

DESIGN & ACCESS STATEMENT

This statement has been prepared to accompany a Full Planning Application for the replacement of two vehicle inspection and maintenance bays with two larger vehicle inspection and maintenance bays at Jumbo Self Drive Ltd on Sheffield Road Barnsley.



Fig 01. Site Location

1.0 Location

This site is located on the northern outskirts of Birdwell to the west side of the busy A61 Sheffield Road. A Site Location Plan is included as part of the application documents.

2.0 Assessment

2.1 Planning

The Barnsley MBC Local Plan Policy Maps indicate that site is located partly within Urban Fabric and partly within Green Belt. The whole area is also allocated as 'Nature Improvement Area'.

The site has a well-established use for vehicle rental, maintenance and repair and includes previous planning consents for MOT testing bays and a hand car wash.

The proposals allow for the replacement of two vehicle maintenance sheds that are in a poor state of repair and their replacement with tow larger units within a similar location. Much of the existing maintenance is undertaken externally due to a lack of space and the proposals will help to improve the site and its appearance as well as allowing the business to contain the maintenance works under cover.

As stated above the site has always been used for commercial purposes. There are residential buildings adjacent to the site along with a fuel garage across the A61.



Fig 02. Aerial Image from 2009 showing site use.

The site has a long-established use for vehicle maintenance and repair and the proposals represent a genuine attempt to rationalize and improve the efficiency and appearance of the site to allow the existing business to flourish.

Green Belt

We acknowledge that part of the site is in Green Belt where inappropriate development is, by definition, harmful without special circumstances.

The NPPF para 149 states that:

A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to that are:

g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- Not have a greater impact on the openness of the Green Belt than the existing development...*

The site comprises 'previously developed land' in a continuing and well-established business use not typically found within the Green Belt, and the proposed works relate to the replacement of an existing workshop with a larger workshop which could be described as 'limited infilling'. In that respect the proposals are complaint subject to them having no greater impact upon the openness of the Green Belt.

In conjunction with the existing business use the site has been used for the storage of dilapidated un-roadworthy vehicles and building materials including a stock-pile of stone. In order to implement any planning consent, the owners have made provision for all dilapidated vehicles at the rear to be removed for scrap and to sell the stockpiled natural walling stonework for construction. The stone was originally purchased around 2008 in readiness for a development at Park Road, Worsborough that now looks likely to be undertaken in brick, planning ref: 2020/0992.

The removal of vehicles, a caravan, and a large stockpile of stone and other such building materials will have a positive effect on the appearance of the site.

The existing workshops are in a very poor state of repair and their replacement will also have a positive impact upon the appearance of the site. The proposed workshops although slightly higher than the existing, and wider are set well back from the road and lower than the adjacent buildings. There are no long range views through the site to open countryside beyond due to the existing backdrop of mature hedges and trees along the rear boundary and the same trees and hedges provide complete screening of the site from the land at the rear which helps to limit any impact upon openness.

The applicant does intend to undertake a general tidying up of the site with some additional hard surfacing which is shown on the plans and the like for like replacement of the rusty chain link security fencing at the site frontage all of which will enhance the appearance of the site.

The erection of replacement workshops following the demolition of an unsightly workshop together with the removal of scrap vehicles, stockpiles of stone and building materials will, on balance, have an overall positive impact on the openness of the Green Belt and certainly no greater impact than the existing development which is one that would not typically be found within the Green Belt.

2.2 Physical Context



Fig 03. Extg Buildings East Elev.



Fig 04. Extg Buildings North Elev.



Fig 5. General views of existing site.

2.3 Drainage Flood Risk

Foul drainage is available on site adjacent to the proposed buildings and foul connection to the existing system as shown on the plans.

Surface water drainage from the building will be taken to a new soakaway. Surface water from the existing yard drains into a gully/silt trap which connects to the combined drainage system. The concrete apron in front of the proposed buildings will continue to drain to the same outfall via a Klargestar Car Wash silt trap.

2.4 Trees

There is one tree that will be affected by the works shown on the Block Plan BP01 A. We believe it to be a Hornbeam not in the best of health, which is perhaps no surprise given the fact that it is surrounded by stockpiled stone and used motor vehicles, see photos below.



We think the most sensible thing would be to remove the tree; we have considered offering some replacement planting but on balance the site is surrounded by semi-mature trees and hedges which are indicated on the attached Block Plan and we do not consider that replacement planting is necessary on this occasion.

2.5 Ecology

The existing buildings are unsuitable to provide habitat and there are no impacts to protected species.

2.6 Local impact

The proposal will not have any negative effect to local residents. The use of the site is not being altered and the proposal is to replace an old structure with a cleaner more modern approach to industrial units, this will make the site overall more attractive overall and there is no intensification of the existing use.

2.7 Sustainability

As previously stated, the site is an existing commercial use, in a built-up area. The proposal does not require further expansion of hardstanding to the rear of the site. Structure is made from steel and masonry using modern methods of construction. It is well served by local public transport links and provides a valuable service to the local community.

3.0 Design

3.1 Use

The site is currently used for vehicle maintenance and repairs and the existing use will continue. Some operations that are currently undertaken in open air will be able to be moved inside which will be beneficial to operatives and the wider appearance and use of the site.

3.2 Amount

The applicants own a total of 0.67 Hectares at this location some of which is used as a nursery garden and garden center to the north and west. The site area forming this application and shown on the location plan amounts to 0.14Ha.

The existing buildings have a floor area of 130m²; a volume of 728m³ and a height of 5.6m. The proposed building has a floor area of 261m², a volume of 1761m³, with a height to the eaves will be 6.1m and 7.4m to the ridge. The alterations represent an increase in floor area of 100% and an increase in volume of 1521m³

3.3 Layout

The proposed layout has been designed to utilize the existing access and replace existing buildings in a similar location. Parking adjacent to the proposed buildings has been formalized to the south of the proposed buildings.

3.4 Scale

The proposed buildings represent an enlargement of approx 27% of the footprint of the existing workshop and adjacent car repair garage buildings. The overall height will increase by 0.5m to eaves and 1.8m to ridge. The scale of the proposed building is necessary to facilitate the proposed use and is proportionate to the adjacent site buildings.



Fig 03. View from
Sheffield Road

3.5 Landscaping

The site will retain existing hardstanding and include a concrete apron at the frontage. Soft landscaping will remain with no additional proposed.

3.6 Appearance

The building will have a modern clean appearance with light grey profile cladding to external and black pvc flashing corner and verge caps to finish off the edges, galvanized steel roller shutters and personnel doors in anthracite grey.

The overall appearance of the site and its surroundings will be enhanced.

External walls



Roof cladding



5.0 Access

The site will utilize the existing access from Sheffield Road (A61), and there is unlikely to be any significant intensification of the use as a result of these proposals. Level access to the building will be provided.

6.0 Summary

The proposals are for the erection of a modern industrial unit to replace a tired and unattractive vehicle maintenance building. The works represent development of a site located partly within the Green Belt but as part of a well-established use providing local employment. They will provide better working conditions allowing the existing business to be sustainable and enhance the appearance of the location.

We look forward to the councils support with regard to these proposals.

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