

DESIGN AND ACCESS STATEMENT

FOR

EXTENSION OF CAR PARK

AT

THE PINES COURTYARD
LOWER STONE LANE
STONE
BERKELEY
GLOUCESTERSHIRE
GL13 9LE

Prepared for:

Almondsbury Forge SSAS
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SITE: THE PINES COURTYARD, LOWER STONE, BERKELEY,
GLOUCESTERSHIRE, GL13 9LE

DESCRIPTION: EXTENSION OF CAR PARK

APPLICANT: ALMONDSBURY FORGE SSAS

This statement has been set out as suggested in the publication entitled ‘Design and access statements – how to write, read and use them’ published by the Commission for Architecture and the Built Environment’. This guidance has been published to accompany the government

1.0 INTRODUCTION

We have been instructed by Almondsbury Forge SSAS to prepare and submit a Planning Application for the extension of the rear car park at The Pines Courtyard to be used in connection with the commercial units at the property.

The purpose of this report is to identify and report upon planning considerations in terms of the design and access in respect of the above application.

This report has been prepared by [REDACTED] a Chartered Surveyor with DJ&P Newland Rennie and who is also a RICS Registered Valuer.

2.0 APPLICANT

The Applicant is the owner of the site which is a commercial property divided into three office units and let out to six separate occupiers.

They wish to obtain planning permission for the extension of the rear car park to better serve the existing commercial units at the property.

3.0 THE SITE

The site comprises a square of bare waste land to the rear of office units. The existing car park was granted permission in March 2014 (Application ref. S.14/0250/COU) having previously been a builder’s yard although this only provides approximately 4 parking spaces. The property is occupied by a number of different tenants each with employees and visitors who need to park at the property. In recent years parking has become a problem hence the need for additional parking spaces.

The property is situated within the village of Stone, 3 miles to the south of Berkeley which provides a range of services and amenities. The property benefits from good access to transport networks being 0.2 miles from the A38 and 1.5 miles from the M5 Motorway.

Photographs of the site can be seen in **Appendix I**. A plan identifying the extent of the property which is to change use, can be seen on the submitted Site and Location plans.

4.0 PLANNING HISTORY

There are currently no outstanding planning applications according to the Stroud District Council website with the following previous planning applications being determined:

Application Ref.	Description	Decision Date	Decision
S.14/0250/COU	To use a builders yard for an overspill car park.	March 2014	Permitted
S.14/0866/DISCON	Discharge of condition 2 from planning permission S.14/0250/COU. (Lighting)	June 2014	Permitted

5.0 PROPOSAL

The proposal seeks to extend the existing car park to the rear of the commercial units to encompass land adjoining and directly behind the commercial unit.

The site has been under used, is already fenced from the surrounding farmland and cleared with no vegetation or undergrowth present. The change of use therefore represents a low impact change of use, with no building works necessary.

