

DS 1782 Walter Bailey Ltd, St Andrews Road, Par

Design and Access Statement
Including Travel Plan



Introduction

This statement has been prepared by ALA Architects Ltd on behalf of Walter Bailey Ltd, and should be read in conjunction with the submitted documents.

Walter Bailey Ltd is a family agricultural and builder's merchant based in Par. The premises originated with two storey small linear store and has grown over the years with a number large sheds being added. There has been no particular masterplan in mind and the newer structures have been positioned where there is sufficient space.

There are three elements to the current business operation: agricultural, coal and the builder merchants. There is a crossover of vehicle and pedestrian movements, with offices in various locations around the site.

The objective of this proposal is to reorganise the existing elements of the business to enable it to function more efficiently, by siting the offices in the same location, and separating the builders merchant trade counter and associated parking, from the delivery route of large lorries.

Site and Surrounding Area

The land that is the subject of this application, hereafter known as "the site", is located on St Andrews Road, Par. With the exception of lying within Flood Zones 2 & 3, the site does not fall within any designated area, and has no listed buildings or protected trees.

There are a number of buildings on the site, generally in the form of large industrial sheds, with the exception of the original shop which is older and more characterful. There are also smaller single storey portacabins and sheds.

The site is level and approx. 1899sqm, lying on the north side of St Andrews Road. It sits adjacent to the main rail line from Penzance to Paddington to the west, with the Treffry Canal and Par River either side of it. A vacant field and residential development lay to the north and east respectively. To the south is the former St Andrews Road garage, soon to have a new tenant. As with the application site, this area has evolved over time and now contains a number of industrial shed over differing sizes, styles and ages.

Most of the site boundaries, where not formed by retaining walls (north east), consist of tall metal railings.



Images of Application Site

It forms part of an area of commercial properties, including the former St Andrews Road Garage, Kier (temporary) and Duchy Timber.

Aside from a few self-seeded shrubs there is very little in the way of soft landscaping. The remainder of the site is hardstanding, as small amount of which is unfinished; therefore, offers a degree of permeability.

During recent years, a flood wall has been constructed along the river edge as part of a multi-million pound project to improve the protection of properties in the area. This has not lifted the site out of Flood Zones 2 & 3 but has reduced the potential frequency of any flood events.

Relevant Planning History

PA12/05739 Proposed new roof covering and general alterations to shop, primarily for disable access, formation of dedicated parking bays, repositioning of site store shed and widening of existing trade access road into main site area complete with new security gates. APPROVED

PA13/08764 Proposed new storage building, repositioned trade access road from the highway, formation of dedicated trade parking and delivery vehicle arrangements, site safety alterations and associated works APPROVED

PA14/06063 Proposed new storage building and associated works APPROVED

There are a number of additional historic applications; however, these date back to the 1980's and 90's and are deemed to not be as relevant.

Planning Policy

National Planning Policy Framework

- 2 Achieving sustainable development
- 6 Building a strong economy
- 11 Making best use of land
- 12 Achieving well-designed places
- 14 Meeting the challenge of climate change, flooding and coastal change
- 17 Facilitating the sustainable use of materials

Cornwall Local Plan

- Policy 1 Presumption in favour of sustainable development
- Policy 2 Spatial strategy
- Policy 3 Role and function of places
- Policy 5 Business and tourism
- Policy 12 Design
- Policy 13 Development standards
- Policy 14 Renewable and low carbon energy
- Policy 21 Best use of land and existing buildings
- Policy 26 Flood risk management and coastal change
- Policy 27 Transport and accessibility

Tywardreath & Par Neighbourhood Development Plan

- Policy F1 Flood Risk
- Policy BTT1 Business, Retail and Community Uses
- Policy BTT3 Transport
- Policy H2 General Development Principles

Cornwall Design Guide

Proposal

Design

This proposal seeks to relocate the trade counter and associated parking, the various offices and internal storage area into one building. Customers would be able to enter the site and immediately turn left into a parking area that is separated from the general operation of delivery, lorry and forklift movements. The offices will enable a separation from customers popping in, but still allow the staff to be visible. The position provides visibility across much of the business operation. Currently staff are often required to radio or telephone their colleagues to locate them, and this new arrangement results in them all being in the same building.



Proposed Site Plan. REMOVE TREE FROM TOPO

For obvious practical reasons, the trade counter and feed store will be on the ground floor. Two offices are provided on this level along with WC facilities. At first floor level there will be additional feed storage and offices.

The building will be finished in fairfaced blockwork with lime mortar (as per the recommendations of the Flood Risk Assessment) with timber cladding at first floor level, under a green roof with PV panels.



Proposed Side and Entrance Elevations

There is limited scope for any landscaping due to the operational requirements of the business; however, we have added planting where we are able.



Examples of Preferred Materials

Energy and Water Efficiency

My client wishes to provide a sustainable building, that sets an example to his customers in respect of energy efficiency and environmental considerations. In addition to the PV panels, the project will also include a heat pump, Mechanical Ventilation Heat Recovery system (MVHR) and rainwater recycling. A green roof is proposed to reduce / slow down the discharge of rainwater. Excellent levels of insulation will be provided to reduce U-values for the walls, floor and roof. Electric vehicle charging point will be installed and the capability for the future use of electric lorries will be allowed for.

