



**TOWN AND COUNTRY  
PLANNING ACT 1990**

**PLANNING APPLICATION ON BEHALF  
OF;**

**VERTU MOTORS (PROPERTY) LIMITED**

**PROPOSED PART DEMOLITION OF EXISTING  
WORKSHOP, INTERNAL & EXTERNAL  
ALTERATIONS TO EXISTING MOTOR  
DEALERSHIP**

**UNIT 2, LOCKOFORD LANE, CHESTERFIELD,  
S41 7HY**

**PLANNING, DESIGN, NOISE AND  
SUSTAINABILITY STATEMENT**

**Prepared by**

**Dixon Dawson Chartered Architects**

**25 March 2024**

**8727s**

**Revision 0**

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## **1.0 Introduction**

- 1.1 This statement has been prepared on behalf of the applicant, Vertu Motors (Property) Limited and relates to Unit 2, Lockoford Lane, Chesterfield, S41 7HY.
- 1.2 The Planning Statement sets out relevant background to the determination of the application by describing the site and general locality.
- 1.3 The site is identified as within the Chesterfield Borough Local Plan (Adopted July 2020) as being an allocated site for Economic Growth within CLP6.
- 1.4 Planning Permission was granted on 16 June 2023 ref: CHE/23/00293/FUL for Units 4 & 6 for change of use from D1 (Educational Facility) to Sui Generis vehicle workshops including class IV MOT bay, training facility., parts storage, staff, visitor and vehicle parking areas and de-minimus change of external appearance. These facilities form part of the full site and are to be used in association with the existing Toyota motor dealership at Unit 2 Lockoford Lane.

A separate application (ref: PP-12905353) has also been submitted for a 3-car dry valet bay and 2 no. canopies to the existing wash bay adjacent to unit 6. These replace the existing wash and valet area to the rear of unit 2.

- 1.5 In considering the potential for development of the site, the nature of the application proposals continues the established use of the site and development in the locality.
- 1.6 The application proposals have been prepared having regard to a detailed design and development appraisal undertaken which has informed the way in which the proposed development has been designed and laid out.
- 1.7 The Planning Statement sets out relevant background to the determination of the application by describing the site and general locality.

1.8 The application for Planning Permission for the site comprises the following:

- The planning application forms duly completed.
- The appropriate Certificate (A) of Ownership and Agricultural Holdings Certificate duly completed.
- The application drawings as follows:

<b>Drawing No:</b>	<b>Size</b>	<b>Title</b>	<b>Scale</b>
8727s/PA50	A3	Site Location Plan	1:1250
8727s/PA51	A1	Existing Site Block Plan	1:500
8727s/PA52	A1	Proposed Site Block Plan	1:500
8727s/PA53	A1	Existing/Proposed Site Plan	1:250
8727s/PA54	A1	Unit 2 - Existing Plans	1:100
8727s/PA55	A1	Unit 2 – Existing Elevations	1:100
8727s/PA56	A1	Unit 2 - Proposed Plan	1:100
8727s/PA57	A1	Unit 2 – Proposed Elevations	1:100
8727s/PA58	A4	Street Furniture	1:50
1115/10/001	A1	Topographical Survey	1:200
S4461-C-02-A	A4	Flood Risk Technical Note	-
S4461-C-0101—P2	A1	Proposed Drainage Arrangement	
S4461-C-0200—P1	A1	Proposed Construction Details	

- This supporting Planning Statement.
- The planning application fee of £293.00 being the appropriate fee.

## 2.0 The Site and Surrounding Area

2.1 The site is located to the north side of and the existing access is via Lockoford Lane. This also provides separate access to units 4 & 6 providing the ancillary training facility, parts storage, workshops & mot, valet and wash facilities which form part of the motor dealership site. Lockoford Lane also provides access to the existing residential properties within the vicinity.

2.3 To the north, the site is bound by Lockoford Road, one of the main arterial routes into the Town Centre, beyond which is the two-storey brick built 'Donkey Derby' public house and a retail park comprising a range of single storey metal clad retail/fast food outlets (Enterprise rent-a-car, KFC and Costa), as part of the larger Tesco Extra and Chesterfield Football Club site.

