



MABLE ROAD, TANKERSLEY, SHEFFIELD

Design & Access Statement

02 May 2017

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1. Introduction

1.1 General:

AJA Architects LLP have been appointed jointly by Company Shop and Rula Developments to act as Architects for a proposed development on land to the north of Maple Road, Tankersley, Sheffield.

This is an Outline Planning Application, with all matters reserved except for access. Therefore, this Design and Access Statement:

- Describes the site and surrounding area and the context within which the proposals are being advanced.
- Describes the design process that we have been through to explore development parameters;
- Specifies the amount of development for which permission is being sought.
- Illustrates the proposed building's indicative location on the site;
- Explains the principles behind the intended appearance of the building and how these could inform the final design.
- Describes how the development would be accessed by all modes of transport.

1.2 Design & Access Proposals:

The design and access proposals as shown on the accompanying drawings and documents have been produced to meet the client brief, following a study of the site and its setting. This statement provides a summary of the considerations taken into account in the design and access of this development.

2. Existing Site

2.1 General Context:

The site is positioned approximately 7.5km south of Barnsley town centre within the existing Wentworth Industrial Park located off the west end of Maple Road as outlined in RED on Fig 1 *below* and is comprised of approximately 3.10 hectares (7.66acres) of rough grass and scrub land.

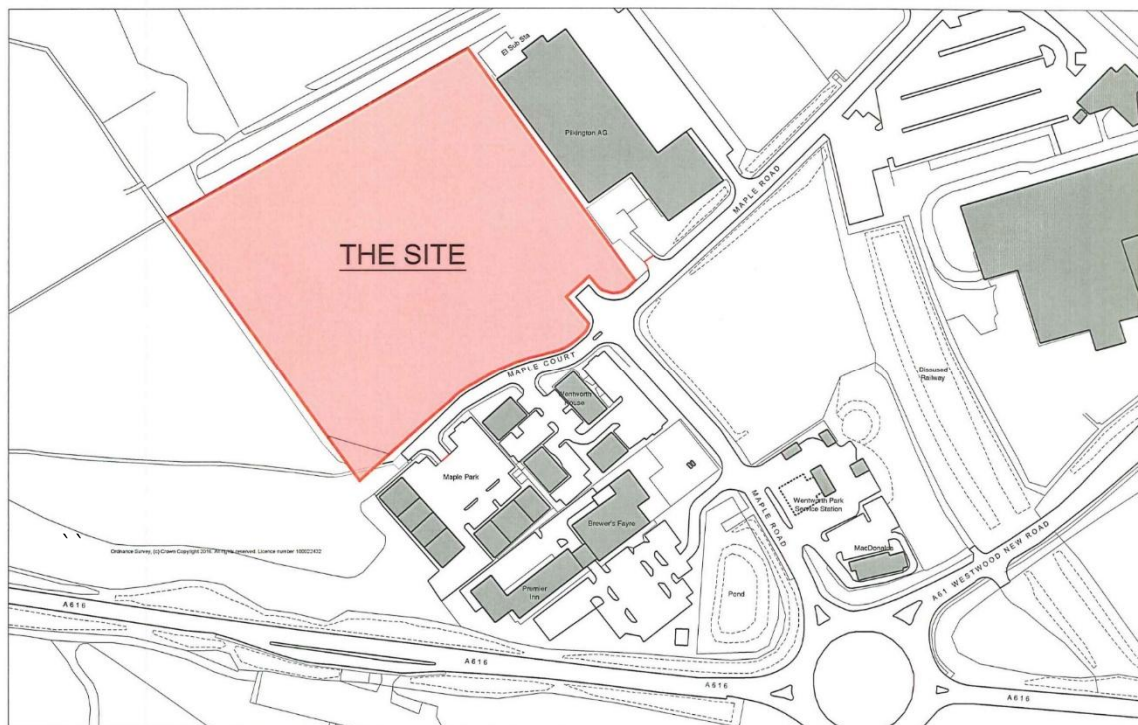


Fig 1. Land to the North of Maple Road, Tankersley – Site

2.2 Extent:

The extent of the site is as outlined in RED on Fig 2 below



Fig 2. Land to the North of Maple Road, Tankersley – Aerial Context Photo

2.3 Existing Use:

The site is undeveloped and is therefore dominated by grass and overgrown scrub and is currently unused.

