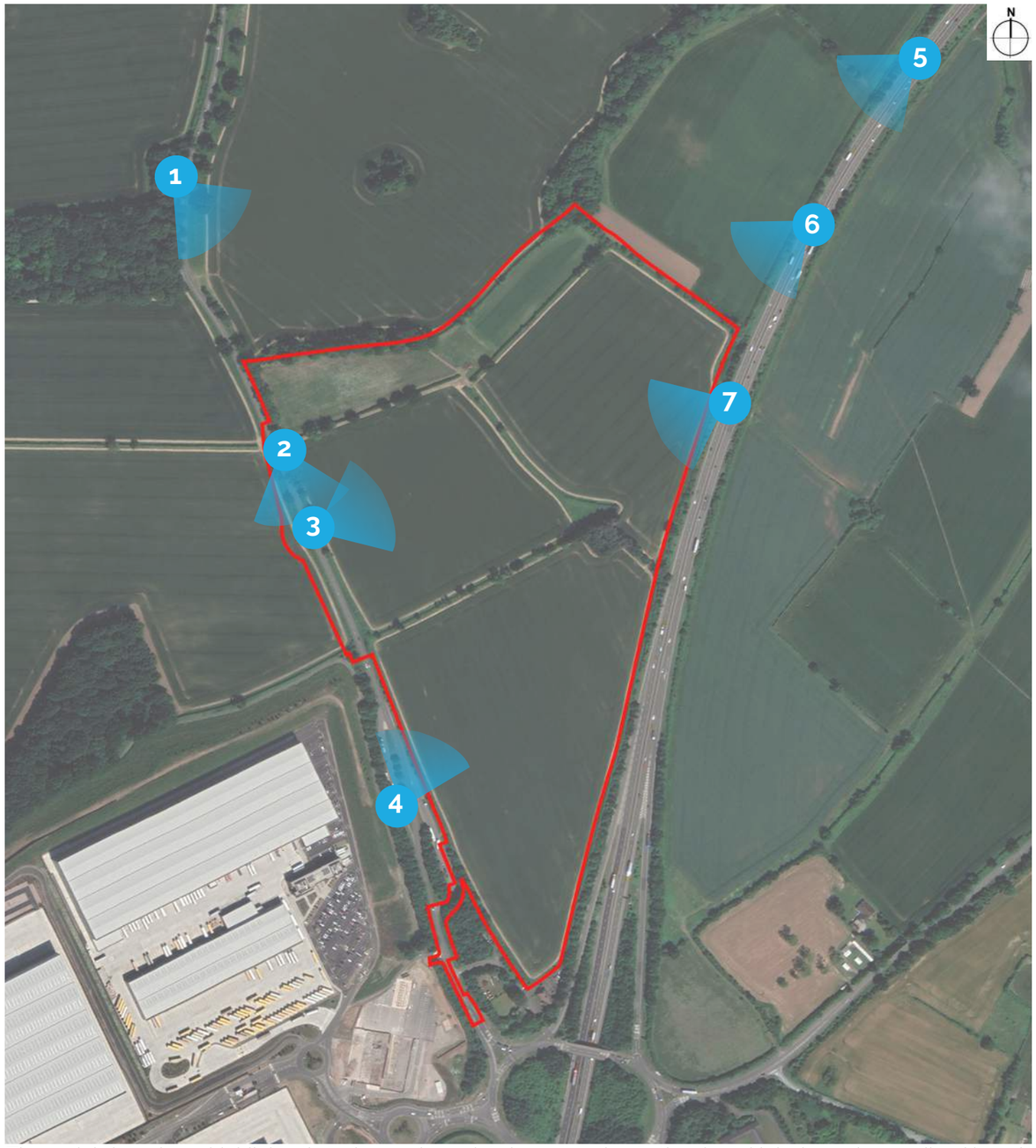
2.3 EXISTING SITE PHOTOS

The views illustrated within this section are those identified during pre-application advice meetings with North West Leicestershire District Council (NWLDC). A total of 17 viewpoints were identified by BEA Landscape through a Zone of Theoretical Visibility (ZTV) assessment, a computer-based tool designed to ascertain the potential visibility range of a proposed development. Out of these, seven viewpoints were selected for a comprehensive analysis of their visual impact.

BEA Landscape also conducted a Landscape and Visual Impact Assessment (LVIA), which is essential for informed planning decisions. This assessment evaluates the impact of new developments on the visual experience and the surrounding landscape, revealing additional viewpoints. Nevertheless, the site is predominantly located within a landscape that renders it relatively unobtrusive. Therefore, no additional viewpoints were selected, and the seven viewpoints identified from the ZTV were further developed for photomontage analysis, as demonstrated in Section 2.4.

The accompanying images below illustrate the seven key viewpoints selected from the ZTV assessment to assess how the buildings will be perceived from the adjacent public areas, particularly along significant routes such as the A444 and A42. The photographs capture the site in its current condition, taken from the viewpoints indicated on the adjacent key plan.

Primary viewports



The aerial view above highlights the primary viewpoints in connection to the site, with its boundary outlined in red.

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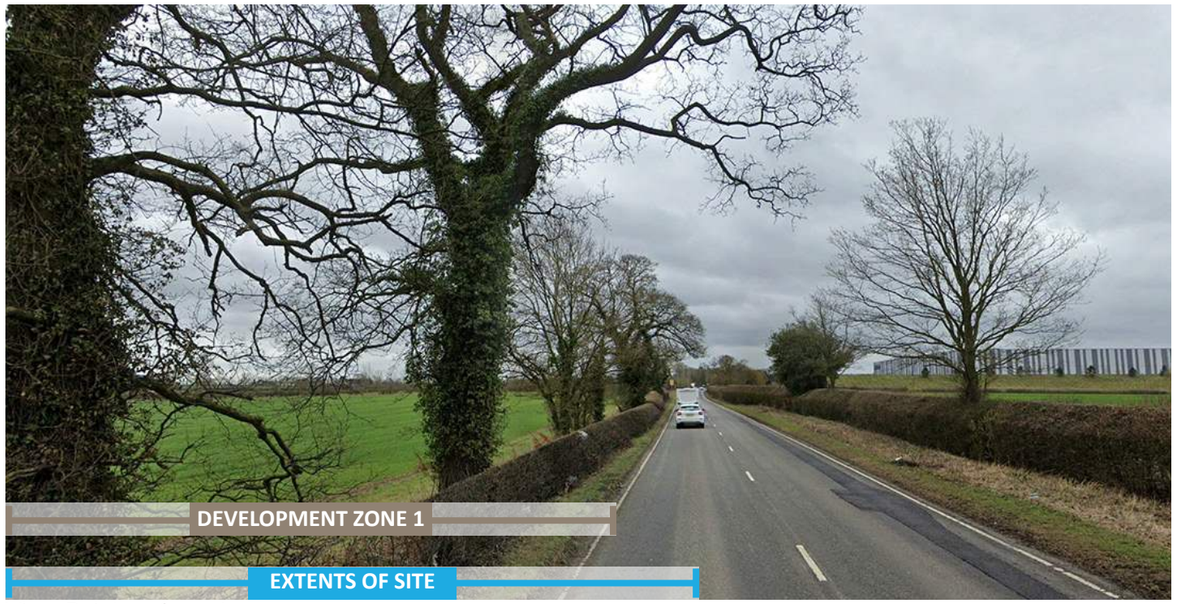
2.0 SITE CONTEXT

2.4 KEY VIEWPOINTS IDENTIFIED FOR PHOTOMONTAGE ANALYSIS

View Point 01 from A444



View Point 02 from A444

View Point 03 from A444

View Point 04 from A444

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2.0 SITE CONTEXT

2.4 KEY VIEWPOINTS IDENTIFIED FOR PHOTOMONTAGE ANALYSIS CONTINUED

View Point 05 from A42

View Point 06 from A42

View Point 07 from A42

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3.0 CONCEPT DESIGN

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3.1 KEY DESIGN PRINCIPLES (KDP)

Taking into account the requirements of the brief, combined with an understanding of the site constraints and opportunities, this allows a number of key principles to be established, as follows:

KDP1: Design & Character

To create an attractive, self-contained and functional development with clear identity, which relates well within its context. Buildings must be well-designed, with attention to detail and provide clear legibility in the choice of façade material specifications.

KDP2: Functionality

To provide a development that will meet the long-term needs of occupiers for running an efficient and successful business. Clear thought must be given to optimise functionality and avoid unnecessary routes of travel.

KDP3: Standards

To meet high standards of design, safety, accessibility and energy efficiency. Buildings must conform to institutional and technical standards and should meet all current market requirements.

KDP4: Protect Key Viewpoints

To design the building form and elevation treatment taking into account key viewpoints and context of the development. Views may be mitigated with appropriate use of screen bunding and landscaping and where this can't be achieved the architecture of the buildings must address best practice to reduce visual impact.

KDP5: Orientation & Movement

To ensure that the development provides a sense of arrival for visitors arriving by vehicle or on foot. Routes for HGVs, cars, cyclists and pedestrians should be segregated to avoid potential conflicts. Clarity of design and layout should be at the forefront, with signage being a fallback.

KDP6: Quality of Environment

The objective is to foster a development that improves the quality of environmental habitats and promotes biodiversity. Amenity should be provided for the use of occupiers, employees and the local community to create a positive work environment for the area and within public areas of the development. New footpaths should link into the wider existing network, increasing amenity and connectivity.

3.2 MASTERPLAN LAYOUT PRINCIPLES

In order to develop the masterplan layout, it was necessary to use the briefing requirements alongside the information gathered from analysis of the site. A number of key aspects have been identified in order to lay out the development:

Connectivity between Mercia Park and the Expansion Site

A key briefing criterion was to expand upon the cycling and walking routes established at Mercia Park and actively promote alternative methods of transportation. To achieve this, new connections, including a strategically placed traffic roundabout and pedestrian / cyclist crossing islands are proposed across the A444, seamlessly linking the developments. At the North of the site, the new roundabout and island crossings, will help link to an existing PROW that previously stopped at Mercia Park. To the South of the development, a new pedestrian / cyclist crossing island connection will allow personnel to travel between the two sites on foot and allow for the formation of a functional relationship between Mercia Park and Mercia Park Expansion. Within the site, numerous paths and trails will be created through newly landscaped zones, providing direct and convenient access for pedestrians and cyclists to the development plots and wider development landscaping.

New Access Roundabout

The principal highway access into the development needs to be in a location close to the M42 J11, where most of the traffic will travel to and from, and be suitable in geometric and safety terms. Its location also needs to suit the scale of development required on each plot, without breaking land areas up into smaller parcels.

Following surveys of the land and particularly the existing trees and hedgerows to the perimeter of the site, there was an obvious location to position the new site entrance roundabout, to ensure mature trees remained unaffected. The site entrance / roundabout position as depicted within the masterplan reflects this location.

Location of units

The units have been strategically positioned to minimise earthworks by leveraging the existing topography, thereby optimising lower plateau and formation levels. The development zones are situated inboard of all landscaping buffers, which helps to minimise visual impact while creating wildlife and landscaping corridors along the perimeter. The orientation and placement of the units also maximise natural daylight, with Southern-facing offices, and reduce the need for extensive internal road networks, further enhancing the efficiency and sustainability of the site. The careful positioning of the units also ensures that the existing bus stop and Mercia park is within reasonable walking distance helping promote sustainable travel.

Peripheral mounding and soft landscaping

As part of the landscaping and Biodiversity Net Gain (BNG) improvements, new earthwork mounds will be created at the northern and southern points of the site. These bunds will serve multiple purposes: they will accommodate surplus topsoil, enabling lower building plateaus that reduce the apparent height of the structures, while simultaneously promoting biodiversity. The bunds will also provide natural screening and mitigate noise impacts. Internal pathways will follow the base of the bunds, offering a visually engaging and dynamic landscape for individuals to explore and enjoy.

4.0 DESIGN EVOLUTION

4.0 DESIGN EVOLUTION

4.1 NWLDC PRE-APPLICATION CONSULTATIONS

Over the past fifteen months, the project team and North West Leicestershire District Council (NWLDC) have conducted seven formal pre-application meetings to discuss various key aspects and principles of the proposed scheme. These discussions have been instrumental in shaping and refining the development, ensuring it meets both regulatory standards and community needs.

Please refer to Camargue's Statement of Community Engagement (SCE) for documentation regarding significant stakeholder meetings, the feedback received, and the associated applicant responses.

These principles have been carefully considered and refined to ensure that the proposed scheme is not only functional and sustainable but also visually appealing and respectful of its surroundings. Below is an overview of the principles that have been established through / during these consultations:

Site Density:

- Agreement that density of development (built development vs landscaping) to be similar to Mercia Park.
- Density driven by ambition to achieve at least 10% biodiversity net gain on site.

Site and Building Layout:

- Strategic planning and position of the development zones agreed to maximise accessibility whilst minimising visual impact to surrounding receptors.
- Efficient use of space to create a cohesive and navigable environment.
- Agreement on the layout / orientation of the proposed Unit 300 within Development Zone 1.
- No concerns raised by officers in respect of the amount of floorspace proposed.

Form and Massing:

- Consideration of building heights, volumes, and densities to ensure a harmonious relationship with the surrounding context.
- Parameters for maximum heights of proposed units (22 m external) within development zones agreed.
- Agreement on the massing of the proposed Unit 300 within Development Zone 1.
- Creation of a varied building form to avoid monotony and enhance architectural interest.

Building Appearance:

- Agreement on the selection of materials, colours, and architectural style of the proposed units to reflect the architectural style of the Unipart / JLR units on Mercia Park.
- Incorporation of design elements that enhance the aesthetic appeal and identity of the development.
- Agreement in principle of windows on western and eastern elevations of the new DZ1 unit.
- Agreement on the design of the office building on the new DZ1 unit.
- Agreement on appearance of unit(s) within Development Zone 2 (to be sought in outline).

Visual Impact:

- Position of key viewpoints for the landscape and visual impact assessment agreed.
- Agreement to enhance soft landscaping on most sensitive boundaries of the site to help screen the proposals.

Site and Building Access:

- Design of accessible routes and entrances to accommodate all users, including those with disabilities.
- Integration of pedestrian, cycle, and vehicular access points to ensure safe and efficient movement throughout the site and linkages to Mercia Park.

Highways / Connectivity:

- Principle of access from A444 into the site and position of new roundabout (within limited loss of vegetation) agreed.
- Principle of crossing points agreed (central refuge crossing and enhancements to the layby, and the crossing point at the new roundabout).
- Agreement that distances between existing bus stop on Mercia Park and proposed units on the expansion site are acceptable.
- Agreement to safeguard an area within the expansion site to allow for the provision of a bus stop if required.

Sustainability:

- Agreement to provide PV panels on roof of proposed employment units.
- Agreement to adhere to Building with Nature principles.
- BREEAM Excellent being targeted.

4.0 DESIGN EVOLUTION

4.1 NWLDC PRE-APPLICATION CONSULTATIONS CONTINUED

Landscape Principles: Areas of Landscape Retention & Protection of Character:

- Identification and preservation of significant landscape features and natural habitats.
- Strategies to protect and enhance the site's existing character and ecological value.

Biodiversity Net Gain (BNG) & Habitat Creation:

- Implementation of measures to enhance biodiversity on-site, such as planting native species and creating wildlife corridors.
- Development of new habitats to support local flora and fauna, contributing to ecological sustainability.

Sustainable Urban Drainage Systems (SUDs) Provision:

- Design and integration of SUDs to manage surface water runoff and reduce flood risk at greenfield run off rates.
- Use of permeable pavements and retention ponds to enhance the site's resilience to climate change.

Aesthetic Quality & Visual Screening:

- Planning of landscape elements to provide visual interest and enhance the overall aesthetic quality of the development.
- Use of existing and proposed trees, shrubs, and other vegetation to screen sensitive boundaries, provide privacy, and create a pleasant environment for occupiers, local residents and visitors (including a detailed analysis of existing gaps in boundary planting).

Image captured during the Public Consultation.

4.2 PUBLIC CONSULTATION

In addition to the formal pre-application meetings, IMP and the design team have held publics events in both Measham and Appleby Magna where local residents were informed of the current proposals and their thoughts and feedback welcomed. Key political stakeholders were contacted and sent invitations, including local and neighbouring MPs, NWLDC Leader and Ward Councillor, neighbouring site ward members, county councillor for site, and local parish councils. A dedicated website was launched to further explain the development and allow local residents the opportunity to have their say on the development along with a promotional flyer drop to over 3,600 local addresses. In total approximately 70 people attended the public event with 20 feedback forms received physically & electronically.

A brief timeline of pre-application consultation events are as follows:

- Public Consultation - Measham Leisure Centre - Wednesday 26th June 2024
- Launch of public consultation information on dedicated website - Wednesday 26th June 2024
- Public Consultation - Appleby Magna, Sir John Moore Primary School - Saturday 29th June 2024.

The sessions were designed to allow attendees to explore key proposal materials. Eleven exhibition boards displayed the most relevant information, with additional maps, drawings, diagrams, and CGI images available on tables and in A3 folders. A video on a television screen at each venue highlighted an existing MP occupier (DSV), featuring staff interviews and footage of the facilities. The project team was present to answer questions, and feedback forms were provided for attendees to share their comments on the proposals.

Feedback, comments and suggestions that have arisen from the various consultation events held have been positively received and used to shape the design.

Please consult Carmargue's Statement of Community Engagement for a comprehensive overview of the feedback highlighted during the public consultations.

4.0 DESIGN EVOLUTION

4.3 MASTERPLAN EVOLUTION - EARLY CONCEPT

A RAG rating system is used to 'score' the appropriateness and feasibility of layouts. A short commentary on assumptions made is provided to further describe the positives and negatives of each arrangement.

Early concept plan

Accessibility to Mercia Park

The offices are situated in the south-west corner of the building, which itself is positioned in the southern area of the site. This strategic placement optimises physical proximity, facilitating interconnectivity between Mercia Park, the proposed facility and unit 500. Additionally, it provides a practical choice for pedestrians to traverse between sites without the need for vehicular transport, whilst promoting safe and accessible connection to the existing bus stop at Mercia Park.

BNG / SUDs Provision

The northern boundary provides ample space for natural areas which can incorporate BNG and SUDs features that are linked in order to improve capacity and efficiency. This reservation of natural area also allows for natural visual screening.

Site Levels and Cut & Fill

Layout allows for various areas of level change within the soft landscaping. Whilst some retaining may be necessary, this will likely only be required in localised areas.

Public Realm Interface/ Boundary Buffer / Visual Impact

The siting of the primary buildings prioritise both the A42 and the A44, as well as providing ample set backs from sensitive receptors to the north and south of the site. This is achieved by centrally locating the units and strategic arrangement of shared access roads.

While this initial concept maximizes the net developable area, it became apparent that removing the smaller units to the north and south would be essential to achieving both a 10% biodiversity net gain and to allow for adequate cut-and-fill landscaping, further reducing the proposed site's carbon footprint.

