



17th May 2021
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DESIGN AND ACCESS STATEMENT.

**PLANNING APPLICATION. TWO STOREY BUILDING WITH UNDERCROFT.
FOR MEETING AND PLACE OF WORSHIP.**

Applicant:
Newquay, St Agnes and Perranporth Methodist Circuit
3 Lergth Kosti
Nansledan
Newquay
TR8 4GW

Site Address:
14 Pargolla Road
Newquay
TR7 1RW

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1. Introduction & Use

- 1.1 The site has industrial and commercial history. Circa 2008 buildings were demolished and the site was cleared as a beginning to works in accordance with planning permission for a mixed residential development. That development did not proceed beyond exploratory groundwork and the site has been fenced and abandoned since.
- 1.2 Currently vehicle access is restricted to the south east corner.
- 1.3 The proposal is for meeting and place of worship and therefore public access. The massing of the structure responds to ground form, essential two storey, located to the west side of the site.
- 1.4 The site context is of mixed use. Light industrial immediately to the west of similar scale but a residential area to the south and also opposite in Pendeen Place. In close proximity is a vacated funeral parlour, clubs and other private residences.
- 1.5 The site is not safeguarded and not defined housing or strategic housing and not on the brown field register.
- 1.6 The area is listed as most deprived in terms of living and employment. (multiple deprivation top 20%)

2. Design Principles and Concept

2.1 Amount

- 2.1.1 The existing site is 840 M.sq over two distinct levels with an established retaining wall between the two.
- 2.1.2 The retaining wall division of the site will be utilised to arrange the proposed massing with the lower section receiving the building and parking. The building will be two storey as viewed from the east and a single storey presenting itself to the west
- 2.1.3 The simple form occupies 216M.sq as Gross External footprint with a ground floor Gross Internal area of 62 M.sq, the remaining area is undercroft for staff parking with an area for bicycles, pushchairs and mobility chairs. The first floor has a Gross Internal area of 182 M.sq not including lift shaft and stairs.
- 2.1.4 The site is in a mixed use area with no conservation guidance to consider. Key design principals are informed :
 - (i) The external appearance, scale, massing, size and materials are consistent with the character of their surroundings;
 - (ii) There is no significant adverse effect on the privacy or amenity of nearby residents;
 - (iii) The proposal would not cause the loss or prejudice the retention of any significant townscape or landscape feature.

2.2 Layout

- 2.2.1 The site arrangement reflects the typical light industrial context with associated massing and zoning considerations for fire protection, parking and site circulation. The site very much informs the location of the massing and the proposed building and it is respectful in height and presence to neighbouring structures, industrial, commercial and residential to the south.

- 2.2.2 The light industrial and commercial context allows a simple form, set back from Pargolla Road adjacent the existing retaining wall dictating appropriate location. The setback from the road enables eight defined parking places and ample turning for drop-off or funeral vehicles in order that occupation of parking spaces in the road or obstruction will not happen.
- 2.2.3 The current site arrangement locates vehicle access to the south east. This is a bit awkward and makes little sense to retain. Therefore a new site access is proposed central to the road boundary, opposite a similar vehicle access and within a defined 'No Parking' zone so no variation to controlled areas is necessary. Vision splays and access/egress guidance are met. Minor alterations to pedestrian pathway and verge will be required and will be an improvement in terms of levels and surface treatment.
- 2.2.4 Primary access to the building is by level threshold to a glazed reception. Either side of this core reception area are external undercroft spaces. To the north is dedicated staff parking, three places, and a base for escape stairs from the level above and access to the plant area that services the internal coffin lift and required Air Source Heat Pump equipment. The south undercroft will enable the safe storage of a minimum of eight bicycles and a similar amount of assisted mobility vehicles or pushchairs. It must be noted that all internal spaces allow for pushchair and wheelchair or mobility vehicle access and use.
- 2.2.5 Internal space at ground floor is designed for a potential 100 person emergency evacuation, a 100 person variable time access expecting reception desk time and some social gathering in a circulation cross space and direct coffin handling into the coffin lift.
- 2.2.6 The reception office allows for controlled access to the building when required and is large enough for three persons to work. One person is expected to be dedicated to building and site management with two other spaces for the local Methodist Church Circuit administration. It must be noted that the building is a public meeting facility but the operation will include worship meetings and funerals requiring their own administration.
- 2.2.7 A coffin lift is provided which also performs as a disabled access lift as well as general use. Stairs to the upper floor are adjacent and are of a construction and width for general public use with ambulant category treads and risers.
- 2.2.8 The First Floor is the activity area and at the rise of the stairs an ambulant disabled and refuge landing is provided with wide link to lift egress lobby sized for social mingling and allowing access/egress in normal circumstances. This circulation core has natural light admitted through a feature circular window that represents the Methodist Church 'Cross and Orb' corporate identity.
- 2.2.9 Accessed from the circulation core is toilet provision for 100 people. This meets minimum requirements for the facility and reflects the designed spaces and use for maximum persons. The toilet provision is organised for the best possible variations on users and activities within the building.
- 2.2.10 To the south from the circulation core is a general meeting area and kitchenette and compliant escape stairs. To the north is the main public meeting space with a chair store and compliant escape stairs. The external landing from the escape stairs also links to a Mini-Bus parking area. The main public meeting area has a 'crush capacity' of 94 people but in a seated funeral or worship situation that capacity is a more realistic 50 person seated.
- 2.2.11 Externally at the east of the site the area higher than the main area is currently part used for parking and generally concrete finish. This proposal defines an area to the north for Mini-Bus parking but the remainder will have the concrete broken up, a geo-textile membrane placed prior to clean imported topsoil as a base for biodiversity contribution. Details will be by specialist.