2.4 Existing Access:

The site is directly accessed off Maple Road from an existing site entrance point on the south-east corner of the site. The access point on the south-east corner serves only the proposed plot.

2.5 Existing Adjacent Site Features:

An existing commercial / light industrial unit and separate lorry park form the eastern and northern boundaries respectively. Between the northern site boundary and Mercedes-Benz site to the north there is a tree corridor that lies outside the application site. To the west is soft landscaping and greenspace. To the south is Maple Road that forms the vehicular and pedestrian access to the site.

Natural features within the site include a network of trees primarily along the north and western boundaries.

3. Context

3.1 Use and Character of the Surrounding Area:

Although the site is made up of undeveloped green space and natural wooded land its location should be considered as being intrinsically urban given that it is surrounded by commercial offices, industrial units and distribution centres that lie within the Wentworth Industrial Park.

3.2 Context Conclusions

Whilst the site is comprised of undeveloped land the character is that of an employment area which is much defined by the surrounding commercial offices, industrial units and distribution centres. The site is located in close proximity the A616 and A61 trunk roads providing links to local and national transport infrastructure.

Subject to appropriate design, these factors suggest that this is an appropriate location for an allocated employment site and will sit comfortably within its context, without being detrimental to the character of the local area.

4. Constraints and Opportunities

4.1 General

The site and surrounding area have been described in detail within sections 2 and 3 of this document. This section considers the constraints and opportunities that this context and other factors impose on development, some of which are shown in the Opportunities and Constraints Plan below.

4.2 Constraints

This is a reasonably complex site with constraints and challenges that can be summarised as follows:

- Location of the existing access into the site off Maple Road.
- The fact that the western part of the site opens out on to green belt and open countryside.
- The retention of as much as possible of the perimeter hedges and trees.
- Impact on existing ecology, including loss of wildlife habitat.



Fig 3. Constraints Plan based upon arboriculture survey highlighting the importance to retain as much trees and hedges as possible.

4.3 Opportunities

- At 3.10hectares (7.66 acres) the site constitutes the remainder of developable land capable of accommodating a significant employment-led development in keeping with the neighbouring existing developments.
- The proximity of the A616 trunk road provides an excellent connection the to the local, regional and national road network, opening up the site and offering the potential for a development of strategic importance.
- The potential incorporation of an attenuation pond to the south-east corner of the site will provide a focal point and the opportunity to encourage new fauna and flora onto the site.
- The opportunity via the existing public right of way that clips the south-west corner to maintain the network of footpaths and cycleways serving the site, both along and away from the estate road infrastructure.
- The proximity of the existing residential areas provide a natural supply of labour for the site.
- The opportunity to link to the existing employment and leisure facilities.
- The existing boundary landscaping already provides a degree of screening to the site when seen from westward viewpoints.
- The development will provide the opportunity for large numbers of permanent and temporary jobs, both in the construction phase and beyond and will provide significant local authority revenues.

5. Layout Plan Evolution

5.1 General:

The Layout Plan for the site has evolved over a number of months, through a design process that has sought to consider and respond to the views of both the Client and their technical team and all other internal and external stakeholders.

This process began with a detailed study of the site and its surroundings in order to determine the constraints and opportunities as mentioned in the preceding section above. This led to Master Plan iteration being informed by the input received at each stage in the information gathering, consultation and evaluation process. In this way, we have ensured that the Indicative Site Layout Plan proposals have always been as robust as possible at each point in the process.

Figs 4 & 5 below seek to illustrate something of how this process has evolved from earlier schemes and Fig 6 show the indicative layout that we have eventually arrived at.

