

DESIGN & ACCESS STATEMENT:

PHYSICAL

The development is in keeping with the local vernacular of the area. The colour and material is derived from existing buildings local to the site and the extent of cladding has taken cues from the neighbouring industrial units to the site. The parking and logistics is contained within the boundary of the development as opposed to parking on the access lane, which usually becomes congested with parked vehicles.

SOCIAL

The development is of a nature similar to the other industrial units in the area. The site is an industrial site and is well shielded on all sides to avoid causing any disturbance to local residents.

ECONOMIC

The development aims to produce space for new businesses and potentially create jobs for members of the local community as well as opportunities for local entrepreneurs. The land currently is disused, overgrown with vegetation and waste. The occasional workers from neighbouring units traverse the land but no official pathways or rights of passage exist.

PLANNING POLICY

The development is a resubmission of a previously submitted application and has been refreshed and renewed as a proposal of a previously accepted application which had expired. The nature of the development is the same as previously submitted and adhered to the local planning framework in the previous submission.

INVOLVEMENT

The scheme has previously benefitted from pre-submission guidance from the local authority. This proposal does not detract from previous discussions and is the same nature, with a lesser scale and size than the previous development.

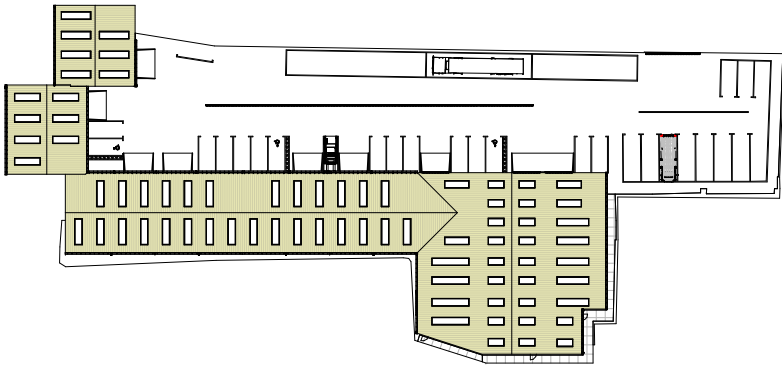
USE

The situation of the site within a long-established industrial area means that there is a broad range of industrial activities within a 10-minute walk of the complex. The location of the site close to established community, industrial and green space facilities, adjacent to the site and close to public transport nodes are positive characteristics which need to be maximised through the provision of safe, direct and convenient access routes. The on-site parking allows safe use of the site and provides space for growth within the area. See image below, indicating site extent and location (highlighted in red):



