

DESIGN AND ACCESS STATEMENT FOR THE EXTENSION TO A SELF STORAGE UNIT ON LAND ADJACENT TO THE REDGATE DEPOT, WATLING STREET, FENNY DRAYTON, NUNEATON, CV10 0RY

This statement has been submitted by Andrew Large Surveyors Ltd on behalf of the applicant Extra Room Self Storage Limited and relates to the full planning application for the extension to the self-storage unit (B8 Use: Storage and Distribution) on Land adjacent to The Redgate Depot, Watling Street, Fenny Drayton, Nuneaton, CV10 0RY.

1.0 Site Appraisal

1.1 Introduction and Physical Context

The site currently consists of an area of unused open ground, with an existing building and service yard to the east. The proposed development is an extension to the existing facility.

The southern, western and northern boundaries are all defined by a palisade fence. Some soft landscape buffers have been planted on the southern and western boundaries. To the north of the site lies a garden area associated with the neighbouring dwelling, Red Gate House. To the east is the Redgate Public House and associated car park.

The A5 (Watling Street) runs adjacent to the southern side of the site and defines the boundary between Hinckley and Bosworth District and North Warwickshire District.

The site lies approximately 650m south-east of the settlement of Fenny Drayton and approximately 1.75km north-west of the western fringe of Nuneaton. The site is currently accessed from the A444 (Atherstone Road) and Watling Street.

The site is approximately 1,770m² in area.

The proposed development is for an extension to the existing self-storage facility.

Extra Room Self Storage provides state of the art, indoor storage for business customers and private individuals.

The store provides a variety of different room sizes from 10 to 200 sq.ft dependent on the requirements of the customer.

The storage space is high quality, comprising clean, modern rooms each accessed from wide, well-lit corridors. PIN code entry systems, monitored intruder alarms, digital CCTV and smoke and fire detection systems ensure goods are kept safe and secure.

Flexible lease terms, mean that the individual rooms can be rented for as short a period as 7 days or for as long a period as the customer needs.



Figure 1: An example of the existing storage units

The site is accessed using a concrete driveway from the Atherstone Road. This leads to a secure compound which is accessed via an electric gate.

The proposed extension will be 1,370m² and will be constructed using the same materials as existing.

1.2 Economic Context

The diversification and continued development of the self-storage business run in conjunction with the applicant's farming business and has led to significant job creation. If this application is successful, the following additional employment will be created:

- 2 x full time members of staff managing and maintaining the store
- 1 x additional full time self-employed van driver to do removals
- 1 x additional full time self employed assistant to the van driver

However, this sustained, positive growth in direct employment is not the main employment impact of Extra Room Self Storage. This comes from the large number of jobs created by the

business occupiers themselves. This is highlighted within the economic report that has been commissioned.

'3.5 Businesses are attracted to Extra Room Self Storage because of its location next to the A5 and A444 giving easy access to large population centres. As highlighted in the baseline, the majority of existing and pipeline floorspace within this area is large scale, targeted at strategic logistic and distribution users at the expense of small local businesses.

3.22 There are many jobs outside Extra Room Self Storage which are nonetheless dependent on the space rented there. An example might be a building contractor with no fixed place of work, visiting customers every day, but returning to Extra Room Self Storage at the start and end of each day to access their stock of tools and materials.

3.23 Another might be a retailer, who has used Extra Room Self Storage to store stock so they can maximise the sales floorspace in their shop and take on extra staff.

3.24 Online retailers are also a growing component of business storers. They store stock at Extra Room Self Storage, sell it online, then use the store to collect, package and ship sold items.'

(Extract from Quod Economic report Extra Room Self Storage, July 2023)

2.0 Assessment Against Planning Policy

The proposed development has been assessed and evaluated against the criteria set within the following listed policies.

2.1 National Planning Policy Framework

Section 3. Supporting a prosperous rural economy

Para 28 – Supporting a Prosperous Rural Economy

Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:

- *support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings;*

- *promote the development and diversification of agricultural and other land-based rural businesses;*

The site is situated in an area where significant economic growth is being proposed. Less than a mile west of the application, there is the MIRA Technology Park. This is home to over 35 major international automotive engineering companies, supporting circa 1,200 jobs. An application has been submitted in August 2022 for up to 213, 500 sqm of new floor space, which is expected to support 2,500 new jobs. (Ref: PAP/2022/0423). The Economic Report goes on to explain that:

'3.19 Businesses and employees from MIRA already use Extra Room Self Storage. For example, businesses keep equipment and supplies off-site so the specialist facilities at MIRA can be used more intensively. Employees use self storage whilst relocating to the area from other parts of the UK and internationally. Personal possessions are stored whilst employees find permanent accommodation locally. The expansion of MIRA is likely to increase demand for off-site storage space. Expansion of Extra Room Self Storage at the Site can therefore play a complimentary role in supporting the growth of MIRA Technology Park.'