Early concept plan

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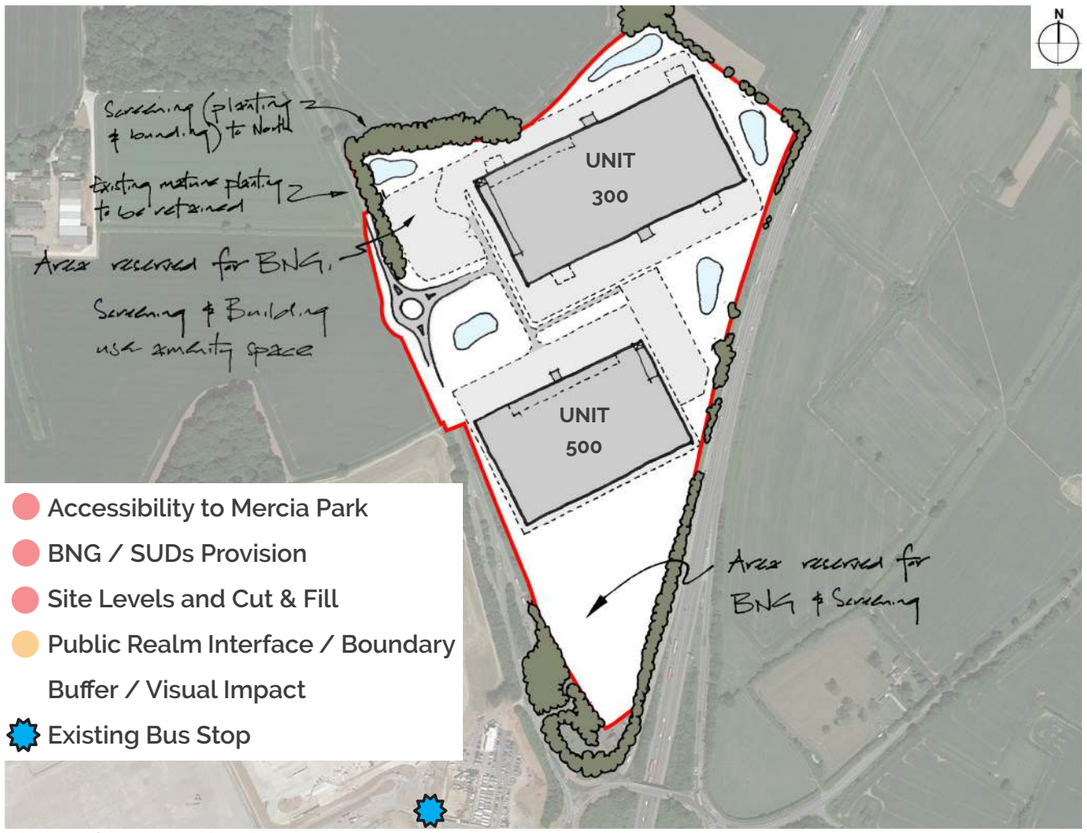
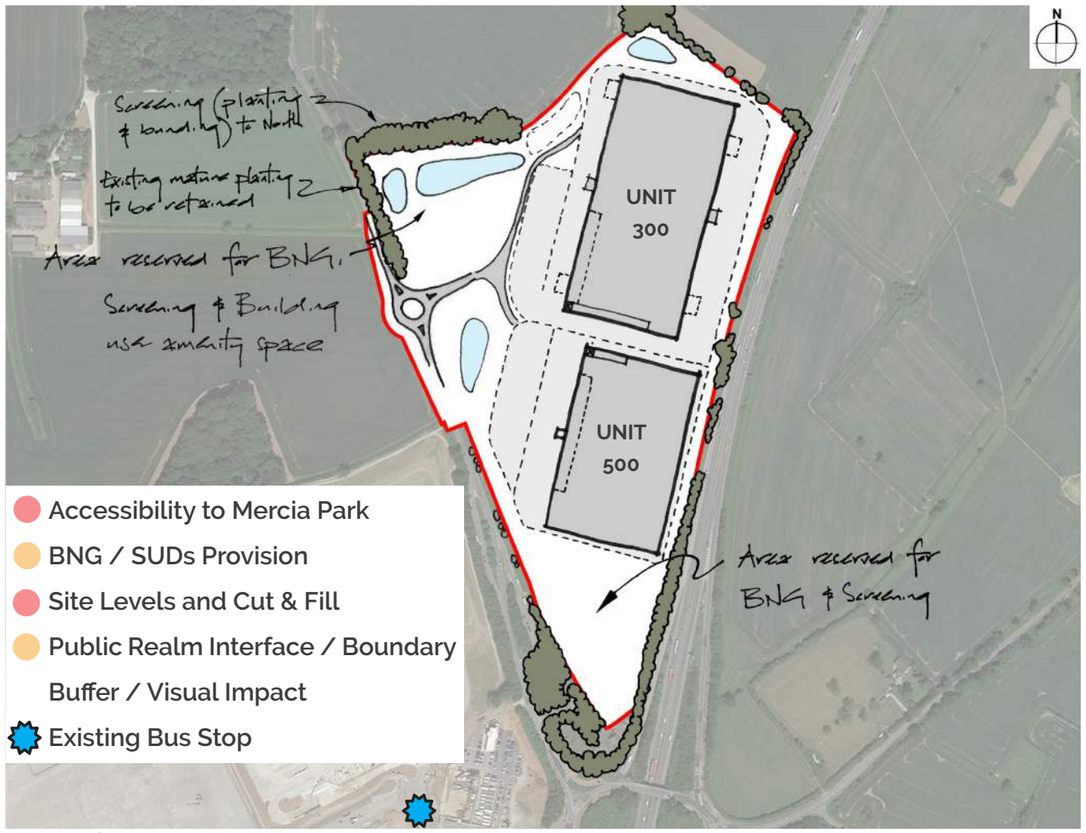
4.0 DESIGN EVOLUTION

4.4 MASTERPLAN EVOLUTION - ALTERNATIVE SITE LAYOUT CONFIGURATIONS

Several site layout iterations have been developed during the design process in order to establish the previous early concept scheme that successfully negotiates established physical constraints, whilst meeting contemporary operational standards in order to help achieve the highest quality of design for the site. These layouts are used to provide sketch options only and have not been reviewed against end occupier external requirements or by specialist consultants in regard to BNG, civil engineering, etc.

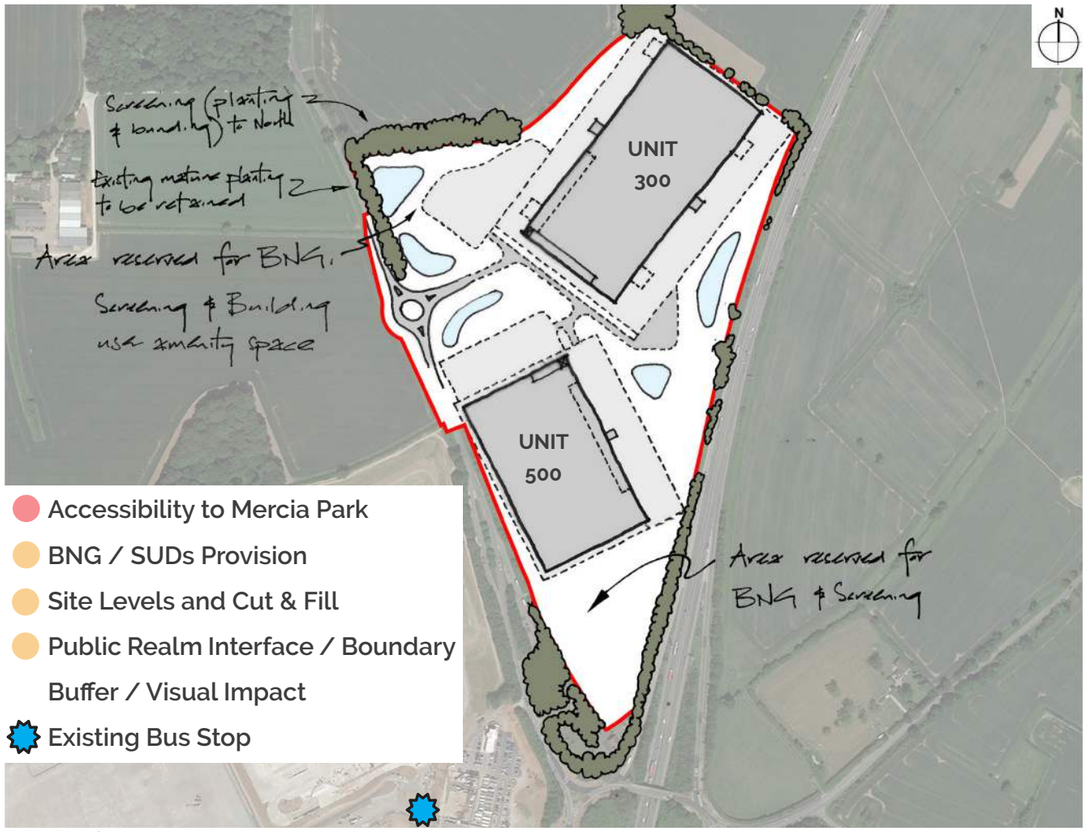


Site Configuration Sketch - Option 01

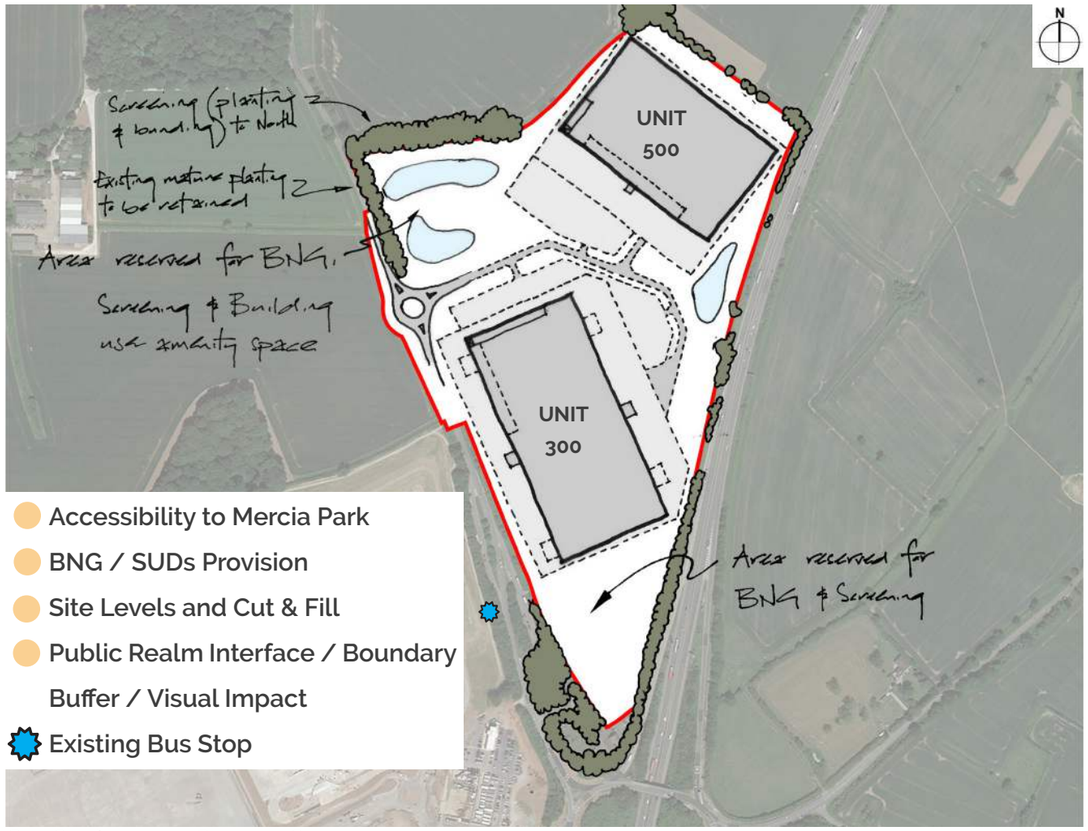


Site Configuration Sketch - Option 02

4.4 MASTERPLAN EVOLUTION - ALTERNATIVE SITE LAYOUT CONFIGURATIONS CONTINUED

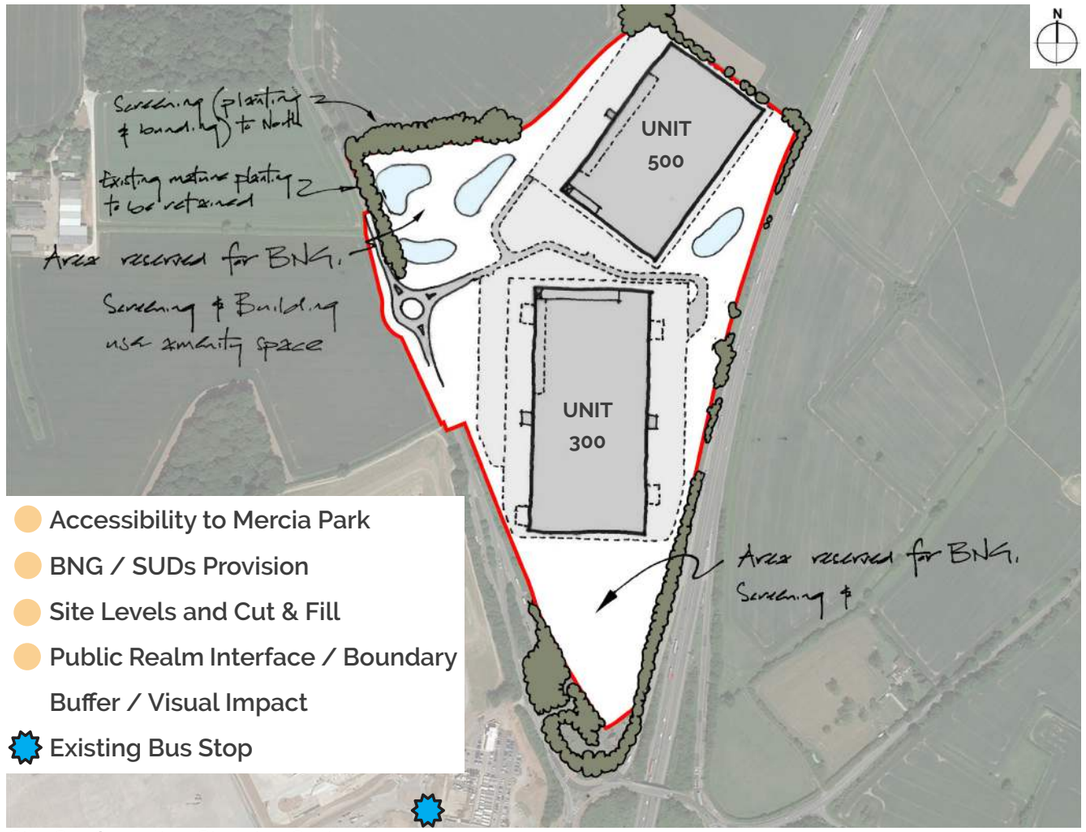


Site Configuration Sketch - Option 03



Site Configuration Sketch - Option 04

4.4 MASTERPLAN EVOLUTION - ALTERNATIVE SITE LAYOUT CONFIGURATIONS CONTINUED



Site Configuration Sketch - Option 05

Site Configuration Sketch - Option 06

4.0 DESIGN EVOLUTION

4.5 MASTERPLAN EVOLUTION - PREFERRED LAYOUT AND CONNECTIVITY

After several iterations of the masterplan, the optimal layout and connectivity scheme was established. Two units were omitted to achieve a 10% increase in biodiversity and to facilitate sufficient cut-and-fill landscaping, thereby further minimising the carbon footprint of the proposed site.

The proposed location of Unit 300 (Development Zone 1) office accommodation has been strategically positioned to ensure safe and convenient pedestrian access to the existing Mercia Park facilities. The scheme aims to benefit from the existing public transport links that serve the existing employment site, offering frequent bus links to Tamworth and Burton upon Trent.

The proposals seek to offer an increased level of visual connectivity to the existing A444 layby, increasing natural surveillance and in turn, enhancing the site's appearance whilst promoting a safe environment.

Accessibility to Mercia Park

The offices are situated in the south-west corner of the building, which itself is positioned in the southern area of the site. This strategic placement optimises physical proximity, facilitating interconnectivity between Mercia Park, the proposed facility and Development Zone 2. Additionally, it provides a practical choice for pedestrians to traverse between sites without the need for vehicular transport, whilst promoting a safe and accessible connection to the existing bus stop at Mercia Park.

BNG / SUDs Provision

The northern boundary provides ample space for natural areas which can incorporate BNG and SUDs features that are linked in order to improve capacity and efficiency. This reservation of natural area also allows for natural visual screening.

Site Levels and Cut & Fill

Layout allows for various areas of level change within the soft landscaping. Whilst some retaining may be necessary, this will likely only be required in localised areas.

Public Realm Interface/ Boundary Buffer / Visual Impact

The siting of the primary buildings prioritises both the A42 and the A444, as well as providing ample setbacks from sensitive receptors to the north and south of the site. This is achieved by centrally locating the units and strategic arrangement of shared access roads.

Preferred layout and connectivity plan

4.0 DESIGN EVOLUTION

4.6 DEVELOPMENT ZONES / PARAMETERS PLAN

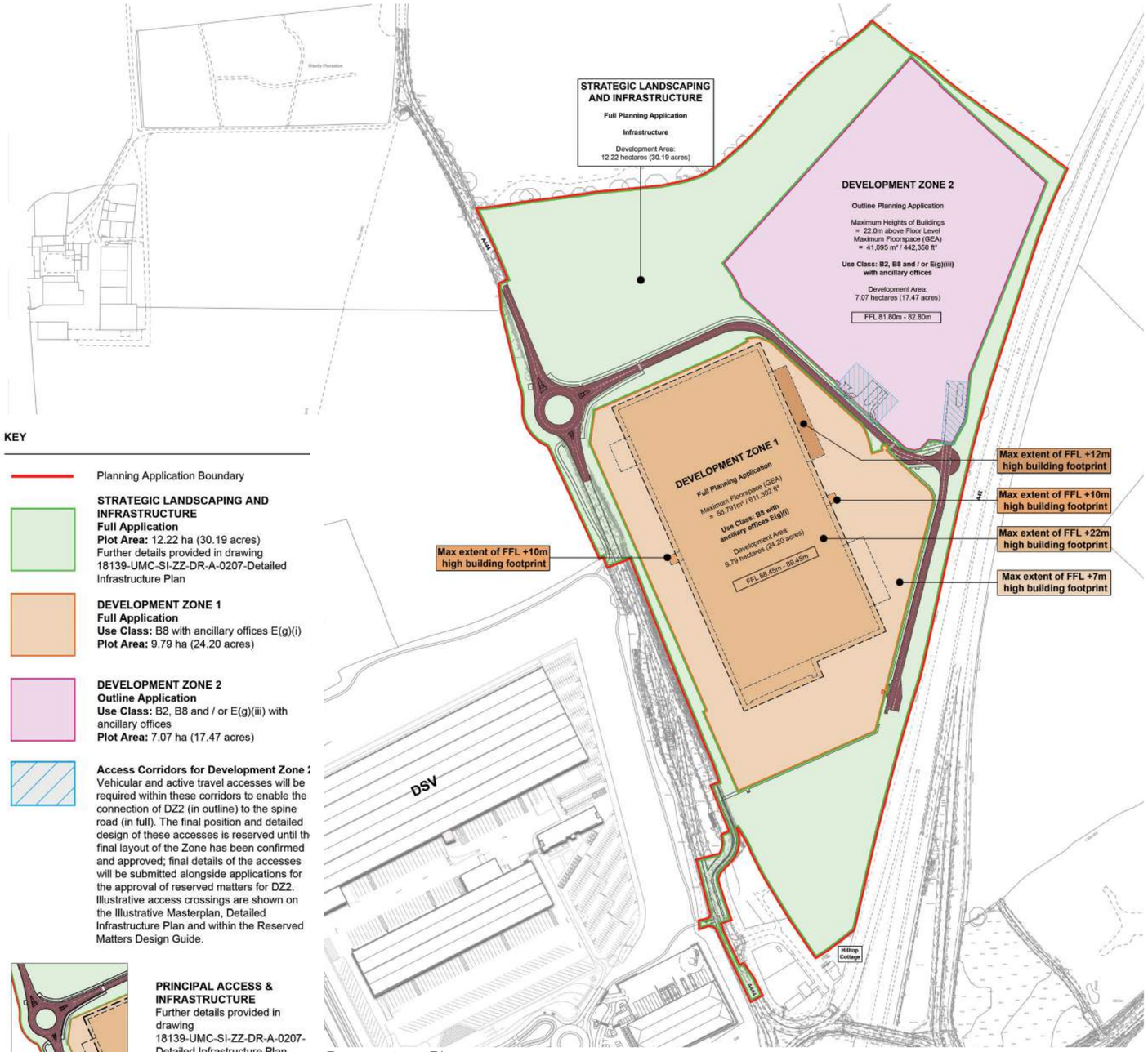
The Parameters Plan (opposite) defines how the general components of the proposed scheme will be arranged across the site.

The proposed Mercia Park Expansion site is made up of two Development Zones. Development Zone 1 is located in the western extent of the site and Development Zone 2 is located in the eastern extent of the site. The Development Zones are arranged around the proposed internal access road extending from a new 3-arm roundabout on the A444.

Development Zone 1 (9.79 ha) will comprise Class B8 uses with ancillary offices with a maximum quantum floorspace of 56,791 sqm.

Development Zone 2 (7.07 ha) will comprise Class B2, B8 and / or E(g)(iii) uses with ancillary offices with a maximum quantum floorspace of 41,095 sqm.

A Strategic Landscaping and Infrastructure Zone (12.22 ha) is made up of the areas outside of the Development Zones. This Zone will be utilised for retained features and strategic landscaping and infrastructure to comprise structural planting, tree planting, SuDS features, recreational routes and biodiversity retention, enhancement and creation.



Parameters Plan

4.0 DESIGN EVOLUTION

4.7 MASSING

The overall heights of the buildings have been carefully weighted to maximise volume efficiency, whilst balancing their overall visual impact. With the assistance of a Landscape and Visual Impact Assessment (LVIA) and regular communication with North West Leicestershire District Council (NWLDC) and key stakeholders throughout the pre-application process, a 22 m maximum external building height would be acceptable in principle.

To test the heights a 22 m building mass was overlaid on the key viewpoints identified previously. Each viewpoint was tested and presented as part of the pre-application meetings, prior to evaluating elevational treatments, to ensure the overall massing and form was appropriate. For further details regarding NWLDC pre-application advice meetings, please refer to section 4.10.

Wider views and impacts were explored and thoroughly reviewed during the LVIA. Feedback gained during the pre-application concluded that a 22 m building height would be appropriate.

View Point 01 - 22 m overall massing

View Point 03 - 22 m overall massing

View Point 05 - 22 m overall massing (not visible)

View Point 06 - 22 m overall massing

View Point 02 - 22 m overall massing

View Point 04 - 22 m overall massing

View Point 07 - 22 m overall massing

4.0 DESIGN EVOLUTION

4.8 WAREHOUSE ELEVATIONAL EVOLUTION - EARLY DESIGN STAGES

As with the site layouts, various iterations of elevational treatment have been carefully considered throughout the design process, taking inspiration from the nearby Mercia Park development and feedback from stakeholder engagement.

There was a preference from the end occupier to utilise DSV's corporate elevational branding/treatment (as can be seen on the opposite side of the A444) was initially tested, which features a 'Barcode' style effect, as indicated within the adjacent images. However, following extensive public consultation and discussions with the local planning officer and local residents it was apparent that this treatment was not preferred when compared to the pixelated cladding approach.

Various elevational treatments were explored through the early design stages with NWLDC and local stakeholders. Following these discussions, it became apparent that the pixelated cladding approach was the preferred elevational treatment.

4.9 WAREHOUSE ELEVATIONAL EVOLUTION - EARLY STAGES: DSV ELEVATIONAL TREATMENT

The adjacent photomontage images demonstrate the DSV elevational treatment style effect (within the context of Mercia Park Expansion), showcasing prominent full height, light and mid-grey vertical striping, with the aim of establishing a distinctive building identity akin to the existing "DSV" style effect buildings at the adjacent Mercia park.

