



DEVELOPMENT CONSULTANCY

ARCHITECTURE

ECOLOGY

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DESIGN & ACCESS STATEMENT

for

**Residential Development
and
Part Demolition of existing industrial use
at
76 Commerce Street
Melbourne
Derbyshire
DE73 8GP**

by

Coreten Ltd

Revision A



**Chartered Institute of
Architectural Technologists**

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This statement has been prepared following guidance in CABA Document – Design & Access Statements – How to write, read and use them.

ASSESSMENT:

Physical Context:

The site is located on the north side of Commerce Street in Melbourne towards the western extreme of the built-up area. It currently comprises vacant premises most recently used as commercial.



Aerial view of Melbourne with redline outlining site

It is proposed to partially demolish the existing commercial use retaining its access from Loake Court for a reduced use for low impact printing services by PiD Labelling. The residential development will then be accessed from Commerce Street.

Commerce Street is now largely residential and its western end adjoins open countryside. The houses are an eclectic mix of large, detached houses set in large gardens, smaller terraced houses and some semi-detached. Immediately opposite the site is a fairly recent development of larger houses with gardens backing onto the B587, Cockshut Lane.

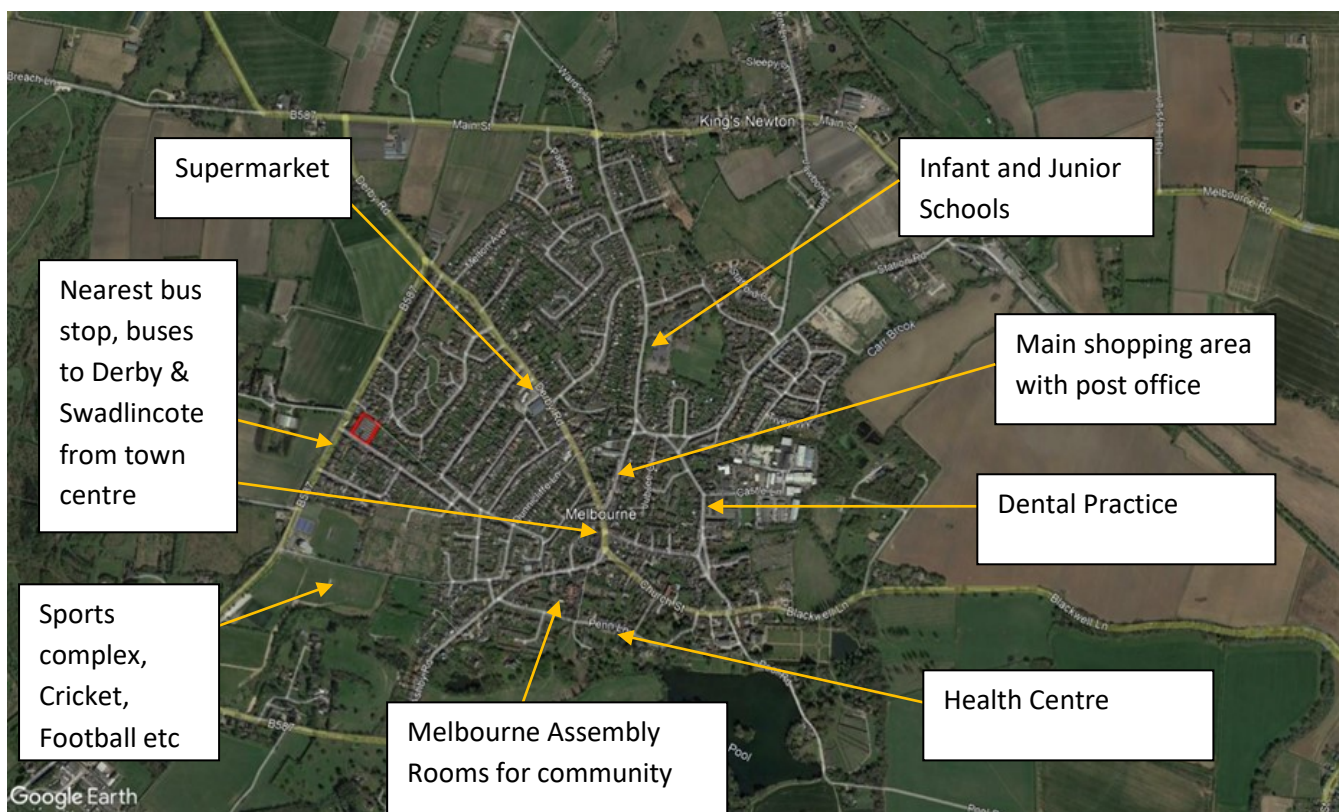
From a wider perspective, Melbourne is a market town about 8 miles south of Derby and close to the border with Leicestershire. It is also about a 15 min drive from the M1 with easy access to the motorway network.

