

November 2023

# DESIGN AND ACCESS STATEMENT

RADFORD'S HOLDINGS, PARK HOUSE INDUSTRIAL  
UNITS, MILE END ROAD, COLWICK, NG4 2DW



EJD Planning

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## Planning Drawings

Drawing	Reference
Proposed Site Location Plan	<b>220301 P 001A</b>
Existing Site Plan	<b>220301 P 002A</b>
Proposed Site Plan	<b>220301 P 003A</b>

Proposed Ground Floor Plan	<b>220301 P 004 Rev 1.1</b>
Proposed Roof Plan	<b>220301 P 005 Rev 1.0</b>
Proposed Elevations	<b>220301 P 006 Rev 1.1</b>
Existing Plan with Proposed Outline	<b>220301 P 007 Rev 1.0</b>

## 1.0 INTRODUCTION AND BACKGROUND

- 1.1 EJD Planning has been instructed by Meller Ltd to prepare a Design and Access Statement in support of the proposed development. This Design and Access Statement explains how the proposed development is a suitable response to the site and its setting, and demonstrates that it can be adequately accessed by prospective users.
- 1.2 The application is a resubmission of a recently refused scheme (ref: 2023/0183). Three reasons were provided for refusing the previous scheme.
- 1.3 The first reason related to the perception that the proposal would be overbearing and would overshadow immediate neighbouring properties. To remove the perception that the proposal would be considered overbearing the scheme has been redesigned to more closely replicate the existing site layout. It now sits further away from neighbouring residential properties when compared to the previous proposal. To address the overshadowing comment, specialists have been commissioned to review the revised layout and prepare an overshadowing report based on the revised layout. This concludes that there would be no adverse impacts, but on the contrary there would be reduced shading within the gardens of two dwellings to the north when compared to the existing site.
- 1.4 It was also referenced in the first reason for refusal that the proposal would result in significant noise issues. The noise report has been updated with clear references made to the fact that the proposal has been assessed on the basis that the end users would be B2/B8 users, with no adverse impact predicted on residential properties.
- 1.5 The second reason provided was that the Flood Risk Assessment was not considered to comply with the requirements for site specific Flood Risk Assessments. The Flood Risk Assessment has been updated to address this.
- 1.6 The third and final reason noted that the Land Contamination Assessment did not contain the Phase 1 Geo-Environmental Report. Whilst this was provided during the determination process, it was still noted as a reason for refusal. This resubmission contains the Phase 1 Geo-Environmental Report.

## 2.0 DESCRIPTION OF DEVELOPMENT

- 2.1 The red line of the application site is the same as the previous scheme. It identifies the land and buildings to which the application relates. It is proposed to demolish the existing single storey office building and two industrial buildings and to replace these with 5no. multi-purpose industrial units.

## 3.0 SITE AND SURROUNDINGS

- 3.1 The application site forms part of an existing employment area, which largely comprises industrial warehouses and offices.
- 3.2 The site is bound to the north by residential properties and to the east by industrial units. To the south is Mile End Road, across which is a narrow wooded belt and grassed area beyond

which is further residential and industrial development. To the west is residential development accessed from Colwick Manor Farm.

## 4.0 AMOUNT

4.1 The proposal comprises 5no. units. Areas of the 5no. units are described in the schedule below:

	<b>Unit 1 (internal sqm)</b>	<b>Unit 2 (internal sqm)</b>	<b>Unit 3 (internal sqm)</b>	<b>Unit 4 (internal sqm)</b>	<b>Unit 5 (internal sqm)</b>
<b>Total</b>	255	340	400	400	412

