

Proposed Development at:

Sovereign Way
Chester
CH1 4QX

Design & Access Statement

July 2017



CONTENTS:

1.0 GENERAL

- 1.1 Introduction
- 1.2 Site Location / Physical Context
- 1.3 Brief Description of Development
- 1.4 National & Local Policy Context
- 1.5 Consultation

2.0 Design

- 2.1 Environmental Sustainability
 - 2.1.1 Energy Efficiency / Carbon Reduction
 - 2.1.2 Water
 - 2.1.3 Sustainable Materials
 - 2.1.4 Waste Management
 - 2.1.5 Biodiversity and Local Environment
- 2.2 Character and Scale
 - 2.2.1 Layout
 - 2.2.2 Appearance & Scale
- 2.3 Community Safety

3.0 Access

- 3.1 Accessibility
 - 3.1.1 National Policy Approach
 - 3.1.2 Local Planning Approach
 - 3.1.3 Parking Provision
 - 3.1.4 Approach
 - 3.1.5 How Access is to be Maintained

4.0 MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT

5.0 CONCLUSION

1.0 General

1.1 Introduction

This Design and Access Statement should be read in support of a planning Application for a new Depot on a vacant and disused area of car parking in an established commercial area with associated car parking and infrastructure.

The full site address is site at Sovereign Way, Chester, CH1 4QX.

This statement responds to the requirements of Planning Policy and Guidance (England) and should be read giving full regard to the application drawings.

1.2 Site Location and Physical Context

The proposed development site is in Chester, covered by both Cheshire West & Chester Council and Flintshire County Council.

The site lies within the settlement limits of Chester as defined by the current Cheshire West and Chester Local Plan map and Flintshire Unitary Development Plan.

The aerial photograph below identifies the application site outlined in red, in context of its surroundings.



1.3 Brief Description of Development

The application relates to the construction of a bus maintenance workshop, bus chassis wash and bus wash with associated parking and infrastructure suitable for B2 class use.

The site is currently a vacant Brownfield site being a dis-used area of car parking adjacent to Chester City Football Club's Deva Stadium.

1.4 National & Local Policy Context

National Policy

National Policy for England is the Planning Policy Framework (NPPF) published by UK's Department of Communities and Local Government in March 2012, consolidating over two dozen previously issued documents called Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG).

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighborhood plans, which reflect the need and priorities of their communities.

Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in the preparation of local and neighborhood plans, and is a material consideration in planning decisions.

According to the National Planning Policy Framework, there are three dimension to the sustainable development: economic, social and environmental.

These dimensions give rise to the need for the planning system to perform a number of roles:

- ***an economic role*** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- ***a social role*** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- ***an environmental role*** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

It also states that it;

“is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.

“is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.”

