HERITAGE, DESIGN ACCESS STATEMENT
FOR
KELSA TRUCK PRODUCTS LTD
BOWDEN HEYS MILL BOWDEN LANE
CHAPEL EN LE FIRTH
HIGH PEAK
SK 23 0JQ

DATE: June 2017

REF: M1714 -107

Introduction:

Kelsa Truck Products Ltd was founded in 2001, and is an established manufacturer of truck accessories based in Bowden Hey Mill, Bowden Lane, Chapel-en-le-Frith.

The business employees 33 personnel and its working period is from 7.30am – 6pm.

Kelsa provides a factory fitting facility for its manufacture of specialist Truck and Van Accessories.

The existing buildings on site equate to approximately 2549 sq. m. (27438 sq. ft.) which is divided into manufacture, storage, installation and distribution centre.

The proposed will form part of the established industrial unit. The location for the new unit is on an area to the South East of the existing industrial buildings which is presently being used as a car park / over flow storage of flatbed vehicle.

The site is accessed from a barrier access off Bowden Lane and is directly opposite Bowden Road. Also located in this area are a number of other Industrial Units

There is a group of existing trees and banking up to the level of the proposed new extension, which will have the trees retained and the banking and shrubs modified to allow the construction of the new retaining wall and proposed unit.

Proposal for the planning application.

Kelsa had envisaged a temporary structure in the proposed location, however in the course of the development of the scheme it is necessary to increase the capacity of the building to cope with the additional workload the company is undertaking.

Kelsa Truck Products Ltd. Manufacture accessories in stainless steel which are bent, welding, polishing, finishing for fitting to trucks and vans which are brought to the site. Kelsa also distributes fittings for installation off site for Vans and Lorry Tractor units.

The new unit will increase the work capacity for the company and will lead to further employment of 3 additional members of staff and the development of apprenticeships for the company.

Scale, height and massing:

The proposed is the building of a new single storey steel portal frame with composite insulated cladding to form additional work area for the manufacture of finished goods and to provide additional installation area to clients' vehicles and storage prior to distribution to its clients.

The scale of the proposed is within keeping of the existing at 9m (w) x 8.45m(l) = 166 sq. m. (1787 sq. ft). Refer to dwg 102, 103, 104 and 105.

Its height and roof pitch will match that of the existing unit so as to not cause any detriment to the adjoining properties. The proposal will not impact onto the surrounding built environment.

Materials

The new extension will be an independent steel frame structure which with access via existing routes to the existing buildings. The new extension will be clad in a matching composite insulated panel to match the existing units.

The new extension will have 2 no. electrically operated roller shutter doors 3.25m wide x 5.0m high and 1 no. personnel doors and 2 no. fire exit insulated doors size 2.1m high x 1.0m wide .

The new roof will be an insulated composite panel with a bracketed UPVC gutter uninsulated to two elevations with 3 no. 100mm dia grey UPVC downpipes which is connected into a new soak away location to be agreed on site.

Colours for the new extension are to match the existing building colour and that of the previously approved planning schemes to ensure the proposals does not detract from the adjacent designated green space nor the conservation area.

Anthracite

RAL 7016

There will be an external security light fitted over the up and over door only.

Landscaping:

The landscape will be maintained as much as possible. The existing banking will be subject to change as indicated on the drawing to allow the construction of the retaining wall around the maintenance access pathway. All works to the new banking will be undertaken to satisfy the Environmental Agency requirements to the surrounding area.

Sustainability:

The company is highly regarded in terms of the commitment to provide a pleasant and diverse environment for all the waters it maintains and the proposed works is part of an ongoing five year plan

Parking:

At present the company has approximately 25 spaces on site and further spaces available off site. Refer to site plan dwg 102.

13 car parking spaces will be retained within the site when the works is completed. Re organisation of the existing buildings set out in previous approvals HPK/2011/0652/A will enable this. Further parking if required will be provided on the adjoining land leased by Kelsa Truck Products Ltd approval HPK/2015/0616. Refer to dwg 102 Proposed Site layout.