(Extract from Quod Economic Report Extra Self Storage, July 2023)

2.2 Local Policy

Site Allocations and Development Management Policies DPD (SADMP)

DM4 - Safeguarding the Countryside and Settlement Separation

To protect its intrinsic value, beauty, open character and landscape character, the countryside will first and foremost be safeguarded from unsustainable development. Development in the countryside will be considered sustainable where:

- b) The proposal involves the change of use, re-use or extension of existing buildings which lead to the enhancement of the immediate setting; or*
- c) It significantly contributes to economic growth, job creation and/or diversification of rural businesses; or ...*

The proposal is for the extension of an existing building at The Redgate Depot, which will contribute towards economic growth in the local area as discussed in section 1.2 of this report. There is an identified need for the self-storage, particularly given the proposed expansion of the MIRA Technology Park.

- i) It does not have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside; and*

The proposal is for the extension to the western elevation of the self-storage building at The Redgate Depot. The extension will be built using the same materials as the existing building. A landscape assessment has been commissioned to assess the impact on the open character and landscape character of the countryside. This determined that, 'the majority of views of the proposed development are from the highway network, however most road users are likely to be focussed on the road ahead and not their surroundings, which therefore lowers the sensitivity.' (Extract from Studio 413 Landscape and Visual Appraisal, June 2023).

ii) It does not undermine the physical and perceived separation and open character between settlements; and

The development is located in an area which already has urban characteristics, given the existing development and adjoining road networks. There would be no effect on the physical and perceived separation and open character between settlements.

iii) It does not create or exacerbate ribbon development;

The proposal cannot be classed as ribbon development.

iv) If within a Green Wedge, it protects its role and function in line with Core Strategy Policies 6 and 9; and

The proposal is not located within a green wedge.

v) If within the National Forest, it contributes to the delivery of the National Forest Strategy in line with Core Strategy Policy 21

The site does is not located within the National Forest.

DM10 Development and Design Developments will be permitted providing that the following requirements are met:

a) It would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, air quality (including odour), noise, vibration and visual intrusion; be adversely affected by activities in the vicinity of the site;

There is one neighbouring building to the site, being Red Gate House. The development will not result in any significant levels of lighting, noise, air quality or vibration issues being created which would affect the dwelling. The nature of self – storage is that it's a very low-level use and is an activity well suited to a rural area. In terms of visual intrusion the development will impact the view from the dwelling's amenity space only. This looks out towards the busy highway though and with the landscaping proposed this impact can be mitigated.

b) The amenity of occupiers of the proposed development would not be adversely affected by activities in the vicinity of the site;

No activities have been identified which would affect the occupiers of the proposed development.

c) It complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features;

The site and immediate area have been judged as having a low landscape value with the Landscape and Visual Appraisal. There are no landscape designations or heritage assets within close proximity. The land use comprises of a mix of agricultural, residential and industrial.

d) The use and application of building materials respects the materials of existing, adjoining / neighbouring buildings and the local area generally;

The extension will utilise the same materials as the existing building, which have been deemed appropriate for the local area.

e) It incorporates a high standard of landscaping where this would add to the quality of the design and siting;

Landscaping measures have already been incorporated into the existing site with a landscape buffer being planted on the southern and western boundaries. This will mature over time and add to the quality of the siting.

f) It maximises opportunities for the conservation of energy and resources through design, layout, orientation and construction in line with Core Strategy Policy 24;

The energy consumption of the building is very low as the storage spaces will not be heated, ventilated or cooled. The building is designed to be energy efficient with the inclusion of high U value insulated composite panels to the walls and roof to match the existing building. LED luminaires, with motion sensors will be used along all the access corridors within the self storage facility effectively eliminating energy wastage for lighting unoccupied areas.

g) Where parking is to be provided charging points for electric or low emission vehicles are included where feasible;

Vehicles would not be on site long enough to warrant the use of charging points.

h) An appropriate Sustainable Drainage Scheme is submitted to and approved by the relevant Authority. Schemes should incorporate wildlife areas, ponds, swales and permeable paving where appropriate;

A Flood Risk Assessment has been carried out by JBA Consulting in July of this year. The entirety of the site is within Flood Zone 1. There have been no recorded events of flooding. Surface water runoff from the site will be managed as part of a surface water drainage strategy which will be carried out by JBA Consulting separately to this FRA.

i) It maximises natural surveillance and incorporates the principles of Secured by Design and has considered the incorporation of fire safety measures.

The proposal is for an extension of an existing building. Fire safety measures will be incorporated as per the standards required by building regulations.

