Design and Access Statement

The Proposed Extension

at

C&O Powder Coatings Ltd
1 Brindley Rd, St. Helens,
Merseyside, WA9 4HY

Date: 15th February 2024
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TDS-346/PD

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1.0 INTRODUCTION

This design and access statement accompanies a full planning application and was written in accordance with CABE's *Design and Access Statements – How to write read and use them* publication. This document should be read in conjunction with all other plans and documentation.

1.1. Location

1.1.1. The site is located at the site of C&O Powder Coatings at 1 Brindley Rd, Reginald Rd Industrial Estate, St. Helens, WA9 4HY.

1.1.2. The site is situated on an established industrial estate with the nearest residential properties situated on Reginald Rd adjacent to the site.

1.2. Description

1.2.1. The application is for a proposed steel portal frame rear extension to the existing factory unit.

1.3. Background

1.3.1. The main factory unit comprises a concrete frame with a precast concrete cladding panel façade.

1.3.2. A single storey extension was constructed to the front elevation back in 2002 to provide office, welfare and staff facilities for the business. To contrast from the main factory this was constructed in brick with a profiled metal cladding to the roof finish.

1.3.3. There have been no previous applications associated with this proposal.

1.4. Date

1.4.1. This report was initially prepared on 15th February 2023.

1.5. Amendments

1.5.1. This report was amended on 23rd February to include additional information on gates and hardstanding.

1.6. Applicant

1.6.1. The applicant for this proposal is Mr Holmes C/O C&O Coatings.

1.7. Agent

1.7.1. **Taurus Design Services**
Bold Business Centre,
Bold Lane, St. Helens,
Merseyside, WA9 4TX
Tel: 01744 632981
Email: info@taurusdesignservices.co.uk

1.8. Commitment to Maintaining a Relevant Design & Access Statement

1.8.1. The Access Statement will be maintained and updated as work progresses on the various stages of the development such as building control. This completed Statement should then be given to the end user of the development.

2.0 DESIGN

2.1. Use

2.1.1. The site is currently used as a factory facility for powder coating of metal architectural products. This use would continue following completion of the proposed project.

2.1.2. Prior to this the site was greenfield, believed to be farmland associated with the now demolished Sutton Farm to the northeast of the site.

2.1.3. The proposed extension is to be used for the secure and weatherproof storage of materials. This will include both goods in and goods out to increase flow efficiency, minimise double handing and damage.

2.2. Layout

Extension

2.2.1. The extension is to be open plan to maximise the flexibility of the storage space.

Site

2.2.2. The remainder of the site will remain relatively unchanged as a result of the proposal.

2.3. Scale

2.3.1. The scale of the extension is in no way over dominant or excessive when viewed in context of the site and surrounding area.

2.3.2. The existing character of the area will be respected and has not been jeopardised by the extent of this proposal. Building heights will be maintained between existing and proposed properties.

2.3.3. The scale of the extension in terms of its footprint provides an additional 536m2 of floor area which equates to an additional 26.8%.

2.4. Landscaping

2.4.1. Existing landscaping around the site is to remain relatively unchanged as a result of this proposal.

2.4.2. A new concrete hardstanding is to be created to the south west of the site. Whilst there is a hardstanding there presently it is of a poor and uneven standard.

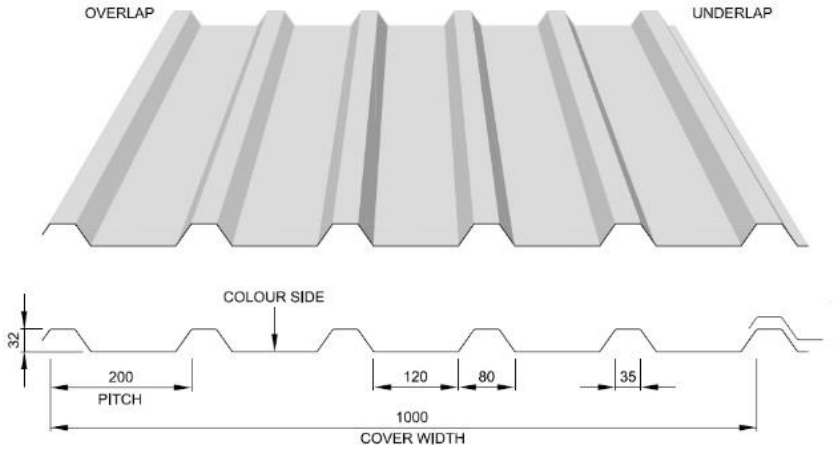
2.5. Appearance

2.5.1. Whilst the construction techniques themselves are fairly typical of a structure of this age, the exact type and configuration is somewhat distinct, giving the factory it's distinct visual appearance. It is therefore felt that replicating the appearance of this in any respect would be pastiche and only detract from the main unit. This ethos was also adopted when constructing the brick-built offices with profiled sheet roof to the front of the building. The building has therefore been designed with aits industrial utility at the forefront, whilst still ensuring it is in keeping with the site and its context.