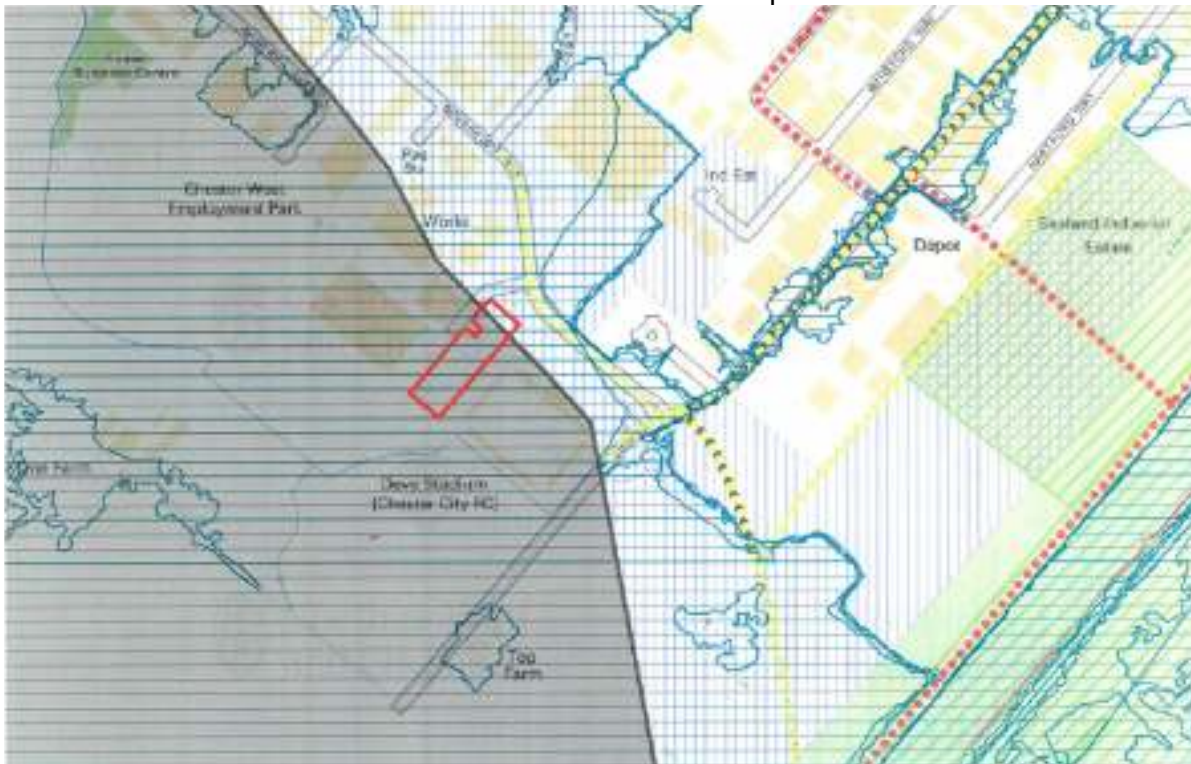
And;

To help achieve economic growth, local planning authorities should plan proactively to meet the development need of business and support an economy fit for the 21st century.

Local Policy

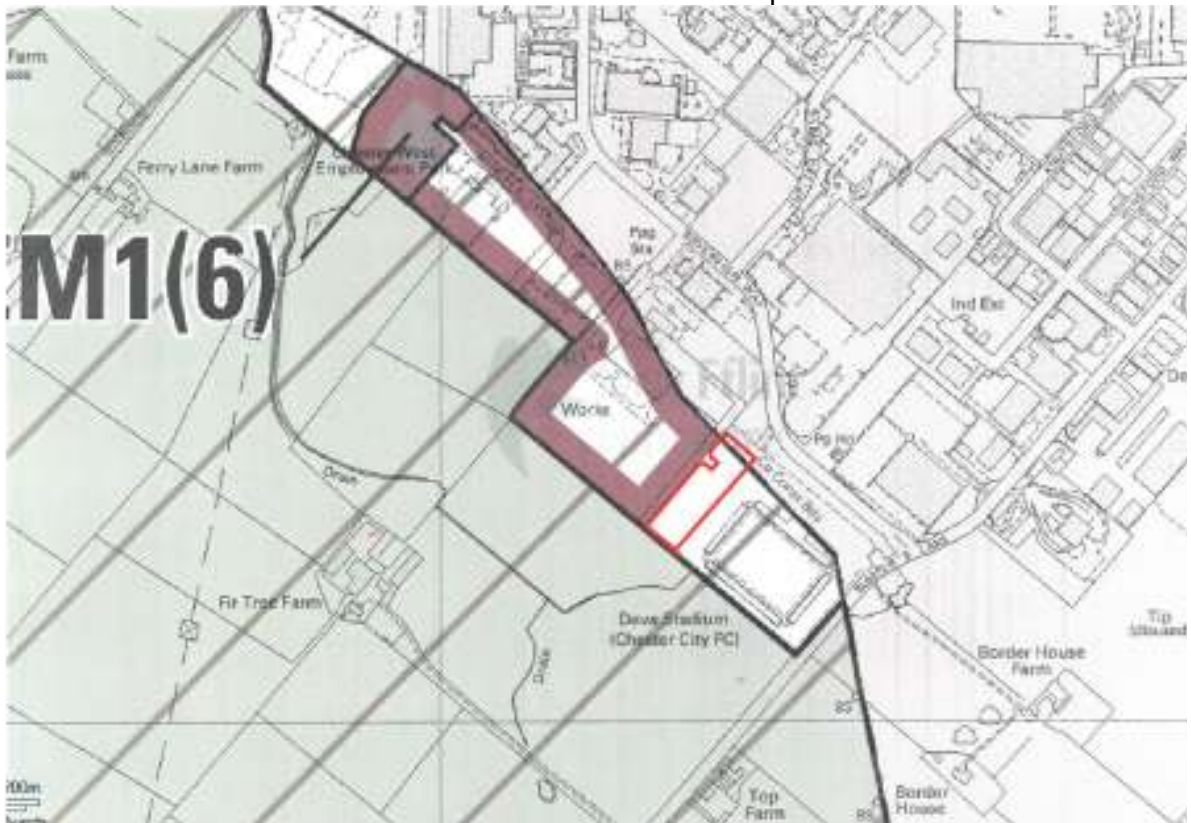
The Cheshire West and Chester Local Plan was adopted in 2015.

