

DESIGN & ACCESS STATEMENT

Proposed Retail Development
Wyvern Way, Chaddesden, Derby



AAA5482
Design & Access Statement
Issue 005
28 October 2019

Quality Management

Version	Status	Authored by	Reviewed by	Approved by	Review date
001	Draft	SM Bate	Internal review	SM Bate	14/08/2019
002	Pre-Planning	SM Bate	Internal review	-	29/08/2019
003	Pre-Planning	SM Bate	Internal review	-	21/10/2019
004	Pre-Planning	SM Bate	Internal review	-	23/10/2019
005	Planning	SM Bate	Internal review	-	28/10/2019

Approval for issue

SM Bate 28/10//2019

File/Model Location

Document location: R:\Commercial\AAA5482 - Wyvern Way Derby\Admin (IMS)\04 Government\01 Planning\02 P5-DAS

Model / Appendices location: N/A

© Copyright RPS Group Plc. All rights reserved.

The report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by RPS Group Plc, any of its subsidiaries, or a related entity (collectively 'RPS'), no other party may use, make use of, or rely on the contents of this report. The report has been compiled using the resources agreed with the client and in accordance with the scope of work agreed with the client. No liability is accepted by RPS for any use of this report, other than the purpose for which it was prepared. The report does not account for any changes relating to the subject matter of the report, or any legislative or regulatory changes that have occurred since the report was produced and that may affect the report. RPS does not accept any responsibility or liability for loss whatsoever to any third party caused by, related to or arising out of any use or reliance on the report.

RPS accepts no responsibility for any documents or information supplied to RPS by others and no legal liability arising from the use by others of opinions or data contained in this report. It is expressly stated that no independent verification of any documents or information supplied by others has been made. RPS has used reasonable skill, care and diligence in compiling this report and no warranty is provided as to the report's accuracy. No part of this report may be copied or reproduced, by any means, without the prior written consent of RPS.

Prepared by:

RPS

Simon Bate
Architectural Associate

Salisbury House, 2a Tettenhall Road
Wolverhampton, West Midlands WV1 4SA

T +44 1902 925 500
E simon.bate@rpsgroup.com

Prepared for:

**London Metric Derby Limited and Clowes
Developments (UK) Limited**

Mr T Pinder

One Curzon Street
London W1J 5HB

T +44 020 7484 9000
E tom.pinder@londonmetric.com

CONTENTS

1 THE PLANNING DRAWINGS

2 INTRODUCTION

2.1 The purpose of this document

2.2 Relevant planning policy

3 ASSESSMENT OF THE SITE & ITS CONTEXT

3.1 The existing site

3.2 The site context

3.3 The surrounding context

3.4 Scheme evolution

3.5 Flood defensive strategy

4 THE DESIGN PROPOSALS

4.1 Use

4.2 Amount (of development)

4.3 Layout

4.4 Scale

4.5 Appearance

4.6 Access

4.6.1 Public transport links

4.6.2 Pedestrian access

4.6.3 Cycle access

4.6.4 Car access

4.6.5 Delivery access

4.6.6 Inclusive access

4.7 Sustainability

5 CONCLUSIONS

1 THE PLANNING DRAWINGS

This document should be read in parallel with the following accompanying Planning Application Drawings:

Ref	Title	Scale	Size
P5-001	Site Location Plan	1:2500	A3
P5-002	Existing Site Plan	1:500	A3
P5-003	Proposed Site Plan	1:500	A3
P5-004	Proposed Ground Floor Plan	1:200	A3
P5-006	Proposed Roof Plan	1:200	A3
P5-007	Proposed Building Elevations	1:250	A3
P5-008	Existing Site Sections	1:750	A3
P5-009	Proposed Site Sections	1:750	A3
P5-010	Proposed Building Sections	1:200	A3
P5-011	Demolition Plan	1:500	A3
P5-012	Proposed Perspective Views 1	NTS	A3
P5-013	Proposed Perspective Views 2	NTS	A3
P5-014	Existing Wider Site Plan	1:1000	A3
P5-015	Proposed Wider Site Plan	1:1000	A3
P5-016	Proposed Site Totem Details	1-500	A3



2 INTRODUCTION

2.1 The purpose of this document

This **Design & Access Statement** has been prepared to support a **Full Planning Application** in connection with proposals for the demolition of the existing Derby Fireplace Centre site to enable the construction of a new food store. The proposed development will have a supporting delivery area, car parking, pedestrian circulation, associated hard and soft landscaping and both site and off-site wayfinding totem structures.

This statement has been prepared under the requirements of the Town & Country (General Development Procedures) (Amendment) (England) Order 2006. The structure and content has been informed by:

- The Town & Country Planning (General Development Procedure) (Amendment) (England) Order 2010
- DCLG 'Guidance on Information Requirements and Validation (March 2010)
- 'Design & Access Statements – How to write, read and use them' (CABE 2006); and
- Secretary of State Appeal decisions on the role of a Design & Access Statement

The statement seeks to establish the design principles for the development which are appropriate to the site and the surrounding area based on national planning design guidance. In particular, the design is based on an appraisal of the character of the local built environment which has been undertaken as a precursor to the preparation of the scheme design and submission for planning permission.

The document has the following functions and purpose:

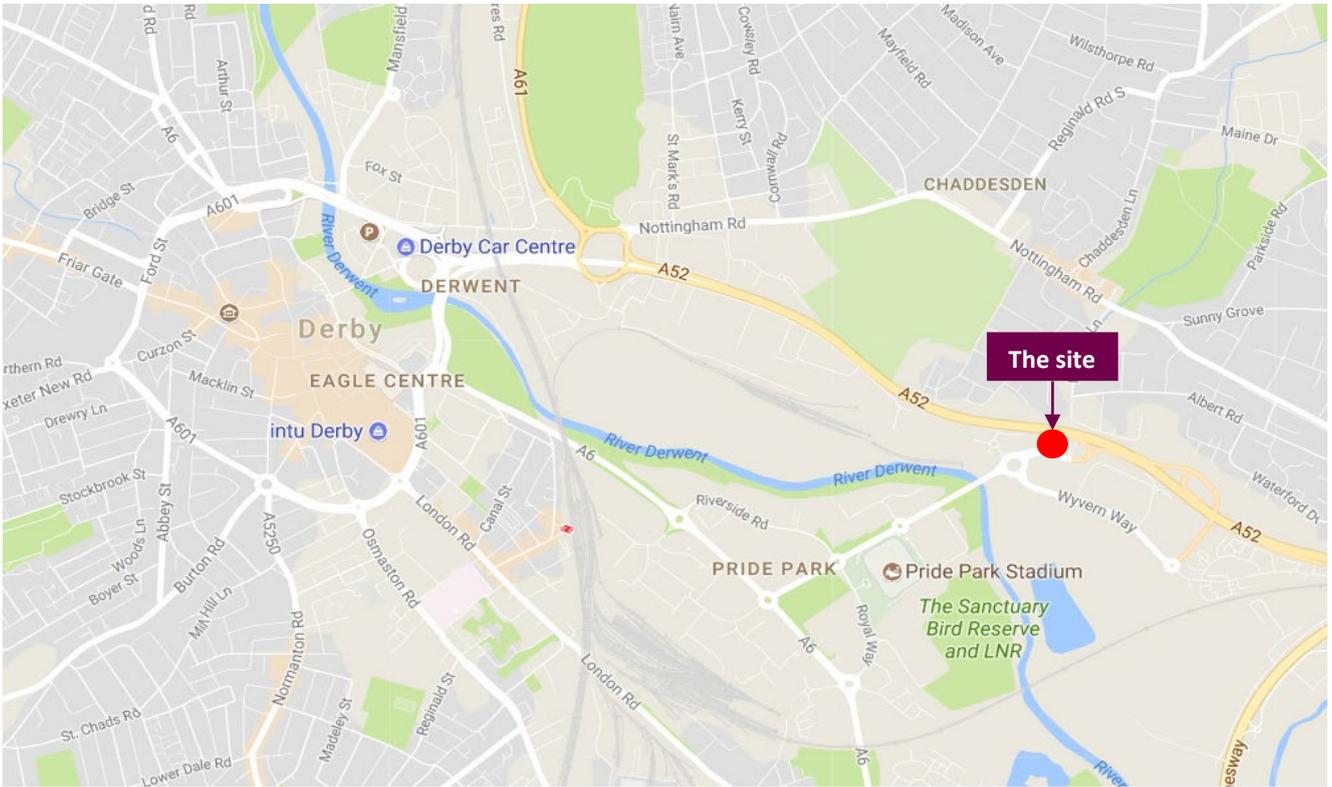
- To provide a description of the key issues, constraints and opportunities afforded by the site and their evaluation that has informed and led to the current form of development; and
- To provide comprehensive information on the development in terms of layout, scale, amount, landscaping, appearance and access.

This statement should be read in conjunction with all submitted application materials including the application drawings, the Planning & Retail Statement, Transport Assessment, Flood Defense Strategy and all other documents as detailed in the covering correspondence.

The application site location is illustrated on the following page.

The diagrams, illustrations and layouts within this document are used to help explain the design process and principles of the proposed development.

The submitted application drawings should be consulted for the finalised detailed proposals and are as listed at the beginning of this statement.



Wider Site Location in context with Derby City Centre

Image copyright Google Maps 2019



Localised Site Location in context with Pride Park

Image copyright Google Maps 2019

2.2 Relevant national and local planning policy

This application is accompanied by a Planning and Retail Statement that considers the proposed development against the relevant planning policy in more detail.

Relevant local policy to the development as outlined in the 'Derby City Local Plan Part 1 (2017)' can be characterized as follows:

2.2.1 Policy CP1(a) states that

"When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).

The Council will:

(a) always work proactively with applicants, adjoining authorities, statutory partners and service providers, land owners and communities to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area

(b) approve planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighborhood plans) without delay, unless material considerations indicate otherwise

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- 1. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole or;*
- 2. specific policies in that Framework indicate that development should be restricted."*

2.2.2 Policy CP2 (Responding to Climate Change) states that:

"The Council is committed to tackling the causes and effects of climate change, ensuring that all development takes account of opportunities to reduce greenhouse gas emissions and minimise the impacts caused as a result of a changing climate."

The Council will:

"(a) ensure that development is located in the most sustainable locations where it is well related to complementary uses and has access to a range of travel choices, including public transport

(b) reduce reliance on travel by private car and encourage and enable the use of forms of transport other than the private car. Where people choose to travel by car, encourage car sharing

(c) seek to improve the resilience of the transport network to the effects of climate change

(d) encourage an approach to the production and use of energy which is consistent with the Energy Hierarchy and seeks to tackle fuel poverty

(e) encourage the use of renewable and decentralised forms of energy provided that the public benefits of implementing the renewable energy outweigh any adverse impacts on the natural, built or historic environment and do not inhibit the ability of other strategic objectives of the Plan from being realised. Micro-generation and community led renewable energy and heat generation schemes will be welcomed

(f) encourage and where possible ensure the efficient management and use of water, protect water resources and have regard to the water hierarchy

(g) have regard to the important role which green and blue infrastructure plays in the mitigation of greenhouse gases and adapting to the effects of climate change including carbon sinks, air quality, cooling, biodiversity and flood prevention"

With regard to Sustainable Design and Construction **Policy CP2** states that:

“(h) ensure that the design and layout of development takes account of opportunities to mitigate greenhouse gas emissions and to adapt to the effects of a changing climate. The Council will have regard to best practice and guidance in considering sustainable design and construction. Developers will be required to deliver the most sustainable form of development achievable in terms of building and site design and layout. They should demonstrate how they are planning to achieve this using the most appropriate sustainability assessment tools for the proposal. Further guidance on these sustainable design matters will be set out in a separate design guidance document

(i) support and encourage developers to maximise carbon reduction on site

(j) require developers to deliver appropriate forms of carbon reduction including renewable and decentralised energy within their development”

2.2.3 Policy CP3 (Placemaking Principles) states that:

“High quality design should promote Derby as an evolving modern city and contribute to improving the life of the City’s residents. It should enhance the experience of the place for visitors, workers and inward investors and help create a vibrant city that all residents are proud of.

The Council will expect high quality, well designed developments that will help raise the overall design standard of the city, particularly in the City Centre and other areas of significant change. In order to achieve this aim, applicants should work collaboratively with the Council and should follow a logical design process.

Proposals of all scales should embrace the principles of sustainable development and take account of current best practice guidance.”

More specifically proposals will be required to:

“(a) make efficient use of land by optimising development densities

(b) incorporate high quality architecture which is well integrated into its setting and exhibits locally inspired or distinctive character

(c) provide good standards of privacy, safety and security to create a pleasant, safe and secure environment

(d) maximise opportunities for low-carbon, decentralised energy and resource efficiency and incorporate flexibility and adaptability to provide resilience to environmental, economic and social change

(e) contribute to the creation of vibrant and mixed communities

(f) exhibit a variety of well designed streets and spaces that are shaped by buildings, are well connected, easy to navigate, encourage non-vehicular activity and function as social spaces

g) respond positively to existing topography, landscape features, wildlife habitats, heritage assets, existing buildings, site orientation and contribute to the urban rural interface

(h) provide well-integrated vehicle and cycle parking and adequate external storage space that does not dominate the street scene

(i) make provision for the appropriate maintenance and management of infrastructure related to the development

All proposals will be assessed in terms of their response to these place making principles, taking account of context and function. Proposals that do not appropriately respond will be resisted, unless acceptable reasons for them doing so are provided.”