Following North West Leicestershire District Council (NWLDC) pre-application advice meetings, further collaboration was necessary to explore various hybrid treatments. Although some of these hybrid options were perceived as a betterment, there remained a strong preference for the "pixelated" effect widely used at Mercia park. Below is an excerpt from the design feedback provided by the NWLDC Urban Designer on 28.02.24:

> *"In terms of the approach to elevations, I indicated at the meeting my concern with the DSV 'barcode' approach in that while it may break the building up vertically it also reinforces (and in some ways emphasises) the box form through extending the darker elements to the eaves and having a strong dark eaves line to the building. This is now so apparent in the 'pixelated' approach, which offers a much softer profile as the lighter elements at eaves level almost merge with the sky."*

North West Leicestershire District Council

The subsequent section of the DAS focuses on the adopted pixelated elevational treatment and how the design of the overall building elevations have developed.

View Point 02 from A444

View Point 04 from A444

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4.0 DESIGN EVOLUTION

4.10 WAREHOUSE ELEVATIONAL EVOLUTION - EARLY STAGES: PIXELATED

Following thorough pre-application consultation, the NWLDC Planning Officer on 29.02.24, has favoured the pixelated elevation treatment, as reflected in the formal written feedback excerpted below:

"Without prejudice to any formal recommendations or decisions of the District Council, it is our view that, of the various options for cladding discussed, the pixelated approach would be most likely to be successful in terms of minimising the landscape and visual impacts (and, as such, the most likely option to be supported by the Local Planning Authority)."

North West Leicestershire District Council

The remainder of this DAS focuses on the pixelated elevational treatment in the context of Mercia Park Expansion. This is the adopted design approach.

The adjacent photomontage images demonstrate how the pixelated cladding treatment can be applied to Unit 300 at Mercia Park Expansion. This elevational treatment builds upon the successes at Mercia Park and responds to the comments received through the pre app consultation process.

This elevational treatment incorporates darker cladding to the lower/mid facade levels, where it acts as a recessive backdrop to the sitewide landscaping. Conversely, at high levels lighter grey tones are successful in merging against a sky backdrop and a consistent band of the same shade at this level minimises the buildings impact.

Utilisation of parapets (as opposed to overhanging eaves) also reduces the visual impact of the building at high level, as no shadows are cast at eaves level. This has also been complemented by the application of five shades of grey 'pixelated' cladding, which further contributes to the fragmentation of horizontal mass in addition to perceived height.

View Point 02 from A444

View Point 04 from A444

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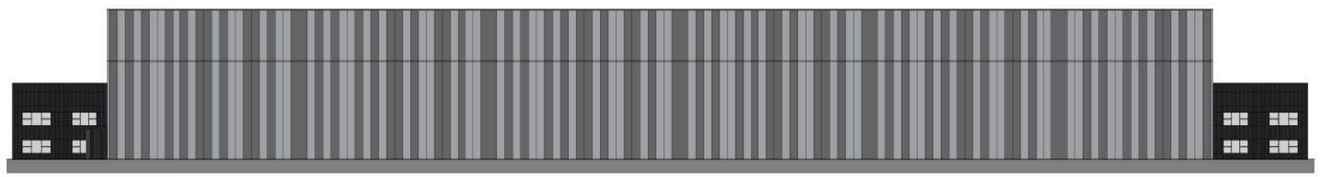
4.0 DESIGN EVOLUTION

4.11 WAREHOUSE ELEVATIONAL EVOLUTION - EARLY STAGES: ELEVATIONAL TREATMENT

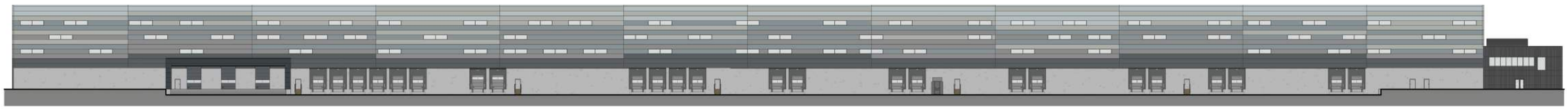
DSV Elevational Treatment without windows

Western warehouse and dock elevation



Northern warehouse elevation

Pixelated Elevational Treatment with windows



Western warehouse and dock elevation

Northern warehouse elevation

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4.0 DESIGN EVOLUTION

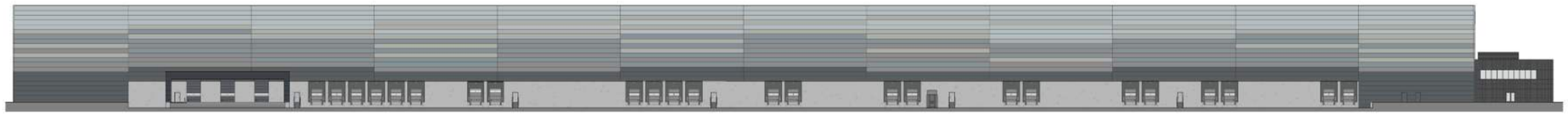
4.12 WAREHOUSE ELEVATIONAL EVOLUTION - DEVELOPMENT OF WAREHOUSE WINDOWS

A number of warehouse window configurations were explored, considering operational requirements, as well as the potential visual impacts. These options are depicted on the adjacent images and can be described as follows;

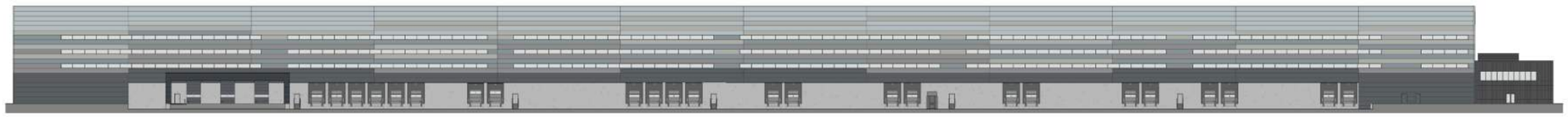
- Regular Windows - Repetitively spaced rectangular windows
- Ribbon Windows - Long horizontal windows, typically seen on industrial buildings
- Pixelated Windows - Mimicking the random and pixelated cladding effect

An in-depth review was conducted to determine the preferred option, considering functional requirements for daylight whilst minimising impact on elevational treatment.

To ensure that the pixelated effect of the cladding was maintained, it was concluded that the pixelated windows options provided negligible impact on the overall facade and actually enhanced the 'dissolving' effect created.

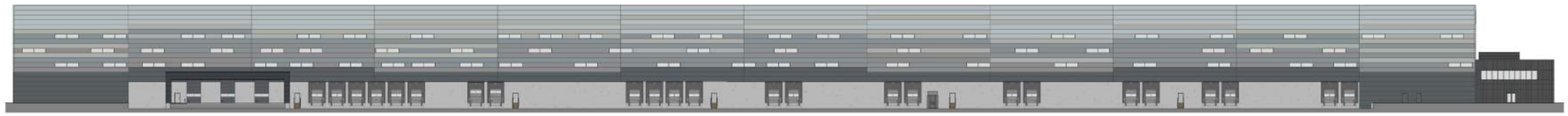


(1) West Elevation - Option 1 - No Windows
1 : 500



(2) West Elevation - Option 2 - Ribbon Windows
1 : 500

(3) West Elevation - Option 3 - Regular Windows
1 : 500



(4) West Elevation - Option 4 - Pixelated Windows
1 : 500

4.0 DESIGN EVOLUTION

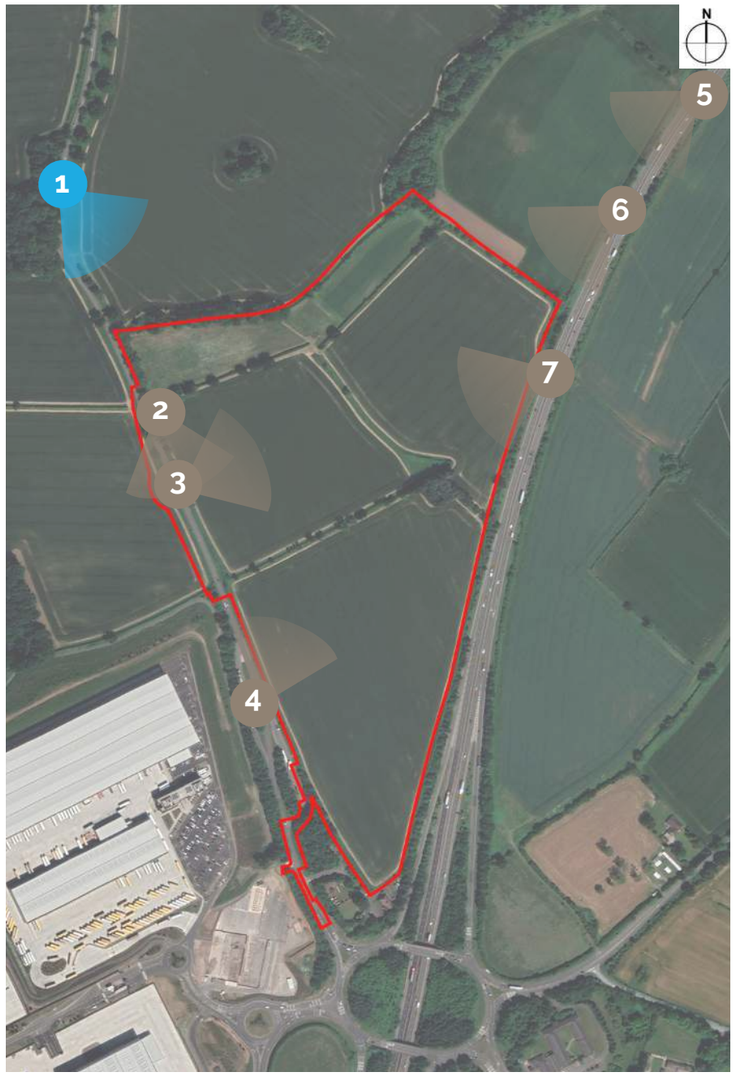
4.13 PHOTOMONTAGE ANALYSIS - ADOPTED DESIGN: VIEWPOINT 01

The seven proposed primary viewpoints have varying potential visual impacts, which can be viewed within the illustrative photomontages below. These montages illustrate how DZ1 Unit 300 is sited within the Mercia Park Expansion (in conjunction with the DZ2 single unit option) and how the proposed landscaping interacts with the buildings at anticipated year 1, year 15 & year 30 planting growth (anticipated growth is only depicted for new planting, not existing). Please note that the base photo was taken in Autumn when tree foliage is sparse. During summer months the existing and new planting will naturally provide more visual screening.

View 01 from A444 - Indicative rendering depicting illustrative 'Year 1' planting growth

View 01 from A444 - Indicative rendering depicting illustrative 'Year 15' planting growth

View 01 from A444 - Indicative rendering depicting illustrative 'Year 30' planting growth



The aerial view above highlights the key viewpoints in connection to the site, with its boundary outlined in red

4.0 DESIGN EVOLUTION

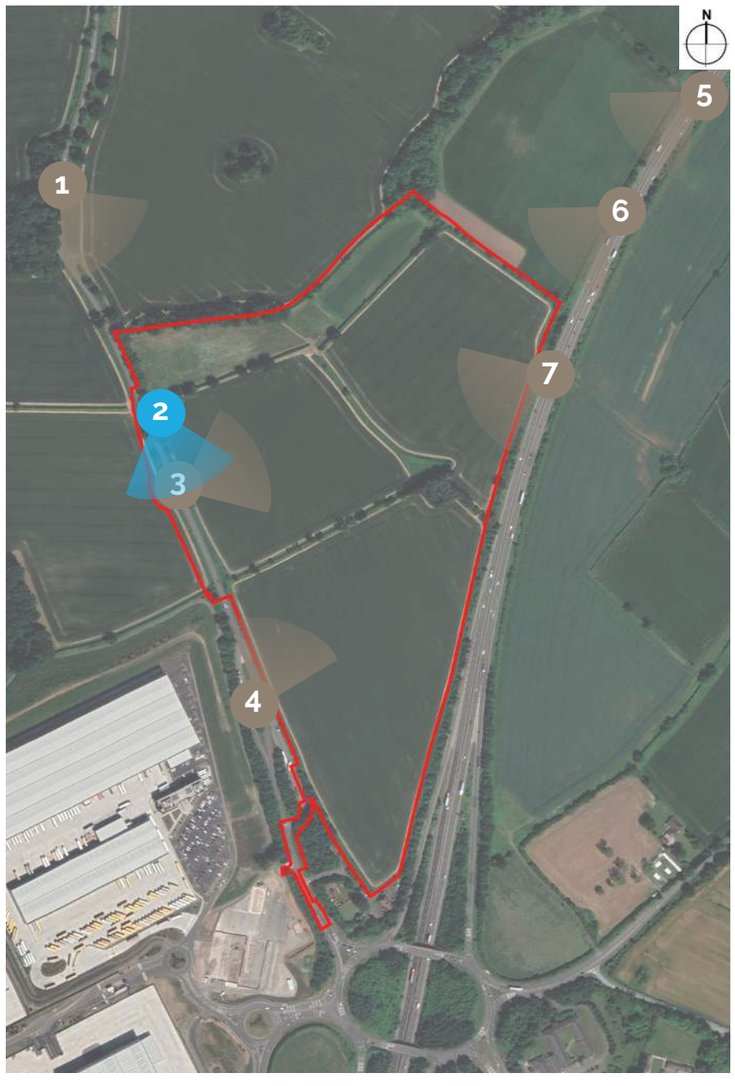
4.13 PHOTOMONTAGE ANALYSIS - ADOPTED DESIGN: VIEWPOINT 02

The seven proposed primary viewpoints have varying potential visual impacts, which can be viewed within the illustrative photomontages below. These montages illustrate how DZ1 Unit 300 is sited within the Mercia Park Expansion (in conjunction with the DZ2 single unit option) and how the proposed landscaping interacts with the buildings at anticipated year 1, year 15 & year 30 planting growth (anticipated growth is only depicted for new planting, not existing). Please note that the base photo was taken in Autumn when tree foliage is sparse. During summer months the existing and new planting will naturally provide more visual screening.

View 02 from A444 - Indicative rendering depicting illustrative 'Year 1' planting growth

View 02 from A444 - Indicative rendering depicting illustrative 'Year 15' planting growth

View 02 from A444 - Indicative rendering depicting illustrative 'Year 30' planting growth



The aerial view above highlights the key viewpoints in connection to the site, with its boundary outlined in red.

4.0 DESIGN EVOLUTION

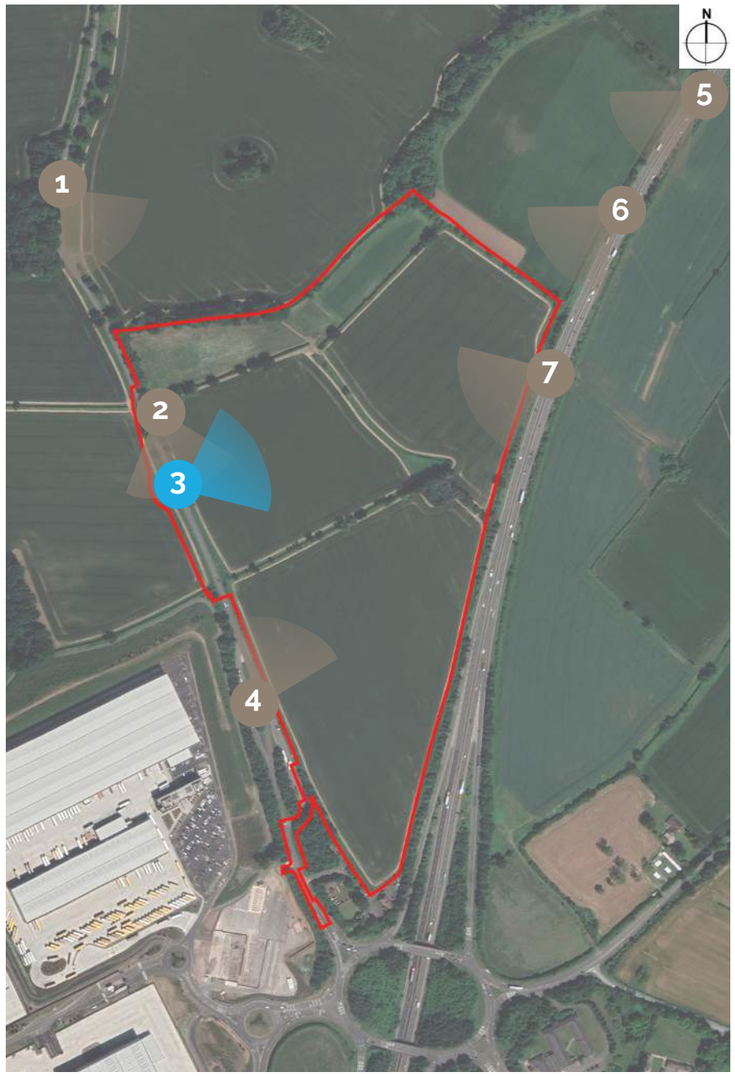
4.13 PHOTOMONTAGE ANALYSIS - ADOPTED DESIGN: VIEWPOINT 03

The seven proposed primary viewpoints have varying potential visual impacts, which can be viewed within the illustrative photomontages below. These montages illustrate how DZ1 Unit 300 is sited within the Mercia Park Expansion (in conjunction with the DZ2 single unit option) and how the proposed landscaping interacts with the buildings at anticipated year 1, year 15 & year 30 planting growth (anticipated growth is only depicted for new planting, not existing).

View 03 from A444 - Indicative rendering depicting illustrative 'Year 1' planting growth

View 03 from A444 - Indicative rendering depicting illustrative 'Year 15' planting growth

View 03 from A444 - Indicative rendering depicting illustrative 'Year 30' planting growth



The aerial view above highlights the key viewpoints in connection to the site, with its boundary outlined in red.

4.0 DESIGN EVOLUTION

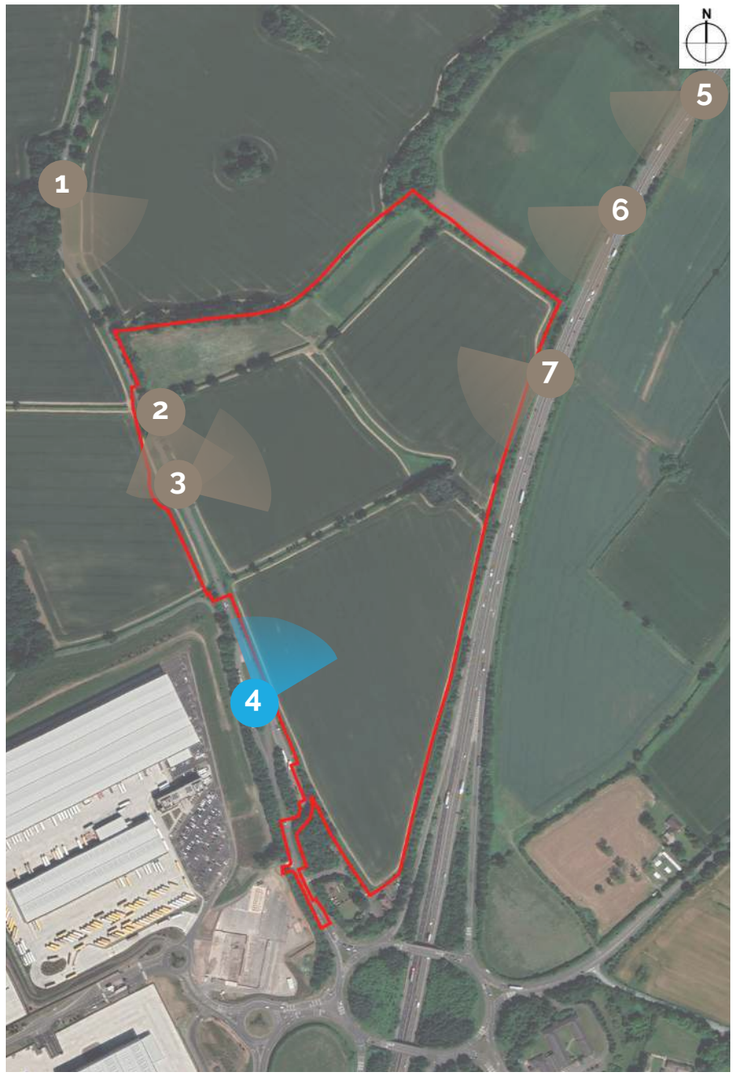
4.13 PHOTOMONTAGE ANALYSIS - ADOPTED DESIGN: VIEWPOINT 04

The seven proposed primary viewpoints have varying potential visual impacts, which can be viewed within the illustrative photomontages below. These montages illustrate how DZ1 Unit 300 is sited within the Mercia Park Expansion (in conjunction with the DZ2 single unit option) and how the proposed landscaping interacts with the buildings at anticipated year 1, year 15 & year 30 planting growth (anticipated growth is only depicted for new planting, not existing). Please note that the base photo was taken in Autumn when tree foliage is sparse. During summer months the existing and new planting will naturally provide more visual screening.

View 04 from A444 - Indicative rendering depicting illustrative 'Year 1' planting growth

View 04 from A444 - Indicative rendering depicting illustrative 'Year 15' planting growth

View 04 from A444 - Indicative rendering depicting illustrative 'Year 30' planting growth



The aerial view above highlights the key viewpoints in connection to the site, with its boundary outlined in red.