Below is an extract of the site location in the Local Plan map with the suite outlined in red.



The Flintshire Unitary Development Plan was adopted in 2011.

Below is an extract of the site location in the Local Plan map with the suite outlined in red.



The following Local Planning Policies from the Cheshire West and Chester Local Plan that directly affect our site are as follows:

STRAT 1 Sustainable development

The Local Plan seeks to enable development that improves and meets the economic, social and environmental objectives of the borough in line with the presumption in favour of sustainable development. Proposals that are in accordance with relevant policies in the Plan and support the following sustainable development principles will be approved without delay.

ENV 1 Flood risk and water management

The Local Plan will seek to reduce flood risk, promote water efficiency measures, and protect and enhance water quality.

ENV 6 High quality design and sustainable construction

The Local Plan will promote sustainable, high quality design and construction.

The following Local Planning Policies from the Flintshire Unitary Development Plan that directly affect our site are as follows:

STR1 New Development

STR2 Transport and Communications

STR3 Employment

STR8 Built Environment

1.4 Consultation

Pre-application advice has not been sought in this instance. The proposed development site is within an established Industrial Estate so it is considered that the site is entirely suitable for this type of development.

2.0 DESIGN

Local Planning Policy

ENV 6 High quality design and sustainable construction

The Local Plan will promote sustainable, high quality design and construction.

The National Planning Policy Framework specifically states:

“58. Local and neighborhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decision should aim to ensure that developments:

- *will function well and add to the overall quality of the area, not just the short term but over the lifetime of the development;*
- *establish a strong sense of place, using streetscapes and building to create attractive and comfortable places to live work and visit;*

- *optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public spaces a part of developments) and support local facilities and transport networks.*
- *respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;*
- *create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and*
- *are visually attractive as a result of good architecture and appropriate landscaping.”*

This section of the statement will show how the proposed development meets the design standards as set by the requirement of the NPPF.

2.1 Environmental Sustainability

According to the National Planning Policy Framework, there are three dimensions to sustainable development: economic, social and environmental.

“An Environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”

Local Planning Policy

STRAT 1 Sustainable development

The Local Plan seeks to enable development that improves and meets the economic, social and environmental objectives of the borough in line with the presumption in favour of sustainable development. Proposals that are in accordance with relevant policies in the Plan and support the following sustainable development principles will be approved without delay.

2.1.1 Energy Efficiency / Carbon Reduction

In order to keep up to date with current energy efficient standards, the new construction will be designed to latest current standards with an emphasis on Energy Efficient and Carbon reduction through a highly detailed external fabric with good air tightness results to the unit. U-values to the external fabric will be designed to meet current standards as set out in Approved Document L2A and where viable even exceed the minimum values.

2.1.2 Water

A Flood Consequence Assessment prepared by STM Environmental has been submitted with this application.

The internal layout of the unit follows a very basic layout with toilets and showers within the office area of the unit. The remaining floor area of the unit is workshop.