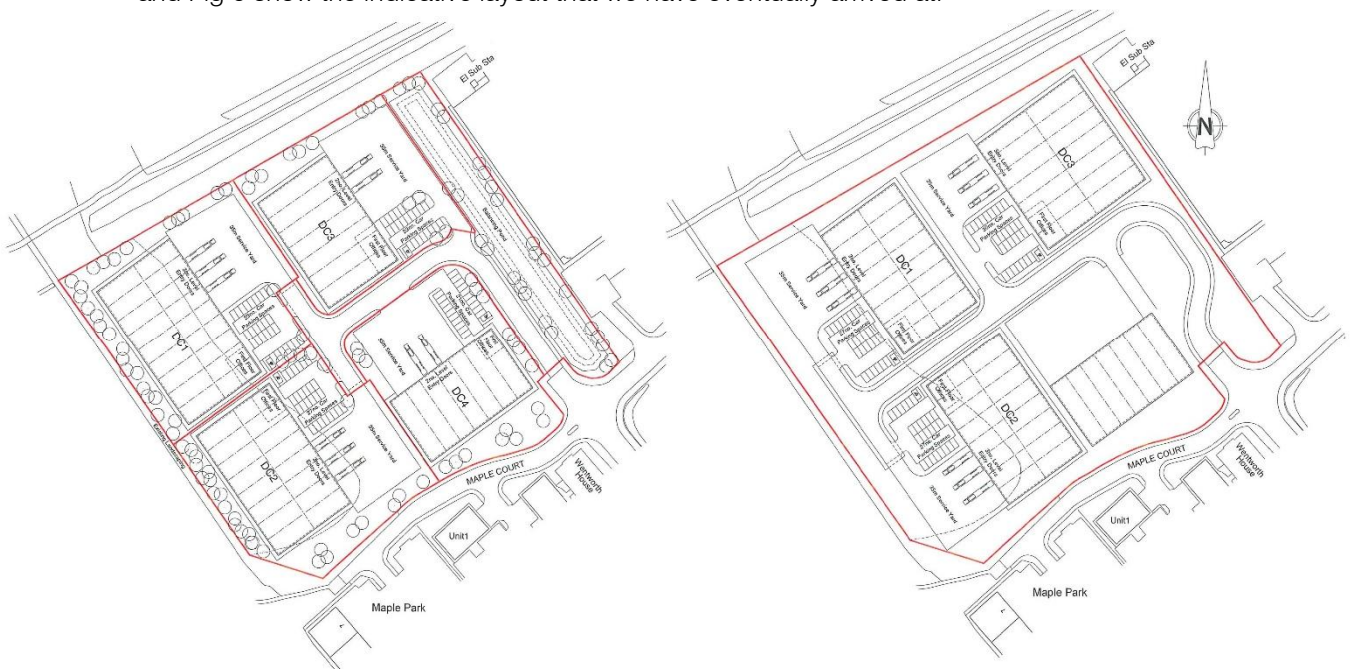


Fig 4. Two versions of Earlier Planning Exercises that explore the possibility of smaller units.

6. Development Proposals

6.1 General:

The indicative layout plan shows how this quantity of development could be accomplished on the site. Reserved Matters will follow the grant of an Outline Planning Permission. At this stage the indicative layout shows a single unit but the reserved matters could also be progressed to multiple units.

6.2 Use / Amount:

The development can be described as an Outline Application, with all matters reserved, (other than access), for a B8 use development on this site comprising up to 14,000 m², (150,596 sqft) gross internal area including ancillary offices.

6.3 Scale:

The scale is not for determination at this stage. However, it is considered that due to the local context and allocation of the site for employment a typical B8 warehouse distribution building(s) would be acceptable in this location.

7. Layout

7.1 General

Whilst consent for the site layout is not being sought at this stage, the Indicative Site Layout Plan drawing (*Fig 6 in Section 5*) demonstrates how the site could be developed for a single unit scheme accommodated satisfactorily within the site, in order to achieve a well-considered scheme in response to the various opportunities and constraints so far described within this document. This does not rule out a multiple unit scheme.

7.2 Site Access

The existing Site access is directly off Maple Road Parkway which runs between Wentworth Road and the A616/A61 Roundabout, which in turn provide access to the M1 and the national motorway work.

7.3 Pedestrian / Cycle Access

The existing estate road infrastructure currently provides a footway access to the site on both sides of the road. The indicative site layout includes a footpath connecting directly to the footway that provides a direct and pedestrian route to the Office Entrance that is isolated from both car and HGV movements. This could be flanked with grass verges and structural landscaping as described elsewhere in the Landscaping section of this document.

7.4 Public Transport

There is a choice of bus stops 100 metres away in either direction along Maple Road. Currently there are two bus companies that provide a bus service to the local vicinity. The first being the Chapeltown to Stocksbridge circular service operated by Stagecoach Yorkshire who operate an hourly bus in each direction to and from Chapeltown at 20 mins to and 20 mins past the hour. This decreases to a single hourly bus on Saturdays at 20 mins to the hour only. There is no bus service on Sundays.