4.0 DESIGN EVOLUTION

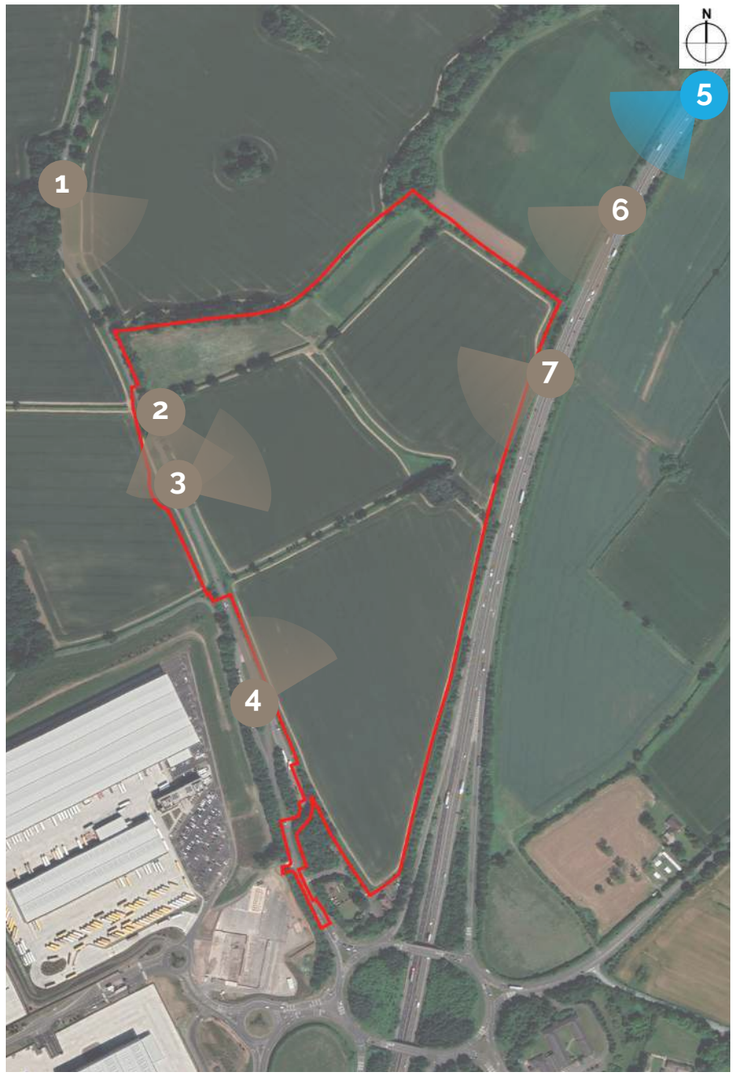
4.13 PHOTOMONTAGE ANALYSIS - ADOPTED DESIGN: VIEWPOINT 05

The seven proposed primary viewpoints have varying potential visual impacts, which can be viewed within the illustrative photomontages below. These montages illustrate how DZ1 Unit 300 is sited within the Mercia Park Expansion (in conjunction with the DZ2 single unit option) and how the proposed landscaping interacts with the buildings at anticipated year 1, year 15 & year 30 planting growth (anticipated growth is only depicted for new planting, not existing).

View 05 from A42 - Indicative rendering depicting illustrative 'Year 1' planting growth

View 05 from A42 - Indicative rendering depicting illustrative 'Year 15' planting growth

View 05 from A42 - Indicative rendering depicting illustrative 'Year 30' planting growth

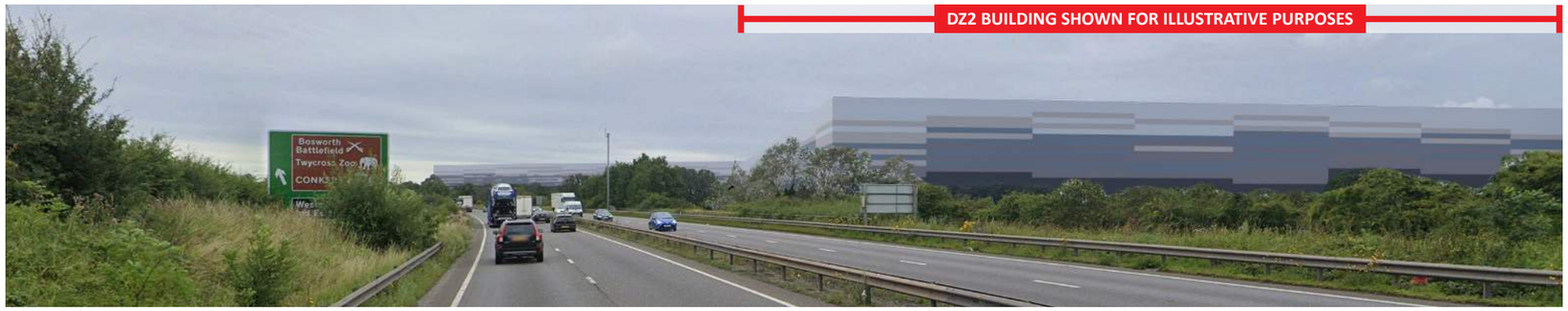


The aerial view above highlights the key viewpoints in connection to the site, with its boundary outlined in red.

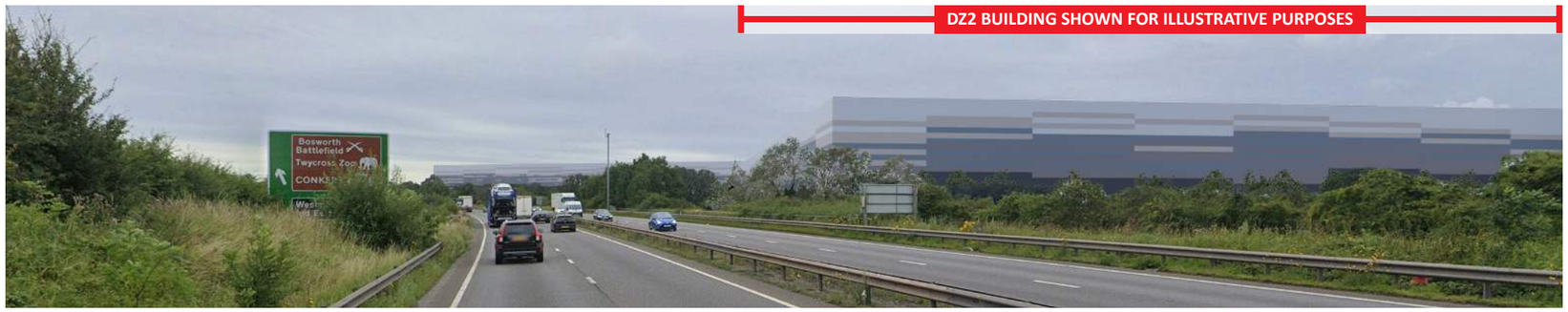
4.0 DESIGN EVOLUTION

4.13 PHOTOMONTAGE ANALYSIS - ADOPTED DESIGN: VIEWPOINT 06

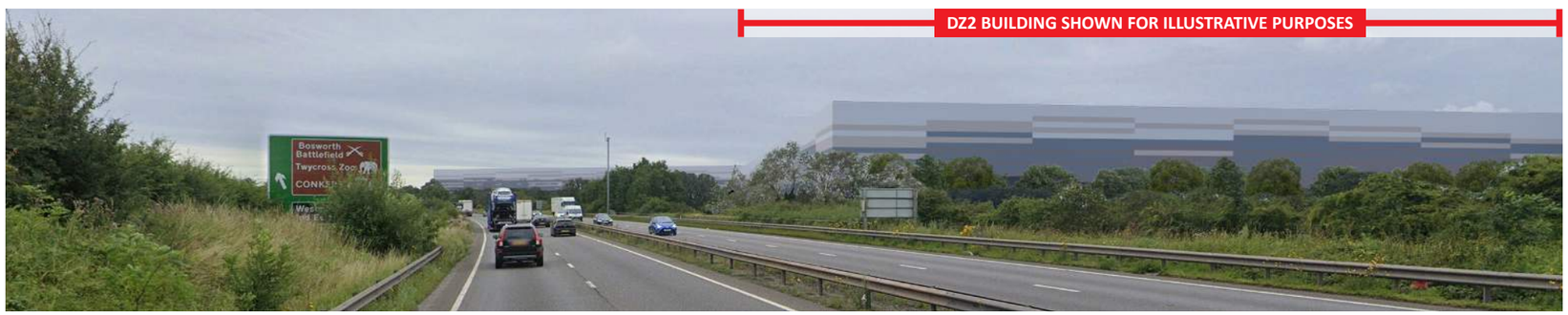
The seven proposed primary viewpoints have varying potential visual impacts, which can be viewed within the illustrative photomontages below. These montages illustrate how DZ1 Unit 300 is sited within the Mercia Park Expansion (in conjunction with the DZ2 single unit option) and how the proposed landscaping interacts with the buildings at anticipated year 1, year 15 & year 30 planting growth (anticipated growth is only depicted for new planting, not existing).



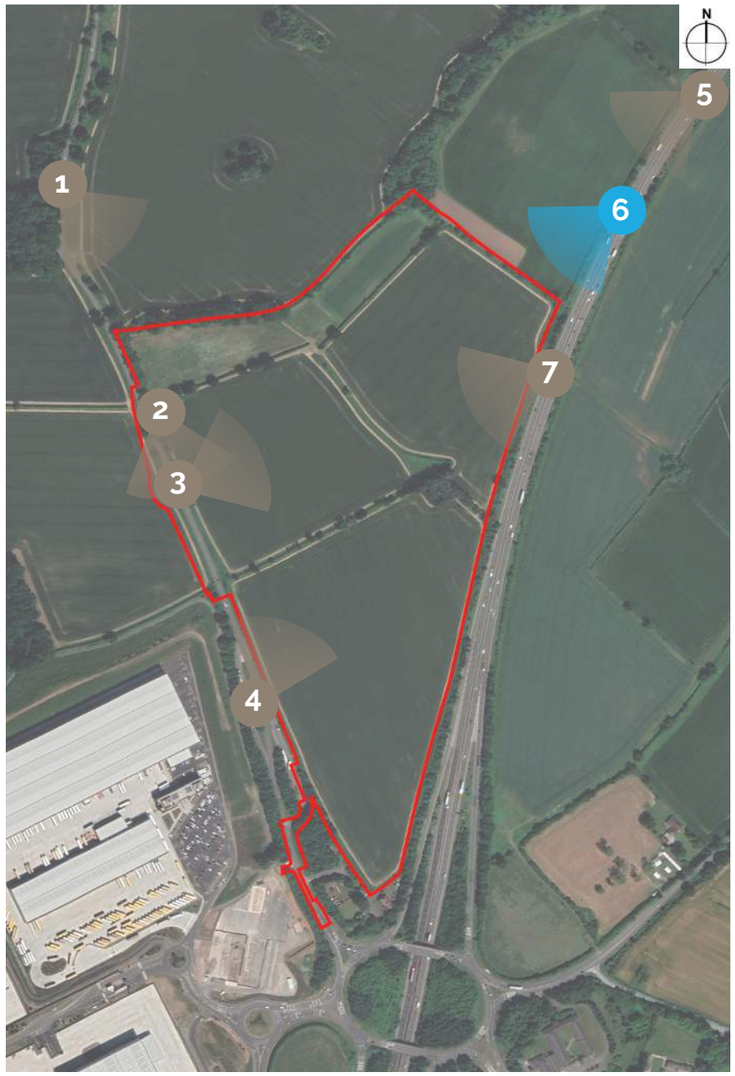
View 06 from A42 - Indicative rendering depicting illustrative 'Year 1' planting growth



View 06 from A42 - Indicative rendering depicting illustrative 'Year 15' planting growth



View 06 from A42 - Indicative rendering depicting illustrative 'Year 30' planting growth



The aerial view above highlights the key viewpoints in connection to the site, with its boundary outlined in red.

4.0 DESIGN EVOLUTION

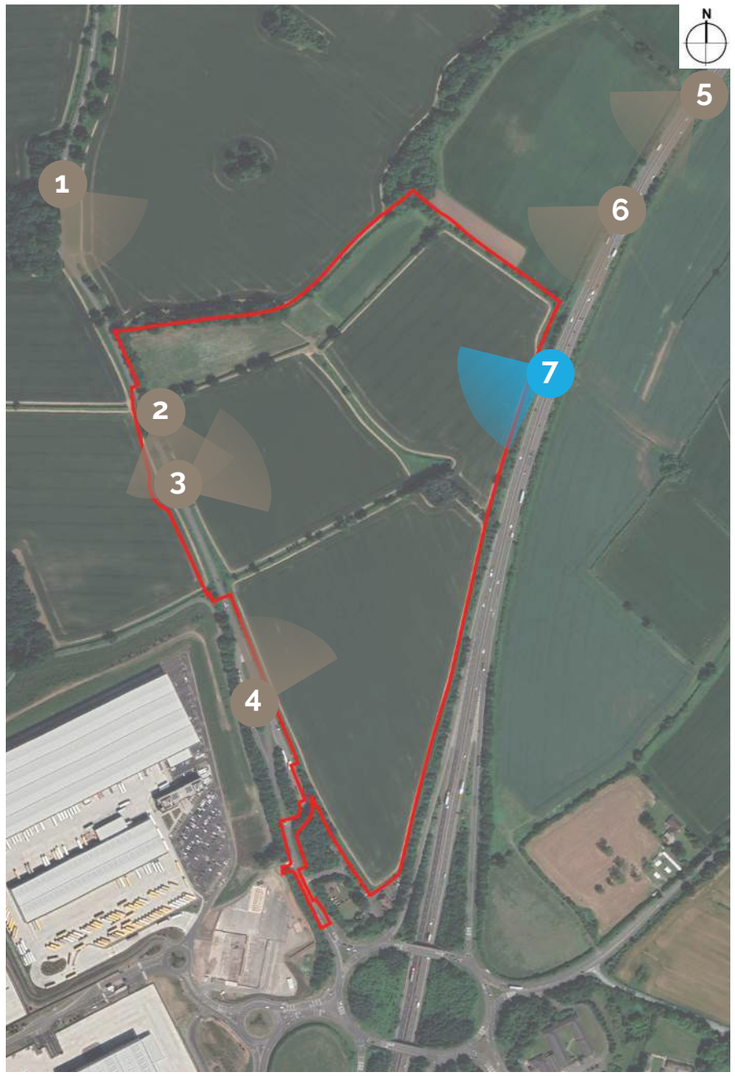
4.13 PHOTOMONTAGE ANALYSIS - ADOPTED DESIGN: VIEWPOINT 07

The seven proposed primary viewpoints have varying potential visual impacts, which can be viewed within the illustrative photomontages below. These montages illustrate how DZ1 Unit 300 is sited within the Mercia Park Expansion (in conjunction with the DZ2 single unit option) and how the proposed landscaping interacts with the buildings at anticipated year 1, year 15 & year 30 planting growth (anticipated growth is only depicted for new planting, not existing).

View 07 from A42 - Indicative rendering depicting illustrative 'Year 1' planting growth

View 07 from A42 - Indicative rendering depicting illustrative 'Year 15' planting growth

View 07 from A42 - Indicative rendering depicting illustrative 'Year 30' planting growth



The aerial view above highlights the key viewpoints in connection to the site, with its boundary outlined in red.

4.0 DESIGN EVOLUTION

4.14 WAREHOUSE ELEVATIONAL EVOLUTION - ADOPTED DESIGN

Following extensive design exploration, comparing numerous elevational treatments, window placement and Office massing, the below elevational design was selected. Reflecting comments received through the numerous consultations held the below design has been carefully developed to reflect the strong preference for a 'pixelated' cladding arrangement.

The well established colour palette widely utilised on Mercia Park has been adopted, ensuring the development is visually recessive blending with the surrounding environment. The carefully considered colours, fading from dark to light, aim to visually break up the elevation and reflect the skyline at higher levels. A parapeted roof has been incorporated to ensure there are no shadows at high level with recessive cladding colours incorporated to provide an inconspicuous roof line.

Further enhancements include the adoption of an external 2 storey office which minimises the overall building mass by reducing the overall length of the warehouse. The outboard 2 storey office brings further benefits with a reduction in footprint (compared to a single storey full width office) and carefully breaks up the South-West corner, creating an established and recognisable office, whilst having minimal impact on the overall massing and visual impact.

'Pixelated' windows which reflect the cladding treatment, having a varied and graduating effect, harmoniously blend into the Eastern and Western elevations. Due consideration has been given to ensure that natural warehouse lighting is promoted helping minimise energy consumption and promote sustainability.

Note: Planning approval is sought for both options, with and without windows in eastern and western elevations, dependent upon the needs of future occupants.

Illustrative Southern view of proposed DZ1 Unit 300.

Illustrative South-East view of proposed DZ1 Unit 300.

Illustrative South-West view of proposed DZ1 Unit 300.

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5.0 DEVELOPMENT PROPOSALS

5.0 DEVELOPMENT PROPOSALS

5.1 STRATEGIC LANDSCAPING AND INFRASTRUCTURE - EARTHWORKS

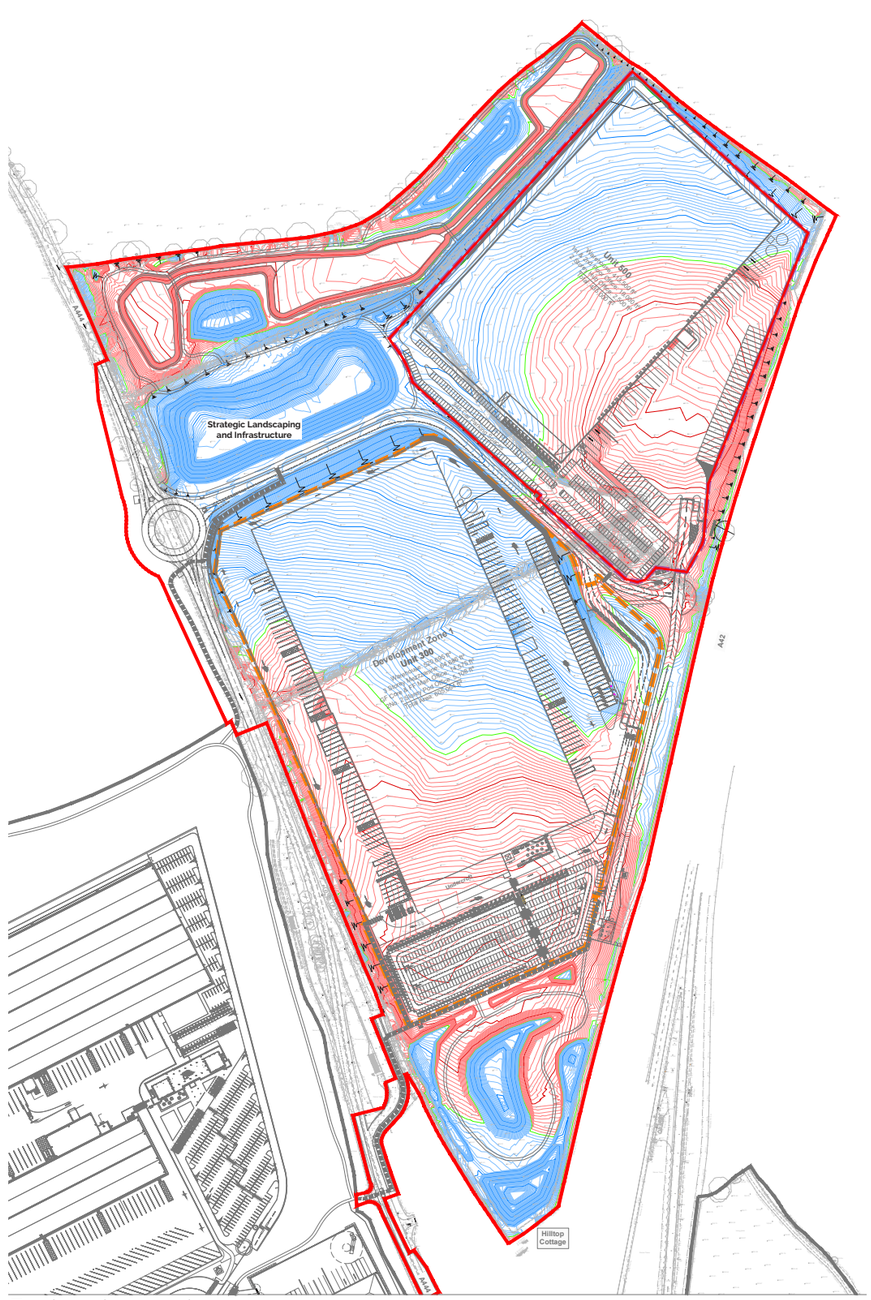
Full planning permission is sought for site wide infrastructure works including access from (and alterations to) the A444, internal spine road, earthworks and site level works to create all development plateaus; and the structural landscaping, utilities infrastructure and foul and surface water drainage infrastructure.

The development site has been the subject of iterative, detailed digital terrain modelling (DTM) to establish a landform strategy which achieves a nett materials balance between cut and fill.

The appraisal includes estimates of construction arisings, including construction depths of hard surfacing, voids created by drainage, the proposed basins, service yards and dock leveller ramps, to ensure a holistic and reliable earthworks strategy which retains, where practicable, site derived materials on the Proposed Development.

While it is not possible to eliminate the need for imported material, for example, concrete and highway materials, the landform design negates the requirement for offsite material movements. Thus, reducing the nuisance and environmental impacts associated with those movements and/or production of offsite sourced materials.

Existing topsoil will be retained on site where-ever possible and will be reused in areas of proposed soft landscaping and landscaping bunds; notably, within the areas of strategic landscaping to the north and south of Development Zone 1, and within area of strategic drainage provisions.



Earthworks overview

Cut & Fill Details

−0.50	Contours at 0.10 m and 1.0 m intervals to indicate depths of cut to formation levels
0.50	Contours at 0.10 m and 1.0 m intervals to indicate depths of fill to formation levels
0.00	Contours to indicate zero cut and fill

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5.0 DEVELOPMENT PROPOSALS

5.2 STRATEGIC LANDSCAPING AND INFRASTRUCTURE - PLATEAU LEVELS

Full planning permission is sought for site wide infrastructure works including access from (and alterations to) the A444, internal spine road, earthworks and site level works to create all development plateaus; and the structural landscaping, utilities infrastructure and foul and surface water drainage infrastructure.