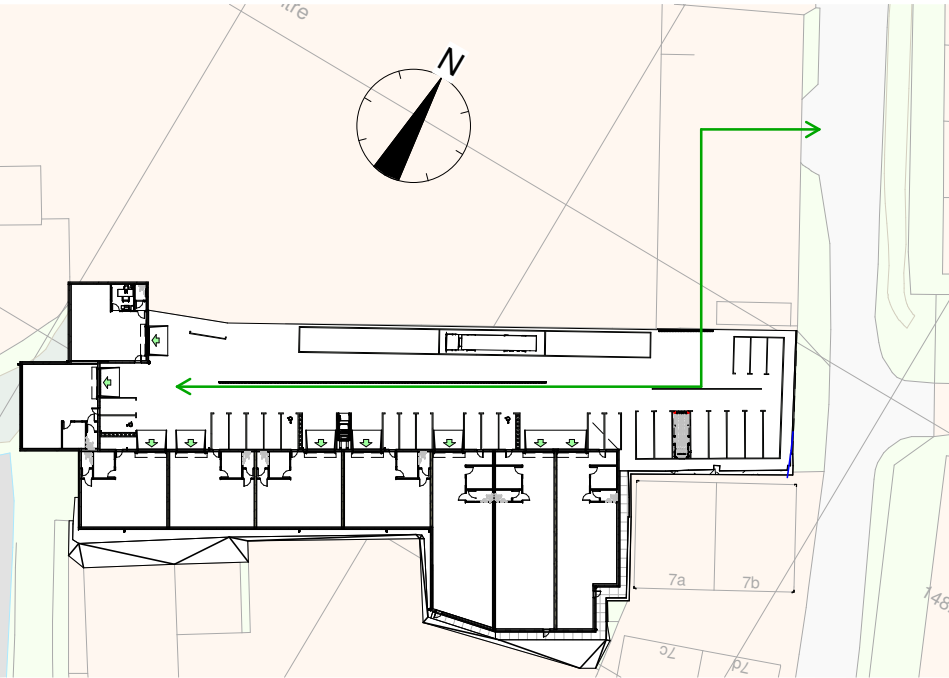
AMOUNT

The extent of the building units is 60% of the curtilage of the site, leaving potential for future use and further development. The units are single storey, and surrounded by buildings in an enclosed site. The North of the site shows the existing Caldershaw Business Centre with some elements 2 storeys, with the south and east all being 1 storey as this development. The area to the right leaves plenty of space for vehicles to manoeuvre and provides overflow parking should the need arise. The plan below shows the focused plan of the total number of units and the image below shows a birdseye view with the proposed development placed in context:



LAYOUT

The layout of the development makes use of the existing access to the Caldershaw Business Centre to the North, thus reducing the potential for another exit and emerging vehicles with reduced visibility. The South East of the site has a retaining wall present, this is to be utilised and strengthened down the southern edge by using gabion walls to create a natural dry stone wall continuing to the East and blending into the green space to this end of the site. The site also allows the service area to include space for an articulated lorry amongst HGV's and van parking to the south east. See plan drawing below depicting the main route to and from the development highlighted in green:



SCALE

The scale of the development is in keeping with the surrounding buildings, and less visible from the roadside, due to the buildings being located away from the road. There are no windows or doors to the outside perimeter of the development (with the exception of 3 fire escape doors relating to the larger units). The development makes use of rooflights to correspond and relate to neighbouring buildings. The two images below indicate the scale in context looking from the East and West respectively:



LANDSCAPING

There is limited soft landscaping as part of the development. The disused land at present contains wild flowers and weeds which are not well kept, thus the intention is to minimize maintenance across the site. The yard area benefits from channel drainage to take away surface water run-off and utilises connections into existing drainage of the area. The gabion wall will naturally develop into a dry stone wall and the landscaping adjacent the units to the west will be graded to the rear of a retaining wall. The fire escape routes to the larger units will be resinbound aggregate to provide a smooth, even and well-laid surface to avoid tripping. The detailed design has not been developed at this stage though it is intended that the routes will incorporate adequate lighting to assist the visually impaired along with emergency lighting. All drainage man holes and access chamber covers are to be recessed and flush to avoid any tripping hazards. Each unit has ramped access which can be used for level access. The level of the existing access yard to the north is level to the site to keep access simple and levels consistent across the site. Painted road markings are utilised to allow flexible use of the space to allow larger vehicles room to manoeuvre. There is also an inclusion of a path way to the east parking to allow ease of use and consideration has been made to include a handrail to the perimeter to the southern edge, details of this are not yet fully developed.

APPEARANCE

The architectural language used by the proposal is taken from an adjacent development as well as one to the north and east of the industrial site. The colour scheme used will correspond to the development directly opposite the site which is on the other side of another service yard. See below for an image to describe colours:



The developments directly neighbouring the site have both used full height cladding, so the design language used here will be incorporated along with the colour scheme described above, see image below of neighbouring development:



The use of windows has been limited throughout the development due to the ample rooflights included which relate to neighbouring buildings. Please review the elevations of the scheme to see the resultant design.

ACCESS

Throughout the proposed development, each wash room has been designed to equip a fully DDA compliant wash facility, complete with grab handles. Each unit has an access ramp as well as a personnel door, and controls for large doors are adequately positioned near the entrance. Single sided access is provided to the majority of units with the exception of larger units having a secondary fire escape. The site has accessible parking spaces indicated at regular intervals, along with appropriate surfacing to prevent trips and slips when in use. There is an intended refuge space to the east of the site, away from the buildings which is intended to be signposted as well as appropriate signage to be installed to direct visitors accordingly. There is no public rights of access as it is intended that under normal operation, this space will be private use with intermittent visitors with allocated parking. Emergency service vehicles can utilise the same routes of access as the users of the site as there is adequate space allowance for manoeuvrability across the site. Bicycles are intended to be stored within units, therefore bicycle parking has not been allowed for. Refuge spaces are not required as these units are single storey with a wheelchair user being able to traverse the relatively flat site throughout. Surface water has been appropriately dispersed with the channels provided and tactile slip-resistant surfaces are intended for paths and walkways with lighting across the site. (Lighting design not progressed at this stage, only requirements highlighted.)

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