# ENERGY AND SUSTAINABILITY STATEMENT

## APPLICATION BY AITCHISON RAFFETY PROPOSED MIXED USE DEVELOPMENT OF THE FORMER KINGSPAN WORKS CHARLESTOWN ROAD GLOSSOP

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**Statement on behalf of the applicant**

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## 1. INTRODUCTION

1. This report assesses sustainability matters relating to the redevelopment proposals of the former Kingspan Works. The assessment is based on consideration of a wide range of sustainability criteria which are set out in the Council's checklist and goes through each of these categories in turn.

## 2. LAND USE

2.1 The site is currently largely derelict with only a low level storage use on the northern part of the land. The former industrial premises, in its current form, has a significant negative impact on the appearance of the entrance to Glossop. The site has very little positive impact on the town in terms of generation of jobs or economic benefits and represents an underused resource. The redevelopment of this brownfield site provides the opportunity for a significant enhancement to this part of the town and Charlestown Road in particular, through the re-use of an existing resource which currently provides very little benefit to the area.

2.2 The site lies within the urban area and is accessible to a range of services and facilities on foot and by public transport. The scheme incorporates improvements to Charlestown Road with the provision of footpaths on both sides of the road. This will significantly increase the ability of local residents to walk to facilities past the site which, given its current derelict state and narrow footpaths, does not provide a welcoming pedestrian route.

## 3. LANDSCAPE PROTECTION

3.1 The development proposes the use of traditional natural materials in order to follow the principal characteristics of buildings in the local area. The existing areas of landscaping are retained and enhanced as part of the proposals, given its location within the urban area. The topography of the site will mean that the development will be visible from areas beyond the urban area. The design and choice of materials will, however, ensure that the development will sit comfortably within its urban context.

## 4. HERITAGE MANAGEMENT

4.1 The majority of the former factory buildings are to be demolished as they are not viable for modern commercial purposes, as evidence by the fact that they have been vacant for some time. The former office building appears as an important feature along Charlestown Road. This building provides a viable opportunity for conversion and the development proposes its reuse for residential properties.

4.2 Natural stone from the existing buildings will be used for the construction of the new housing and will be supplemented this with new stone when necessary. The use of natural local stone with slate for the roofing will ensure that the development complements the traditional appearance of

properties in the area. A heritage assessment of the site accompanies the planning application.

## 5. LAYOUT

5.1 The development incorporates a total of 106 dwellings across the site. Although in outline, the indicative layout shows that these will predominantly be houses with the exception of 14 flats in the former office building. The use of 2, 3 and 4 bedroom properties reflects the need established in the Housing Needs SPG and advice from local agents on demand in the area. A total of 14 affordable properties are proposed being 2 and 3 bedroom. Again, this reflects the identified need in the area. The provision of 14 affordable units represents 13% of the total dwellings proposed and is below the 30% figure normally sought by the Council. The affordable housing statement explains that the development would not be financially viable with any increase in affordable housing provision due to other significant costs involved in the development.

5.2 The layout has been designed with a very strong frontage to the Charlestown Road. This approach responds to the character produced by the existing commercial buildings and seeks to retain this as part of the new development. The use of three storey properties and stone will further add to the sense of enclosure along the road frontage. The overall layout creates a safe environment for visitors and meets the principles of secured by design.

5.3 In terms of open space the key aspect of the development is the repair of the former millpond and its surroundings and opening up of this area to the public linking into the wider public footpath network. The provision of this area significantly exceeds the minimum level of open space that a development of this size would normally be required to provide. The regeneration of this area and opening it up to public use will provide an interesting area of public open space for both residents of the development and also the wider community.

## 6. TRAVEL AND TRANSPORT

6.1 The application is accompanied by a draft travel plan which sets out the principles for ensuring that non-car use is maximised by the development. The site occupies a highly sustainable and accessible location within the town. Improvements to the former mill pond area will allow the enhancement of the public footpath network. In addition, footpaths on either side of Charlestown Road will improve connectivity of the site to the wider area, particularly towards the town centre.

6.2 The location of the site and the pedestrian improvements will enhance accessibility to services and facilities as well as leisure activities on foot. All properties will be in close proximity to the bus route which runs along Charlestown Road, thereby allowing the use of public transport for journeys.

6.3 It is also necessary to recognise that the scheme proposes a mix of uses with a substantial amount of commercial floorspace included within the application. The commercial element will provide jobs which will be available for people living within the site and the wider local area. This will significantly enhance both the number and quality of jobs on offer in the area. Access to jobs within the town and reduction in out commuting is a key aspiration of the Council and the development will play a role in delivering this objective.

6.4 The scheme is in outline and specific parking provision is not shown on the plans. The development will, however, accord with the current parking standards for the area and elements such as secure cycle parking will be incorporated specifically into the commercial part of the scheme in the detailed design process.

## 7. ENERGY EFFICENTCY AND RENEWABLE ENERGY

7.1 In terms of energy efficiency there are a number of options which are available for the development. It is recognised that it will be necessary to achieve at least 10% of energy for the development from on-site renewable sources. Options include air source heat pumps and solar energy, however, at present the preferred option would be to utilise Long Clough Brook and the generation of hydro-electricity. Initial investigations indicate that up to 40% of the development's energy requirements could be met through a hydro-electric scheme. The use of hydro-electric energy generation represents an opportunity to provide a highly sustainable, energy efficient development. The detailed design of the renewable energy provision will be provided at the reserved matters stage.