The earthworks strategy has been developed in parallel with the development zone plateau levels to ensure the delivery of practical parcel landform(s) which are compatible with the proposed land use, including vehicle and pedestrian movements within the respective parcel.

The topography of the site requires retaining walls to enable the Proposed Scheme however, through the development of conceptual design, the retaining walls around The Site have been minimised to only essential locations.

Where possible, batter slopes have been utilised to minimise the extent and height of retaining walls required achieve the development plateau landform. Such provisions have been co-ordinated with the volumetric/quantified earthworks strategy.

Access infrastructure was also included within the appraisal works to make certain that suitable circulation space (plan provision and vertical alignments) to- and from- the parcels is provided for the range of pedestrian and vehicles expected at the site.

KEY

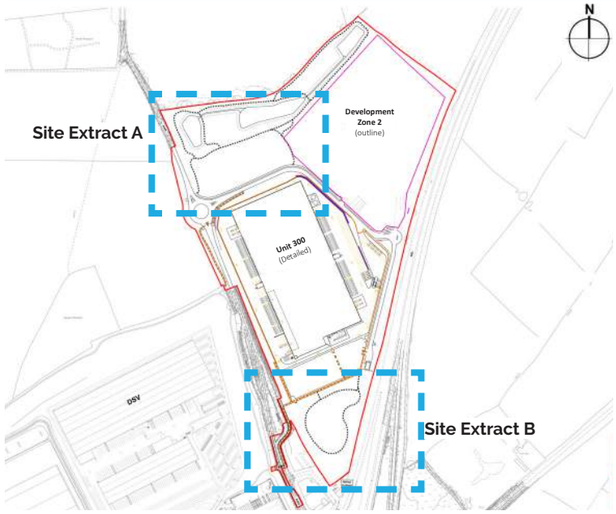
- Site Boundary
- Development Zone 1
- Outline Application Development Zone 2. (Further details provided in drawing ref: 18139-UMC-SI-XX-DR-A-0206 Parameters Plan)
- **Access Corridors for Development Zone 2** Vehicular and active travel accesses will be required within these corridors to enable the connection of DZ2 (in outline) to the spine road (in full). The final position and detailed design of these accesses is reserved until the final layout of DZ2 has been confirmed and approved; final details of the accesses will be submitted alongside applications for the approval of reserved matters for DZ2. Illustrative access crossing are shown here in dotted lines and on other plans and documents. These are purely indicative.
- New roundabout and an internal spine road, as well as changes to the existing highway.
- Earthworks, Mounding & Landscaping
- Drainage works
- Foul Pumping Station
- Retaining structures - Gabion baskets are proposed as the construction method for the retaining structures at this stage. Alternative construction methods may be considered, subject to review and approval by the structural engineer.
- Active travel routes
- Permissive paths
- Electrical Substation
- RMU
- Electric Meter Box
- Gas Meter

Detailed Infrastructure Plan

5.0 DEVELOPMENT PROPOSALS

5.3 STRATEGIC LANDSCAPING AND INFRASTRUCTURE - SITE EXTRACTS

Biodiversity features and amenity spaces.



Mercia Park Expansion - Site Extract Map

Adjacent images are extracts from the main masterplan shown in more detail.

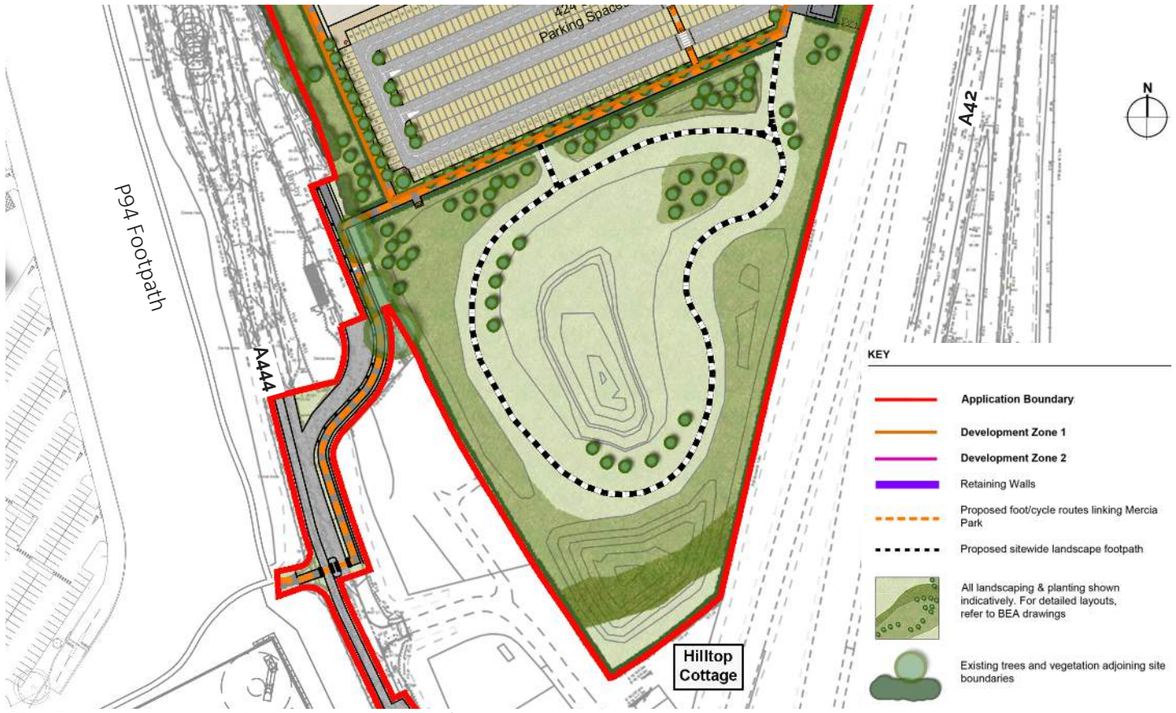
The main elements of the site's structural landscaping have been developed to both the northern and southern areas and focuses on wetlands, hedgerows, woodland planting and specimen avenue trees to roadsides.

These two biodiverse parcels offer extensive screening, rich ecological habitats, and ample recreational space for both passive and active activities, catering to walkers and cyclists.

The image below illustrates the type of strategic landscaping incorporated at Mercia Park which would also be implemented as part of the Mercia Park Expansion.

Mercia Park drone image - Demonstrating the existing surrounding landscaping.

Site Extract A - *Biodiversity features and ponds located north of Unit 300*



Site Extract B - *Amenity Space to south of Unit 300*

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5.0 DEVELOPMENT PROPOSALS

5.3 STRATEGIC LANDSCAPING AND INFRASTRUCTURE - SITE EXTRACTS CONTINUED

A444 road widening and central refuge

Mercia Park Expansion - Site Extract Map

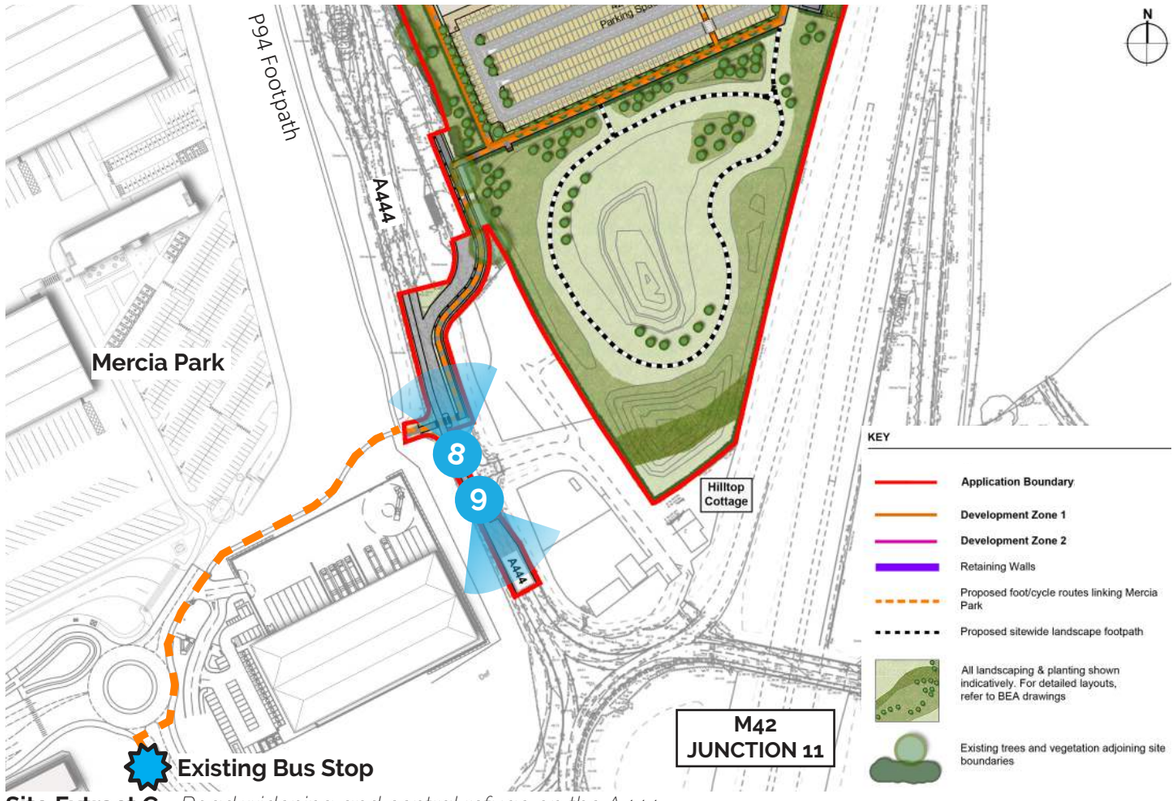
The adjacent extract from the main masterplan provides a more detailed view of the road widening works on the A444 towards the approach to M42 J11.

A new active travel route is being proposed within this application, which will provide greater connectivity between Mercia Park with Mercia Park Expansion.

As well as providing connectivity between the two sites, another objective of this initiative is to improve sustainable transportation options by enabling pedestrians to walk from the existing Mercia Park bus stop to Mercia Park Expansion.

This proposed active travel crossing will include a central refuge and localised widening of the highway as it approaches M42 J11, aimed at reducing congestion and enhancing traffic flow at this junction

For comprehensive information regarding highways, please consult the supporting transport assessment and green travel plan provided by David Tucker Associates.



Site Extract C - *Road widening and central refuge on the A444*

Viewpoint 08 - *Illustrating the location of the proposed central refuge at new* active travel crossing

Viewpoint 09 - *Illustrating the proposed road widening location on the A444 towards the approach to M42 J11*

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5.0 DEVELOPMENT PROPOSALS - DETAIL

5.4.1 DEVELOPMENT ZONE 1 - UNIT 300 : PLOT LAYOUT

The proposed site layout is illustrated on UMC Architects Planning drawing 18139-UMC-SI-ZZ-DR-A-0205-Masterplan.

The following points have been considered in the configuration of the layout.

- Access and manoeuvrability
- Site Parking
- Loading Capacity
- Development Frontage
- Overall Masterplan

The layout has been designed to make effective use of the site whilst not impacting or restricting the development of the rest of the masterplan. The layout has been designed to ensure efficient use of the site area, while optimising the soft landscaping that surrounds the development.

Parking for 424 cars (inc. EV spaces) is provided through the use of a grade level car park which includes 21 accessible parking spaces positioned within close proximity of entrance. Inclusive access throughout the site is achieved, where applicable, with 2 m wide paths leading pedestrians from the car park to the ancillary office. Access into the site is sufficient for both disabled and able-bodied pedestrians.

Heavy goods vehicles will enter through two secure bi-fold entry points along the northern perimeter of the plot boundary. This setup allows for check-in and the provision of specific delivery instructions. Vehicles will exit the site through the same point.

Service yard areas have been established on both sides of the building, providing ample circulation space for HGV parking and loading at the required number of loading doors. The service yards are configured with a depth of 53 metres on the eastern side and 38 metres on the western side.

The eastern side provides ample space to accommodate the full turning circle of an HGV within the parking and circulation zones while allowing continuous loading at the adjacent loading doors. The western side serves as the main HGV circulation route around the building's perimeter, with sufficient space for vehicles to continue loading at the adjacent loading doors.

The office building has been positioned to the South of the warehouse / plot to ensure it's in prime location to offer connectivity for pedestrians visiting from the existing Mercia Park and to be in close proximity to the car park. The office's proportions help to reduce the building's mass, providing a human scale and adding architectural interest.

Site Plan

1. Unit 300
2. Site Entrance (Cars)
3. Site Entrance (HGVs)
4. Office
5. Level Access
6. Loading Doors
7. Transport Offices
8. Car park
9. HGV Parking
10. Main Entrance
11. Ancillary Enclosure
12. Smoking Shelter
13. Cycle Shelters
14. External Break Out

Development Zone 1 - Unit 300 Site Plan.

5.0 DEVELOPMENT PROPOSALS - DETAIL

5.4.2 DEVELOPMENT ZONE 1 - UNIT 300 : SCALE

The scale of the proposed Unit 300 is driven primarily by the tapering of the site boundary to the south. The clear internal height to underside of haunch is 18 m and whilst this is still a tall structure, its length assists in reducing the perceived scale of the building. It is also broken up vertically with various elements, including transport hub offices, loading docks and doors at low levels, which creates a strong horizontal shadow line along the length of the building. The southern elevation addresses the approach into the site from the proposed car parking; glazing and access doors assist in bringing human scale to this frontage.

5.4.3 DEVELOPMENT ZONE 1 - UNIT 300 : USE

The design principles of the Unit are based on efficiency and operation, wherein both yards on each side of the building is utilised for inbound and outbound loading. Given the rigid functionality and performance optimisation of these building types, regular rectangular forms are the predominant building footprint for Class B developments.

The use applied for within the application is B8. In proposing this, it is anticipated an occupier will require a 24-hour operation.

The following ancillary functions will also be provided:

- A two storey administration office
- 2 transport hub offices
- A Service yard on both sides of the building
- Grade level car parking
- Cycle storage

Example from Mercia Park of typical warehouse usage

5.4.4 DEVELOPMENT ZONE 1 - UNIT 300 : AMOUNT

The proposed Unit 300 comprises of a steel-framed, single storey distribution Unit. The application seeks to provide 48,374 m^2 of ground floor warehouse space with a 3-storey mezzanine supplying 6,009 m^2. In addition to this there is 1,354 m^2 of main office space with a further 476 m^2 to the two transport hubs. The sizes of the yard area are born out of the dimensions of modern articulated vehicles and their turning circles whilst the landscaping scheme enhances the general neighborhood within and around the site.

Articulated lorries serve as the primary mode of transportation for B8 users. To facilitate the height of the lorry trailer, there is a difference in floor elevation between the lorry yard and the internal slab of the warehouse.

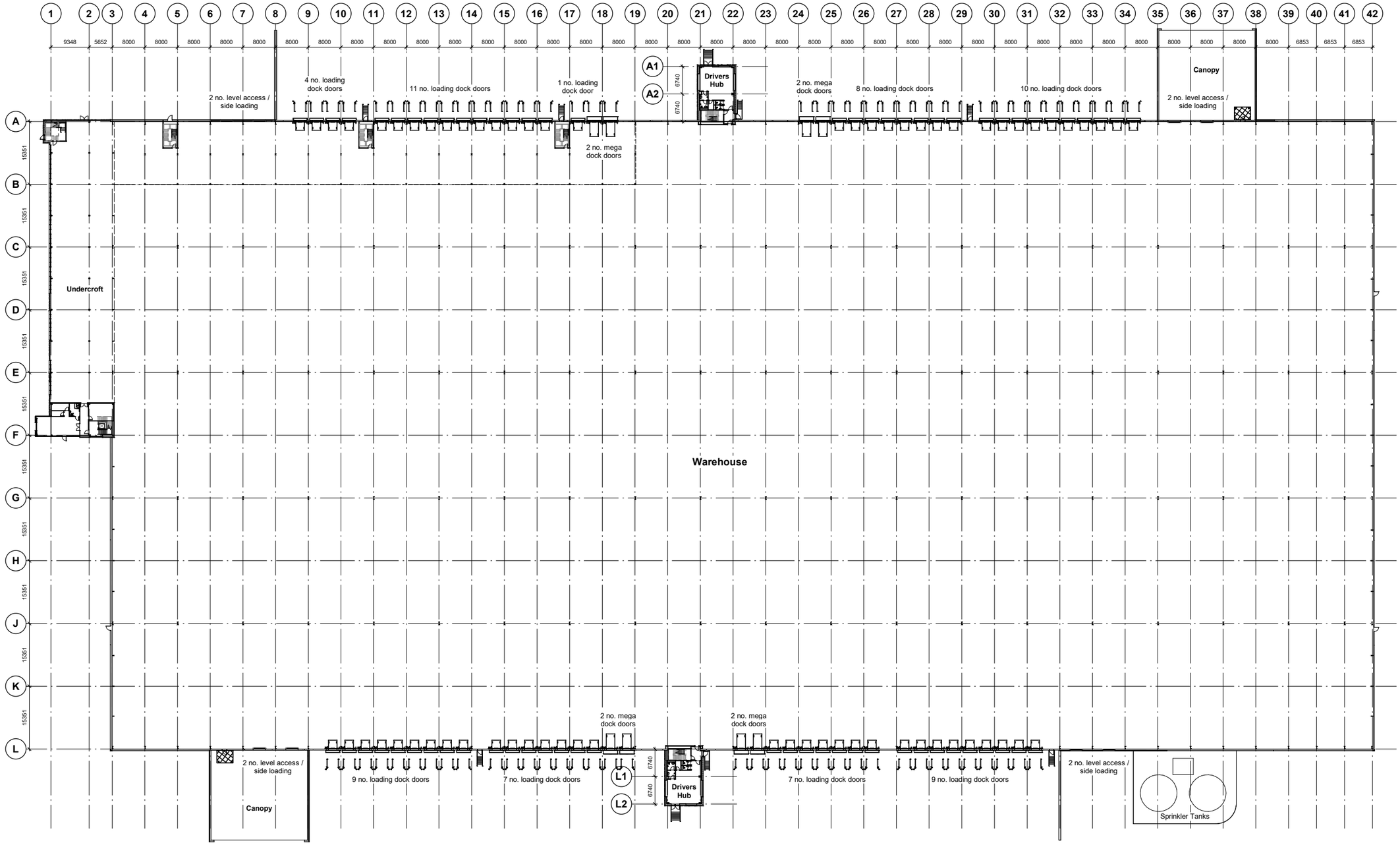
The proposed site layout submitted as part of this application confirms the proposed floor areas as listed in the schedule of accommodation.

Schedule of Accommodation (GEA)

	Development Zone 1 Unit 300
Warehouse	- 48,374 m^2
GF Core and 1st Floor Office	- 1,354 m^2
2 Storey Transport Hubs	- 476m^2
3 Storey Mezzanine	- 6,009 m^2
Total Area (GEA)	- 56,791 m^2
Standard Loading Docks	- 66
Mega Trailer	- 8
Level Access	- 8
HGV Parking (inc. EV spaces)	- 49 (5 EV HGV spaces)
Car Parking (inc. EV spaces)	- 424 (42 installed EV spaces and 42 future EV spaces)
Net Plot Area	- 24.20 Acres (9.79 Hectares)

5.0 DEVELOPMENT PROPOSALS - DETAIL

5.4.5 DEVELOPMENT ZONE 1 - UNIT 300 : WAREHOUSE FLOOR PLAN



5.0 DEVELOPMENT PROPOSALS

5.4.6 DEVELOPMENT ZONE 1 - UNIT 300 : ADOPTED DESIGN FOR OFFICE ELEVATION

This section presents the adopted design for the elevation of the main office. Unlike the warehouse, which underwent extensive elevational treatment considerations, the main office elevation builds upon the successes of Mercia Park elevational treatment. The black cassette system provides a prominent and featureful Office ensuring a strong identity and clear way finding, matching the existing Mercia Plot 6 (DSV) office cladding.

The main office building will contain support services for the end occupier operating from the site. It is essential that these roles are located on site and are co-located with the warehouse. The office has been carefully sized to reflect the Warehouse floor space using industry standard benchmarking to ensure versatility for end occupiers. With a facility this size the building will initially be fitted out to include basic reception and toilet provision, allowing for bespoke future fit-out space by an end occupier. The remaining floorspace has been carefully tested to ensure typical end occupier facilities can be incorporated within the footprint; this includes facilities such as:

- Open-plan offices designed for flexibility, featuring kitchenettes;
- Conference and meeting rooms;
- A gym equipped with changing facilities;
- An onsite kitchen and canteen with recreational areas available for staff;
- Servers and IT infrastructure.

The adjacent images represent the final version of the design to be submitted as part of this planning application, capturing the following design generators and principles:

- To give the offices a strong focal point on the facades of the warehouse buildings.
- The design of the office elevations is to be high-quality.
- The detailed treatment of cladding materials and fenestration are to be carefully considered such that the final design reflects a strong identity and hierarchy.
- A high importance placed on the offices to bring a perception of human scale against the backdrop of the large warehouse facades.
- Simple parapet rooflines create consistency with the main warehouse facades, bringing cohesion to the built development as a whole.
- The office facades are based on a simple concept, so the detail is vitally important to the success of the appearance. Precision will be key in the execution of crisp lines and details to the edges of the cladding and fenestration. Joints between panels will be fully recessed and uniform.
- The cladding materials and finish of the offices will be colour-coated metal finish, applied to high-quality cassette panels. All corners will be pre-formed with particular geometries applied to arises surrounding the glazed areas, at 45°.
- Building signage does not form part of this application and will therefore be the subject of future separate Advertisement Consent application(s). However, careful consideration will need to be given to location, height and any level of illumination. Signage zones have been proposed on the detailed elevations.

