HPK/2013/0579
HIGH PEAK
29 OCT 2013

1 INTRODUCTION

1.1 This Design & Access Statement has been prepared to accompany a full planning application for a new detached building on land between The Moorings and the Chandlery at Furness Vale Marina on behalf of Mr R Purcell.

2 THE APPLICATION

2.1 This application is for full planning permission. The submitted drawings in support of this application comprise 8219/01 plans, section and elevations, 8010/02 site plan scale 1:1000, a location plan at 1:2500 scale.

2.3 The building is proposed to comprise a light industrial workshop. It is considered to fall within Use Class Order B1c Business Use.

3 CONTEXT

Site location and description

3.1 The site is located to the between the Buxton/Manchester Railway line and the Peak Forest Canal at Furness Vale. Vehicular access is from Station Road along a private road shared with H & S Tools Limited. The site is used a marina for canal boats and berths are provided generally along the south side of the canal. There is also a dry dock adjacent to the berths used for the routine inspection and maintenance of the canal boats. There is also a small timber framed office near to the dry dock and a single storey detached stone and render building "The Chandlery" (TW Marine Limited) which supplies items for sale to the canal boat community. A detached bungalow, garaging and stabling known as "The Moorings" is located further west within the site, and previously occupied by the former owner of this marina.

3.2 The proposed detached building is to be located on an area of open land located between the Moorings and The Chandlery. A row of closely planted conifers separates the site from the access road leading to the Moorings along the south side of the site and a post and net fences demarks the west boundary of the site of this building. An access road runs parallel with the canal to the north and passes through the fence, where a gate is provided. A row of trees are planted between this access road and the canal.

3.3 The site is predominately rectangular in shape, and sloping from the railway towards the canal. There are several trees as mentioned above, but these are located beyond root influencing distance. There is no apparent danger of flooding of the site.

Sustainability

3.4 The building is designed as a workshop for the manufacturer of specialist re baking and drying ovens. It is to provide accommodation on behalf of Mitre Welding Products Ltd. This company intends to relocate from existing premises in Edmonton London, to Furness Vale. This will provide much need employment opportunities to the local community.

3.5 I expect that 2-3 engineers will be employed within the building, but the administration will be handled by existing office staff employed by the applicant in other premises nearby. Deliveries to and from the building will be by small commercial vehicles. The ovens are made to order, with the maximum weight of the largest oven is 136kg. The increase in volume of vehicle movements using the site will be limited to the staff at the start and end of each working day and the occasional delivery/collection.

3.6 The building will be heated by air to air heat pumps to embrace new technology. These supply thermostatically controlled warm air which is circulated by convection. Mechanical ventilation will be provided to the sanitary accommodation but connected to a filtered mechanical ventilation heat recovery system. Large glazing faces the canal providing natural north light but no significant solar gain to avoid overheating from the manufacturing process. Artificial low energy lighting will be provided.

3.7 A new 3 phase electric supply will be provided. Roof mounted photovoltaic cells were considered, but the thin film pv cells are not commercially available on roof areas less than 1000m2. The alternative crystalline silicon cells stand above the roof surface and impose potential future maintenance issues. Drainage connections will be to the existing system. No other service connections are proposed.

Design principles

3.8 The gross external ground floor area is 135m2. The overall height of the building is in the region of 6.0m to ensure sufficient clearance internally at eaves level. A apex pitch roof is proposed at a pitch of 30° suitable for the proposed natural blue slate roof covering. The ground floor of the building is also set partially into the ground of this sloping site. It is also screened by the row of trees to the north east and south west sides.

3.9 The building is of a traditional load bearing construction on concrete strip foundations. The external walls are of traditional cavity construction with a natural stone to the outer leaf to the gables and returns but rendered blockwork to the remainder, to match the elevations of the adjacent buildings. Samples of the facing materials are to be submitted for approval. Feature panels of horizontal cedar boarding over the front window and entrance door are also introduced to soften the appearance. The entrance doors to the front are glazed to provide natural light internally. The loading access doors are proposed to be Hormann sectional doors to match doors used in the applicants other premises on the same site.

4 ACCESS

Vehicular access

4.1 Access is proposed by powder coated sectional insulated doors by Hormann These doors are about 3m high to provide clearance for the delivery vehicles. A hardstanding is proposed to the front of the building, leading down to the access road. This is to be surfaced in rolled aggregate and is therefore permeable. Two car parking spaces are indicated, but further overflow parking is available generally within the marina site.

Entrance doors

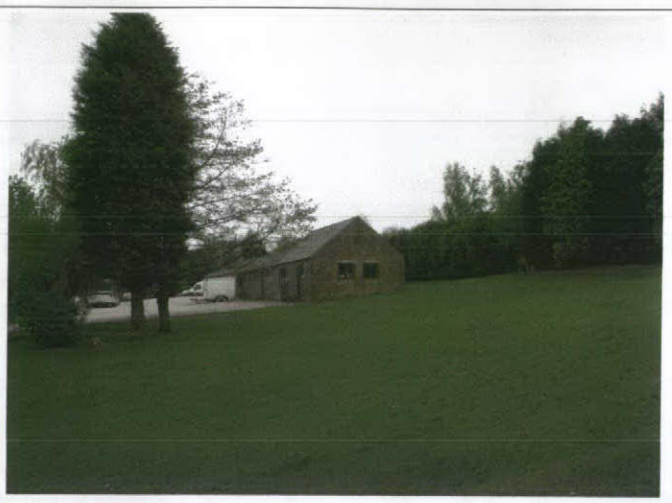
4.2 A glazed personnel door is proposed to the front giving access to the reception area. These will be provided with a level threshold and will be compliant with disabled access requirements.

4.3 It is not expected that there will be regular visitors to the building. Orders are taken generally from the web site. However a small reception area is provided which also doubles as a brew area. Door bell is proposed in the reception area and a portable induction loop will be available for use. The entrance door is a glazed door opening inwards with an overhead self closing device having a force to open the door of less than 20N. The glazing is to be fitted with appropriate signage and manifestation as recommended in BS:8300:2001. The door clear opening width is 900mm. The floor covering immediately inside the entrance door will be a studded rubber tile.

Internal circulation

4.4 Full access is provided at ground floor level which has an open plan layout. There are no internal doors apart from into the sanitary accommodation. These are fitted with lever handles with a contrast to the painted solid flush doors.

4.5 Unisex disabled wc facilities are provided at ground floor level which is fully compliant with Part M requirements.

Ref	Description	Photograph
1.	View of the site from the north	
2.	View of the site from the west	
3.	View of the site from the east	