*Table 4.1: Floorspace*

## 5.0 LAYOUT

- 5.1 As illustrated in Figure 5.1 below, the units are to be laid out in an 'T' shape, running alongside the eastern and northern boundaries of the site. Sufficient space is retained to the rear of the units to allow for pedestrian access/maintenance.
- 5.2 The layout of the building is influenced by the existing building on site, which is also broadly 'T' shaped. However, the existing building is positioned closer to the neighbouring residential properties, unlike the proposed building which is set further from them.
- 5.3 Car parking is to be located primarily to the front of the site, allowing for ease of access from Mile End Road. This also allows for natural surveillance across the car park from the units, given that some of the units front on to it.
- 5.4 Each unit will have a single roller shutter door fronting on to the car park. Pedestrian doors are to be positioned close to the roller shutter doors, affording access into the office area.
- 5.5 The layout to each unit is broadly similar, primarily comprising of an open plan industrial space, with a smaller sectioned off area to the frontage of each unit which is to be include an office, accessible WC, WC and small kitchen area.
- 5.6 Each unit has a minimum of 1no. pedestrian access door to the rear.
- 5.7 The existing perimeter fencing to the western, northern and eastern boundaries is to be retained.
- 5.8 Figure 5.2 below shows the proposed units outlined purple over the existing site plan. When compared to the existing units on site (which are to be demolished) the plan demonstrates that the proposed units are to be positioned further from the residential properties to the north and west. The increased stand off distance can only be viewed as a positive.