South-east view of DZ1 Unit 300 Main Office

Elevation of DZ1 Unit 300 Main Office

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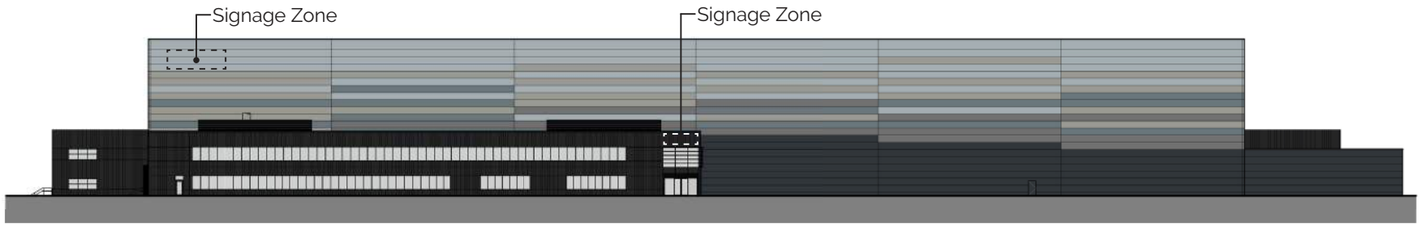
5.0 DEVELOPMENT PROPOSALS

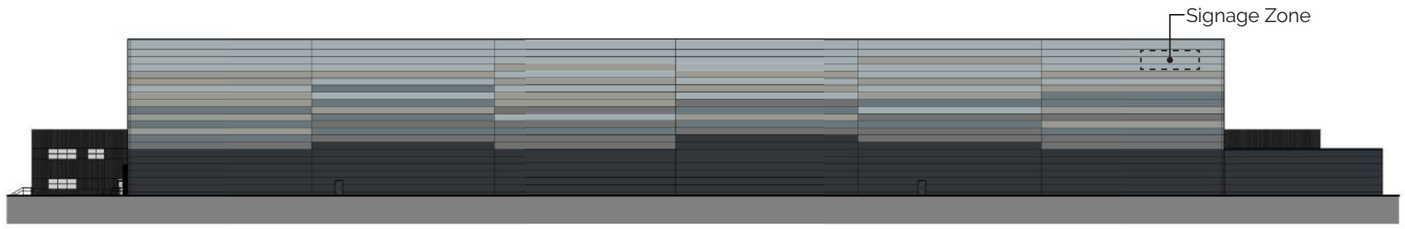
5.4.7 DEVELOPMENT ZONE 1 - UNIT 300 BUILDING ELEVATIONS

Proposed DZ1 Unit 300 - East Dock and Pod Office elevation

Proposed DZ1 Unit 300 - West Dock and Pod Office elevation



Proposed DZ1 Unit 300 - South Main Office elevation



Proposed DZ1 Unit 300 - North Warehouse elevation

Note: Planning approval is sought for both options, with and without windows in eastern and western elevations, dependent upon the needs of future occupants.

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5.0 DEVELOPMENT PROPOSALS

5.4.8 DEVELOPMENT ZONE 1 - UNIT 300 BUILDING APPEARANCE

The design for the main office building makes use of the architectural language that expands upon the success at Mercia Park. To contrast the horizontal pixelation of the main warehouse within the site, the main office is conceived as a monolithic architectural volume with the main office area of the buildings slightly recessed to accommodate solar shading elements.

The main public entrance gives access to a reception where visitors are welcomed; open plan offices and meeting rooms can be found on the upper floor, overlooking the main car park area of the site as well as the surrounding amenity area and landscaping to the south.

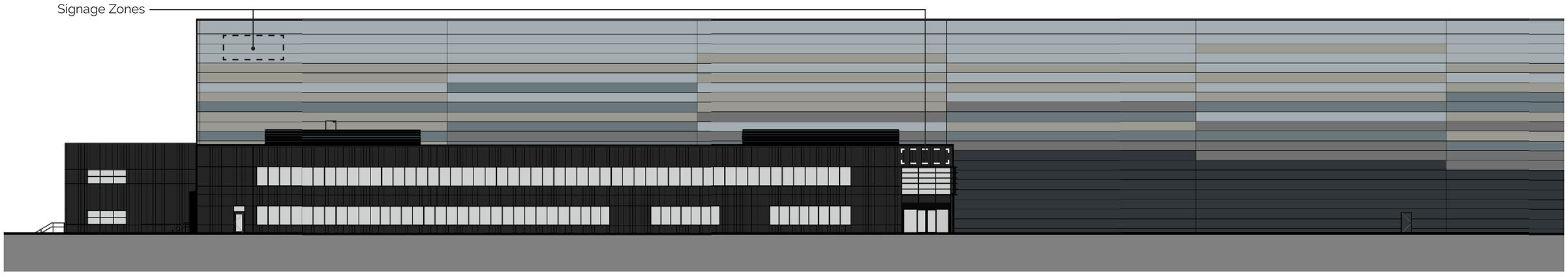
The main office and warehouse are managed separately regarding materials, including contrasting cladding, finishes, and colours, to emphasize their functional needs as a cohesive development.

The appearance of the main warehouse building at a low level is largely determined by the requirement for loading docks and doors down the entire length of the long facades.

At a higher level, the facades are much lighter, consisting of a pixelation of colour-coated horizontal cladding panels. The higher cladding colour is light grey, which is recessive against the sky backdrop, hence drawing attention away from the higher level of the building.

Following an examination of the roof designs, it was determined that incorporating a parapet would create a more pronounced visual impact at the building's edge, while also ensuring seamless, shadow-free connections at the skyline.

View of Main Office entrance from car park



Elevation of Main Office

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5.0 DEVELOPMENT PROPOSALS

5.5.1 DEVELOPMENT ZONE 2 - OUTLINE PLANNING APPLICATION AREA

The Parameter Plan (ref. 18139-UMC-SI-XX-DR-A-0206-Parameters Plan) provides the maximum parameters for development within Development Zone 2 (DZ2).

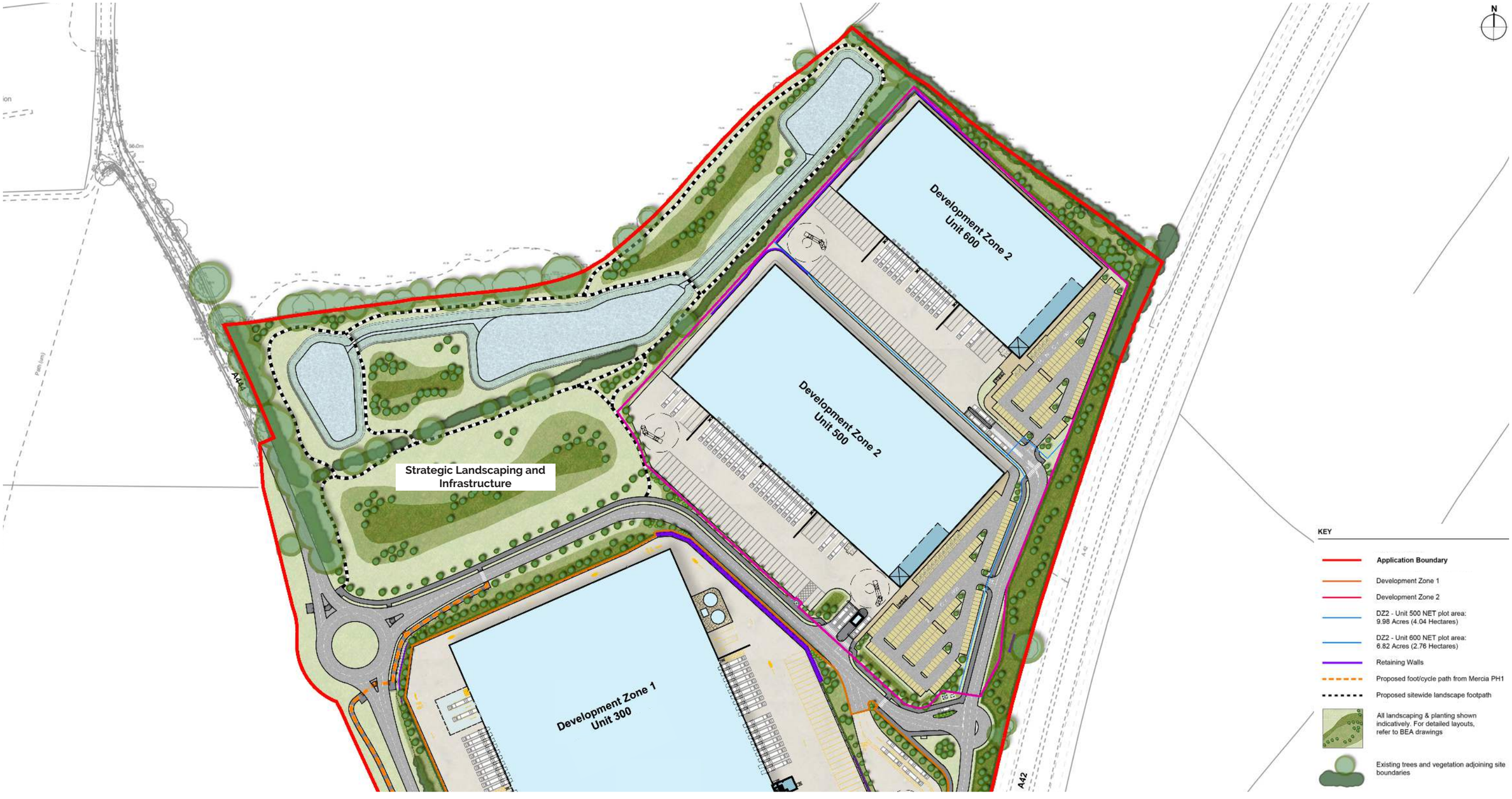
For DZ2, please review the Development Zone 2 Design Guide (DZ2DG), which establishes a framework for the design parameters of all on-plot developments within DZ2. The intention is that this will be approved through a "compliance"-style planning condition which future reserved matters applications will have to comply with.

5.0 DEVELOPMENT PROPOSALS

5.5.2 DEVELOPMENT ZONE 2 - ILLUSTRATIVE ONE UNIT OPTION

5.0 DEVELOPMENT PROPOSALS

5.5.3 DEVELOPMENT ZONE 2 - ILLUSTRATIVE TWO UNITS OPTION



5.0 DEVELOPMENT PROPOSALS

5.6 DEVELOPMENT MASTERPLAN

As illustrated in section 4, the masterplan evolved considerably from first principles and the layout plan opposite represents the final version presented as part of this hybrid planning application. The masterplan has incorporated a series of detailed inputs and considerations which arose during the design process, as follows:

1. Establishing a setting for the built area of the development, which sits across three plateau areas:

- Development zone 1 (DZ1), Unit 300 B8 warehouse plus service yards, car parking, as part of the full planning application area.
- Development zone 2 (DZ2) for which outline planning permission is sought.
- Strategic landscaping and infrastructure, as part of the full planning application area.

2. Generate buildings and outdoor areas that are appealing for Class B8 developments, including ancillary office spaces within DZ1. The outline area designated as DZ2 will be allocated for flexible Class B2, B8, and/ or E(g)(III) uses, along with ancillary offices development.

- Unit 300 within DZ1 shall provide a significant ancillary operational office block, which is semi-detached to the warehouse structure. These offer a strong datum point to signify the entrance to the Unit within the development.
- Unit 300 building within DZ1 is a substantial B8 facility in its own right and therefore offers a well proportioned footprint and cross-docking arrangements with service yards to both sides.
- Unit 300 building provides 53 m deep secure service yard areas to accommodate effective one way HGV circulation and has access controlled gates to the HGV entrance.
- Unit 300 building incorporates both dock leveller and level access doors addressing the service yard, for the loading and unloading of goods to the warehouse.

3. A cohesive scheme of peripheral screen bunding and landscaping as a direct response to the 'visual envelope' and key viewpoints.

- Significant semi-mature planting will be incorporated into key areas along the boundaries, to fill in gaps between the existing / to be retained landscaping and reinforce the screening from key views.
- Soft landscaping and tree planting strips flanking the central service road to soften the impact of the HGV route.
- Ponds and swales integrated into the landscape infrastructure to accommodate storm water attenuation to the north of the site.

4. A clear hierarchy for vehicular, cycle and pedestrian routes into and around the site.

- A direct route to a central service corridor for HGVs.
- A peripheral car route which feeds into dedicated parking areas adjacent to each Unit within the development.
- The above route will also provide safe cycle and footpath routes for access to each Unit and surrounding biodiversity areas.
- A separate cycle / footway has been provided to the south west of the site, to provide connectivity between Mercia Park and Mercia Park Expansion.

5. Addition of high-quality amenity space for occupiers, visitors and the general public.

- A network of permissive footpaths are incorporated into the new peripheral landscaped areas around the site and include places to pause, sit and relax.
- Connections are provided to the principal entrances to all development zones.

Detailed masterplan

The following pages in this section expand on the key areas within the masterplan to offer a deeper explanation of the design processes that have led to the final presented solution.

5.0 DEVELOPMENT PROPOSALS

5.7 ANCILLARY ENCLOSURES - OVERVIEW

The proposed development incorporates a number of free-standing ancillary buildings / structures in various locations across the site. These may be summarised as follows, with further detail and proposed drawings provided within the following sections:-

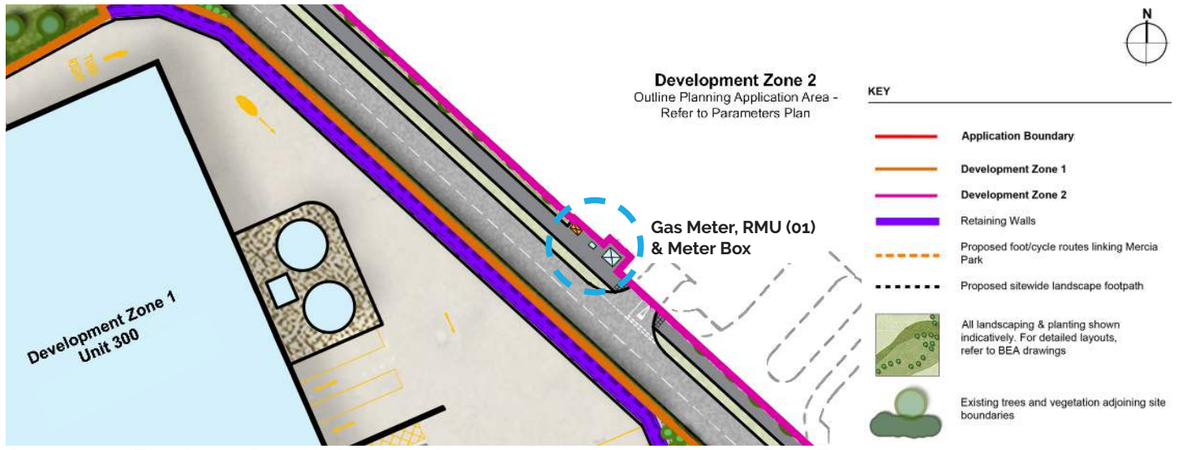
1. A new primary sub-station installation with meter box, central to the site, which will be the source of new power to the development.
2. Two number secondary ring main units (RMU) with a meter box respectively in close proximity to each unit within the development.
3. Foul water pump kiosks within fenced compound, with parking located adjacent to Unit 300 main car park entrance at the south-eastern end of the development.
4. Incoming gas governor housing, located to the proposed entrance to the Dz2 plot.
5. Gas meter only
6. Recycling store enclosure which is ancillary to Unit 300 building within the development.

As can be seen from the following details, whilst many of these ancillary buildings and structures are subject to statutory and functional requirements, where possible the design of these is adapted to suit the adjacency to the main buildings.

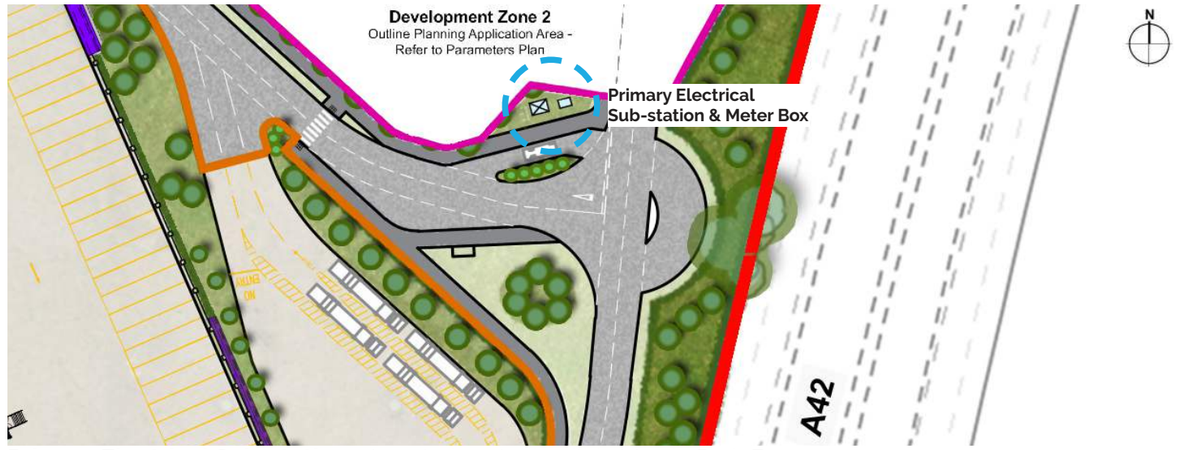
Site Layout to show the locations of Ancillary Enclosures

5.0 DEVELOPMENT PROPOSALS

5.7.1 ANCILLARY ENCLOSURES - FOUL PUMPING STATION / ELECTRICAL SUB-STATIONS



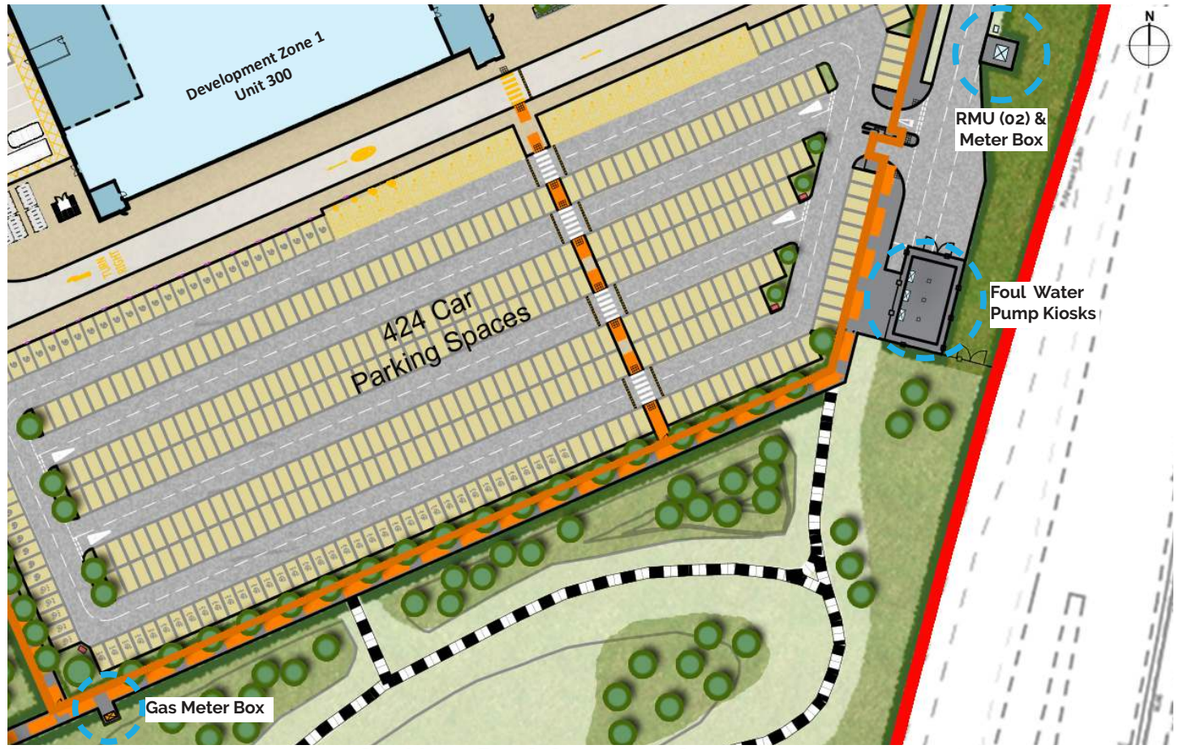
Secondary Electrical Sub-station 01 - *Located centrally within Mercia Park Expansion*



Primary Electrical Sub-station - *Located centrally within Mercia Park Expansion*