The Council will:

“(j) encourage the incorporation of public art as part of an overall approach to the delivery of high quality streets and spaces. The Council will particularly encourage developments in prominent, highly visible locations to incorporate public art where it will contribute to the quality and appearance of new developments or to the general townscape.

Where appropriate, the Council will seek to enter into a legal agreement to secure the provision of public art from developers of ‘major’ development proposals, either through on-site provision and / or financial contributions

(k) encourage developers to refer major development proposals to an independent panel such as the Architecture Centre in the East Midlands (or equivalent) for critical review, helping to further improve design quality in the city

(l) encourage developers of residential proposals to install sprinkler systems where feasible and viable to do so in order to ensure that properties provide adequate safety throughout the occupiers' life"

2.2.4 Policy CP4 (Character and Context) states that:

"All proposals for new development will be expected to make a positive contribution towards the character, distinctiveness and identity of our neighbourhoods."

2.2.5 Policy CP9 (Delivering a Sustainable Economy) states that:

"The Council is committed to realising the vision of a thriving, sustainable economy that contributes to making the D2N2 Local Enterprise Partnership area more prosperous, better connected and increasingly economically resilient and competitive.

In order to help achieve this vision, the Council will:

(a) encourage proposals that create new jobs and help to implement the Council's Economic Strategy, subject to the provisions of this Plan

(b) identify sufficient land, of an appropriate quality and in appropriate locations to meet the needs of a thriving, sustainable economy

(c) focus on creating a culture where enterprise thrives, ensuring that workforce skills match business needs and maximising quality of life for residents

(d) use public sector assets to help facilitate economic development"

3 ASSESSMENT OF THE SITE & ITS CONTEXT

3.1 The existing site

The development site is located approximately 2.5 Kilometers from Derby City Centre adjacent to an existing roundabout junction between Wyvern Way and Derwent Parade and further along the A52 (which is to become a traditional junction as part of the commenced Wyvern Way / A52 improvements being undertaken by Derby City Council and Highways England). The A52 is a key route providing access to Derby City Centre in the west where it also links to the M1.

The application site falls within an area designated as an “existing business / industrial area” The site under consideration is oblong in shape, with a diagonal boundary against Wyvern Way to the South, the western boundary with the existing KFC Restaurant on the adjacent retail development and the A52 to the North with links to Derby City.

3.1.1 The previous use of the site & historical context

The current site comprises of a single storey traditional brick building which was until recently operated as Derby Fireplace Company Showroom. Historically the building was used as a Wagon Repair workshop, constructed during the 1870's as part of a larger complex associated with Midland Railway. While still utilised as goods sheds up until the mid-20th Century, the building fell into disuse shortly after in the 1960's.



Former wagon repair workshop, 1980's



Former wagon repair workshop, 1980's

In 1973 the Derby Fireplace Company established themselves within the units, however due to a fire in the 1990's the bulk of the original railway workshop buildings were demolished leaving behind the existing northern edge building which can be seen today.

The large pitched roof building had been subject to many alterations over the years and was surrounded by predominantly hard landscaping. The surrounding areas have seen the development of a large retail park to the west and south, with the A52 dual carriageway to the north and its corresponding slip road to the east. These alterations and developments have led to the non-designated heritage asset to become fragmented and lacking its original historic context.

The remaining building within the site is situated towards to the northern boundary of the application site, running adjacent with the boundary of the A52, Brain Clough Way. Main access to the site is gained via an access point off Wyvern Way adjacent to the south east corner of the site. There is no formalized car park at present, with the site surface comprising of mixed tarmac, concrete, gravel and minimal natural landscaping which is now over grown and wild. There is no current provision for special needs access or parking or any cycle friendly infrastructure.



Derelict fireplace workshop, currently



Derelict fireplace workshop, currently

3.1.2 Topography

The site sits on a predominately flat brownfield site located to the south of the A52. It is situated in flood zone 3 of the River Derwent, however the site is well defended from flooding at up to a 1:50 year event and the predominant risk is associated with defense overtopping.

There has been significant work carried out on the former Fireplace Workshop site from a flood risk perspective that has led to many design decisions being made to limit the impact of flooding, thereby adopting flood mitigating by design approach to the form of layout of the building. The flooding of the site is sourced from the River Derwent to the west of the site, and flood flows entre the site along the western boundary, before flowing in a south easterly direction across the current car park and out of the site over Wyvern Way.

To ensure a flood risk is not exacerbated in the surrounding area a similar flow route as far as possible from the western boundary will allow the flow to be unimpeded.

The finished floor level of the proposed unit will be raised sustainably above the exiting ground level (by up to 1.0 meter) to limit the potential risk of flooding proposed to the building. Refer to detailed site proposals for further information.

3.1.3 Constraints

There are two principal constraints impacting the site which are described below:

Compulsory Purchase Order

Derby County Council have recently obtained the land lying to the east of the site under a Compulsory Purchase Order in order to carry out infrastructure works on the adjacent A52 and associated slip road. Works for the amendments are now underway and aim to improve vehicle access, pedestrian linkages and increase capacity in the wider area.

