For :

Planning Department

High Peak Borough Council

By

Ettridge Architecture

Ref 10 39

March 2011

Design & Access Statement

(including Travel Plan)

Change of Use from Water Bottling Plant to Training Facilities, Rockhead House, Staden Lane, Buxton, Derbyshire.



ETTRIDGE ARCHITECTURE

1. Introduction

This is a Design & Access Statement for a planning application regarding proposals for a Change of Use from a Water Bottling Plant, to Training Facilities, at Rockhead House, Staden Lane, Buxton, Derbyshire.

Construction Safety Training Services Ltd (CSTS Ltd) plan to relocate to the site and expand their training provision services.

2. The Existing Site

The site is within the Rockhead Business Park, on Staden Lane, Buxton. The current building has been used as a bottling plant until recently. It is currently being cleared out of all bottling equipment and associated goods.

The full extent of the land associated with the site is shown on the attached location plan.

3. Design Methodology

Generally

The proposed new facilities are based upon the client's brief, budget, site characteristics and best practice for training and education facilities.

Sustainability and maximising the usable space have also been key drivers for the design.

Massing & Scale

The scale of the building will not change.

Materials

The materials and external appearance will not change.

4. Protected Species Survey

It is not believed that the existing building houses nesting birds or roosting bats, as the building has been in regular use throughout the year.

5. Development Plan Policy

Generally

The site is within the development boundary and current local plan policies are in support of the proposed change of use from B2 to D1.

The proposal offers no significant external changes, only landscape: addition of external terrace and disabled ramp.

The proposals will generally be of a lesser impact on neighbouring properties than the original bottling plant.

Noise

It is considered that noise will be less with the proposed usage than the bottling plant, which housed a variety of heavy machinery, conveyor belts and plant. Plus the constant activity and noise associated with goods and staff vehicles (See Transport Statement - part 8).

Parking

See Transport Statement (part 8).

Conservation

The site is not in the conservation area.

6. Flood Risk

The site is not in an area at risk of flooding.

7. Access

All works are to be designed to Building Regulations Approved Document 'M'.

Disabled changing and WCs are on the ground floor. The proposed platform lift will allow access to the whole of the staggered ground floor level. A proposed ramp up to the main entrance will ensure inclusive service provision. However, existing level access is available around the back of the site for familiar and regular users.

There will be car parking spaces at the front of the site demarcated for disabled badge holders, adjacent to the main entrance, and spaces to the rear. These are shown on the site plan included with the application.

8. Transport Statement

The Site

The Southern, rear, car park will be used by staff and for deliveries only. There is a public parking area for visitors to the front of the site, including two disabled spaces.

The facilities will cater for university students as well as CSTS student. Derby University has a 'no free parking' policy to discourage car usage, for sustainability purposes.

Modes of Transport

Walk

The site is approximately 1.7 miles to Buxton town centre and 0.4 of a mile to the closest residential area. This will make walking feasible for some students and staff.

Cycle

Cycling will be a popular form of transport, especially for the younger students. Covered cycle racks are shown on the site plan.

Car

Car usage will be most common for the members of staff, though the more sustainable forms of transport are encouraged. There are 31 parking spaces, including disabled, on site. There is the potential space to add more, but the clients wish to discourage car usage where possible, in favour of more sustainable methods of transport.

Mini-bus

The university students will have the use of the university mini-bus, which will greatly reduce the journey numbers and parking requirements.

Bus

Staden lane is on a bus route and Ashbourne Road (100m from site) is extensively covered by the local bus services.

Proposed Usage

The proposed facility will be used all year round, with fewer students over academic holiday periods.

Proposed usage is as follows: -

Staff

20 No. maximum on site at any one time.

75% will use cars. 33% of which will car share = 17.5 (18) car spaces used daily. (The clients hope to reduce this figure over time).
10% will travel via foot or cycle.
15% will use the local bus service.

University students

120 No. maximum on site at any one time.

5% will travel via car = 6 car spaces used daily.
20% will travel via foot or cycle.
25% will use the local bus service.
50% will utilise the mini-bus service.

Non-university students

50 No. maximum on site at any one time.

40% will travel via car = 8 car spaces used daily.
40% will travel via foot or cycle.
40% will use the local bus service.

Conclusion

The exact figures for the original usage are not available to us. However, when compared to the obvious heavy goods vehicle and high numbers of staff evidently required to run the successful water bottling plant and distribution, it is not envisaged that there will be an increase in traffic or noise to the area.



David Ettridge RIBA

For and on behalf of Ettridge Architecture