Sufficient parking will be provided within the site boundary or on the adjacent parking plot to accommodate all site employees' vehicles together with extra commercial vehicles which will eliminate the need for parking in Bowden Lane and other surrounding roads. The proposed on and off site car parking areas are shown on the Proposed Site plan 102.

Visibility / Entrance, exits and Lighting:

Existing external lighting will be maintained and will have protective guarding. The existing tarmac will be maintained to provide access to for a car parking area.

Means of escape:

Safe means of escape has been incorporated in accordance with Approved document M of the building regulations.

Access

The access between the existing units will be via a new tarmac access way subject to redesign of the site layout upon completion of the new extension and subject to previous approval HPK/2011/0652/A. Refer to dwg 102 Proposed Site layout.

Transport

Kelsa uses company trucks for delivery of its products to specialist retailers and for transporting manufactured goods to companies for installation to private companies. All access is via the A6 Bypass.
All major deliveries to site will be from the A6 Bypass, down the slip road into Bowden Lane, and then through the site entrance as marked up on the Site Plan. This will eliminate the need for HGV's to negotiate the smaller local roads
Refer to site plan 102 for proposed access and manoeuvrability on site.

Signage:

The proposed will not affect the existing site signage this will be retained in its current location.

Flood risk:

It should also be noted that the brook is in a cutting and approx. 1.5m below the ground level on the new development.

This allows for a substantial amount of any flood waters to be retained behind in the cutting prior to the waters to enter the culvert under the service yard of the property.

Therefore the cutting will provide Kelsa with a safe flood defence but has no control of the inlet to the brook, which is owned by others.

A flood risk assessment was carried out in 2011. It was concluded at this time that due to the nature of the proposed plans and the site parameters the Flood Risk identified would cause no issues to the proposals nor would the proposals cause any issue to the river.

Refer to document FRA 110711 Flood risk assessment.

Works around the brook:

No soil will be taken off site and that the works undertaken is to provide clear and unrestricted access for all members to all parts of the development

No hard surface paths will be installed around the development, and that the new areas of banking will be sown with grass and wild flowers seeds in accordance with the bio diversity and the recommendations of the Environmental Agency flora and fauna inspector.

Heritage Statement:

The proposed new development is located in the Town End Conservation Area, Chapel en le Firth adjacent to the A6 bypass.

The site is accessed via Bowden Lane but has bollards adjacent to the mill which forms part of the property owned by Kelsa. This allows the residential area to be separate and have no vehicular access for heavy vehicles to the site except via the main road access off the A6.

The site sits between a housing area which consist of Edwardian Brick terrace houses and post war rendered semi and detached properties to the South and an Industrial park to the North.

The impact of the proposed building to the surrounding area will not be effected since the new building will be set min. 1.0m below the existing ground level and the materials proposed will ensure the building sits within the surrounding environment.

The new building is set approx. 50m away from existing residential properties and the existing landscaping / orchard will be remain unaffected.

COSHH/ HSE issues

No extra issues than already covered in Kelsa current health and safety policy which is annually reviewed

Refuse

There would be no additional waste to what is currently existing for general / local council refuse collection.

Deliveries

Kelsa employs rigid vans and lorries and articulated lorries and has approximately two deliveries of materials per week. Kelsa maintain 2 no. fork lift trucks which are leased with full maintenance support.

Reasons for expansion

The business is growing creating the need for investment in both equipment and infrastructure and as the business continues to grow further new jobs will be created. The infrastructure of the business requires investment for both improved facilities and to position the company in readiness for growth planned and won.

DRAWING REGISTER

PROJECT REF: M 1714 - 10

101 LOCATION PLAN & SITE PLAN
102 SITE PLAN EXTERNAL WORKS
103 UNIT PLAN
104 ELEVATIONS SHEET 1
105 ELEVATIONS SHEET 2
106 SECTION THRO UNIT

107 HERITAGE, DESIGN & ACCESS STATEMENT

108 FRA 110711 FLOOD RISK ASSESSMENT -