The second service is the 72A, serviced by Travel South Yorkshire that runs from Chapeltown to Manvers and Manvers back to Chapeltown. On weekday mornings there are just two buses in each direction; from Chapeltown arriving at 0714 and 0807; and from Manvers arriving at 0727 and 0837. There is no daytime bus service from this company until the two buses back to Chapeltown at 1642 and 1742 or the two buses back to Manvers at 1624 and 1724. There is currently No Weekend Bus Service provided by Travel South Yorkshire.

The nearest rail station approaching from the north is Elsecar (6.6km) and Chapeltown (5km) if approaching from the south. Both stations are operated by Northern Rail and feature on the 72a Bus Route as detailed under section 2.4.

7.5 Inclusive Access

All pedestrian crossing locations will have dropped kerbs and will incorporate contrasting tactile paving to make visually impaired pedestrians aware of the crossing.

The lighting scheme will be designed to ensure suitable illumination levels exist across the scheme ensuring a safe provision for all users in particular the visually impaired.

Accessible DDA compliant parking will be provided adjacent to the office entrance. Levels will be appropriate to allow safe and convenient access to all.

7.6 Car Parking Design

Car parking will be provided on site to respond to the use class and local authority standards, as well as to reflect the requirements of the occupier. Illustrative parking amounts and layouts are shown on the Indicative Site Layout Plan drawing.

The car parking areas will be laid out in aisles to avoid traffic conflicts and congestion, in front of the main building entrance. Pedestrian routes through the car parking areas will be arranged to link safely and conveniently with the building entrance and with appropriate lighting.

7.7 Cycle Parking Design

Cycle parking will be provided and will form part of an agreed transport strategy. Cycle shelters will be conveniently located to provide cyclists a safe, secure and well-lit facility.

7.8 Servicing Design

It is important that all servicing vehicles are kept apart from cars within the development. It is also important that service yards are large enough to provide sufficient space to comfortably turn articulated vehicles, so that they can reverse onto the loading doors and leave the service area in a forward direction.

7.9 External Lighting

The lighting scheme will be subject to a detailed approach via conditions discharge. The lighting will be controlled and will meet relevant standards. The principles of the lighting scheme will be based upon the following:

Exterior lighting will be designed taking into account the following standards:

- BS 5489-1:2013 Code of Practice for the Design of Road Lighting
- BS EN 12464-2:2014 Light and Lighting – Lighting of work places
- GN01:2011 Institution of Lighting Professionals (ILP) Guidance Note for the Reduction of Obtrusive Light
- Lighting and the Environment – A Guide to Good Urban Lighting, Chartered Institution of Building Services Engineers (CIBSE)
- Bat Conservation Trust (2014) Artificial Lighting and Wildlife. Interim Guidance: Recommendations to help minimise the impact of artificial lighting.

7.9.2 The car park and service area will be illuminated during the hours of darkness to an appropriate lighting level for both operation and safety.

7.9.3 Lighting will be at a minimum towards natural habitats in accordance with details to be agreed.

7.9.4 Lighting will be a combination of building mounted and column mounted lighting units. The lighting design will utilise good quality, attractive 'dark sky' fittings, directed downwards and with no spillage above the horizontal to avoid light pollution.

7.9.7 Lighting impacts on all receptors will be minimised by careful design. If needed, baffles and shields can be attached to lighting units to further reduce lighting effects.

7.10 Security

It is important that any development responds to the issues relating to security, such as criminal and anti-social behaviour, by incorporating such design features as listed below:

- Barriers to the site entrances to provide out of hours security.
- Secure parking for cycles located in highly visible and supervisable locations.
- External lighting designed to BS 5489 to achieve appropriate levels of illumination in all areas.
- Good natural surveillance of parking and pedestrian areas, including footpaths and cycleways.
- All external doors fitted with secure frames and locks.
- CCTV with internal and external monitoring as required by an end user.

8. Landscaping

8.1 Hard Landscaping Proposals

Landscaping of the site is a reserved matter therefore detailed approval would be sought in due course. However, given the nature of the use proposed landscaping treatment on the site would typically be:

- Brushed Finish Concrete to the HGV Entrance and Service Yard.
- Black Bitumen Macadam to the Car Park with Thermoplastic Road Marking delineated 2.4x4.8m Parking Spaces
- Concrete Block Paviers to the Footpaths with contrasting tactile paving at dropped kerb locations.