Example of GRP Electrical Sub-station

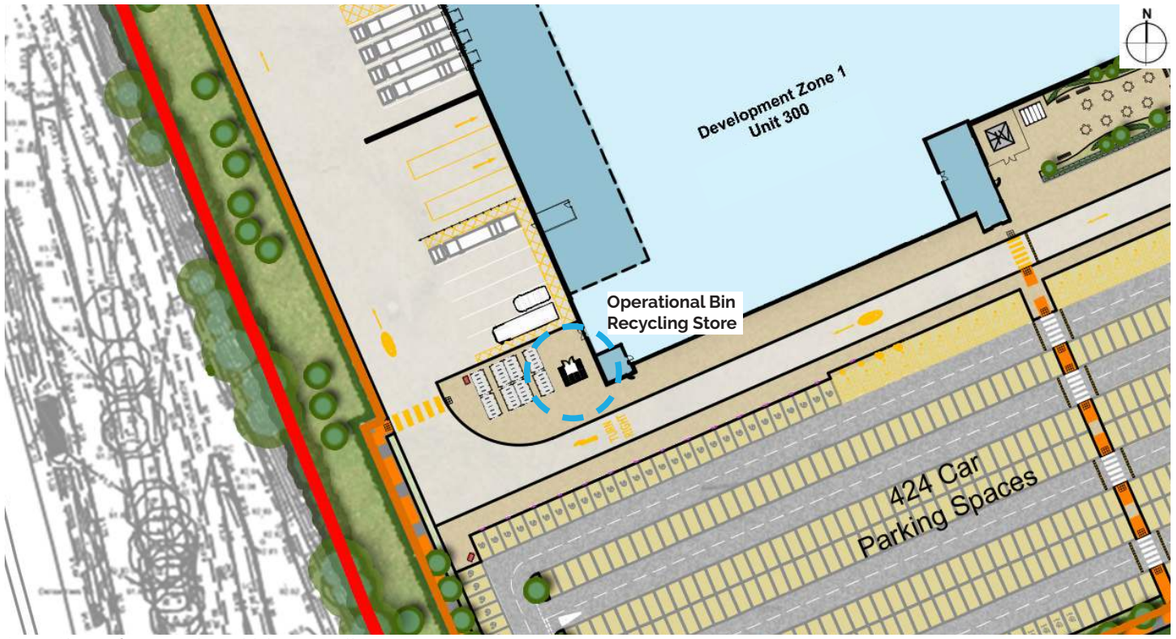
Example of Pumping Station Compound



Foul Pump Station compound, Gas Meter Box & Secondary Sub-station 02 - *Located towards the south*

5.0 DEVELOPMENT PROPOSALS

5.7.2 ANCILLARY ENCLOSURES - OPERATIONAL BIN RECYLING STORE

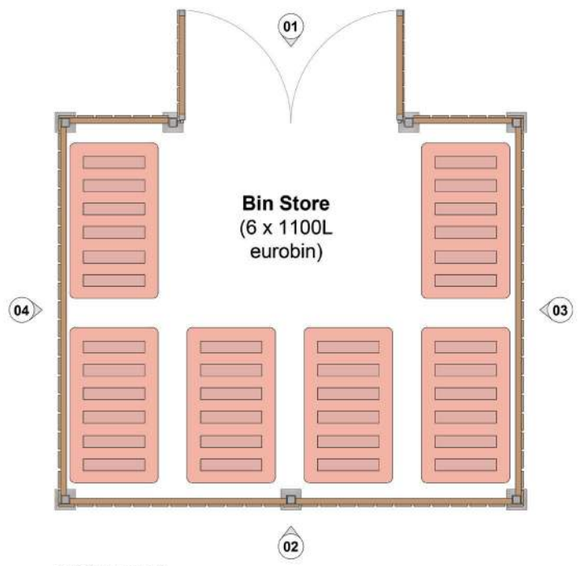


Location of operational bin recycling store

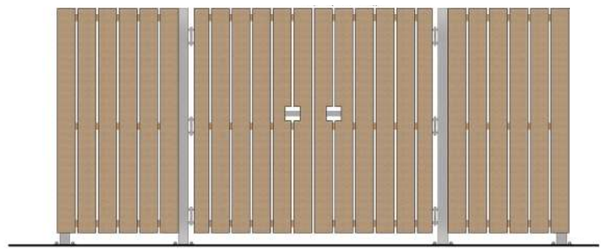
Bin Store (scale NTS)

KEY

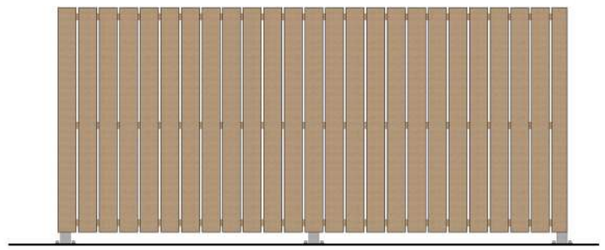
- Application Boundary
- Development Zone 1
- Development Zone 2
- Retaining Walls
- Proposed foot/cycle routes linking Mercia Park
- Proposed sitewide landscape footpath
- All landscaping & planting shown indicatively. For detailed layouts, refer to BEA drawings
- Existing trees and vegetation adjoining site boundaries



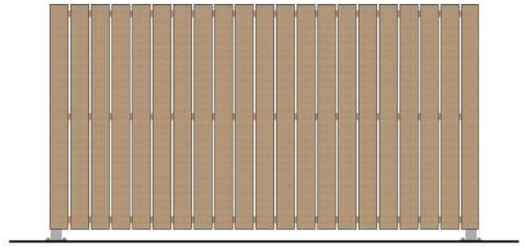
Bin Store Layout



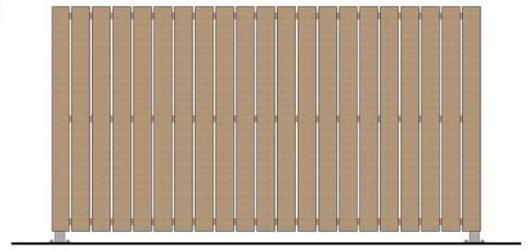
Elevation 01



Elevation 02



Elevation 03



Elevation 04

6.0 LANDSCAPING

6.0 LANDSCAPING

6.1 LANDSCAPING

The site sits within an area of gently rolling countryside, with large arable fields divided by hedgerows, hedgerow trees and large woodland blocks. To the north lies a historical parkland linked to Stretton Hall (now demolished). The landscape approach is to thus try and replicate as far as possible the existing character of the landscape using features identified above.

As the site is large the approach is to try and screen as much of the development proposals as possible by the use of landscape features, however these should be designed to be in scale with the surrounding landscape so that they themselves do not form incongruous features. As such the approach is to maintain, where possible a significant landscaped boundary/buffer to the periphery of the site. This buffer can then be designed to incorporate significant mounding to both screen the development at low level but also to provide instant and future height to the proposed planting.

The site falls just outside of the National Forest however the site is already surrounded, especially to the north by existing large woodland blocks and as such taking this feature and replicating it as part of the landscaping would seem appropriate and help it fit into its surroundings.

6.2 LANDSCAPE DESIGN STRATEGY

The landscape strategy emphasizes primarily native planting, including both shrub and tree, as well as woodland planting. In more prominent areas, such as site entrances and around individual buildings, ornamental planting may be used to ensure year-round colour and visual interest.

The proposed woodland will be planted with a mix of native tree and shrub species, following guidance from the National Forest and the "Create a Farm Woodland" document. This plan will result in the establishment of 3.9 hectares of new woodland. The planting will adhere to best practices in species size selection, ensuring a variety of tree sizes from the outset. The proposed range of sizes will include:

- Whips 1.2 - 1.5 m tall
- Feathered 1.5 - 3.0 m tall
- Standard and heavy standard trees 3.0 - 4.5 m tall
- Semi Mature 6.0 - 12 m tall

The reasoning behind the range of trees being planted is that the larger semi mature trees will be positioned where views may be more prominent at day one, providing immediate softening of the proposals, however the planting of large trees may help initially with views but their establishment and subsequent growth is stunted compared to the planting of smaller stock which in the medium term 5-15 years will catch up and then overtake the growth of the larger trees initially planted.

As such a mixture of sizes are proposed so that a natural structure, shrub layer, under storey, sub-canopy and canopy, will be established in a shorter period of time. This structure will provide the best and most dense woodland and will thus provide the best screening potential in both the summer and winter months. This planting associated with the mounding will mean that it will be possible in places to introduce a change in height of up to 22 m from existing ground level (from bottom of mound to top of semi-mature tree) but these will be in limited locations for the reasons stated above.

Images above are precedent images outlining the general approach to key elements of the site.

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6.0 LANDSCAPING

6.3 LANDSCAPE SCHEME

The landscape strategy has refined the initial approach into a comprehensive scheme that not only addresses the outlined considerations but also introduces additional features to enhance opportunities for both flora and fauna. It focuses on creating new habitats and increasing biodiversity within spaces that provide a scenic backdrop to the development while also establishing new public areas.

While woodland planting has been identified as suitable and will eventually help screen the development, significant areas of species-rich grassland, including wildflower meadows in certain locations, are also planned.

The mounding to the north and south of the development is designed to provide optimal screening, with gentle, natural slopes not exceeding a gradient of 1 in 3. Woodland planting will be concentrated on the upper sections of these slopes to maximize screening while preserving space for other habitats and biodiversity.

The landscape strategy not only supports the development but also enhances the health and well-being of those who use and work on the site. The inclusion of safe, well-defined walkways throughout the site ensures that the landscape is multifunctional. These routes will connect to the existing surrounding footpath network, promoting integration and providing benefits to the wider community.

6.4 LANDSCAPE DESIGN OBJECTIVES

The landscape design for the development has been guided by the design objectives set out below to ensure the new development integrates well within its location.

The design objectives are:

- to enhance the site's amenity value by creating an attractive and welcoming environment that harmonizes with the existing landscape character;
- to maximize biodiversity and create habitat areas and corridors throughout the site;
- to establish a structural landscape utilising both landform and planting appropriate to the scale of the buildings and external spaces;
- to use ecological design principles with emphasis on diverse habitat creation;
- to contain and enclose areas, segregate one use from another, provide screening and generally articulate the exterior space;
- to create a 'feel safe' environment for site users;
- to provide comprehensive easy to use pedestrian and vehicular circulation with changing but interlinked experiences;
- to consider sustainability in terms of both materials' selection and maintenance;
- to take account of the future maintenance requirements by careful selection of plant species and their relationship, with emphasis on achieving good establishment whilst minimising maintenance costs;
- to create a sense of place, and a means of wayfinding through the use of landscape rather than signage;
- to provide open space and permanent 'Green Infrastructure' for both users and occupiers of the Site but also the wider community.

Images above are precedent images outlining the general approach to key elements of the site.

6.0 LANDSCAPING

6.5 LANDSCAPE SUMMARY

The external environment has been designed to provide a pleasant setting for people to work and visit whilst accommodating the functional requirements of the development. Over time the shrub and tree planting proposed for the development will mature to provide an attractive landscape setting, which assimilates the new development into the immediate surroundings.

The landscape created will be managed in accordance with sound ecological principles to improve the overall biodiversity of the site. Furthermore, the areas of wildflower/species rich grassland and wetland proposed will also serve to increase the overall habitat potential of the site benefiting a variety of species.

The use of appropriate choice of species and the planting up of 3.9 hectares of new woodland will help expand and contribute to the proposed area of the National Forest and will over time create a permanent 'Green Infrastructure' which can be used by all.

Please refer to the Development Zone 2 Design Guide (DZ2DG) for the landscaping strategy associated with Development Zone 2.

LEGEND: SOFT LANDSCAPING

GROUND COVER: deciduous shrub ground cover planting with specimen shrubs.

HEDGE: evergreen shrub hedge as detailed.

DECIDUOUS HEDGE: shrub hedge as detailed, reinforced with timber post & wire fence where indicated.

SPECIMEN SHRUBS: specimen shrub planting as detailed.

SPECIMEN CLIMBERS: specimen climbing plants as detailed.

GRASS TO PUBLIC OPEN SPACE: to be seeded with amenity grass seed mix as detailed; refer to notes.

WILDFLOWER MEADOW AREAS: to be seeded with wildflower seed mix as detailed; refer to notes.

WILDFLOWER WETLAND AREAS: to be seeded with wetland wildflower seed mix as detailed; refer to notes.

NATIVE SHRUB / SCRUB PLANTING: native shrub planting mix as detailed.

WOODLAND / FORESTRY PLANTING: native tree & shrub planting mix as detailed.

MARGINAL AQUATIC PLANTING: native species mix to be planted at appropriate water depths.

EXISTING HEDGE: dead plants and bramble to be removed & hedge gapped up with native species.

TREE PLANTING: deciduous tree planting with NHBC radii. Tree Canopy spread illustrated at 25 years growth.

TREE PLANTING: coniferous tree planting with NHBC radii. Tree Canopy spread illustrated at 25 years growth.

EXISTING TREES: to be retained in accordance with BS 5837 'Trees in relation to Construction' 2012.

EXISTING HEDGEROW/VEGETATION: to be retained in accordance with BS 5837 'Trees in relation to Construction' 2012.

SELF-BINDING GRAVEL SURFACE: Breedon gravel or similar approved; rolled wet with camber; on 150mm Type 1 sub base. Maximum slope gradient 1 in 15.

POROUS PAVING GRID: 'Bodpave 85' or similar; colour black; 500x500mm tiles; including all pegs and fittings; edged with 38mm class 4 tanalised timber edging board pegged at 500mm intervals; laid to Engineers specification and filled with topsoil and seeded.

DITCH ASSOCIATED WITH NEW HEDGE: New ditch excavated adjacent to new hedgerow. Ditch to be 1m deep, 300mm wide at base and sides at 1 in .

SIGNAGE: Proposed information board illustrating footpath routes and ecological features as well as Dog Litter bin. .

BENCH: Timber bench set within bound gravel area with wheelchair space to one side and timber edging. . .

PLANNING APPLICATION BOUNDARY: .

Landscaping Plan

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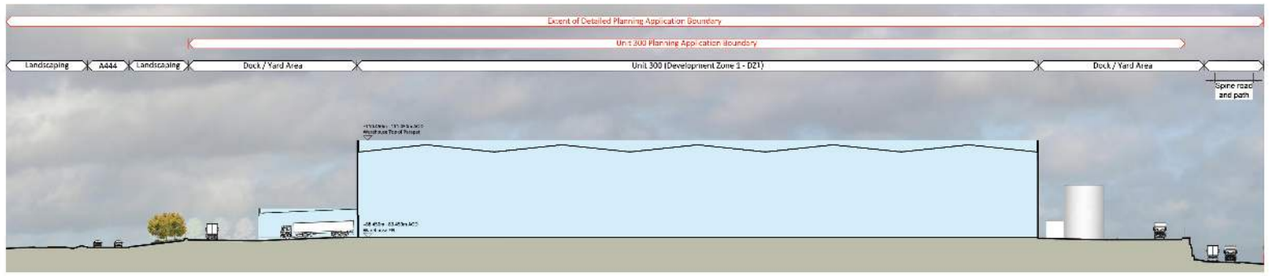
6.0 LANDSCAPING

6.6 LANDSCAPE STRATEGY - DEVELOPMENT ZONE 1 SECTIONS



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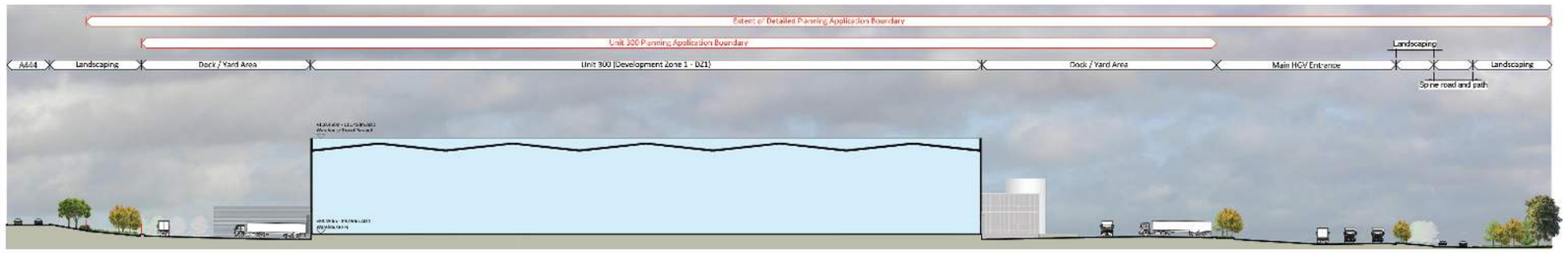

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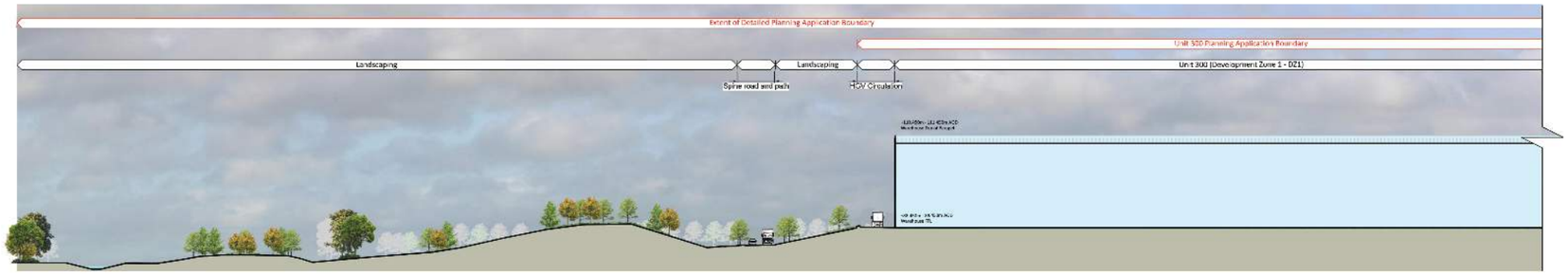

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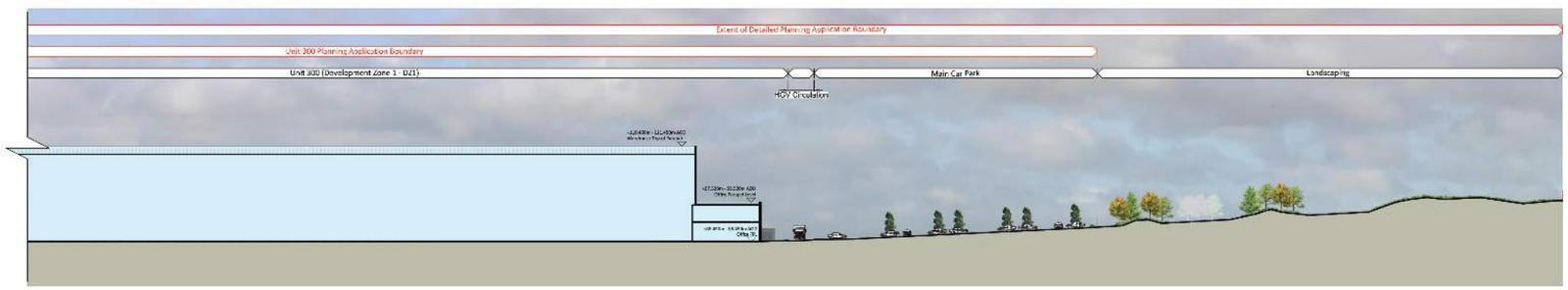

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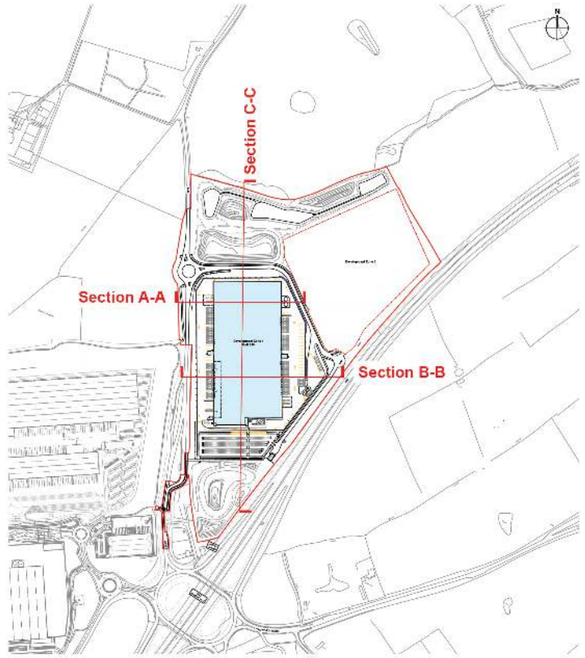

Location Plan. Scale: 1:5000 @ A0

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7.0 ACCESS

7.0 ACCESS

7.1 SITE ACCESSIBILITY & LOCAL POLICIES

North West Leicestershire lies at the heart of the UK's logistics golden triangle and therefore benefits from excellent road transport links. The intersections of the M1, M6 and M42 / A42 motorways is considered to be the leading location for the logistics and distribution industry.

Location of Mercia Park Expansion within the UK's logistics golden triangle

The proposed site's strategic positioning, located within a four-hour drive of 90% of the UK population, highlights the essential need to consider accessibility throughout the development's design to ensure that communities have access to safe services and facilities, including by public transport, walking and cycling.

The preceding section which outlined the development of the design and the multiple iterations of the masterplan, were influenced by a range of policies informed by the North West Leicestershire Local Plan (2011 to 2031). These policies played a significant role in shaping the adopted masterplan. The key policies relating the accessibility to and within the proposed development are as follows:

The North West Leicestershire Local Plan (2011 to 2031)

- **Policy D1 – Design of New Development.**

Good design is indivisible from good planning and is central to creating places for people. Well-designed places are those that relate well to their environment, are attractive, safe and offer a better quality of life for those that live and work there.

A comprehensive site analysis, including an assessment of opportunities and constraints, was conducted as demonstrated in section 2.3. This analysis aimed to identify site-specific limitations and possibilities, with particular attention given to topography, views, landscape features, and existing access and connectivity. This essential information facilitated effective design by optimising the advantages presented by the site's opportunities and preserving the characteristics that most significantly enhance the site.

