for Development for Kelsa Truck Products Ltd at Bowden Hey Mill, Bowden Lane, Chapel en le frith, High Peak, Derbyshire. Sk23 0JQ.

Introduction

This Design and Access Statement has been prepared by Mattin Maclean Ltd to support the application made on behalf of Kelsa Truck Products Ltd for Planning and Conservation Area Consent permission for proposed works at the North East of Bowden Hey Mill site, comprising of part demolition and erection of a single storey portal frame building incorporating new access stair, consolidated office space and revised manufacturing space and a lean to extension.

This application follows the granting of planning permission for similar works: demolish lean to buildings and replace with new offices, dig out bank and re-grade parking area(HPK/2009/0421) on 27 November 2009. It had become clear that, that following with their move in 2009, the configuration of the premises had introduced a variety of problems to the business - legibility, site safety, separation of orders administration from main packing and dispatch and cross over of vehicle movements and manufacturing processes. These had begun to represent threats to the continuing successful operation of the business. The original permission granted did not anticipate nor answer these problems. The reasoning behind this new submission is the need for a consolidation of the companies operation and the need for the business to occupy and work within one building. The following proposals arose out of a comprehensive review of the existing space utilization on the wider Bowden Hey Mill site.

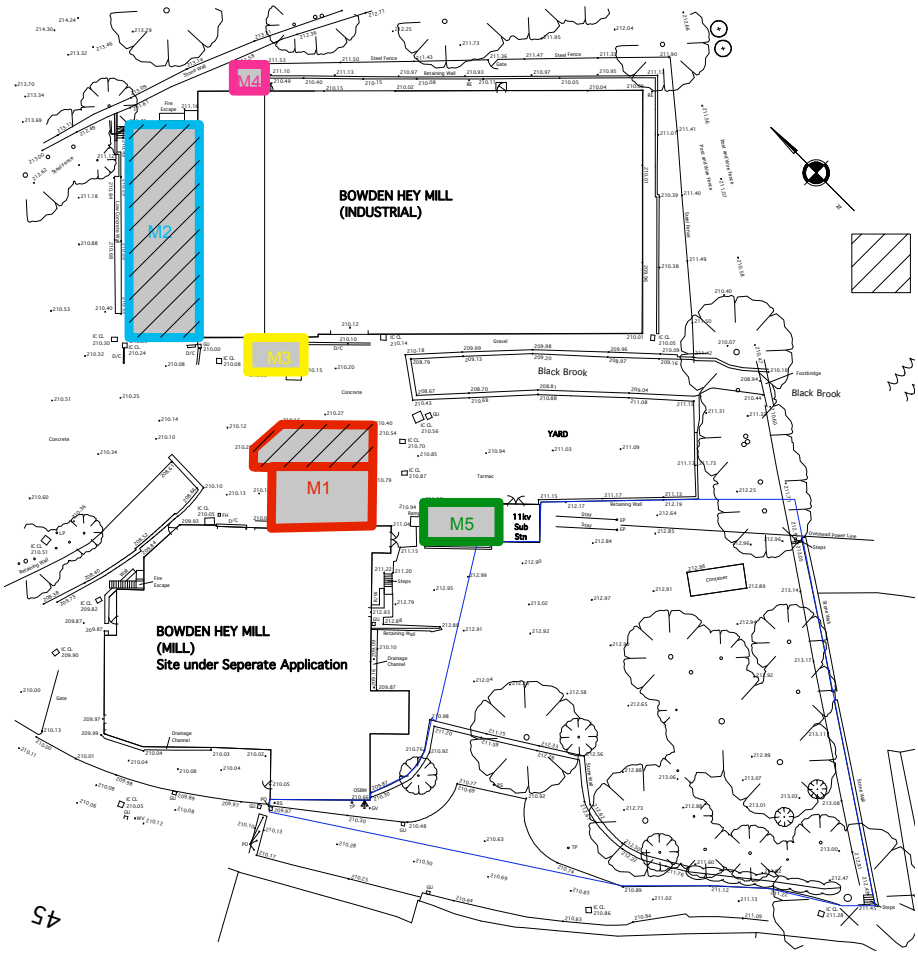
The Site

The application site lies to the South East of Chapel town centre. It falls within Chapel en le Frith Townend Conservation Area and is within a mixed area, of both residential dwellings and new industrial units on Bowden Hey Road. Previously the home of an aluminum foil tray processing plant and since 2009 has been the home of Kelsa, a truck parts and accessories manufacturing and distribution company. The Black Brook, crosses the site and generally provides a natural division, since the 1930s this has been culverted to try and link the two areas of site.

Use

It is not proposed that the existing industrial use of this collection of buildings be changed. The proposed works are designed to support a company who wishes to continue to manufacture and export their products in a cohesive environment, bringing the office use from the SouthWest buildings into the industrial North East hub. The buildings within the application site will be used for warehousing, manufacture, assembly, distribution, together with administrative offices,

improving the utility of existing accommodation and contributing to the efficiency of the business.



Consent granted for demolition HPK 2009/0421

Fig.1 Buildings on the North East of The Bowden Hey Mill Site.

Historical Development

The buildings to the North East of the site comprise of modern warehouses, portal frames (C) adjoining a early 1930s 2 storey stone warehouse (A), itself extended by a lean to at the rear and a stair enclosure to its front, linked with a steel roof structure with infilled ends (B) together with a much later single storey lean to (D) to its West elevation. Also within the site boundary, to the South West, lies the later extension to Bowden Hey Mill (site under separate application).