2.3 Scale

- 2.3.1 The development has a respectful relationship with existing similar building form and the land form.
- 2.3.2 The massing, size and scale is therefore consistent with the character of the existing buildings and context.

2.4 Landscaping

- 2.4.1 The concrete upper level to the east of the site will have a small tarmac area for parking a mini-bus and the remainder of the area will be set aside for biodiversity contribution with the expectation of three tree locations determined by specialist and appropriate ground cover planting.
- 2.4.2 Site general surface finish is permeable tarmac for vehicle turning and parking including to north under-croft. Defined pedestrian, cycle and buggy park will be natural slip resistant slate extending to the internal public ground floor area.
- 2.4.3 Beyond kerb edging forming the perimeter, biodiversity planting will include low shrubs and wall planting to face existing concrete block walls.
- 2.4.4 An area to the south of the building will receive limited natural light and therefore will present itself for fern planting and native species as part of the biodiversity proposal.
- 2.4.5 Road verge to be amended in order to provide new vehicle site access. Residual areas made good with grass planting.
- 2.4.6 Site boundary verge either side of the new opening has a depth suitable for tree planting, perhaps specialist selected feature trees with grass planting.
- 2.4.7 The site boundary verge is a convenient ease of access point for refuse and recycle storage. This will be a Western Red Cedar vertical planked 1.8M high secure compound and therefore forming part of the site edge. This reflects the material used on the building.

2.5 Appearance

- 2.5.1 The proposed metal standing seam roof, grey, is intended to relate to the varied forms in context. It enables a low pitch minimising mass and visual impact. 150mm gutter and 100mm downpipes in black to give a contrast line on fascia matched to roof.
- 2.5.2 The elevations will primarily be 450mm module horizontal PPC rainscreen in 'goose wing' grey, lighter than the roof colour. This will settle the linear building to the site emphasising the human scale and proportion. Further and to lift the main or east elevation a section of cladding is a contrast softening the composition and expresses a single large space and building purpose. This cladding is vertical Western Red Cedar.
- 2.5.3 Ground floor wall structure will be fair faced concrete concrete blocks with under croft posts clad in a proprietary fire protection system. Dark grey.
- 2.5.4 Windows and doors will be white powder coated aluminium. A central feature window will be circular representing the Cross and Orb corporate identity of the Methodist Church.

3.0 Access

3.1 Access to the Transport Network

- 3.1.1 The site is within the established mixed use zone of Pargolla Road, with clearly historic access for commercial vehicles, having served the site for many years prior to abandonment. However, this proposal relocates the site vehicle access for a more comfortable interaction with the road and giving better circulation on site.
- 3.1.2 This section of Pargolla Road on both sides is Double Yellow Line parking restriction which enables access to other Highway Cross Over and enables vehicle passing especially during seasonal traffic sensitivity. The proposal will not impact on the restricted zone.
- 3.1.3 Public transport is local bus service with stops within 80 M of the building; serving throughout Newquay, Train Station, Cornwall and beyond.
- 3.1.4 The site is a sustainable location.
- 3.1.5 Secure storage for bikes is provided.

3.2 Car Provision

- 3.2.1 There is a fairly high provision of parking provided for a public meeting facility in an urban context and there is an ease of links to the main routes and local residential areas.
- 3.2.2 Non car use will be encouraged for all building users. The facility has a large drop-off and turning area for elderly and disabled. This also enables funeral arrangement and movement of coffins.
- 3.2.3 In addition to the non-vehicle policy and provision of assisted spaces for independent disabled the organisation will operate a mini-bus.

3.3 Inclusive Access

- 3.3.1 Level access to the building is achieved and site ramping is compliant.
- 3.3.2 All doors meet the requirements for public access.

4.0 Consultations

- 4.1 No independent consultations.