



## **Design and Access Statement**

### **Everill Gate Lane, Cortonwood, Barnsley**

For Landtask / Gregory Properties

#### **Introduction**

This design and access statement has been prepared by The Harris Partnership in support of a reserved matters planning application, to develop land off of Everill Gate Lane, Cortonwood, Barnsley.

The application comprises 14,632 sq.m (157,500 sq.ft) of industrial development.

#### **Physical context**

Surroundings:

The site lies to the southeast of Barnsley City Centre, in close proximity to the Dearne Valley Parkway within a large mixed use area, which includes industrial and office units. There are a number of residential properties within the surrounding context, the majority of which are at some distance to the southwest of the site.

Site:

The 3.59 hectare (8.87 acre) site is currently a vacant plot of gradually sloping, open land, with the A633 Valley Way/Wath Road running along the west boundary and Everill Gate Lane along the north boundary.

To the north, over Everill Gate Lane there is an existing modern industrial building, across Valley Way and along the west boundary of the site there is a disused canal, which is separated from the site by a landscape bund. To the south there are further industrial buildings and to the east there is a disused railway, which is located at the bottom of an embankment.

There are a number of existing trees and hedges running along the north and east boundary, which provide a buffer to the road. At present there is no physical access to the site, due to the existing hedge line and a gradual embankment, which rises from the centre of the sites north boundary up to a bridge over the disused railway.

#### Planning History:

The site benefits from an outline planning approval for industrial development totaling 14,864 sq.m (160,000 sq.ft), reference number 2006/0064. As part of the application, alterations to the existing junction of Everill Gate Lane and the A633 Valley Way have been approved to incorporate a left in and out arrangement and new right hand turn lane off of Valley Way. The proposed development has taken into account all planning conditions associated to the approved application.

#### Planning Policy:

The design of the scheme has been developed in accordance with guidelines set out in PPS1: Delivering Sustainable Development, PPG4: Industrial and Commercial Development and Small Firms, PPG13: Transport, PPS25: Development and Flood Risk, as well as all local development frameworks and supplementary information.

#### Design

##### Use:

The surrounding context of the site comprises of a large mix of building types, due to its location within an employment and residential area, with existing industrial buildings located within 100m of the site.

The proposed development will provide a mix of different industrial building types, with small starter units aimed at small businesses up to a large industrial distribution/warehouse building with associated offices.

##### Amount:

The proposal seeks permission for four blocks of industrial and starter units as follows;

##### Industrial Starter Units inc. offices at first floor (Blocks A + B):

Unit 1	- 395 sq.m (4,250 sq.ft)
Unit 2	- 186 sq.m (2,000 sq.ft)
Unit 3	- 186 sq.m (2,000 sq.ft)
Unit 4	- 186 sq.m (2,000 sq.ft)
Unit 5	- 186 sq.m (2,000 sq.ft)
Unit 6	- 395 sq.m (4,250 sq.ft)
Unit 7	- 372 sq.m (4,000 sq.ft)
Unit 8	- 139 sq.m (1,500 sq.ft)
Unit 9	- 139 sq.m (1,500 sq.ft)
Unit 10	- 186 sq.m (2,000 sq.ft)
TOTAL Starter Unit	- 2,359 sq.m (25,500 sq.ft)

##### Industrial Units inc. offices at first floor (Blocks C + D)

Unit 1	- 3,066 sq.m (33,000 sq.ft)
Unit 2	- 9,197 sq.m (99,000 sq.ft)
TOTAL Industrial Units	- 12,263 sq.m (132,000 sq.ft)

OVERALL TOTAL - 14,632 sq.m (157,500 sq.ft)

Total Car Parking	- 254 Spaces (inc. 12 disabled)
Total Cycle Parking	- 48 Spaces
Total Motorcycle Parking	- 13 Spaces

#### Layout:

The plans have been developed to incorporate conditions made by the council as part of the previous approved outline application, with the approved new access point into the site maintained in the same location.

Provision has been made for an easement to an existing sewer within the southeast portion of the site, as well as allowing for a minimum 10.0m landscape buffer to both the east and south boundaries.

#### Scale:

The scale of the proposed development has been designed to be in keeping with the surrounding context, including the neighboring industrial buildings and properties.

Within the development the building heights range from 6.5m-12.0m to underside of haunch to correspond to the difference in size of units. Proportionally this allows a progressive step in scale of the buildings rising from the road up to the more landscaped areas of the site.

#### Landscaping:

A detailed landscaping scheme has been prepared in support of this outline application to provide details of how the site will be structured. The key aim is to create a number of usable external spaces that will enhance the overall appearance of the site within its context.

Existing landscaping will be maintained where possible and enhanced to provide a natural buffer to the main vehicular routes surrounding the site. A combination of soft and hard landscaping will be used throughout the development.

#### Appearance:

The development aims to create a high quality and modern aesthetic, which sits comfortably within its surroundings and responds to the style of the overall area.

Modern materials such as a range of different cladding types as well as areas of glazing and timber have been used to create a theme for the development, with additional areas of steel to add detail and depth to the elevations.

#### Access

The application site is in a suitable location for the proposed development, being conveniently accessible for all users and for service vehicles. Improvements to the existing junction between Everill Gate Lane and Valley Way and new access point into the site have previously been approved as part of a previous outline application and have been maintained as part of this application.

The applicant site has good vehicular and public transport access, being conveniently located in close proximity to the Dearne Valley Parkway with bus stops located along the A633 Valley Way/Wath Road providing access to the surrounding area.

The external and internal features of the new accesses will comply with current Building Regulations and DDA, including signage and handrails where necessary. Level thresholds will be provided into all of the proposed units, with door widths designed to allow for full accessibility.

## **Summary**

The proposed development is considered acceptable on the basis that;

- It will complement the existing employment uses within the surrounding area.
- Its design is appropriate to its function.
- Its design will be in keeping with the surrounding character of the existing industrial buildings in terms of scale and layout.
- It will be served by both private and public transport modes and will have sufficient parking provision.