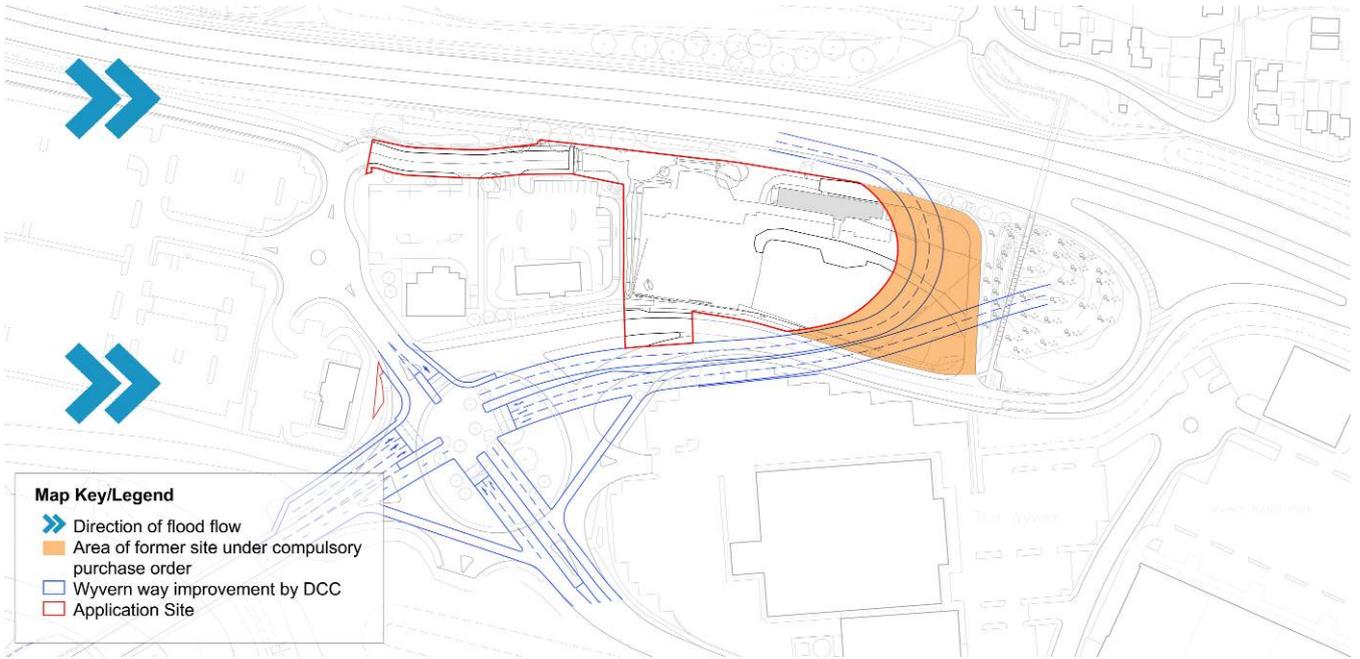
Flood Risk

As previously mentioned, the site is located within flood zone 3 from the River Derwent meaning any proposed buildings would have 1:50 year chance of flooding. Therefore, any proposed changes to the site should not have an adverse effect or cause increased pressure on the surrounding buildings or roadway in the event of a flood. Flood defense strategies should be designed into any proposed building to limit damage caused in the event of a flood.

Highway Improvements

Work is ongoing by the local authority and highways to significantly upgrade both the Wyvernside roundabout junction and the slip roads to and from the adjacent A52. As such, part of the wider site described here was subject to compulsory purchase order, leaving the eastern edge of the application site with a curved, half round boundary, somewhat limiting development potential and any proposed building footprint form.

On the following page is an illustrative constraints plan identifying the issues and features described here.



Illustrative site constraints plan

3.2 The site context

The site is located within the wider Wyvern Way Retail Park which consists of mixed retail and restaurants units to the south, with a Residential Area beyond the A52 to the north and Derby City Centre situated to the south west.

The existing building located on the site is to be demolished, with the application proposal bringing the site back into use, allowing the site to be utilised for the appropriate development given the predominantly retail use of the adjacent sites and surroundings.

The site is essentially oblong in shape. The surrounding A52 road network is currently undergoing a transport improvement scheme which will see the access to the site being located via Wyvernside roundabout to the west.



Numbered site photograph locations

Image copyright Google Maps 2019

The following photos are intended to give a brief description of the principle features of the application site:



The existing Access via Wyvern Way now closed



The proposed access by extending the existing Wyvernside road along the north boundary of 'KFC'



The existing hard standing along Northern boundary



Overall view of the existing access road off Wyvern Way (now closed as part of highways improvements)



The existing building on the site



The existing hard standing area within the site



The western edge of site showing the earth bund



The existing boundary with 'KFC' to the west



The eastern boundary parallel to the footbridge



Hard standing area in the western part of the site



The existing building viewed from the south east



The existing 'Toys R Us' store viewed from the site

12



The existing building viewed from the west

13



The substation beyond application site in CP land

3.3 The surrounding context

The following photos are intended to give a brief description of the immediate surroundings to the site.

14



View of the Site & CP land & A52 via footbridge

15



The A52 & access slip road from Wyvern Way

16



Pedestrian foot bridge linking northern residential areas to Wyvern Way and retail areas

16a



The existing (now closed off) access to the site



Wyvern Way foot path along looking east



Wyvern Way foot path along looking west



Neighboring 'KFC' restaurant to the west of the site



The adjacent 'Toys R Us' store south of the site

3.4 Scheme evolution

The key design objectives for this application are to allow the redevelopment of the site to create a high quality and contemporary retail environment, allowing a space that has come into dis-use to be transformed into a safe and clean shopping environment.

London Metric and Clowes Development have been in discussion with Derby City Council since November 2013 to explore the potential of retail development on this site. This has led to a series of options being prepared which have addressed access, egress the operational and occupational requirements of retailers, the existing and proposed levels whilst taking into account flood risk and the current highways improvements to the surrounding A52 and linkages, that have recently seen a portion of the site obtained under a Compulsory Purchase Order.

In November 2013 a pre-application meeting was held with Derby City Council, at which two options were discussed. These were an indicative site layout plan which compromised a total of 2,086 sq. m gross of retail floor space at ground level shown indicatively as two separate retail units with the potential for the second unit to be sub-divided as well as a mezzanine cover to be included. This included service access via Chequers Road and egress via Wyvern Way.

In early 2018 a planning application was submitted on the basis of proposing three units (including a drive-thru coffee shop) within a single built form but was ultimately refused in November 2018 on grounds of transport and highway congestion impacts on the surrounding road network, particularly at peak times.

In late 2018 /early 2019 London Metric commenced reviewing the scheme composition and in part to alleviate traffic impact concerns, a design review instigated a fresh evolution of proposals (while in continuous liaison with

with Derby Highways) resulting in detailed proposals for a single occupier small food store on the site with ancillary car park and additional exit lane to alleviate peak congestion impacts.

3.5 Flood defensive strategy

The proposed development is situated in Flood Zone 3 of the River Derwent, however the site is well defended from the flooding at up to the 1:50 year event and the predominant risk is associated with the defense overtopping.

There has been significant work carried out on the former Fireplace Workshop site with regards to flood risk management, which has seen the proposed design incorporate a number of flood management strategies such as the form and layout of the building to mitigate against the risk of flooding. The flooding of the site is sourced from the River Derwent to the west of the site, and flood flows enter the site along the western boundary, before flowing in a south-easterly direction across the current car park and out of the site over Wyvern Way.

To ensure flood risk is not exaggerated to any of the surrounding areas, the proposals need to retain a similar flow route as far as possible from the western boundary to allow flows to pass unimpeded towards Wyvern Way. The proposed Retail Units are situated towards the eastern boundary to ensure minimised impact on the flow route, with the area to the west of the site designated to car parking. The revised assessment carried out has demonstrated that this change in building layout results in no impact off site as per previous application.

The finished floor levels of the building will be raised above existing ground levels (by up to 1.0m in some cases) thus limiting the potential risk of internal flooding to the proposed units. The recommended level provides the building with a minimum 200mm of freeboard between the peak 100 year (plus climate change) flood level and the proposed finished floor level. It is not considered feasible to raise the finished floor level to any greater degree due to the costs and engineering practicalities of such an exercise, and the level of freeboard provided is considered sufficient for the less vulnerable uses proposed.