Social Context:

The development of the site will bring additional nationally much needed housing to South Derbyshire District.

The vibrancy of the village centre would be enhanced by the development of the site which is within walking distance.

Retail uses are nearby, as is public open space.



Aerial view of Melbourne with facilities

Economic Context:

The commercial considerations of Melbourne would be supported by the residential development of the site with increased levels of disposable income available in the locality.

The previous commercial uses no longer operate from the site and whilst some commercial use will continue, larger scale industrial use is now inappropriate and given the residential nature of the surrounding land is precluded due to this juxtaposition.

Planning Policy:

Melbourne Neighbourhood Plan

A neighbourhood plan is currently in consultation

Local Plan Part 1 (adopted 13 06 2016)

Policy S1 Sustainable Growth Strategy

Require as least 12,618 dwellings over the plan period (2011-2028)

Policy S2 Presumption in Favour of Sustainable Development

Policy H1 Settlement Hierarchy

Melbourne is in Tier 2 Key Service Villages allowing all development within the settlement boundaries

Policy H20 Housing Balance

The Council will seek to provide a balance of housing with a mix of type, tenure, size and density. The density of each site to be considered individually. Housing development will be expected to make most efficient use of land. The Council will also promote a mix of housing suitable for different groups of people.

Local Plan Part 2 (adopted 02 11 2017)

Policy SDT1 Settlement Boundaries and Development

Reiterates that development will be permitted within the settlement boundaries where it accords with the development plan

NPPF

NPPF expresses a presumption in favour of sustainable development

Involvement:

A pre-application advice enquiry was submitted to the Council but no written response was received

Evaluation and Design:

Use

The land use is currently vacant commercial units.

According to the South Derbyshire District Council Local Plan the access to the site is considered within the settlement boundary.

The proposal will provide a new access to the proposed dwellings from Commerce Street retaining an access to any remnant commercial use from Loake Court

There is a wide range of facilities locally within walking/cycling distance and therefore the use is considered sustainable within the location.

The site would be partially residential in use and partially commercial.

Amount

The amount of development in terms of site coverage will be led by a workable layout which meets the demands of Local Plan Policy.

Four detached dwellings are proposed.



Layout

Wholly logical conclusions on the layout include decisions such as the location of the access from the public highway with regard to the positioning of frontage development perpetuating the existing access location together with the development layout taking account of aspects covered above.

Design

A balance is struck between access, parking provision, turning space, emergency vehicle access, open space outlook and built development footprint to result in a compliant scheme which creates its own sense of place and community in a mix of traditional styles and materials present in the area.
General Arrangement of Plot 82



Scale

The development clearly needs to be in keeping with the scale of existing development in this and other areas of Melbourne. The presence of a large majority of existing dwellings in the near vicinity being on two-storeys with some 'rooms in the roof' floor space indicate that similar heights of buildings should be included in the scheme to reflect and perpetuate that character. In respect of footprints the dwellings proposed also reflect that character.

Landscaping

On a site such as this where the vast majority of the land available has been commercial, the ecological loss in the absence of mitigation due to development is minimal.

Otherwise the site will be laid-out as conventional residential gardens with any necessary screening and the like.

A biodiversity nett gain will be provided by way of native planting (currently absent) enhanced with nest boxes for birds, bat and invertebrate boxes

Access

Access Statement

This statement relates only to access to the principle entrances of all dwellings in the proposed development and does not extend to internal access which falls within the scope of Building Regulations, Approved Document 'M'.

Site Approach

Access to the site will be relatively level from Commerce Street allowing ease of access for all including vehicles, cyclists, travellers on foot and wheelchair users.

Access Within the Site

Levels within the site are relatively constant allowing ease of access for all.

Once vehicles have accessed the site from Commerce Street they will travel over a level surface to private parking spaces associated with each dwelling.

Access on foot to clearly demarcated entrances will be 'level' within the terms of the Building Regulations for external access and the Disability Discrimination Act.

Lighting will be included in a landscaping design to ensure low-key but clear lighting of all circulation routes is maintained in the interests of safety and security. Light pollution will be minimised by suitable directed light, cowled as necessary.

Access to Buildings

Access to buildings will be ramped in accordance with the Building Regulations Approved Document 'M' and Disability Discrimination Act.