This policy further specifies that any new development must adequately adhere to the Good Design Supplementary Planning Document of North West Leicestershire District Council (NWLDC), which delineates nine principles of place-making. Among these, the following two principles were employed and implemented in relation to accessibility:

- **Connected places** - Creating connected street patterns helps to encourage higher levels of walking and cycling, particularly for shorter local journeys thereby helping to reduce car dependency and tackle issues related to the lack of physical activity.
- **Easy to get around** - Routes must be safe, direct and attractive, recognising the impact that urban, landscape, highways and architectural design can have on the travel choices people make.

To address these principles, the two landscaped parcels located to the north and south of the site within the strategic landscaping and infrastructure zone have been designed to support shared use of public spaces with footpaths that create safe and accessible environments both within the site and whilst connecting to surrounding areas including the existing bus stop at Mercia Park, thereby improving the overall network of footpaths throughout the district.

Please review the pedestrian and cycling movement access plan outlined in section 7.5, which illustrates the public areas and the connectivity of footpaths.

7.0 ACCESS

7.1 SITE ACCESSIBILITY & LOCAL POLICIES CONTINUED

The North West Leicestershire Local Plan (2011 to 2031)

- **Policy IF4 – Transport Infrastructure and new development.**

Economic growth relies on an effective and efficient transport system to move goods and people from one place to another. Land use and transport must be planned together to give people genuine choice of travel and so reduce the number of journeys using private cars. New and improved transport infrastructure, and making the best use of existing infrastructure, is vital to achieving the objective of sustainable development.

Feedback received from the pre-application meetings and particularly the community consultation event has highlighted concerns regarding more development-related traffic and congestion on local roads, namely the M42/A42, including queuing and 'stacking' on the junction 11 roundabout.

To address these concerns and minimize the impact of additional traffic, several key infrastructure improvements are proposed to enhance the efficiency of the local road network and reduce potential disruptions. Furthermore, secure and easily accessible links have been integrated into the transport network to facilitate travel options, including non-car modes, for residents, businesses, and employees as detailed below.

- As part of the development's infrastructure works, a new three-arm roundabout will be constructed on the A444 to facilitate safe and efficient access to the site whilst providing traffic calming measures.
- The roundabout design includes provisions for public footpaths and cycle routes, incorporating traffic islands and designated crossing points to encourage the use of alternative modes of transport.
- In response to concerns about queuing at the M42 Junction 11 roundabout, the proposals include widening the A444 approach by approximately 17.5 metres. This expansion is part of the initial Mercia Park development phase and is intended to alleviate stacking and improve traffic flow at this junction.
- Cycle links within and beyond the site has been established that connect to the existing Mercia Park footpath providing additional network of cycleways across the district.

For a thorough understanding of the feedback gathered during the public consultations, please consult the Statement of Community Engagement. Additionally, for more in-depth information concerning transport infrastructure and policies, consult the Transport Assessment.

7.0 ACCESS

7.2 PEDESTRIAN AND CYCLE ACCESS : DZ1 - UNIT 300

Pedestrians and cycles will enter plot within the development via the main car park and separate cycle path to the south of the development. Paths, as previously discussed, connect the parking area to the primary entrances of the ancillary office, ensuring level access. Section 7.5 provides a pedestrian and cycle movement access plan. Tactile paving and dropped kerbs will be provided at all road junctions, with further paving extended around offices and to the warehouse perimeter.

The development will be laid out to achieve accessibility for disabled occupants. All twenty-one disabled car-parking bays will be located as close to the main entrance as possible, with cycle shelters providing security and protection for bicycles. Safe pedestrian routes from these shelters will meet up with the route between car park and warehouse. All levels within the car park will have a gradient of less than 1:25, enabling wheelchair access and ambulant disabled to access the site without difficulty.

The main entrances into the unit will be 'wheelchair friendly' level entry, with automatic or manual opening doors. The doors will meet all current Building Regulations 2010, Part M 2015 Edition requirements, with full height tubular steel handles for ease of opening. The force required to operate the doors will be below the maximum force recommended in the Building Regulations, and the effective opening width of each leaf will be designed to be more than 800 mm.

Lorry drivers will access the building through the transport hubs. Due to yard levels in these areas and the fact drivers will be able bodied, the drivers hubs are accessed via external stairs.

7.3 PEDESTRIAN ACCESS - INTERNAL : DZ1 - UNIT 300

Reception

The reception area within the main entrance will provide a level threshold and be suitably sized to accommodate wheelchair users. They will include appropriate space and waiting zones. All floor finishes will be suitable for wheelchair access.

Horizontal Circulation

Internal corridors will be a minimum of 1800mm wide at the pinch point. All doors will have a minimum clear opening of 800mm and an opening force below the recommended maximum. Door furniture within the office area will contrast with the background colour of the door leaf, and be of either lever type, at 1000mm above floor level, or pull handles, commencing at 1000mm above floor level. Doors in corridors will be fitted with vision panels, commencing at 500mm above floor level.

Vertical Circulation

Stairs will provide vertical access around the offices, and a passenger lift will provide access to all floor levels. All staircases and lifts will be designed in accordance with Approved Document M (Access to and use of buildings), with recommendations including contrasting nosings, and treads/risers suitable for ambulant disabled members of staff or visitors. Any member of staff, or visitor, with a visual handicap would be actively managed within the building. An emergency refuge point and voice communication system will be integrated into the stair lobbies on the first floor for utilisation during emergency situations.

Production/Warehouse

The production/warehouse area is to be level throughout with defined pedestrian routes. There will be fire exits within the warehouse between the main offices and the warehouse area. External stairs leading to the yards will be provided where necessary with minimum 900 mm wide x 1400 mm long refuge bays. The landing will be level with the warehouse finished floor levels on these exits.

Toilets

Given the manual nature of work undertaken, toilets and shower facilities will be made available in the staff welfare area, along with a dedicated toilet and shower room specifically designed for individuals with disabilities. In the offices, toilets will be provided for male, female and wheelchair users. A cubicle within each WC will be provided for ambulant disabled users.

Finishes

All floor finishes are to be of a non-slip type, with carpets being of a shallow dense pile, allowing easy passage for wheelchair users. The walls, wall coverings and paint finishes are to be suitably contrasting with the joinery of the doors and low surrounds. Where wall tiles are to be used, they are to have a satin finish to reduce glare.

7.4 VEHICULAR ACCESS : DZ1 - UNIT 300

The proposed site location is advantageously positioned in close proximity to established sustainable transportation alternatives, such as a nearby bus stop and pedestrian footpaths. This is illustrated in the pedestrian and cycling access plan presented in Section 7.5, which highlights the accessible link between the bus stop and the existing P94 footpath.

Access to the proposed site will be via A444. The entrance into the plot has been designed to accommodate vehicle queuing, particularly at barrier control points which will help to manage and contain the flow of traffic both into the site and back out onto the link road.

Separate dedicated car park entrances will eliminate a conflict between goods vehicles and car traffic. See the vehicular access and services plan in Section 7.6 for an illustration of this. The car park areas will be constructed in dense bitumen macadam to general vehicle routes and permeable block paving to car parking bays that shall form part of a coordinated hard landscaping strategy.

The circulation route surrounding Unit 300 inherently serves as a fire access track, allowing the local fire and rescue service to efficiently access the building's outer perimeter in the event of an emergency. Car parking and cycle shelter provision is located adjacent to the main office building to promote safe pedestrian access.

7.5 VEHICULAR ACCESS : DZ2

Vehicular and active travel accesses will be required within the corridors identified within the Detailed Infrastructure Plan, to enable the connection of DZ2 (in outline) to the spine road (in full). The final position and detailed design of these accesses is reserved until the final layout of DZ2 has been confirmed and approved; final details of the accesses will be submitted alongside applications for the approval of reserved matters for DZ2. Please refer to the Detailed Infrastructure Plan within Section 5.2 of this DAS document.

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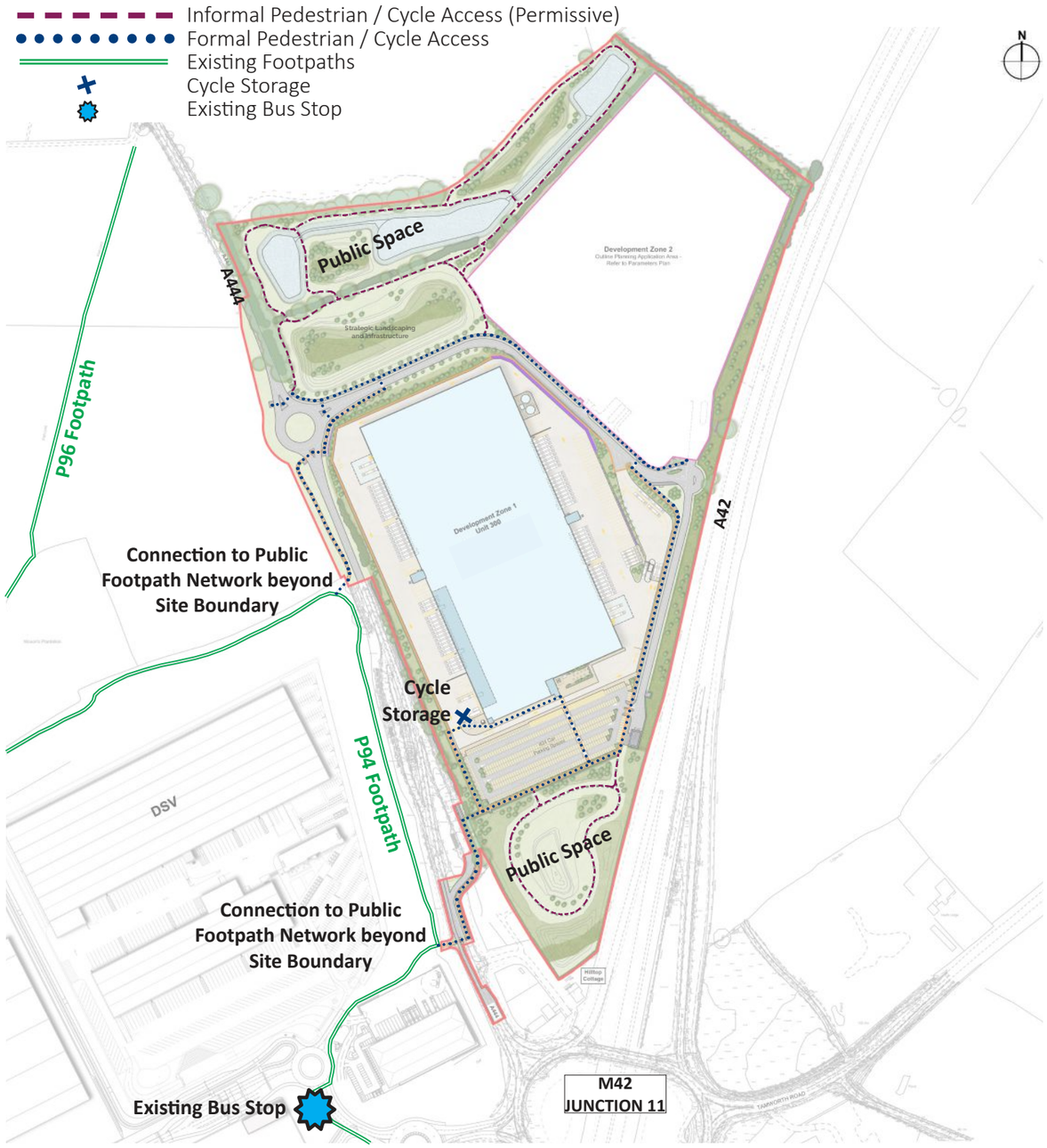
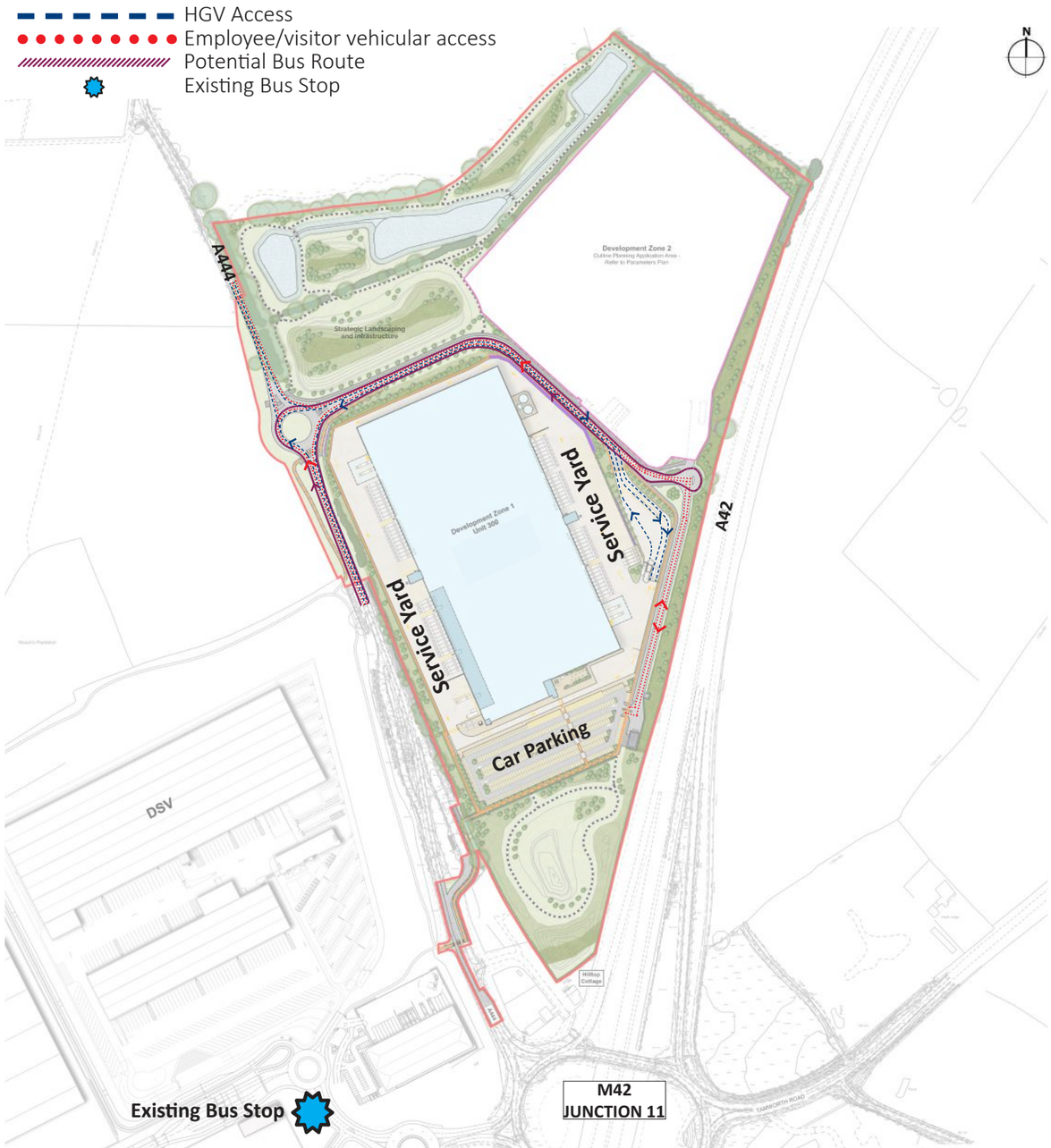
7.0 ACCESS

7.6 PEDESTRIAN & CYCLE MOVEMENTS ACCESS PLAN



7.7 VEHICULAR ACCESS AND SERVICING PLAN



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8.0 SUSTAINABILITY

8.0 SUSTAINABILITY & ENERGY STRATEGY

8.1 SUSTAINABLE DESIGN MEASURES - DEVELOPMENT ZONE 1

This section outlines the key sustainable features specific to Development Zone 1, focusing primarily on the buildings and the physical characteristics of the site. It does not address broader sustainability concerns related to the site's location or surrounding infrastructure. For detailed information on the sustainability measures of the proposal, please refer to the **Sustainability and Energy Statement** prepared by Turley Associates. This document offers an in-depth review of the sustainable design strategies to be integrated into Development Zone 1, as outlined below:

1. **Requiring Good Design**
   - Net Zero Ready
   - BREEAM 'Excellent' rating
   - Sustainable Design

2. **Building a Strong and Competitive Economy**
   - Construction
   - Occupation
   - Social Value Strategy

3. **Promoting Sustainable Transport**
   - Site Access
   - Bus Service
   - Sustainable Transport Measures

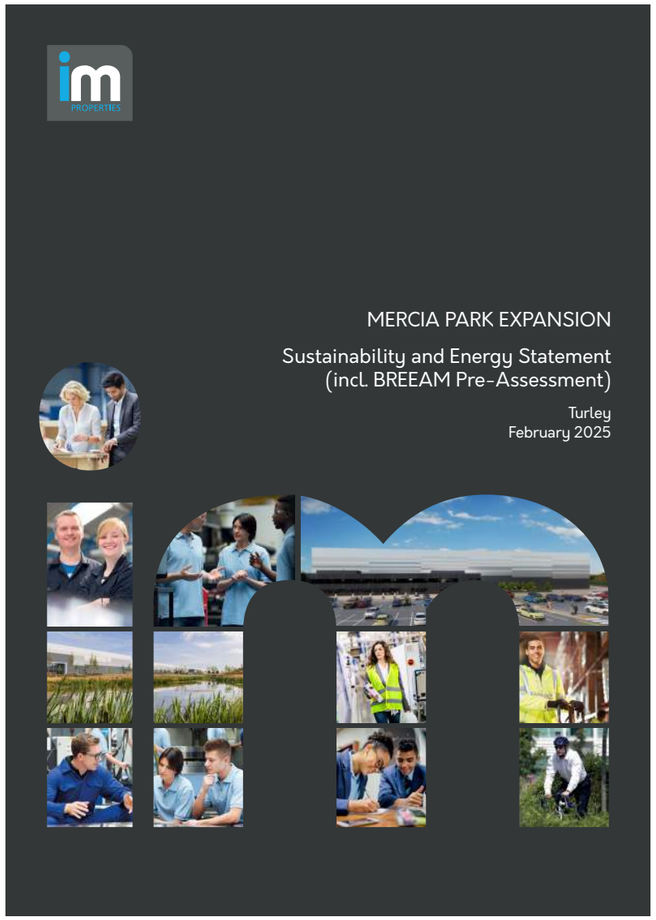
4. **Promoting Healthy Communities**

5. **Energy and Carbon Strategy**
   - Construction Carbon Strategy
     - Life Cycle Assessment (LCA)
     - Reducing the embodied carbon impact
   - Operational Energy Strategy
     - Operational Carbon Emissions
     - Energy and Carbon Strategy Summary

6. **Climate Resilience and Adaptation**
   - Water Efficiency
   - Flood Risk and Drainage
   - Overheating

7. **Conserving and Enhancing the Natural Environment**
   - Ecology
   - Pollution

8. **Sustainable Resources**
   - Embodied Carbon and Materials
   - Construction Waste Management
   - Operational Waste Management



Sustainability and Energy Statement prepared by Turley Associates.

9.0 CRIME PREVENTION & LIGHTING STRATEGY

9.0 CRIME PREVENTION & LIGHTING STRATEGY

9.1 CRIME PREVENTION

Consideration has been given to the layout of the development to ensure personal safety. This relates not only to ensuring that the layout of the development does not create an environment conducive to crime, but also to how occupiers and visitors to the site can move freely without risk of injury.

Access and Movement

Spaces and pedestrian routes are currently well defined with easy to recognise entrances; this provides convenient movement without compromising security. Proposed car parking is provided in the most prominent locations possible.

Structure

The buildings will be designed in robust materials – metal-faced cladding panels on a steel frame. Where appropriate, glazing will be toughened laminated sections. Where possible all windows and doors will be certified secure products.

Surveillance

Natural surveillance was a key factor in the overall design of the site and the positioning of the offices overlooking the proposed car parking offers the occupier a high degree of visual control. The buildings design and layout have been considered to minimise visual obstacles and eliminate places of concealment and any potential dark areas will be well lit. Formal surveillance may be in the form of an extensive CCTV system provided in line with any occupier's requirements.

Physical Protection

Boundary protection will be a 2.4 m high to all service yard areas. Boundaries and have been considered to maximise natural surveillance.

9.2 LIGHTING STRATEGY

The proposed development will introduce new artificial light sources primarily related to external lighting for car and lorry parking, at loading bays and around the peripheries of the buildings. A high standard, modern lighting design which utilises energy efficient LED lighting and allows the proposed uses to operate safely and effectively has been provided for the detailed aspect of the development. The accompanying External Lighting Report, prepared by CPW, confirms that the lighting philosophy proposed for Development Zone 1 will be repeated at Development Zone 2.

Lighting will be designed to meet requirements for each land use and allow each aspect of the Proposed Development to operate effectively, in line with the relevant health and safety standards.

For comprehensive information regarding the lighting strategy, refer to the External Lighting Report prepared by CPW.

Timber knee rails

2.4 m high palisade security fencing

Main Entrance security gates

REFERENCE 'A–D'
LUMINAIRE AS OF HOLOPHANE
'D–SERIES' RANGE TO BE
BUILDING AND COLUMN MOUNTED.

REFERENCE 'F'
LUMINAIRE AS OF HOLOPHANE
'DENVER WALL ELITE' RANGE TO
BE BUILDING MOUNTED

REFERENCE 'G'
LUMINAIRE AS OF THORN
'AQUAFORCE' RANGE TO BE
MOUNTED BENEATH CANOPY

REFERENCE 'J'
LUMINAIRE AS OF HOLOPHANE
'V–MAX' RANGE TO BE COLUMN
MOUNTED.

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