Previous proposals for the site have assessed a potential pluvial flow route where rainwater from the land beyond the A52 to the north was directed towards the A52 in a prominent valley line. The modelling then showed some flows to pass over the A52 embankment and into the site flowing round the current building and south onto Wyvern Way. Previous applications have proposed much longer buildings (orientated east to west) that had the potential to impede this flow route, possibly altering flood risk to the A52 and the immediate surrounding land. The new application has again considered this potential impact when re-designing the building, which now occupies a similar width to the current building and thereby minimising any potential impact on pluvial flood routes.

Overall the new building design has considered many of the previous comments raised by the Environment Agency and Derby City Council in an attempt to address many of the issues and risks posed through appropriate design considerations. The revised layout minimizes any off-site impact whilst also adequately managing the risk to the proposed building as far as possible.

For a more detailed appraisal of how the design has been developed taking into account the flood risk situation for the location refer to the report prepared by BWB Consulting which is to be read in conjunction with this Design & Access Statement.

4 DESIGN PROPOSALS

4.1 Use

As briefly outlined in the introduction, this development will comprise of a single retail unit, with dedicated delivery area, associated customer car parking and comprehensive pedestrian connectivity.

The development will be of 1,395 sqm of gross internal floor space at ground level (delivering 1,115 sqm of net sales) and 288 sqm of gross internal floor space at mezzanine level. The unit falls into A1 usage category and will be located towards the eastern end of the site with customer and delivery access gained from the north western edge via an established road serving the neighbouring KFC and Pizza Hut A3 units.

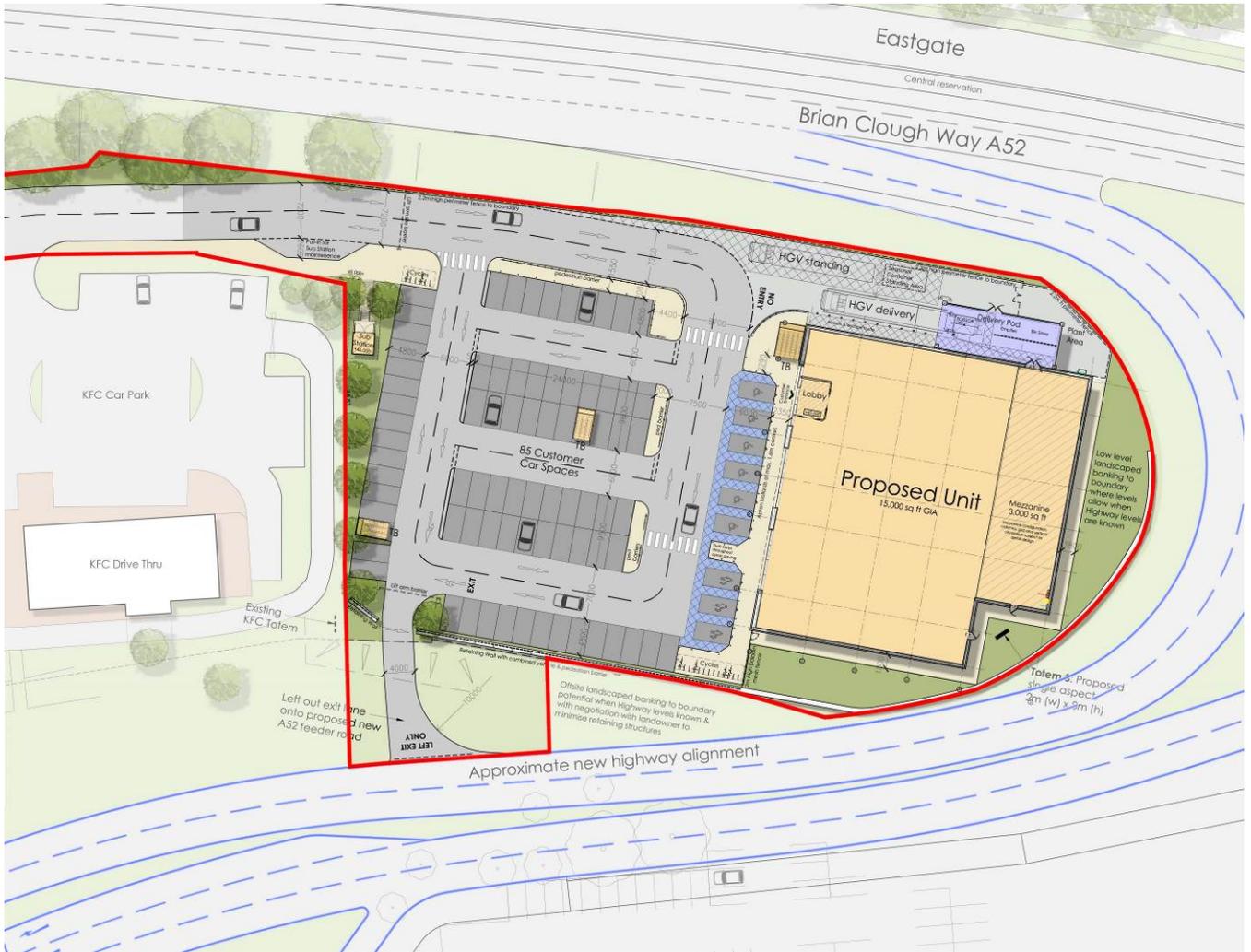
The proposed development will comprise of 85 overall customer accessible car spaces, comprising of 76 standard spaces, with 6 wheelchair accessible and 3 parent & child accessible spaces. An additional 4 car spaces are to be provided within the delivery yard for combined staff use.

Two zones of cycle parking will be provided in naturally surveilled areas of the car park for the secure parking of up to 20 cycles for the use of customers and staff cycles.

