

Design & Access Statement
Revision A

Job No. 29118

Proposed Workshop
Green Road
Rattlesden
Suffolk
IP30 0RZ

Client: Philip Baker

August 2023

REPORT CONTROL SHEET

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Project Name: Proposed Workshop
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IP30 0RZ

Issue		
Revision A	August 2023	Report Prepared by: Jasmine Ayton Planning Coordinator
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1.0 INTRODUCTION

This Design and Access Statement has been prepared in accordance with CABE guidance to accompany the Application for Planning Permission as required by Article 9 of the Development Management Procedure Order 2015.

Plandescil Ltd. have been employed to act as Agents to Mr. Philip Baker (hereinafter referred to as the Applicant) in seeking statutory approvals for the proposed development. This Design and Access Statement should be read in conjunction with the drawings and other documentation accompanying this planning application.

The Applicant is seeking permission from Mid Suffolk District Council for the construction of a proposed workshop and associated hardstanding area at Green Road, Rattlesden, Suffolk, IP30 0RZ.

2.0 SITE

The application site is edged in red on Plandescil Ltd Drawing No. 29118/150 – Site Location Plan, covering an area of approximately 952.60m²/0.0952ha (extract below).

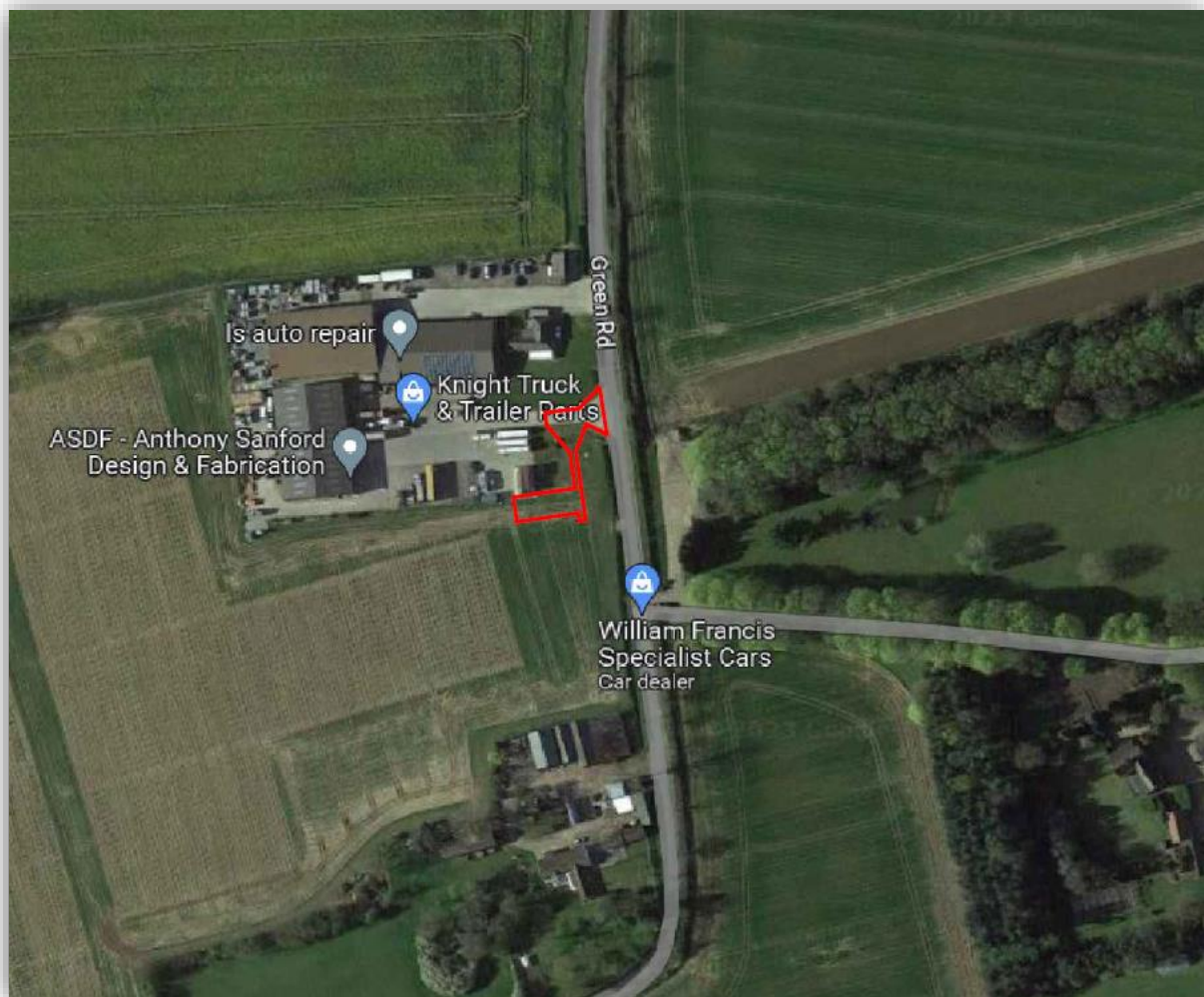


Image 2.1 Site location

It forms part of the Applicant's existing mixed B1(E(g))/B2/B8 and agricultural use site which is occupied by multiple businesses and accessed via Green Road (60mph). The existing site arrangement is shown on Plandescil Ltd Drawing No. 29118/005 – Existing Site Layout (extract below).

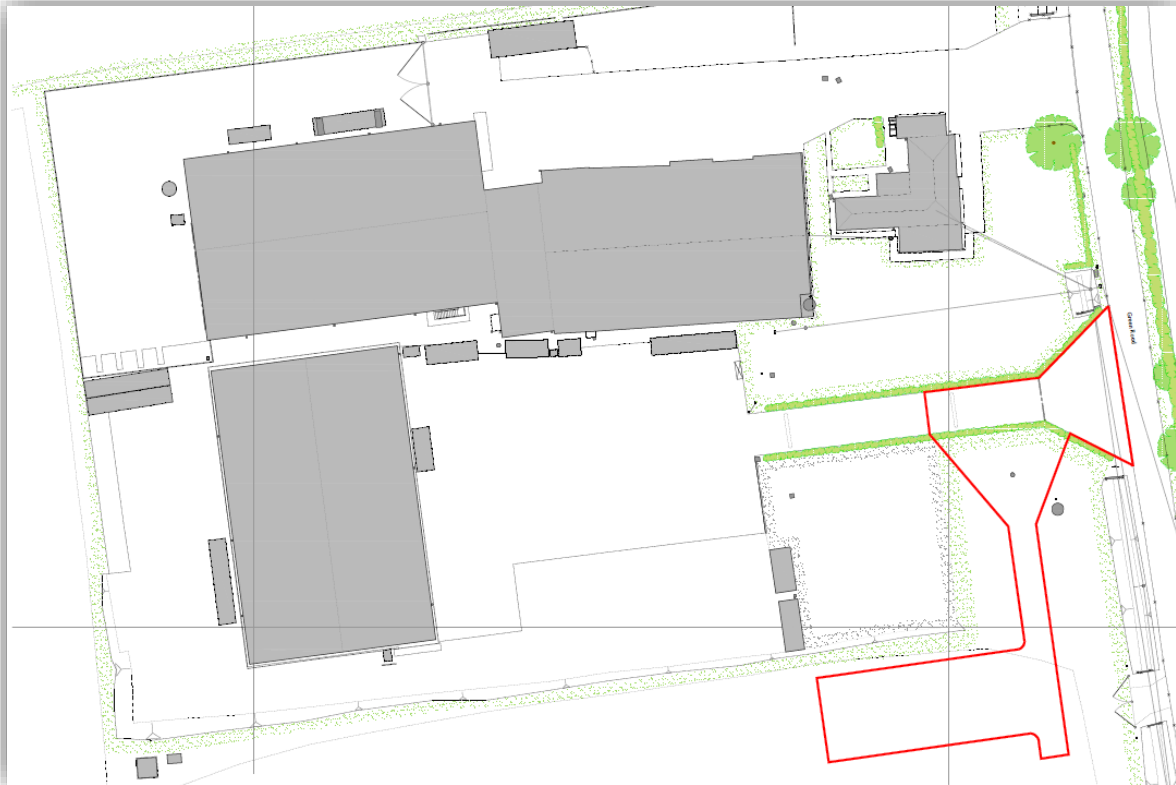


Image 2.2 Existing site layout

3.0 PROPOSAL

The Applicant is seeking planning permission erect a steel framed workshop as an operational base for a private bus company. The bus company currently operate from the wider site and utilise an open area for the storage of their buses. The proposed workshop will allow them to store their buses inside and undertake maintenance of their fleet in-house, rather than travelling to external garages. This would result in the employment of approximately 2-3No. full-time mechanics.

It is anticipated that the workshop would be in use between the hours of 08:00 and 17:00 Monday to Saturday. The buses currently have contracts with local schools and the council which equate to approximately 4No. bus movements (a single vehicle accessing and egressing the site) per day. In addition, the company offers excursions, which in their busy summer months can account for up to 2-3No. trips per week.