To the south, the site is bound by Lockoford Lane beyond which are two-storey residential terrace properties directly facing the site.

To the east, the site is bound by the existing workshop, training and parts storage facility (unit 2). Beyond the site frontage to Sheffield Road are a range of five storey residential blocks.

2.4 The site is irregular in shape and extends to 0.34Ha/0.84Acres.

2.2 The existing site frontages provide a varied infrastructure, and the development seeks to provide a quality structured environment to the site.

2.5 Within the architectural context of the area, the surrounding properties are considered to be of limited architectural value.

## Site Photographs



Site approach from Lockoford Lane



Site entrance from Lockoford Lane



View from Sheffield Road / Lockoford Road



Residential flats to north west



Commercial properties opposite site to Lockoford Road



Donkey Derby public house opposite site



Residential terrace to Lockoford Lane



Existing gable frame to be demolished  
north west elevation



Existing gable frame to be demolished  
south east elevation



Canopy & store to be relocated to unit 4



Existing south east elevation to workshop



Existing south east / north west elevation  
To showroom

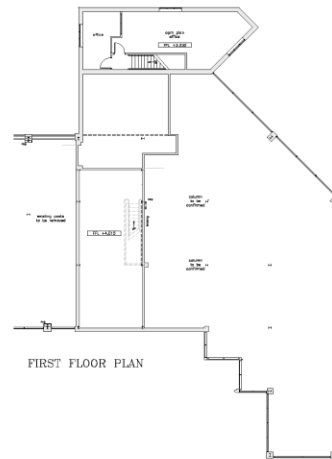
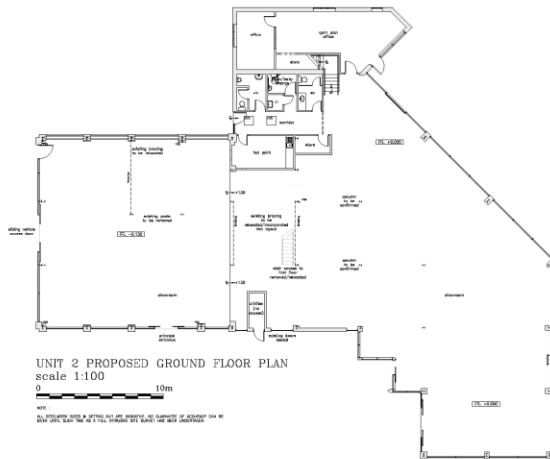
### **3.0 The Development Proposals and Design Approach**

- 3.1 The application proposals relate to an integrated co-ordinated and comprehensive development of the site to create a development comprising modern and highly functional units.
- 3.2 The proposals seek to complement, preserve, and enhance the developments within the area.
- 3.3 Proposals have taken into consideration the location of the site and proximity of the residential units on Lockoford Lane with a view to ensuring that the impact of the works has negligible effect on the residents of these properties.
- 3.4 A full set of drawings and plans are included with the application which provide for full and precise details of the development, its layout and elevational appearance and treatment.



#### **4.0 Design Statement**

- 4.1 The design and layout of the proposed development has been given careful consideration in drawing together the application proposals. There is no doubt that there is a significant opportunity to enhance the character and appearance of the site within the architectural massing and context of the surrounding area.
- 4.2 Equally there is a strong and important brief from the client to establish their requirements for the development to create a modern, identifiable image and premises which provide for expected services and facilities to fulfil the expectations of their business and the visions for the area.
- 4.3 The layout of the site has sought to accommodate all the requirements of the applicant's brief.
- 4.4 The development has been specifically designed to modern standards of space arrangements and layout.
- 4.5 The development has been designed to contribute positively to the locality, regarding the established scale and mass of the existing buildings on the site and in the vicinity.
- 4.6 Internally the layout has been designed to provide a modern and flexible environment.
- 4.7 Overall the appearance of the development enhances the visual perspective of the site and its relationship with the wider locality. The development has not only considered the context of the existing site but also the future regeneration of the area.
- 4.8 The proposed materials are entirely appropriate to the buildings, the site and the locality.
- 4.9 The extent and massing of the development proposed is appropriate for the site. The height of the proposed buildings is no greater than the surrounding developments and the footprint is in-keeping with the scale of the local area.
- 4.10 Proposed external materials are to vertically laid insulated profiled wall cladding colour - white RAL9003, with matching corner panels and flashings. All existing cladding & glazing is to be recoated white to match. New brickwork is to match the existing.