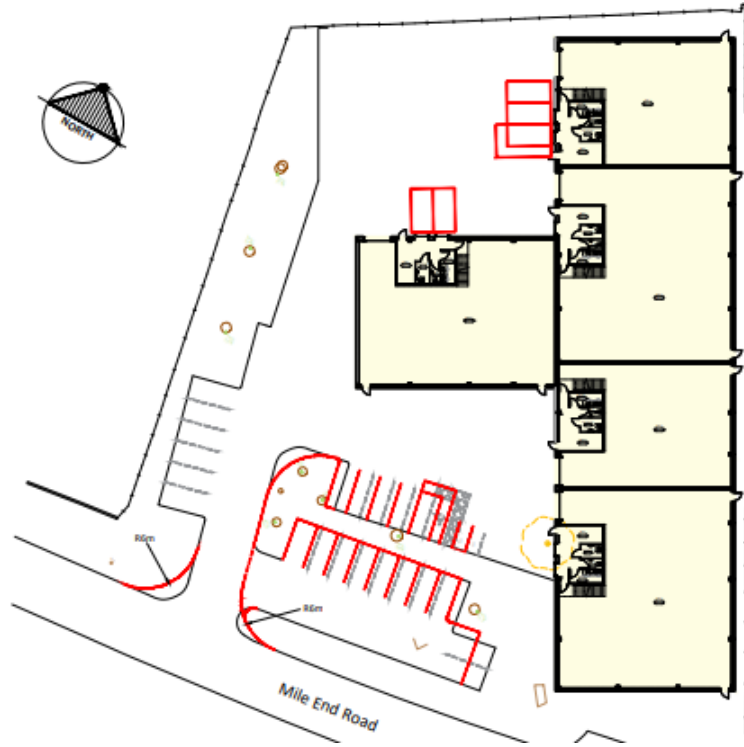


Figure 5.1: Proposed Site Layout

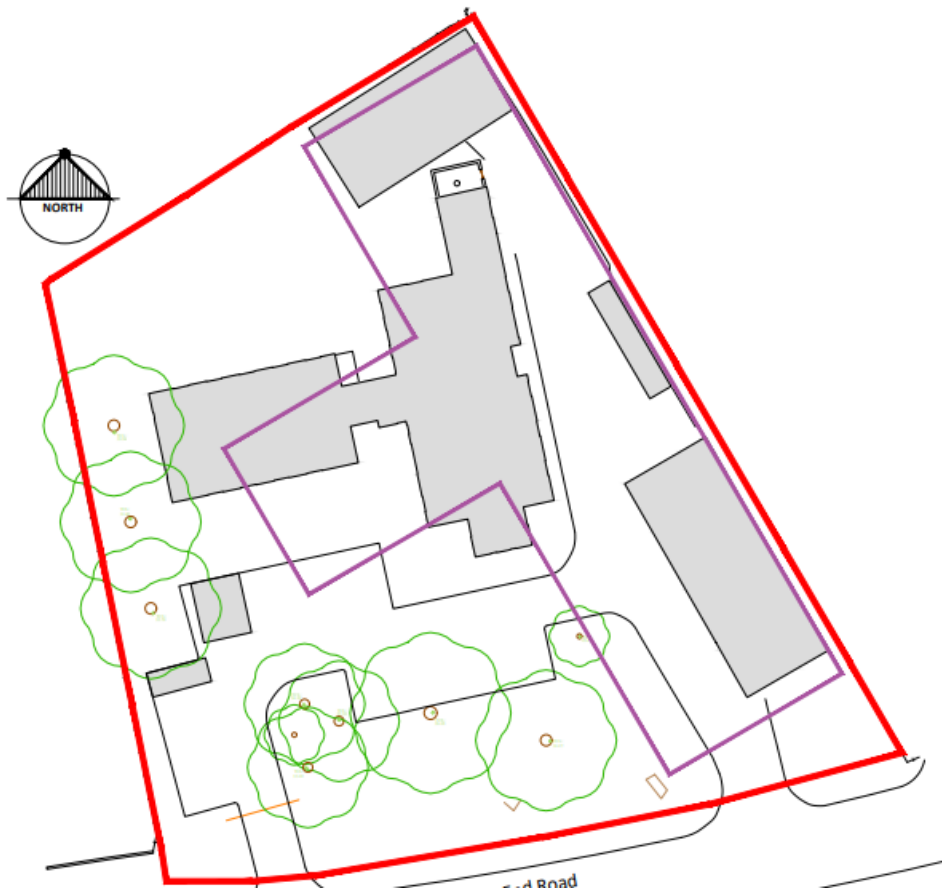


Figure 5.2: Existing Site with Proposed Units outlined Purple

## SCALE

- 6.1 The units are all single storey in height in similarity to the existing unit which they are to replace. The units include mezzanine floors to maximise the internal floorspace.
- 6.2 The single storey appearance minimises visual impact on neighbouring properties.

## 7.0 LANDSCAPING

- 7.1 The site benefits from existing soft landscaping. There are a number of mature trees located alongside the southern and western boundaries which help to screen the site from the roadside and the residential properties to the west.
- 7.2 There are 10no. trees on site. Only one tree is to be removed (Silver Birch) which is a 'Category C' low quality tree which currently offers limited value. The site will continue to be well screened from the roadside.

## 8.0 APPEARANCE

- 8.1 The units are industrial in appearance to suit their use.
- 8.2 The units are to be steel framed and block built, clad in metal sheeting which is to be predominantly painted white. To break up their massing a grey painted band will run alongside the top edge of each unit and will run around the full perimeter of the building.
- 8.3 The roller shutter doors and pedestrian entrances are to be painted in an off-white (or similar) colour which again helps break up the massing and clearly signifies the position of entrance points into the units.

## 9.0 ACCESS

- 9.1 The site is accessed from Mile End Road. Mile End Road leads into Road No 2 which is one of the key vehicular routes running through the industrial estate.
- 9.2 Access will continue to be from Mile End Road. Minimal works are proposed to the radii of the existing access. Whilst the access has worked successfully for many years and offers appropriate visibility splays on to Mile End Road, the alterations to the radii would improve its performance, meaning that larger vehicles would be able to enter and exit the site with no possibility of encroaching on to the grassed verges.
- 9.3 The existing eastern access is to be stopped up with a kerb installed over the existing opening.
- 9.4 The site accommodates 30no. parking spaces (including 2no. disabled bays) and meets the Council's commercial parking standards. In addition, 2no. motorcycle parking bays are included.
- 9.5 The majority of vehicles using the site will be cars (mainly employees), and vans (up to long wheel base in length). It is anticipated that the site will occasionally be utilised by 7.5t vehicles, curtain sided lorries and articulated vehicles.
- 9.6 The application is accompanied by swept path drawings which demonstrate that a 16.5m articulated lorry is able to access the site and exit in a forward gear.



Figure 9.1: Swept Path of HGV Entering and Exiting the Site

## 10.0 SHADING

- 10.1 Specialist surveyors have been instructed to prepare an overshadowing report to test the effects of the proposed development for overshadowing on neighbouring gardens adjacent to the development site.
- 10.2 The methodology and criteria used is consistent with Building Research Establishment's (BRE) guidance "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" (BRE 209 3<sup>rd</sup> Edition, 2022).
- 10.3 The results show that no adverse shading impact would occur, and slight improvements are noted to the residential properties to the north (26 and 28 Colwick Manor Farm).

## 11.0 SUMMARY AND CONCLUSIONS

- 11.1 This Design and Access Statement and the supporting documents enclosed with this planning application set out that the design team has objectively assessed the constraints and context of the site to provide for appropriate redevelopment of 5no. industrial units.
- 11.2 In accordance with the NPPF, the proposal allows for an effective use of land and provides purpose built industrial units within an allocated employment area, generating employment opportunities.