Amount

Although there is no proposed increase in floor space in the development the proposals involve the demolition/removal of a number of 'add on' buildings. These buildings have little or no contribution to the conservation area character and form no part of the sites historical context with the exception of M1.

M1 - The extreme NE end of the adjacent sites Mill building. This 8.5m bay is a much altered and part brick section with a modern roof structure and corrugated finish and the last 4.5m is a

lean to against the end gable of the last. The demolition of this section is critical in the viability of the industrial site, increasing vehicle maneuverability, increasing parking and providing a definitive line between industrial and what will be a residential conversion of the Mill. Fig.2 shows this line, identified by the change in roof finish from slate to corrugated fibre cement panels.

It is acknowledged that M1 forms part of Bowden Hey Mill which is one of the most significant buildings in this part of the Conservation Area. That said, this section is the most recent extension of the original mill form and has been significantly altered over the years (including areas of brick infill, a modern steel roof structure and corrugated roof finish) - see Fig2. We therefore propose that the benefits of its demolition to the designated and valuable industrial complex outway any loss of historic fabric.

Even setting aside the advantages of demolition to industrial circulation the removal of M1 allows a satisfactory separation to be made between the industrial site and the Mill which is key to the viable redevelopment of the the Mill into residential use. This, we propose, provides the optimum viable use of the most significant parts (the original footprint plus the first of its North Easterly extensions) of the most significant heritage asset in this part of the conservation area.

M2 - The single storey lean to near side of Bowden Hey Road who's structural stability has at present deemed it unusable. Figure 3 shows this building. It is proposed to demolish this due to its structural instability and erect a new floor plate to provide additional space.

M3 - The access Stairwell, Much later addition in reconstituted stone. The demolition of this projected section together with M1 would open up the site and significantly increase vehicle maneuverability and contribute to a cohesive area. Figure 4 shows this building.

M4 - Small add on to the rear. Later block addition. The demolition of this section would allow full access to the rear of the building.

M5- Store adj. Sub station. The demolition of this section would increase the vehicle maneuverability and would provide additional carparking area for the employees and allow the creation of a band of planting to reinforce the boundary between indusrial and proposed domestic uses.

Fig.2 Building M1- Extension to the South West Mill. Demolish to provide maneuverability on site and to create boundary between what will be Residential & Industrial.

Fig.3 Building M2- Lean to near side of Bowden Hey Road. Demolish due to structural stability which has deemed it unusable.