7.2 The full details of the design of the properties and, therefore, their energy efficiency measures will be a matter for the detailed design stage. The development will, however, be designed to comply with the latest building regulations requirements and the intention will be to meet the code for sustainable homes level 3.

## 8. POLLUTION CONTROL

8.1 A detailed assessment of contamination has been undertaken and the scope of this was agreed with the Council's Environmental Health Department. The results of this work accompany the planning application. The contamination report provides full details of the contaminants within the site, together with the remediation work that will be necessary to address this. The work demonstrates that although there is contamination on the site as a result of its industrial heritage, this can be addressed through satisfactory mitigation works.

8.2 Best practice will be employed during the construction phase of the project in order to ensure that issues of pollution are satisfactorily

addressed. A detailed method statement for undertaking the mitigation measures will be prepared in advance of the commencement of development and it is anticipated that this would form part of a planning condition attached to any grant of permission. Current evidence shows that contaminants are not mobile and are not leaching into the water course. Monitoring will be undertaken during construction to ensure that this position does not change.

8.3 Residential and office use represents a significant reduction in intensity of use across the site when compared to the historic industrial activities. The uses are good neighbours and will sit comfortably with surrounding residential properties.

## 9. WASTE MANAGEMENT

9.1 The Planning Statement provides details of how waste will be managed on the site. In summary, the proposal is to seek the re-use of as much of the material which is on the site as possible. This will significantly reduce the need for materials to go to landfill and, of course, limit the number of HGVs accessing the site, giving environmental benefits to the wider community.

9.2 The stone within the existing buildings will be re-used in the construction of the new buildings on the site. In addition, concrete on the site will be recycled on site and used for hardcore where possible. These two aspects will allow the re-use of a substantial amount of material on the site, further enhancing the sustainability of the development.

9.3 In terms of recycling facilities, once construction is complete it is envisaged that all of the residential properties will be provided with the domestic recycling facilities which are normally given to housing. Similarly, the offices have been designed with sufficient external space to enable occupiers to accommodate recycling facilities.

## 10. WATER MANAGEMENT

10.1 A detailed flood risk assessment has been produced and forms part of the planning application submission. This analysis shows that Long Clough Brook is at low risk of flooding and the issue for the watercourse is from the potential blockage of the culverts. The removal of significant elements of culverts and reinstatement of natural river banks will substantially assist in reducing flood risk from Long Clough Brook.

10.2 Surface water runoff from the site is currently uncontrolled and combined with inadequate drainage in Charlestown Road, has lead to localised flooding of the highway. A new drainage system will form part of the development of the site which will be designed to manage surface water runoff and will address the issue fully. Full details of the drainage system will be prepared as part of the detailed design process for the site.

10.3 It is currently unlikely that opportunities for rain water harvesting would be cost effective for the development. It is important to recognise the significant benefits that would be provided through opening up of Long Clough Brook and surface water drainage management across the site. The provision of, for example, water butts could be considered for the residential properties in order to assist in reducing garden water usage. Water metres will be installed for the new properties which will further assist in managing water demand.

## 11. BIODIVERSITY AND OPEN SPACE

11.1 A substantial public benefit of the development will be the creation of a new area of public open space in the former mill pond area at the southern end of the site. This land is currently closed off to the public and the scheme includes restoration and management of the area and creation of footpath links through it. The creation of these routes will connect through the application site to the existing public footpath network beyond. The development, therefore, provides significant benefits in terms of creating strong pedestrian links from the urban area out onto the wider footpath network.

11.2 Ecological surveys have been carried out across the application site. These show that the development can be undertaken without any harm to sensitive locations or protected species. Indeed, the removal of culverts along the Long Clough Brook will enable the reinstatement of a natural riverbank which will aesthetically be an improvement but also provide significant benefits in terms of biodiversity and ecological value.

11.3 The layout principally keeps the development on the areas where buildings and hardstanding already exist. The development would extend to a limited extent into the banking around the edge of the site in certain locations. This would result in the loss of a small area of land which contains trees. However, the overwhelming majority of the banks which contain trees will be retained. Similarly, the former mill pond area will be restored and opened up. This will require the loss of individual trees, however, there is a need for proper management of woodland areas and the development will provide a mechanism for this to happen.

11.4 A detailed landscape scheme has not been produced as the application is in outline and the precise design is not yet known. The detailed landscaping details will be developed as part of the detailed design process.

## 12. CONCLUSIONS

12.1 The development proposals will see the re-use of a derelict brownfield site set within the urban area. It is well connected to local services and facilities and within easy reach of the town centre. The site, by reason of its location and use of previously developed land, is highly sustainable. In

developing the proposals, attention has been paid to maximising the sustainability of the development. This will be achieved through recycling of materials in the development, energy generation on site, provision of generous open space which will provide links to the wider footpath network, energy efficiency in the design, enhancement of biodiversity, highway and drainage improvements.

12.2 The development, therefore, represents a highly sustainable scheme which will provide significant benefits in terms of providing an economic use for a derelict site at this entrance to the town.