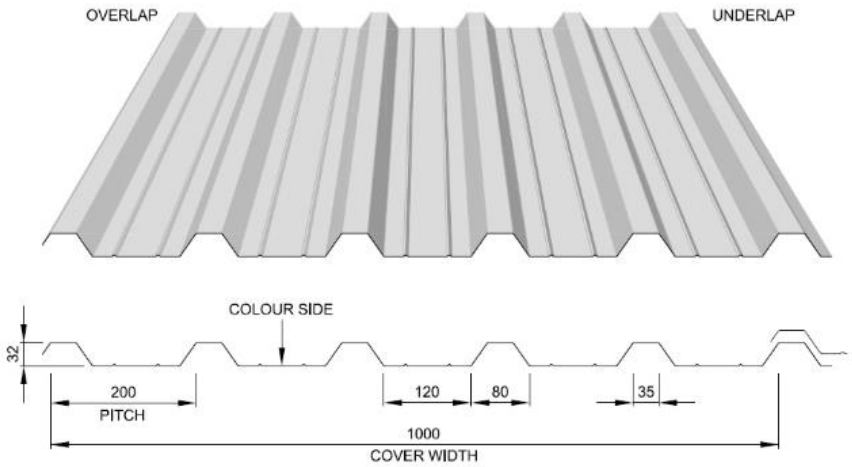
2.6. Materials

2.6.1. It is proposed to use a standard (32/1000) trapezoidal profiled steel sheet cladding powder coated in dark grey (Ral TBC) for the walls of the proposed extension constructed directly off a powder coated drip cill at low level.

TPP 1000-32 Forward no ribs



2.6.2. The proposed roof is to be finished in a powder coated ribbed (32/1000) trapezoidal profiled steel sheet cladding powder coated in dark grey (Ral TBC).



2.6.3. The hardstanding area for the bins is to be constructed of 200mm C35 reinforced concrete with a broom textured finish and smooth finish to edges, joints and channels.

2.6.4. It is proposed to replace the existing rear access gates with that of a sliding triple point palisade gate powder coated in green to match the existing perimeter fencing.

2.6.5. The proposed sliding access gate to the rear elevation of the extension is to be a bespoke roller door system with cladding finish to match.

2.7. Environmental Impact / Ecology

2.7.1 Where possible all materials are to be sourced both locally and sustainably. It is proposed to use local labour, trades and businesses where possible for the construction of the extension.

2.7.2 The southwest corner of the is currently utilised for the storage of pallets and timber due to be re-used or recycled. It is proposed to further formalise this area for the storage of skips and containers for the various waste and recycling generated by the day to day operations of the company. This will be facilitated in part by creating a new hardstanding. The waste can be taken directly out of the factory via the roller shutters on the north west elevation of the proposed extension and stored correctly and efficiently thus reducing the likelihood pallets can be re-used. Presently much of the timber gets damaged when being moved around the site.

2.7.2 The development zones already comprise hardstanding connected to the site drainage system, as such the development will not increase surface water run off over and above the existing arrangement, thus not putting any greater demand on the public drainage network.

3.0 ACCESS

3.1 Vehicular and Transport.

3.1.1 The main car park to the site is located to the north end of the site and provides ample parking for staff and visitors.

3.1.2 There is an additional hardstanding area to the west of the site. This is presently used predominantly for the transient storage of both materials and waste.

3.1.3 Both deliveries and collections are conducted from the rear of the site, an arrangement that the company has adopted without issue for many years. Due to the nature of the materials being loaded and unloaded these are conducted 'side on' whether from curtain sided lorries or smaller flatbed the process of loading and unloading via forklift from the kerb-side remains the same. An example of this arrangement can be seen in Appendix A. Whilst scheduling generally prevents it, occasionally there may be a clash with goods in and goods out deliveries to the rear of the site. It can be seen from the photographs there is sufficient space on the highway itself to accommodate to such without hindrance to other road users or adjacent businesses.