Low water usage fitting will be specified at construction stage of the unit to reduce overall water consumption of the unit per person per day.

2.1.3 Sustainable Materials

Locally sourced sustainable materials with a low environmental impact are to be used for the development. Any timber used will be sourced from sustainable managed forests and certified by the Forest Stewardship Council. It would also be advisable to follow advice and guidelines set out using the BRE Green Guide to Sustainability for the constructions of the basic elements. This would further ensure the development follows a sustainable route in terms of material specification and usage.

2.1.4 Waste Management

The applicant is committed to producing highly sustainable developments and reducing waste from construction is an economic and social priority for the development. Suitable evidence will be provided to the Local Authority upon requires during the construction phase to show the procedures in place to reduce / re-use materials and monito waste reduction.

The completed unit will also have set procedure in place to minimise waste during everyday business activities and actively recycle where possible in line with the Local Authorities Waste Strategy.

2.1.5 Biodiversity and Local Environment

The site is currently a vacant Brownfield site with low ecological value. The proposed development would not impact on any locally designated ecological sites or any protected habitats / areas.

As the proposal is to redevelop a vacant Brownfield site to increase local employment opportunities, this will relieve pressure on existing Greenfield sites to be pursued for development, which in turn maintain the local landscape and biodiversity of the area.

2.2 Character and Scale

Local Planning Policy

ENV 6 High quality design and sustainable construction

New development will be permitted provided that it is designed to respect its surroundings and contribute positively to the character of the area, having particular regard to the prevailing layout, urban grain, landscape, density and mix of uses, scale and height, massing, appearance and materials.

2.1.1 Layout

The site layout consists of a bus maintenance workshop, bus chassis wash and bus wash with associated parking and infrastructure proposed as class B2.

The building has been placed to the rear of the site adjacent to the existing vehicular access with car parking to the side.

The unit has fire exists provided to each side and the rear elevations.

2.2.2 Appearance and Scale

The proposed elevations for the unit are typical for a development of this type. The building frame is finished in profiled insulated aluminium cladding.

The roof is also finished in profiled insulated aluminium cladding, again typical of a development of this type.

Doors and windows will have a powder coated finish which will highlight the access and also fire exit doors.

The materials chosen for the external facades are typical for units of this type and ensure that the building is easily maintainable which extends the life of the building. It will also ensure that the unit would not provide a detrimental effect to the street scenes locally.

In terms of height, the unit is double height which reflect the other commercial units within the vicinity of the site. This allows for high doors required for the type of vehicle to be used. It is not considered that this unit would appear over dominant in scale in the area.

2.3 Community Safety

Community safety is taken into account in terms of reducing opportunity for criminal and anti-social behavior on the site, and also safety of the general public and site operatives during the construction phase.

The site is within an established commercial area with the main pedestrian and vehicular access to the site off Sovereign Way. The parking has been provided to the side of the unit which allow for natural surveillance and inclusive access. Access to the rear of the building has been kept to a minimum for maintenance, with no enclosed area where criminal or anti-social activities could take place unseen.

The front of the site has been left open which aids natural surveillance and removed hiding spaces. High steel security fencing is provided around the entire boundary of the site to limit climbing opportunities but also allow looking through the fence to further reduce opportunities for crime and anti-social behavior.

The car parking, bus parking and yard areas have been designed to take advantage of natural surveillance and overlooking from the unit. Suitable external and security lighting can be provided within the development to further ensure any criminal and anti-social risks are limited.

The initial safety aspect affected by the proposal is the increased chance of injury during the building works and the possibility of increased accessible areas to the building site for break-ins. It is imperative that measured and site wide policies will be set in place during the construction phase, by the developer, to ensure that current health and safety guidelines will be met during the works. This covers not only the contractors and visits to the site, but also the wider local community.

The Developer should also liaise with the relevant local establishments to ensure any criminal or anti-social behavior opportunities are reduced with site security being paramount.