**preliminary issue**

PROPOSED CHANGE OF USE & ALTERATIONS  
LOCKWOOD LANE, CHESTERFIELD, S41 3HT  
for VERTU MOTORS PLC

UNIT 2  
PROPOSED PLAN - OPTION 1

Scale: 1:100000  
Date: 09/10/23  
Drawn: GSD  
Checked: 8727s/sk03 Opt 1



**preliminary issue**

PROPOSED CHANGE OF USE & ALTERATIONS  
LOCKWOOD LANE, CHESTERFIELD, S41 3HT  
for VERTU MOTORS PLC

PROPOSED SITE LAYOUT

Scale: 1:250000  
Date: 09/10/23  
Drawn: GSD  
Checked: 8727s/sk02-Opt 1

Preliminary scheme proposals



EXISTING SITE LAYOUT  
scale 1:250



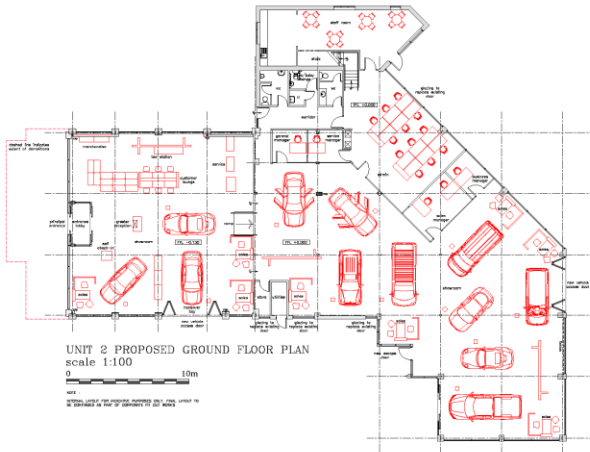
PROPOSED SITE LAYOUT

planning issue

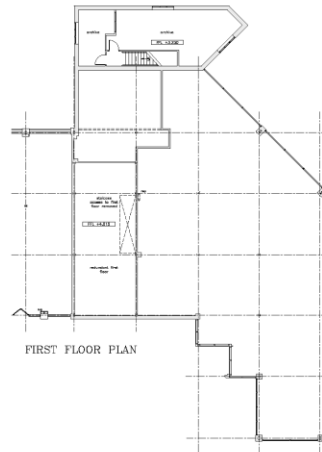
11/00841

DATE: 21/03/24

8727&PA53



UNIT 2 PROPOSED GROUND FLOOR PLAN  
scale 1:100



FIRST FLOOR PLAN

planning issue

11/00841

DATE: 21/03/24

8727&PA56

Final scheme proposals

- 4.11 The existing surface finishes to car parking, and service yard areas are to be retained. New infill areas of block paving are to be provided to those areas where existing concrete aprons and floor slabs are to be removed.
- 4.12 Chosen materials are in keeping with those seen in the surrounding area, with an unobtrusive scale to the development.
- 4.13 Any external lighting will be designed to avoid light spillage both on and off site, whilst facilitating safe use of the site for its users but also to reduce any impact of light intrusion into the future development in the area to reduce the ecological impact.
- 4.14 Public transport provides a range of alternative transport modes thereby making the site fully accessible, meeting the expectations of policy aims.