8.2 Soft Landscaping - Existing Site

A soft landscaping scheme will be developed for the site as part of a future reserved matters submission and would take account of site context including a desire to retain where possible existing planting.

8.3 Conceptual Design

The main principle behind the landscape design are to ensure a continued woodland along the western boundary.

8.4 Planting Proposals

In essence the planting proposals for the development will comprise a balance of native and ornamental species in line with details to be submitted as part of any reserved matters application.

9. Appearance

9.1 General

Appearance is not to be assessed at this stage and so the purpose of this section of this Statement is simply to describe the various principles that should be considered in order to inform the detailed design of the development which will follow at reserved Matters stage.

9.2 Scale & Massing

The scale and massing of the development is dealt with in section 6.3 above.

9.3 Building Form, Materials and Colour

The form of the employment building will need to address two primary issues:

- To sit harmoniously within the site's setting on the industrial estate.
- To present an attractive and well considered industrial design.

Any design impact could be mitigated through the use of subtle horizontal banding from a suitable colour palette, balanced with sensitively designed vertical elements, in order to break up the long elevational expanses.

Different cladding types could also be used to subtly distinguish between the different internal functions within the building.

It is intended that the proposed building(s) would be designed to follow a design theme of the neighbouring buildings which would sit comfortably within the surroundings.

10. Energy Efficiency and Sustainability

10.1 General

It is proposed that energy efficiency and sustainability will form an intrinsic part of the proposals. At this outline stage specific details of measures which would be provided by end operators are not known.

10.2 Energy

Best practice will be followed throughout the development, making maximum use of natural heating and cooling processes in order to minimise energy consumption. The benefits of natural daylighting will be maximised in the building whilst ensuring that excessive solar gain is avoided through careful design. The building will seek to make best use of natural ventilation, with the free cooling that night time heat dissipation can bring.

10.3 Materials

The materials demand of the development will be assessed and wherever practical, the use of reclaimed and recycled materials will be employed within the construction process. This will be considered in the early detailed design stages.

Material samples, appropriate to the buildings location and design will be submitted to the Local Authority for approval at the relevant time. The materials will be chosen for their aesthetic qualities, robustness, recyclability, value and availability from local and sustainable sources.

10.4 Environmental Considerations

A number of ecological studies have been carried out and the necessary mitigation has been established.

A flood risk assessment has been carried out and the principles of surface water attenuation has been considered, so as to limit the runoff from each site in accordance with current requirements.

Increased light pollution of the surrounding environment will be limited in accordance with the National Dark Skies standards to prevent light intrusion towards the neighboring dark areas.

10.5 Accessibility

The impact of the development upon all traffic forms has been considered and a Transport Statement has been provided as part of the submission documentation.

The new development will be fully DDA compliant with all areas being fully accessible. All entrances and exits will be designed with level thresholds and appropriate vertical access to all levels will be provided. Accessible parking areas will be located adjacent to the main vertical circulation points to minimise travel distances.

10.6 Waste & Recycling

The demand upon the development for the provision of recycling and waste storage will be addressed in the early detailed design stages and when detailed discussions can be held with the prospective operator(s) regarding the specific operations of the proposed unit(s). In addition recycling and waste will be considered for the construction phase.

10.7 Water

The water requirements of the development will be addressed on the basis that a drainage scheme will be provided that is in full compliance of the requirements of CIRIA guidance on SUDS. This will be achieved through analysis of the development at the detailed design stage. A Flood Risk Assessment and Initial Drainage Plans have been provided as part of the submission documentation.

A proposed Surface Water Strategy has been addressed within the Flood Risk Assessment accompanying the application.

11. Summary

The proposed development will be an employment led development of strategic local importance that would be of good quality, with the site planned so that it maximises the benefits for the occupier, users and neighbours alike. Key to this objective will be the considered siting of the any buildings within a well-designed and appropriately landscaped environment that will combine access by all available modes of transport, giving high priority to pedestrians.

The design proposals set out in this document and the principles established in the accompanying documentation have been developed having due regard to the constraints and opportunities of the existing site and its immediate context, in order to pursue this aim.

Therefore, it is considered that these outline proposals offer a form of development and quality of design that both meet the aspirations that are appropriate to its location and the proposed range of use.