Paul Wilkes

Design and Access Statement in support of a Planning Application.

Project. Single storey building at industrial premises.

Site. Ensor Way, New Mills, High Peak, SK22 4NQ.

Use. The existing site consists of two main industrial buildings, blocks of storage containers and open yards for vehicle manoeuvring/parking. The applicants lease units of the premises to various companies and currently occupy one of the units themselves. The company in Unit 2 produce engineering components for the oil industry. Their business is expanding and the current storage facilities are not compatible with their needs. This application is to remove from site, all of the containers stacked outside Units 1 & 2 and replace with a building giving a more unified space with greater headroom and thus manoeuvrability and flexibility within. The external area is to be retained for hgv manoeuvring and the parking of customers vehicles and members of staff.

Amount. Less than 3% of the site would be occupied by the footprint of the building. The existing buildings on site have a combined footprint of 32%. This represents good utilisation of the site and still leaves room for further expansion whilst retaining good lansdcaping and hard surfacing.

Layout. The site is accessed from the end of Ensor Way, a cul-de-sac. The building is to be sited to the centre of the site and will connect take the place of a block of two storey containers. This will allow access from the adjacent building whilst still retaining good manoeuvring and parking space to the forecourt.

Scale. The building is to be 28.5m deep x 13m wide to use the area occupied by the containers and their circulation zone. The height of the building is to have its eaves just below the existing. From beyond the site to the north this building will not readily be apparent as it will be concealed by the existing ranges of buildings. From the south, across the valley the building will have the same bulk as the containers which it will be replacing.

Landscaping. It is not proposed to introduce any additional planting into this site as it is completely landlocked within railway lines and has no additional requirement for screening or greening. All existing perimeter planting will remain. The existing concrete yard would remain to the perimeter of the building.

Appearance. The building is in a work environment and it is proposed to use industrial steel cladding for the roof and walls. The main part of the building that is visible from off-site will be the roof when viewed from across the valley. As with the existing buildings the colour of the roof is proposed to be brown to lessen any perceived impact. The walls are proposed to be green to match the first units on the site. Thus when viewing along the approach from Ensor Way it will merge. The overall image is to be one of crispness and cleanliness. The existing boundary fences are to remain unaltered.

Access. The existing site caters for vehicles delivering raw materials and collecting finished products and thus its position here is ideal. Vehicle movements will be in various directions along roads that are currently well used and do not involve local residential zones. It is not expected that delivery/collection vehicles will significantly increse as a result of this development. However, it is expected that additional staff will be employed. For staff, there are good bus services on Church Road and the nearest mainline railway station is only about 1km. The approach road from the public highway is 'level' and a parking bay for the disabled is to be positioned near to the main entrance. Due to the nature of the business it is unlikely that severely disabled persons would be on site, but full access for those in a wheelchair or with limited ability will be available.

2nd November 2010