## **5.0 ACCESS STATEMENT**

5.1 This access statement has been prepared in accordance with 'Planning and Access for Disabled People: A Good Practice Guide' and Approved Document M 2015 Edition Access to and use of Buildings Volume 2 (ADM) to assist the Planning and Building Control bodies in making judgments about whether reasonable provision has been made in the design of the above development for people to:

- Gain access to; and
- Use

The building and its facilities.

5.2 The access statement has been prepared to indicate in what respects the ADM was considered appropriate.

5.3 Scheme proposals are shown on the application drawings showing the existing and proposed site plan, floor plans and elevations to the development.

### **ACCESS TO THE SITE**

5.4 As existing, people will generally travel to the site by rail, car (including taxis), public transport (bus), and bicycle or by foot.

5.5 Disabled car parking spaces are to be provided in close proximity to the unit entrances in accordance with ADM Diagram 2.

5.6 Clear pedestrian access to the site and principal building entrance is proposed through a designated footway and provision of pedestrian crossing across the proposed car park. The pedestrian route will be clearly marked by painted lines on the ground leading persons safely to the building entrance. Emergency escape routes are provided with hardstanding routes to the front and rear of the building.

### **ACCESS TO THE BUILDING**

5.7 As part of the proposals, principal building entrances will be provided as noted on the proposed site and floor plan.

5.8 Access to the principal entrance from the site boundary and designated car parking for disabled people is to be designed to be level.

5.9 Where a difference in level between the site boundary or car parking designated for disabled people and the principal entrance is unavoidable, if appropriate, ramped access will be provided in accordance with ADM Section 1.26.

5.10 A 1500mm square landing in front of the principal entrance doors will be provided.

- 5.11 The principal entrance doors have been designed to provide a minimum effective clear opening width of 1000mm in accordance with ADM Table 2.

### **HORIZONTAL CIRCULATION**

- 5.12 As noted on the scheme proposals, ground floor layout has been designed to allow all people to travel horizontally without discomfort to make use of all relevant facilities.
- 5.13 As part of the fit-out works, provision will be made for:
- People to travel horizontally without discomfort in order to make use of all relevant facilities.
  - Internal doors will be designed to provide a minimum effective clear width of 800mm in accordance with ADM Table 2 with an unobstructed space of at least 300mm to the pull side of the door between the leading edge and any return wall.
  - Corridors will be of minimum unobstructed width of 1.2m with passing places at reasonable intervals of at least 1.8m at junctions.
  - Any accommodation staircase/stepped access will be designed in accordance with ADK.
  - Switches, sockets, outlets, and controls are to be provided in accordance with ADM Section 4.3.
  - The final design of all internal wall, floor and ceiling surface materials and finishes will be undertaken to help the visually impaired appreciate the boundaries of rooms or spaces and identify access routes.
  - Artificial lighting throughout will be designed to give good colour rendering of all surfaces without creating glare or pools of bright light and strong shadows.
  - Refreshment facilities will be provided in accordance with ADM Diagram 16.
  - Suitable sanitary accommodation will be provided for everyone using the development including sanitary accommodation designed for wheelchair users in accordance with ADM diagram 18.
- 5.14 The end user Management Plan is to include for evacuation procedures for people with disabilities.

## **6.0 Environmental Sustainability**

- 6.1 The proposed development will directly support the area and the aspirations to regenerate the wider community.
- 6.2 The scheme will provide for social and economic sustainability by complementing the surrounding motor dealership uses, revitalising the local area and providing a better-quality environment for business to thrive, creating new job opportunities during construction and the longer-term future of the development.
- 6.3 Vertu Motors (Property) Limited understand the construction and property industries contribute a large percentage of the UK's total carbon emissions. They have acknowledged and acted upon this responsibility to reduce these levels.
- 6.4 As part of the works, due consideration will be given to:

- Waste and use of recycled material in construction:

Materials used in construction of the development include brick, timber, steel, and concrete foundations; all these materials are suitable for recycling. Furthermore, concrete used for the external sub-base and foundations could be formed from recycled aggregates.