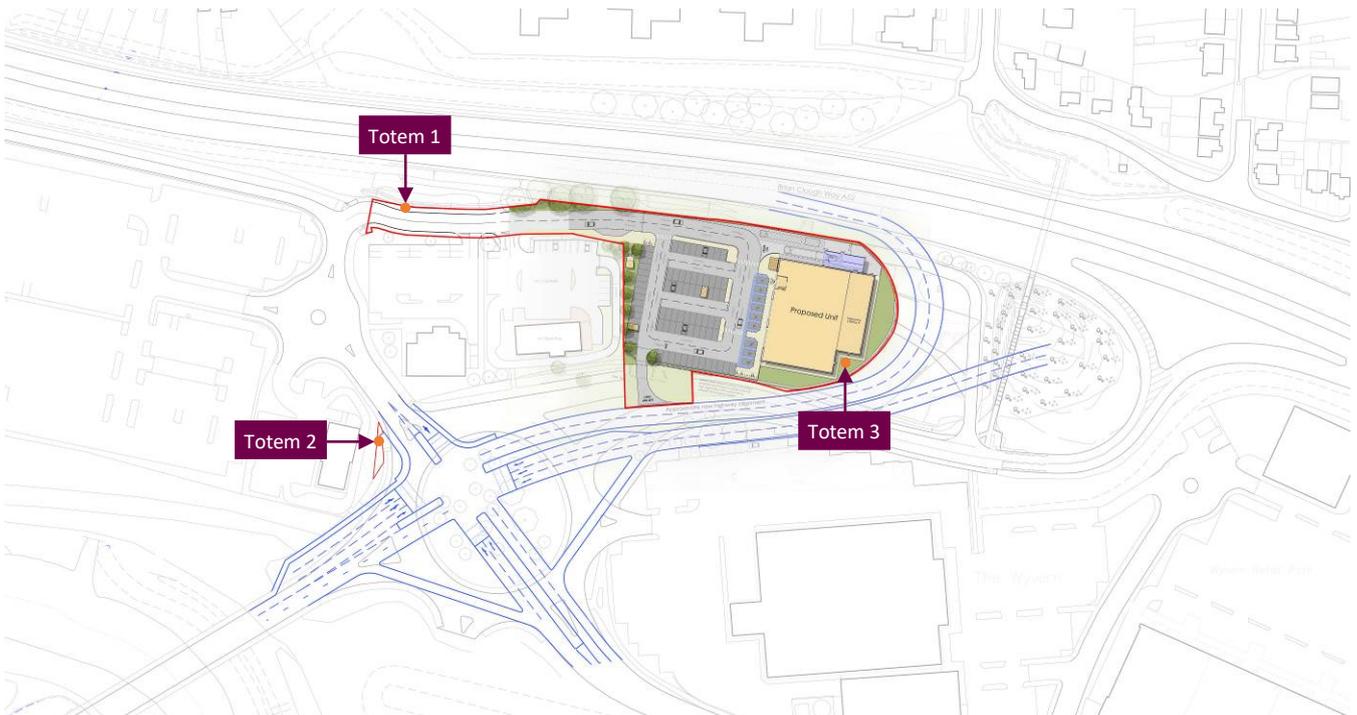
4.2 Amount of development

Planning permission is sought for the following amount of development:

- **A new retail unit consisting of approximately 1,683 sqm of gross internal floor space comprised of 1,395 sqm at ground floor level and 288 sqm of floor space at mezzanine level.**
- **A net sales area at ground floor level of 1,115 sqm.**
- **Dedicated car parking comprising the following:**
 - 76 customer standard car parking spaces.
 - 6 wheelchair accessible car parking spaces.
 - 3 parent and child car parking spaces.
 - 3 trolley bay collection points.
- **Dedicated cycle parking** comprising 18 cycle hoops in visually safe locations provided for the secure parking of up to 20 cycles for the use of customers and staff cycles.



The proposed site layout (in localised context). Not to scale



The wider site layout (within its wider context) showing proposed totem locations. Not to scale

4.3 Layout

4.3.1 Introduction

There are a number of factors which have influenced the layout of these proposals which we describe below.

The proposed development will be constructed on the derelict site currently housing the disused former Derby Fireplace Workshop. The proposed unit will be a single use development and aims to regenerate the site, taking into consideration pedestrian and vehicle access, parking, road layouts and existing services.

4.3.2 Design

The overall layout design aims to provide an efficient and safe experience for shoppers while promoting good visibility for pedestrians and drivers and advance views to aid legibility and safe access.

Access into the site is to be via an existing (blocked up) western access route to the north of the site, past the Pizza Hut and KFC units coming from Wyvernside junction. The access route will lead into the main car park for customers and deliveries alike, with a delivery corridor along the north boundary adjacent to the unit.

Car parking and pedestrian areas are to be clearly delineated to aid segregation with the delivery area visually separated from customer areas and mechanical plant physically separated with secure fences.

4.3.3 Visual Wayfinding & Signage

Visual wayfinding to the site is proposed to be via three site totem structures, two located within the main site and one located off Wyvernside junction on a small area of site which the applicant also owns. Consent for totem and building signage and graphics will be sought via separate application, but the totem structures themselves as part of this application, we are seeking consent for in principle. The design is illustrated on the application drawings.

4.3.4 Parking

A new parking scheme is proposed which will accommodate 85 overall car spaces, comprising of 76 standard spaces, with 6 wheelchair access and 3 parent & child spaces.

No dedicated staff car spaces are designated in order to encourage use of public transport networks, cycling etc.

Significant alterations to the existing hard standing areas are proposed which will see the site entrance move to the north west boundary edge, making use of an existing roadway for the neighbouring KFC restaurant. This will ensure better connectivity with the neighbouring units, whilst discussions with Derby Highways have resulted in the agreement that an additional left only exit onto the A52 slip road will ease congestion at the roundabout and future junction.