It is anticipated that up to 5No. small vehicle movements (a single vehicle accessing and egressing the site) per day will be associated with the workshop, including the 2No. movements per day which are already in existence in connection with the existing operations at the site.

The proposed site layout is shown on Plandescil Ltd Drawing No. 29118/006 – Proposed Site Layout (extract below).



Image 3.1 Proposed site layout

4.0 DESIGN

A concrete pad is proposed at the front of the building to allow for manoeuvring and parking buses. This adjoins a concrete track which will connect the workshop with the existing access onto Green Road, which will remain as the access to the site.

The workshop is proposed to be 12.20m wide by 18.30m long and have an internal area of 205.04m². It will be 6.40m tall to the eaves and 7.60m tall to the ridge.

It has been designed to be in keeping with the other buildings on site with concrete panels on the lower section and brown (Kingspan Van Dyke Brown RAL 8014 / BS 08B29) cladding to the upper structure and roof.

2No. 5m roller shutter doors and a single personnel door are proposed to front elevation (east), with a further personnel door located on the rear elevation (west).

The floor plans and elevations of the workshop are shown on Plandescil Ltd Drawing No. 29118/050– Proposed Building Floor Plan and Elevations (extract below).

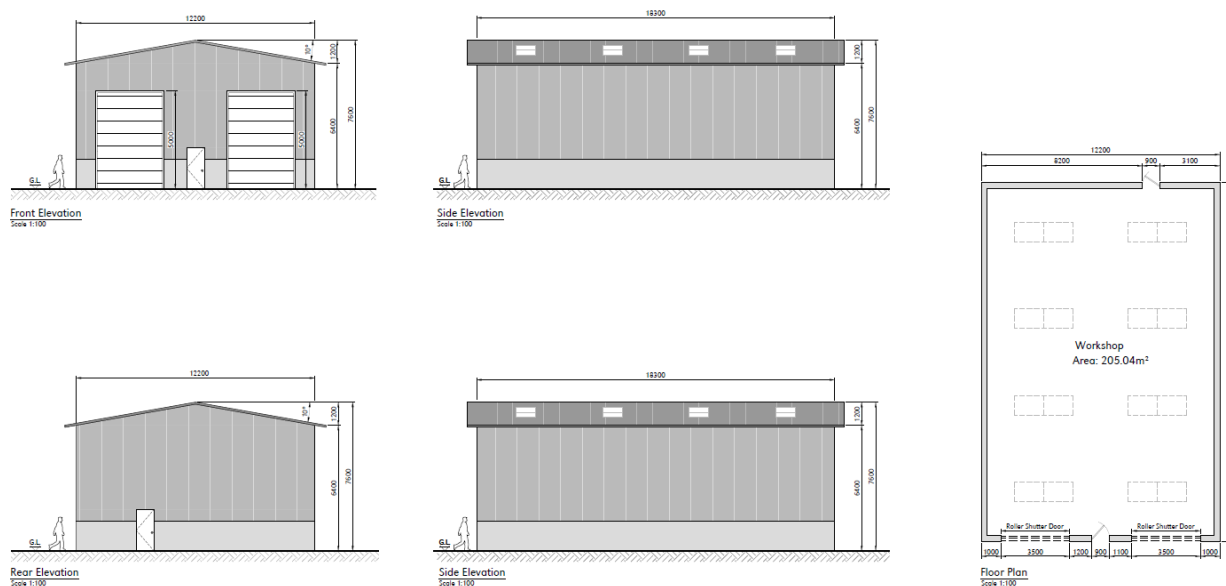


Image 3.2 Proposed floor plans and elevations

The potential visual impact of the workshop has been demonstrated on Plandescil Ltd Drawing No. 29118/130 – Proposed Site Sections which accompanies this planning application. This drawing demonstrates that the proposed workshop’s ridge height will be lower than 3No. existing structures on the site and therefore will not create a negative visual impact.

4.0 SUMMARY

The proposal will provide improved facilities for an existing business, allowing them to improve the efficiency of their operations. It is of a similar nature to the existing use of the wider site which includes varying motor vehicle services.

The workshop has been designed to be in keeping with the existing buildings at the site. Its visual impact will be negligible given that its height will be lower than existing structures on the site.

There will be a relatively small increase in vehicle movements at the site, with only 2-3No. additional small vehicle movements anticipated per day following the employment of mechanics.

No noise, odour or light pollution is anticipated to result from the proposal.

Therefore, the proposed development is anticipated to be acceptable in terms of its siting, design and nature.