DM17 Highways and Transportation Development proposals will be supported where they:

- a) Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;*
- b) Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;*
- c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;*
- d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;*
- e) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe. Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development (taking into account cost effectiveness). All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority*

Please see section 3.4 of the statement for further details.

DM18 Vehicle Parking Standards

All proposals for new development will be required to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available (e.g. public transport and cycle provision) and appropriate design. Any development will be expected to provide disabled parking provision. Developments within Hinckley Town Centre should demonstrate that they would not exacerbate existing problems in the vicinity with increased on-street parking.

A Transport Statement Section has been commissioned. Section 3.3 of the statement concludes, “a maximum potential of 12 cars present at the site. Hence the current provision of 14 spaces is considered sufficient for the operation of the site.” (Extract from David Tucker Associates Transport Statement, August 2023). One of the 14 spaces provided is a disabled space.

Draft Local Plan June 2021

A draft local plan is currently under consultation.

Within the draft plan it states:

‘Hinckley and Bosworth Economic Portrait

8.4 As a result, to be a sustainable borough of opportunity, the Local Plan will continue to encourage and support the local economy, but also ensure that there is a balance between jobs and housing. The Local Plan aims to support the provision of jobs for the increasing population of the borough and encourage flexible business space that fulfils

an increasing demand due to changing ways of working.'

The economic report highlights how important self storage is for small or start-up businesses which need flexibility of space and affordability. Demand for small B2/B8 properties is high but supply is very limited. The Hinckley and Bosworth Borough Council 2020 Employment Land and Premises Study also highlighted that there is virtually no availability for units less than 100 sq.metres.

3.0 Design Component

3.1 Use

The proposal is for the extension of an existing building and as such the use as a self-storage facility is already located at the site.

3.2 Amount

The proposed extension will be 1,370 m2.

3.3 Layout

The proposed extension is to be fitted out with two mezzanine floor levels. Each floor to be subdivided to provide a range of self storage room sizes.

Externally the facility would be accessed off Atherstone Road with vehicles utilising an area of hard standing as shown on the submitted site layout.

3.4 Scale

The building will have an eaves height of 8.8 metres and a ridge height of 10.69 metres.

3.5 Landscaping

A landscaping scheme and landscape visual impact assessment accompanies the application. It concludes that:

'Given the limited significant landscape and visual effects, the context of the site in close proximity to existing built form and acknowledging the limited impact on the rural aspects of the landscape, the likely landscape and visual effects of the proposed

development are considered to be negligible and therefore acceptable in landscape and visual terms.'

(Extract from Studio 413 Landscape and Visual Appraisal, June 2023)

3.6 Appearance

The extension will utilise the same high quality external facing materials as were used for the existing building. This includes, goosewing grey insulated composite panels to the roof and goosewing grey insulated composite panels to the walls complimented with red brick around the yard area.



Figure 2: The existing building at The Redgate Depot

4.0 Access Component

It is important to stress that the levels of vehicle and customer activity at Extra Room Self Storage is very low. The large majority of Extra Room Self Storage customers come to the store to move their goods in, but do not come again until they take their goods out of storage. Many of the enquires and reservations are taken over the phone or via the company website. This minimises the need for vehicular and customer visits to the store. Vehicles visiting the store are typically cars or small light goods vans.

A transport statement by David Tucker Associates was commissioned . It concluded that:

‘5.1 DTA has been commissioned by Extra Room Self Storage to provide transport and highways advice for the proposed extension to the Redgate self-storage facility on the junction of the A5 Watling Street and the A444 Atherstone Road, Fenny Drayton. The proposals, which will provide an additional 1,370 sqm of B8 use gross floor area (GFA).

5.2 Previously, the site was occupied by a Countrywide Store selling rural retail goods and operated under planning permission for restricted retail use related to agricultural practices.

5.3 The site has since been operational as a self-storage facility with planning permission for both A1 retail and B8 storage.

5.4 This Transport Statement has provided a review of the change in vehicle traffic generation resulting from the extension of the site. It demonstrates that there would be an overall reduction in traffic than previously consented as acceptable on site. No alterations to the existing vehicle access arrangements are proposed.

5.5 Overall, therefore, the proposed redevelopment will not result in any significant impact in terms of the operation and safety of the local highway network. In planning terms therefore, the impact cannot be considered “severe” in the context of National Planning Policy Framework paragraph 110.

(Extract from David Tucker Associates Transport Statement, August 2023)

5.0 Conclusion

The proposed development has been assessed against national, regional and local policy during the application stage, and as has been highlighted in this statement, the proposal meets all of the relevant policy criteria.

It is for these reasons that the application should be granted.

Signed.....

Andrew J Large MRICS FAAV

Dated.....