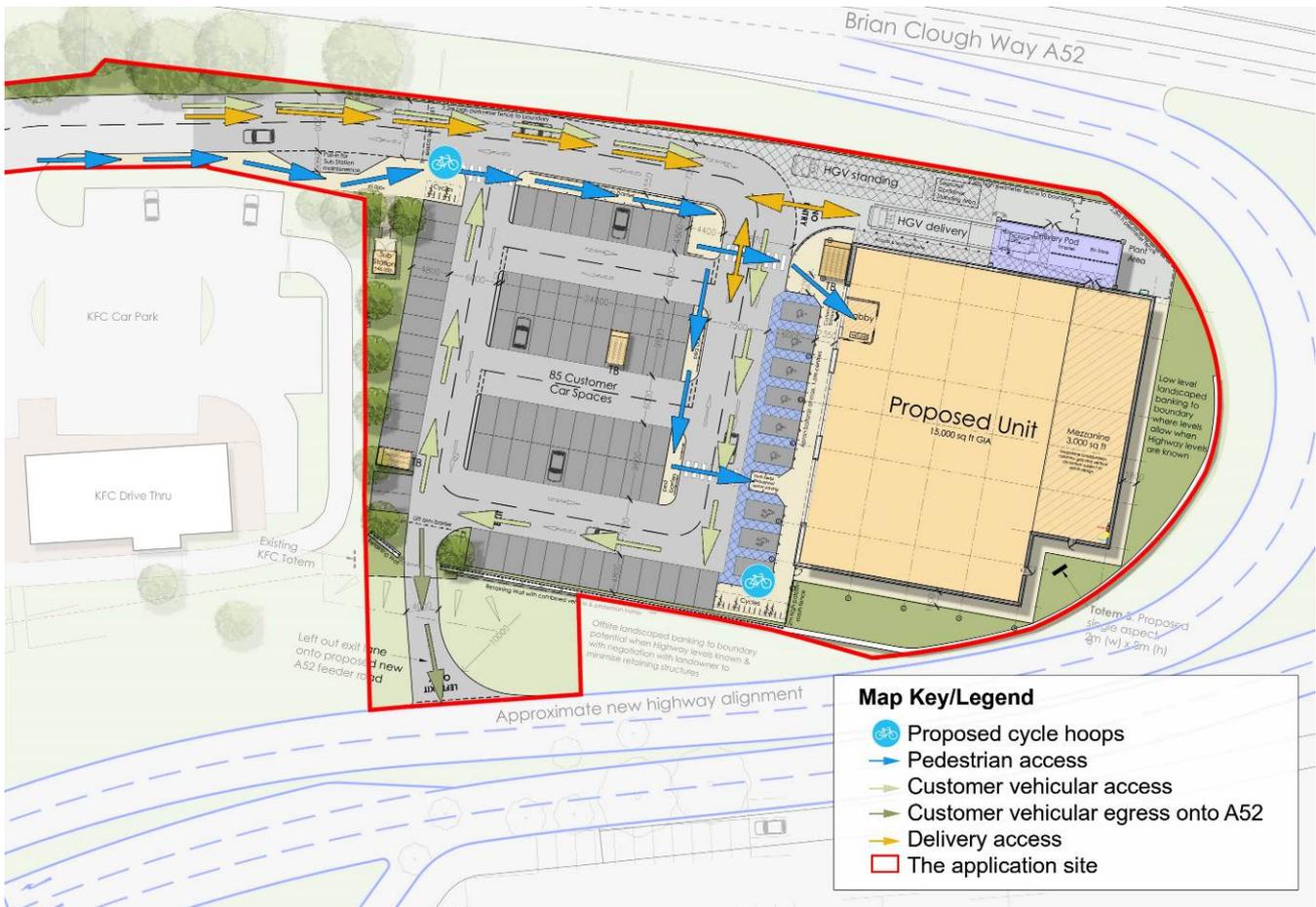
Improvements will be made to the site surfacing, with tarmac roadways being laid, along with legible white lining and coloured zones to promote safe circulation for costumers and clear delineation for vehicles. Pedestrian friendly surfaces will be provided at the shopfronts consisting of feature block paving affording tactility and legibility for partially sighted people. Bollards will be installed to separate foot traffic from vehicles.

4.3.5 Delivery Yard

Due to the nature of retail deliveries the unit requires a dedicated delivery area to accommodate for HGV's to undertake a reverse manoeuvre into a delivery bay on the northern boundary, driving out in a forward gear. Due to the multi-aspect nature of the site, a traditional delivery yard is not deemed to be advantageous.

4.3.6 Vehicle Access

Vehicle access to the site will be gained via extending Wyvernside road located to the West of the site bringing vehicles into a two-way car park system. Delivery vehicles will use part of the car park to drive forward and reverse turn into the delivery area, and extra-wide roadways are proposed to accommodate this manoeuvre.



Proposed access strategy through & around the proposed site.

4.3.7 Constraints

As previously touched upon there are a number of constraints which have influenced the design; principally the risk of flood, the surrounding road network and the release of land purchased under compulsory order by Derby City Council for “A52 Wyvern Way Transport Improvements”.

4.3.8 Building Siting

The optimum siting of the proposed unit is as shown by the proposed site layout, which is in response to the constraints outlined above. This location equates from the desire to regenerate the site, in a way in which is cognizant of the proposed A52 transport improvements, ensuring safe access can be obtained by public and staff alike and visual legibility achieved for the proposed retail use.

4.3.9 Pedestrian Linkages

Pedestrian linkages are clearly important to any development as noted in more detail in section 4-7. At present cycle and pedestrian routes to the wider Wyvern Retail Park beyond are extremely limited. Cyclists and pedestrians will therefore be directed into the site via a similar route proposed for vehicle access, and while a pavement network exists to the site, there is no cycle infrastructure in the area to connect into.

4.3.10 Customer Entrance

The customer entrance is to be located centrally at the front of the unit with deep pedestrian aprons for access.

4.3.11 Store Layout

The proposed building is intended and designed to accommodate a single retail unit and tenant.

The unit will be predominantly single storey with a rear first floor welfare and storage mezzanine.

4.3.12 Roofscape

The roofscape of the proposed building comprises a simple pitched portal arrangement driven by creating a strong visual form, the efficient use of internal height and the practical considerations of storm water drainage.

4.4 Scale

The topography of the site and how the proposed building will relate to it have been described in earlier sections. In this section we'll look at how the scale of the proposals relate to the surrounding environment.

4.4.1 Building Scale

There are two principle points of local reference in relation to scale which are:

- Neighbouring retail units - the 'KFC' restaurant to the west and former 'Toys R Us' unit to the south.
- The A52 and commenced works related to the re-planning of the slip road along Wyvern Way along with conversion of the roundabout on Derwent Way and Wyvern Way into a signalized four arm junction.

The height and thus scale of the proposed building here is obviously greatly driven by operator requirements and providing clear internal heights suitable for practical and safe trading and operating, however the design has also been carefully considered to offer a striking built form reminiscent in silhouette of the former wagon repair workshop destroyed in the 1990's and thus carrying its own visual identity while hinting at the heritage of the site.

The footprint of the proposal is similarly driven by operator requirements of the, but again, is intended to provide a large simple floorplate reminiscent of the former wagon repair workshop which previously stood in this location.

4.5 Appearance

The proposed building has been designed to present a unique identity of its own, against a backdrop of surrounding buildings with a disparate mix of architectural styles and lack of linking, coherent design features. The design is intended to be elegant and simple to create a landmark in respect of form; particularly the proposed façade which will create a silhouette to pay homage to the former Wagon Repair Workshop built form.



The proposed retail unit west elevation (customer facing elevation)



The proposed retail unit south west elevation

The proposed materials palette is keyed and detailed by the application drawings and will include high quality materials which respect the former industrial use of the wagon repair workshop, and which will lend the overall design a contemporary feel with a crisp profiled trapezoidal cladded exterior and a simple double glazed curtain wall system for the unit front, and importantly, the pitched front façade profile will provide a materially warmer and finely detailed focal point, with expressed vertical seam metal 'Veio' cladding in a warm brown (Tata Helios).

The West Elevation



The west elevation will face the car park and site access beyond and provides the first sight of the proposed unit when approaching by car, foot and cycle.