3.0 ACCESS

3.1 Accessibility

CABE defines Inclusive Design as an effort that ‘aims to remove the barriers that create undue effort and separation. It enables everyone to participate equally, confidently and independently in everyday activities’.

3.1.1 National Planning Approach

Good quality design is an integral part of sustainable development. The National Planning Policy Framework recognises that design quality matters and that planning should drive up standards across all forms of development. As a core planning principal, plan-makers and decision takes should always seek to secure high quality design. Achieving good design is about creating places, buildings or spaces that work well for everyone, look good, last well and will adapt to the need of future generations.

“Good design should:

- ensure that development can deliver a wide range of planning objectives*
- enhance the quality buildings and spaces, by considering amongst other things form and function; efficiency and effectiveness and their impact on well being*
- address the need for different uses sympathetically.”*

The proposed layout to the unit allow for those with disabilities to effectively use the unit as either a customer or an employee. The construction of the unit will be designed to fully meet current Building Regulations in terms of inclusive access (Approved Document M), with the ground floor sanitary provision to staff and also inclusive threshold to staff and visitors.

3.1.2 Local Planning Approach

Meeting Local Planning Policies for parking regarding inclusive design also falls within the Highways design and Parking provision. We have discussed this elsewhere in the Statement to show that the development has been designed to ensure inclusive access to all.

3.1.3 Parking Provision

National planning policies for parking are set out in PPS1 – Delivering Sustainable Development (January 2005), PPS6 – Planning for Town Centres (March 2005) and PPG13 – Transport (March 2001).

“The objectives of national policy are to encourage patterns of development that reduce the need to travel by car, to achieve a higher quality of design, to promote the vitality and viability of town centres and to support the use of public and other means of transport”.

Local Planning Policy

Policy TR 13

In all development proposals provision will be made for appropriate level of parking unless:

- the development is controlled such that the appropriate parking standard need not be complies with; or*
- in commercial development where the appropriate space is not feasible and satisfactory arrangements are made for off-site parking facilities*

The development is in the urban area of Chester where, on a zonal basis, reduced levels of parking are allowed, in this area, a payment will be sought from non-residential development to contribute towards the provision of alternative means of transport to the private car and transport infrastructure in Chester.

Policy TR 21

In any new development sufficient manoeuvring and standing space shall be provided within the site for the appropriate number and size of vehicles likely to serve the development at any one time

Such provision shall take into account the nature and location of the development, and when appropriate additional spaces shall be provided for parking, storage or servicing of vehicles.

Supplementary Planning Guidance Note 'Parking Provision Within Developments in Chester', provides guidance on how to meet the requirement of Planning Policy TR 21.

As per the guidance, the unit has been provided with 20no. car parking spaces (2 designated disabled bays). All of the parking spaces have been provided to side of the unit and site. A yard with suitable turning circle has also been provided in front of the unit.

It is unlikely staff or visitors would travel to the site on foot or via public transport but there are suitable links for employees to do so.

It is therefore considered that the parking provision to the development is adequate and aids in the overall design of a sustainable development whilst meeting the core strategy objectives of the Local Plan.

3.1.4 Approach

The front approach to the unit will meet level pedestrian access requirements as set out in the Approved Document M of the current Building Regulations.

The site vehicular access point and parking / yard area will be constructed to meet current Highway standards.

3.1.5 How Access is to be Maintained

Once the development is completed the access and parking layout will be maintained though the imposition of planning conditions requiring the access to remain in accordance with the approved plans and for the parking spaces to be maintained.

4.0 MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT

Matters relating to accessing the proposed development have been dealt with in detail in Section 3 of this Statement.

In terms of movement within the site, the proposed site layout is fairly straightforward. A singular vehicle access point has been provided into the site. Parking space and yard / turning areas are provided immediately upon entering the site with the unit positioned at the rear of the site.

Generally parking is provided in a perpendicular formation with disabled parking bays located near the main entrance to the unit.

5.0 CONCLUSION

This Statement has identified that all Design and Access matters have been fully considered at the design stage. It is considered that the scheme presented offers a development that complies with both National and Local planning policies.