If for any reason this was not the case management would request the vehicle park temporarily on the main car park to the front of the site until the rear access gate was free. It is not proposed to change the delivery and collection process as a result of this development. It is however, anticipated that the additional secure and weatherproof storage will allow for a net reduction in both delivery numbers and partial load collections thus reducing the traffic volumes on the main road itself.

3.2 Pedestrian access.

3.2.1 Pedestrian to the site is via Brindley Rd, no changes are proposed to this existing arrangement.

3.3 Facilities

3.3.1 The site is located close to a number of facilities such as shops, supermarkets, schools, etc. Sutton Junction shops are approximately 5 minutes by car. Junction train station is approximately 10 minutes on foot.

3.4 Inclusive Access

3.4.1 The topography of the site and factory areas will not be compromised as part of this development. It is anticipated that full compliance with Approved Document Part B of the Building Regulations can be achieved.

3.5 Cycle Provision

3.5.1 Secure cycle storage is already provided to the North East of the site.

3.6 Refuse Collection

3.6.1 Refuse collection will remain as per the existing arrangements.

Peter Dunn BSc (Hons)
Managing Director
TAURUS DESIGN SERVICES

APPENDIX A – PHOTOGRAPHS

Photograph 1 – Front elevation & main car park

Photograph 2 – Existing hardstanding to rear of site

Photograph 3 – Existing hardstanding to rear of site


Photograph 4 – Existing access to main car park

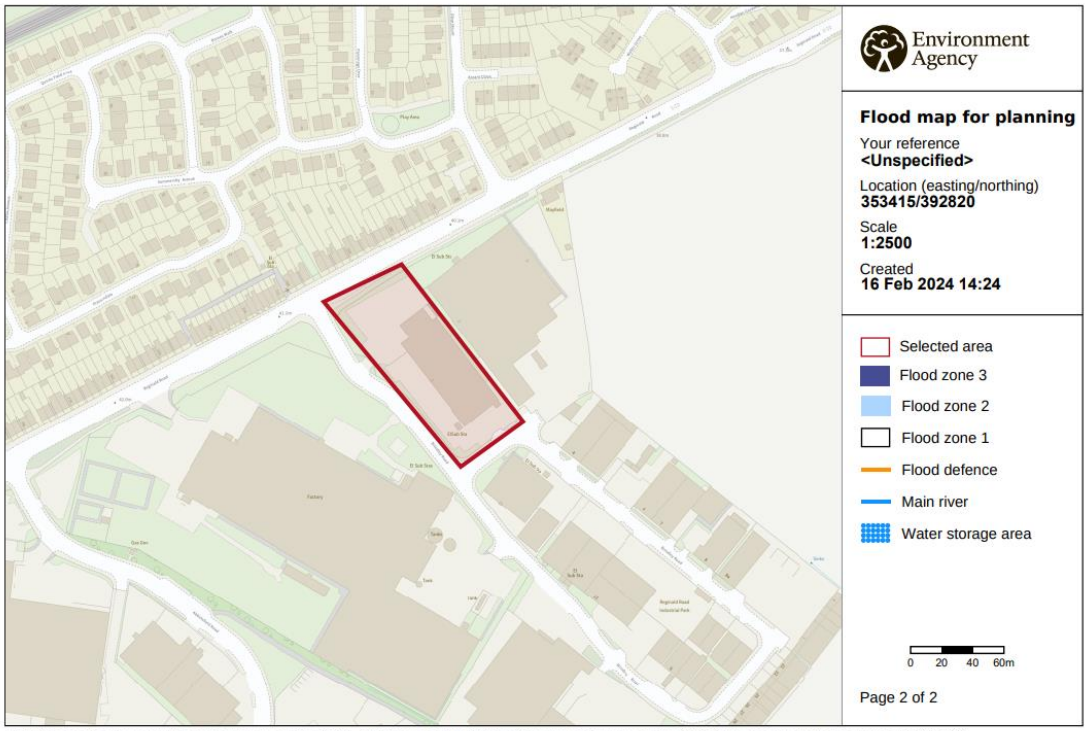
Photograph 5 – Junction to Brindley road rear site access

Photograph 6 – Example of safe parking arrangement when collections and delivers inadvertently coincide

Photograph 7 – Flatbed vehicle loading smaller goods for collection

Photograph 8 – Example of curtain sided lorry loading / unloading

APPENDIX B – FLOOD RISK MAP (Low Risk)



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APPENDIX C – COAL MINING (Low Risk)