The principle store entrance into the unit will be placed centrally and beneath tenant signage (subject to separate planning consent) to aid legibility. Half height curtain wall framed glazing occupies the spaces between the arched feature bays of this elevation, with dark infill above to accentuate the arch forms similar to those of the former Wagon Repair Workshop buildings main doors.

The delivery bay on the left here uses a silhouette to ape the remaining northern part of the former workshop (to be demolished) including chimney forms at west and east ends which will seem a familiar from to traffic running past the building on the A52. Overall these shapes and materials give a modern and unique take on a traditional building form. A colour palette of just three colours is proposed; mid and dark grey and brown (Tata Helios).

The South Elevation



The south elevation highlights the transition of the visually warmer traditional front facade form to a simple semi-industrial aesthetic to provide a visual interest and sense of playfulness on this Wyvern Way facing elevation.

The North Elevation



The north elevation will have its own character, taking inspiration from the current remnants of the workshop and as such is framed by dark grey gable forms including chimney silhouettes, transitioning to warmer vertical seam cladding and finally transitioning at the rear to a striking vertically louvred double decker plant enclosure reminiscent in shape and volume of the existing rear part of the current building, dropping scale to the boundary.

The East Elevation



The rear elevation also has its own character and will offer a particularly clean and simple aesthetic highlighting the front façade silhouette by the use of simple massing forms which don't fight visually with the front façade outline on this A52 westbound facing elevation.

4.6 Access

4.6.1 Public transport links

This section is also to be read in conjunction with the Transport Assessment produced by Exigo accompanying this planning application.

There are a number of bus services which run close to Wyvern Way Retail Park and associated bus stops within walking distance of both the retail park and the application site as follows:

- The closest bus stops are located either south or south westerly to the site, with the nearest being located on Wyvern Way, a 230-metre walk to the site. This is the main bus route from the city centre to Wyvern Way Retail Park itself.
- The following two bus stops along Derwent Parade would be 335m & 500m walk, both of which would lead to or from Pride Park and the City centre.
- There are also a number of bus stops beyond the A52 on Chaddesden Lane servicing the adjacent large residential area, with foot access to the proposed development via the A52 footbridge and Wyvern Way though these are some 1km away in terms of walking distance.

Train links

The nearest train station link is close to Derby Centre and is about 1.8km away from the proposed development in walking distance with bus stops along the way as described above.

Refer to the diagram below for indication of the closest bus stops to the development.



Bus stops near and enroute to the site (may change with highway works)

Copyright Bing maps 2019

4.6.2 Pedestrian access

Pedestrian linkages are important to the integration of any new development however the existing development on the site lacks any formal or coherent pedestrian access strategy. Pedestrian linkages are therefore proposed along the same route as the proposed vehicle access due to the limitations of the site in respect of levels.

4.6.3 Cycle access

Cycle access to the site will be from the north west corner via Wyvernside, with new provision for parking 20 bicycles split between the main site entrance and adjacent the unit to the south off the pedestrian apron and are intended for customer and staff use, all achieved via highly visible and secure stainless-steel hoops.

4.6.4 Car access

At present the main access to the site is located on the south boundary of the site, leading from Wyvern Way. However due to the Compulsory Purchase Order of land to the east and the subsequent transport improvements to the adjacent slip road / A52, it is necessitated that main access to the site is relocated to the north west boundary, utilising a currently blocked up pre-existing road used by the neighboring KFC restaurant. This will then allow straightforward access to a legible customer car park to serve the proposed unit.

Drop-down security barriers are proposed to be used out of operating hours to secure the site at both the car park end to the north west access and also to secure the exit lane onto the proposed A52 slip road.

4.6.5 Delivery access

Servicing and deliveries to the proposed unit will be provided along the northern boundary via the shared access road and utilizing a nose-in, reverse turn manoeuvre into a dedicated and enclosed delivery bay.

4.6.6 Inclusive access

The site will have relatively gentle gradients, to accommodate the need for falls away from the new building for surface water, and thus what is proposed for all customer areas will meet the requirements of Part M of the Building Regulations and the Disability Discrimination Act in terms of level access.

The accessibility of disabled persons to be incorporated within the site has been carefully considered. The proposals will have dedicated wheelchair access spaces and a range of accessible features as outlined below.

- Wheelchair access parking will be provided in accordance with BS 8300:2001 and these parking spaces will be located immediately adjacent to the front entrance of the proposed building to provide the best possible connection to the store for wheelchair users and their helpers. Disabled parking spaces will have a 1.2m maneuvering zone to the side and rear of each parking space and providing easy level access via a wide footpath. In addition, disabled parking symbols will be incorporated to each disabled parking bay and provision will also be made for disabled parking pole signage.
- Dedicated Parent & Child parking will be located adjacent to the entrance and will be provided in dedicated marked bays which are wider than standard bays to cater for the needs of shoppers with young children.
- Gentle gradients will be used, and flush curbs will mean that wheelchairs, shopping trolleys and push chairs can use the car park and circulation areas easily. Sensitive pedestrian circulation areas will be defined by bollards which defend pedestrians against intrusion from cars whilst maintaining permeability for all other users.
- Within the proposals everything that can be expected to promote inclusive access and comply with Part M of the Building Regulations will be provided, including flush thresholds throughout and wheelchair access toilets within the units for use by people with impaired mobility

4.7 Sustainability

The proposed new build works will offer current construction methods and utilisation of modern ecologically sound materials and employ robust detailing which will provide a sustainable building envelope.

The thermal fabric will be compliant with current Building Regulations Part L 2013 (*and updates to the Building Regulations 2016*) which will offer a highly insulated building shell.

This will be further demonstrated by the Energy Performance Certificate (EPC) calculations for the new units which will reflect a Part L 2013 (with 2016 amendments) compliant build.

Further, the following considerations are to be undertaken:

- Use of materials with environmental management accreditation.
- High quality cladding materials with long life cycles.
- Use of locally sourced materials and labour to promote reduction in traffic pollution, where possible.
- Avoidance of excessive waste in the construction process, e.g. utilising pre-fabricated solutions where possible.
- Provision for cycle access and defined cycle parking areas.

Any Mechanical and Electrical fit out by the tenants will be designed to be compliant with Part L 2013 of the Building Regulations (with 2016 amendments).

5 CONCLUSIONS

This Design & Access Statement along with the accompanying application drawings and all other supporting information intends to demonstrate how the development proposals have carefully considered all aspects of the design process in respect of Use, Amount, Layout, Scale, Appearance, Access and Landscaping, and which collectively aim to illustrate the thought process involved in the design.

We believe the development proposals which this Design & Access Statement describes will offer a positive and high quality commercial space which has carefully taken into account highways impact concerns, will feature legible access and parking arrangements for all types of customer travel arrangements and finally, will provide a visually interesting contemporary architectural statement which pays homage to the heritage of the sites former use and built form.