Flooding

The location of the site within Flood Zones 2 & 3 has an impact on the design rationale. Flood engineering and modelling specialists, EDS were appointed to analyse the site and provide advice in respect of designing out risk. The use of the building is deemed to be "less vulnerable"; however, the site and the wider area act as an attenuation basin and any proposal should not increase the footprint of the built area or alter the flow of water to surrounding properties. This limited the size of the proposed building and is reliant on the existing offices, storage and trade counter being demolished. The total area of buildings to be demolished is 293.72sqm, while the footprint of the proposed building is 288sqm.

It should be noted that in addition to the footprint restriction for flood safety purposes, there is also a covenant in place, whereby a financial payment must be made for any increase in building footprint; therefore, avoiding any net gain in footprint is important on two counts.



Buildings to be demolished

Construction below 4.97m AOD should be flood resilient with electrical circuitry and apparatus located above this height.

A flood plan should be prepared to describe plans for monitoring flooding and what the appropriate actions to be taken are, in the event of a flood. The business should sign up to the Environment Agency Flood Alert Warning System.

Ecology

Due to the proposed demolition of various buildings, a bat and barn owl survey was undertaken by CEC Ltd. This concluded that there was no evidence of the buildings being used by them. No recommendations were given to provide bird and bat boxes as the surrounding woodland already provides more appropriate habitat.

Contamination

Wheal Jane Consultancy has visited the site to undertake an inspection to determine the risk from any contaminants. It was concluded that aside from full radon protection measures, as is standard throughout Cornwall, no additional protection measures were required.

Drainage

This application proposes connecting foul drainage to the existing SWW network. Surface water will discharge to a soakaway, as per the current arrangement.

Green Infrastructure

A completed GI form for minor development has been completed and submitted as part of this application.

Travel Plan

The core objective of the Climate Emergency DPD plan is to reduce single occupancy vehicle trips to and from the site, in favour of more sustainable methods of transport.

Walter Baileys is located on St Andrews Road, Par, on a level area adjacent to the Par River and main Penzance to Paddington railway line. St Andrews Road connects to the main A3980 via Station Road, which then provides good access across the county, both for receiving and delivering goods.

There is a bus stop immediately outside of the site (Fowey, St Austell, Newquay / Mevagissey), with a further three within 1 minute walk. Par train station is close by (approx. 5 minute walk). While not a formal cycle route, Rundles Walk / Canal Path provides an off-road trail around the Tywardreath Highway, St Blazey and Par area.

The nature of the business and its customers means it is more likely to generate a high level of single occupancy vehicle trips. As a supplier of local tradesman and the farming industry, it is reasonable to assume that it is more cost effective to send one person to buy materials than multiple people.

Although the business offers a delivery service, it is not viable to deliver small value items without adding a charge. Customers would find it cheaper to order online; therefore, not supporting local businesses. The delivery service is used mostly for larger items that cannot be accommodated in smaller vehicles.

Much of the custom is from tradesmen who need the product immediately, and cannot wait for a delivery, from either Walter Baileys or an online company.

Currently the parking area serving the Trade Counter is more of an informal area, and the number of spaces depends on the ability of the drivers to parking in an efficient manner. Although often full, it is unusual to not be able to park at all. Additional parking is available at the front of the feedstore and agriculture shop.

Deliveries to the site tend to take place outside of business hours, and are predominantly carried out by large lorries. During the working day the smaller lorries load up and deliver to local customers.

The means of transport for existing staff is mixed, ranging from the single car journey for those where public transport is not available. To lift sharing, walking and cycling. The business has a staff parking area.

The application proposes to relocate the existing business operations in to one building, while also offering an expansion of the Trade Counter. This involves the demolition of existing offices, and storage areas and the removal of the shop from within one of the industrial units. The proposal does not anticipate more traffic movements, as the purpose of this application is to reconfigure and improve the existing elements of the business operation, rather than specifically to expand it.

In terms of parking spaces, this proposal seeks to provide a more formal arrangement comprising of nine large spaces accommodating vans.

As the customers are predominantly calling in for work purposes, it is unlikely that they will be on site for sufficiently long enough periods of time to charge electric vans and cars. It would not make sense for them to be away from their business for this length of time. However, the staff may benefit from the installation of EV charging points; therefore, they will be provided.

While not widely available yet, there are electric lorries coming onto the market, and although my client is not currently looking to invest in a new fleet of lorries, it is something that will be considered in the future, subject to viability. As a company that covers a lot a local miles, excluding initial capital outlay, this could be beneficial. The infrastructure will be put in place to enable the connection of lorry charging points in the future.

Secure cycle storage will be provided. It is likely that this will be mainly used by staff rather than customers, due to the nature of the business.

For clarity, where parking areas remain unaffected by this proposal, they have been excluded from parking figures on the application form i.e. existing staff and shop parking.

Conclusion

In conclusion, this Design and Access Statement demonstrates a conscientious approach to the design of the proposed building, considering both aesthetic and functional aspects, while adhering to the planning polices applicable to this site. The development seeks to improve the functionality of the existing business, in a manner sympathetic to its surroundings, contributing positively to the overall character of the area.

This proposal adheres to the relevant planning policies outlined above under "planning policy", ensuring that the overarching vision for the area and contributes positively to the local built environment.