Fig.4 Building M3- Access Stairwell. Demolish to provide maneuverability on within the yard.

Design

The proposals design is kept simple and is allowed to address the main areas of constraint; the existing site boundary, the existing 20th Century stone warehouse building, the industrial processes and the existing trees. The new portal frame is pulled back from the front edge of the existing building allowing the corner of the mill to be viewed and respected. Its bay dimension is taken from the existing portal frame buildings and its rear wall is dictated by the Gabion retainer. The stepping back also allows a junction to be formed which is visible from the main gateway and from within the site itself providing a logical entry point for workers and visitors alike which enforces security. This entry is strengthened by the introduction of a semi circular drum fully glazed with canopy over. The work within the warehouse building itself has been kept to a minimum with the introduction of mainly office spaces to the upper floor. Access for which comes via the entry drum so no extensive intrusions have to be made within its structure. The

connection from the warehouse to the existing portal frames will be re roofed at a higher level than existing and will mirror the existing pitch so that as many of the warehouse windows can be utilized at 1st floor level. The footprint of the lean to proposed South East of the portal frame address the site boundary and the protected tree zones.

Reconfiguration of the yard with its extended area allows adequate parking for all members of staff as well as adequate parking for large heavy goods vehicles and much needed maneuvering space.

Fig.5 Image showing the Proposed portal frame being pulled back from the front edge of the existing warehouse allowing the stone building to be viewed and respected as well as provided a clear entrance.

Fig.6 Image showing the scale of the proposal. The new portal frame maintaining the ridge height of the existing .

Fig.7 Image showing the new clear entrance pod. Enabling access to all aspects of the works.

Layout

The proposals comprise of the following: Relocation of administration processes within the existing 2 storey 20th Century warehousel. A new portal frame to the North West of this which will house packing, staff facilities and a new identifiable entrance. The existing portal frames to the North East essentially maintain the existing processes with a further small lean to being added to provide for further manufacturing and polishing processes.

Scale

There is no proposed increase in the scale of development. The proposed new extensions are of similar size and scale of the existing adjacent buildings and will therefore not impact on the adjoining sites nor on the Conservation Area.

Landscaping

Tree works and hard landscaping to the yard have been carried out in accordance with the previous approval. Further re-grading of the parking areas will be required to allow level access into the building. A new stone boundary wall will be completed to the Southwest of Black Brook with a planting area to provide further screening to the South West buildings whose proposals have been submitted in parallel with this application. Around the site existing established tress provide adequate screening.

Appearance

The new buildings will be built with a re constituted stone plinth and metal clad walls and roof to match existing. Polycarbonate roof-lights will be utilized within the new metal roofs to allow light down into the assembly areas. Within the existing 20th century building remedial works will be carried out to existing stonework, windows will be replaced with powder coated double glazed aluminum with the introduction of velux roof-lights to the refurbished slate roof.

The main entrance treatment will be kept open with the use of glazing and a canopy will be utilized to enforce the main entrance to the building which will be used by all members of staff and visitors alike.

Access

The site is situated in Chapel en le Frith and is convenient for local transport. It is highly accessible being some 300m from the main A6 road which bypasses Chapel and gives convenient access for trucks, alongside the actual site entrance requires improvment and therefore forms part of this application.

By the demolition of the building add ons visual control of the site, security and ease of maneuverability is all improved.

Enlarging the existing access gate, truck access and maneuverability is increased allowing safe visibility of the entrance and accessibility onto Bowden Lane. Car-parking and loading maneuverability is also increased with the loss of the end of the Southwest building, the stairwell and the store space adjacent the sub station.

By reducing the ground floor level within the 20th Century warehouse to that of the existing portal frames and the new portal frame level, it allows for full level access into the office and manufacturing processes as well as to the disabled toilet facilities on ground floor.

Conclusions

The proposals represent a clear solution to Kelsa's operational conflicts held at present. They provide a high quality of design and use of materials compatible with the character and appearance of the adjacent buildings and surroundings and are sympathetic to the existing Conservation Area yet maintain the industrial integrity of the site.