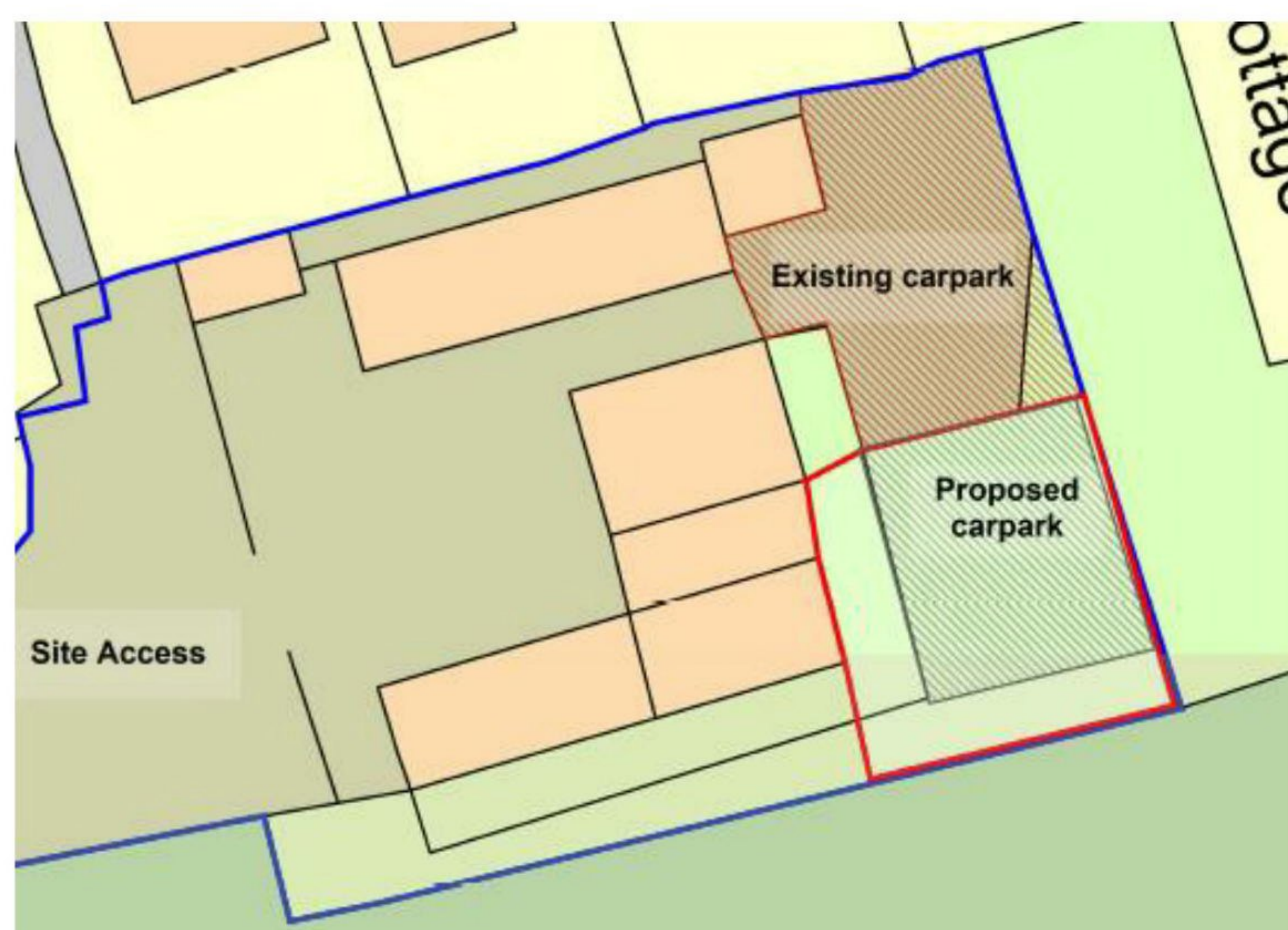
6.0 USE AND AMOUNT

The use of this site will be for car parking in relation to the occupation of the commercial units at the property.

The size of the area to be surfaced and included within the existing carpark measures approximately 141 sq.m.

7.0 APPEARANCE AND LAYOUT

The additional parking area will be surfaced with gravel to match the existing car park. As shown on the below Site Plan a strip of grass/soil will be retained on the southern and western boundaries of the proposed carpark to give the development an element of soft landscaping, thus minimising its impact on its surroundings.



8.0 ACCESS/TRAFFIC MOVEMENTS

Access to the site is gained directly from the adopted highway known as Lower Stone Lane which provides a wide access to the site. No changes to the existing access are proposed as part of this application.

The proposed extension to the car park will not generate additional vehicle movements than that of the current use, it will just help alleviate the congestion problem within the existing parking areas.

9.0 FLOODING

The Site is located within an area classified as Flood Risk Zone I thus considered to have a low probability of flooding as identified by the Environment Agency Flood Risk Map.

10.0 PLANNING POLICY

The application is to be assessed in accordance with the National Planning Policy Framework (NPPF) which has recently been revised in February 2019. The NPPF promotes a presumption in favour of sustainable development and requires planning applications to be determined in accordance with the development plan for the area unless material considerations indicate otherwise.

Paragraph 28 of the National Planning Policy Framework, states that Planning Policy should support economic growth in rural areas to create jobs and prosperity by taking a positive approach to sustainable new development identifying that this should;

- support the sustainable growth of business in rural areas including new buildings
- promote the development of land based rural business
- support sustainable rural tourism in rural areas which respect the character of the countryside

The proposal is also in line with Para 83 of the NPPF as the development supports the sustainable growth and expansion of the applicant's business.

National Planning Policy encourages the provision of rural facilities and recommends Local Planning Authorities be flexible when considering applications.

The proposed development is in line with Stroud District Council's Local Plan 2015. In particular, Core Policy CPI5: A Quality Living and Working Countryside in that the proposal is essential to the maintenance and enhancement of the small businesses who occupy the property.

The proposal is also compliant with Policy CPI4: High Quality Sustainable Development as the proposal will protect, conserve and enhance the built and natural environment. The proposal utilises the existing site with no built changes proposed, respecting the surroundings including local topography, built environment and heritage.

The proposal is considered compatible with Local Policy for approval of planning applications. The existing vehicular access is considered suitable given the relatively few and sporadic vehicular movements that will be generated by the proposal, which will be no increase to those of the current use.

The proposal has distinct advantages to the rural economy, by allowing a small-scale local rural enterprise to grow and in turn creating employment for local people.

11.0 SUMMARY

The proposed development is for the extension of the existing carpark to the rear of the commercial units at the property within an area which is already fenced and is directly behind the units, representing a low impact development.

The proposed development will provide a minor change of use of a site which will support the local businesses which occupy the commercial units.

It is not considered that the proposal will have a negative impact on the area or landscape and we therefore consider that this proposal meets both national and local planning policy.

Signed: _____

February 2021

APPENDIX 1 – PHOTOGRAPHS OF THE SITE