Materials for the building are selected to provide the required aesthetics combined with maximum durability and robustness. The requirements for replacement, maintenance and repair will be minimal during the building lifecycle, thus providing a good low level of energy input over the whole lifecycle.

- Mechanical and electrical environmental design strategy:

Within the overall design of the development, there may be opportunities to significantly improve upon the energy efficiency of the building. As part of the detailed design of the mechanical and electrical installations. Due consideration will be given to the aim of achieving a high efficiency, low maintenance, flexible and sustainable solution through the implementation where considered feasible of appropriate sustainable energy options including:

- Energy efficiency:

Installation of renewable energy sources, such as a roof mounted solar array or photovoltaic systems.

Incorporate waste management systems on site to reduce transfer to landfill.

Employ local contractors to reduce car journeys.

- Lighting:

Rationalising of lighting and reductions in required lux levels, including replacement of any incandescent and compact fluorescent fittings with LED together with the installation of sensor and photo-controlled lighting both within and outside the building.

- Sustainability:

The use of recyclable materials will be encouraged and hazardous materials such as CFC's will be excluded.

6.5 In day-to-day operations Vertu Motors (Property) Limited are continually working to:

- Reduce energy use.
- Reduce Transport.
- Reduce waste & recycle.

6.6 The site is accessible by various means of sustainable transport.



## **7.0 Waste Management Statement**

- 7.1 The proposed uses envisaged on the completed development generate small amount of waste consisting of use associated waste and a small amount of packaging.
- 7.2 General waste is stored internally in bins.
- 7.3 A dedicated area for the location of refuse and recycling has been located on the site for the storage of waste associated with the associated uses for collection by private sub-contractor.
- 7.4 Materials used in construction of the development include brick, timber, steel, and concrete foundations; all these materials are suitable for recycling. Furthermore, concrete used for the external sub-base and foundations could be formed from recycled aggregates.
- 7.5 Materials for the building are selected to provide the required aesthetics combined with maximum durability and robustness. The requirements for replacement, maintenance and repair will be minimal during the building lifecycle, thus providing a good low level of energy input over the whole lifecycle.

## **8.0 Noise Statement**

- 8.1 The proposed development will introduce some new noise sources into a mixed industrial/residential area, and therefore the noise impact on the existing residential properties on Lockoford Lane needs to be assessed.
- 8.2 The development is being undertaken on an established motor dealership, workshop, industrial site adjacent to busy main roads Lockoford Road and Sheffield Road.
- 8.3 The existing background noise levels at the nearest houses are therefore unlikely to be especially low. In addition, the new noise sources will be sited well away from the nearest houses and are unlikely to be particularly noisy.
- 8.5 None of the noise sources will be operated outside of normal working hours (7am to 6pm Monday to Friday and 8am to 4pm on Saturdays).
- 8.6 Consequently, it is not anticipated that there will be any significant noise impact from the site, and therefore full noise impact assessment is not required.

## **9.0 Summary and Conclusions**

- 9.1 This Planning Statement has been prepared to outline the design approach taken by the Professional Team in respect of the proposed development. It has identified the existing site context and urban grain of the area and how it fits with the existing architectural environment.
- 9.2 The development will substantially improve the visual character of the area. Adjacent businesses will also be boosted by the introduction of the development, which will act as an anchor for the area, and act as a catalyst for further development and investment.
- 9.3 Full time jobs will be provided in addition to the jobs associated with the construction and multiplier effects through the rest of the local economy, this will in itself bring greater prosperity to the area, as most staff are likely to be recruited from the immediate locality.
- 9.4 The proposed design will create a sense of place and a focal point for the area in addition to the obvious benefits of regeneration.
- 9.5 The overall site has now a greater sense of coherence with the surrounding area and the development will make a positive contribution to the character and appearance of the surrounding area.
- 9.6 The design of the development is of a high quality, which will significantly add to the architectural character of the area and enhance the surrounding environment.
- 9.7 The development fully accords with the aspirations and policies of the Chesterfield Borough Local plan as adopted in July 2020.