



Design & Access Statement

Proposed Industrial and Associated
Office Facilities
Barrowfield Road
Thurnscoe Business Park
Thurnscoe
South Yorkshire
S63 0BH

December 2016

Balmoral Park Limited

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1.0 Background Information

1.1 Proposal

New 6,574 square metre portal framed industrial fabrication building incorporating 1,034 square metres of office accommodation over 2 storeys and 5,540 square metres of industrial production space with associated yard areas, car parking and landscaping.

1.2 Applicant/Agent details

Applicant:

Balmoral Park Limited

c/o Agent

Agent:

Ryden LLP

25 Albyn Place

Aberdeen AB10 1YL

1.3 Client Brief

To develop a new production facility to replace the Client's existing factory in nearby Wombwell, which suffers from a number of site and location constraints. A modern, safe and productive facility which provides current and new employees with a comfortable and secure working environment, convenient to access by public transport and with adequate car parking. To present a corporate identity through quality design and landscaping which reflects the Client's position and reputation in the industry.

To provide a viable high quality design solution to establish a flagship production facility, with associated office accommodation, which further promotes the Client's corporate identity.

To take cognisance of the site conditions, constraints and location as well as those of the surrounding area and develop proposals in keeping with the aspirations of the published Barnsley Metropolitan Borough Council Local Plan.

2.0 Site Information

2.1 Site Location

The application site is located to the south of Barrowfield Road, on the site of the former Hickleton Colliery, within an industrial estate approximately 500m south-east of Thurnscoe town centre. It will be accessed by a new road junction direct from Barrowfield Road to the east of the current junction with Phoenix lane. The site is bounded to the north by Barrowfield Road and to the west, south and east by re-landscaped former colliery land. Opposite the site to the north and north-west is an estate of small to medium sized industrial units, trade counters and a veterinary surgery.

2.2 Site History

Historical information indicates that the site was previously a major colliery and its associated works and railway sidings from the late nineteenth century until being closed and demolished and the site cleared in the early 1990s. Capped mineshafts have been identified on and close to the site and our design takes consideration of these. For further details refer to accompanying Executive Summary of Site Conditions prepared by Fairhurst.

2.3 Site area appraisal

The application site is roughly five-sided in plan form and is generally slightly sloping from south-east to north-west, with site levels between approximately 47 and 52m AOD and measures approximately 2.956 hectares. It is currently defined on the west and south boundaries by the existing timber rail fencing and sporadic tree and shrub planting. The east boundary is currently undefined but follows the line of an informal footpath leading from Barrowfield Road to the re-landscaped areas to the south. The northern boundary to Barrowfield Road is defined by low timber posts and rail with low shrubs and small, intermittent trees.

The immediate surrounding area comprises a number of building types and forms including basic industrial steel portal frame buildings with extensive metal and composite cladding; small brick-built trade counter and workshop units; industrial yard areas and storage compounds and a modern, two-storey brick and cladding veterinary surgery with parking.

The application site neighbours each of these building types and as such has a fairly limited range of contextual architectural types to relate to in terms of design.

Close by however, but outwith the immediate vicinity, building types include traditional brick housing, older brick built industrial buildings as well as modern warehousing, office pavilions and distribution facilities.

3.0 Design

3.1 Layout

The roughly five-sided site sits on an east - west axis with the northern edge of the site addressing Barrowfield Road, the access road.

The building is positioned towards the centre of the site, with the front entrance of the proposed new building positioned towards the point of access to the site from the new access road. This allows visitors to the site to be able to orientate themselves immediately with a familiar formal approach to the entrance of the building via a forecourt.

Access to the new facility and its associated yard areas will be via a single new entrance /exit road towards the west end of the site with a manned, pre-fabricated security gatehouse. The site is set out to separate the open areas to the front and back of the building into public and private areas. The main car park forecourt to the front allows the area to be easily monitored for security purposes and is naturally overlooked from the proposed new offices and reception.

3.2 Scale

Surrounding land use is a diverse mix of 2 storey pavilion type accommodation, high bay industrial units and smaller light industrial trade units. The industrial units with higher building heights are positioned to the north and west of the site and are aligned on an east-west axis. A two-storey, recently built veterinary surgery building is situated to the north-east of the site.

The brief sought office accommodation over two floors as well as a large production space and the design of the building responds by providing a distinct two storey office structure clad in proprietary insulated metal panels. A change in exterior cladding finish and texture provides a visual break between the office elevations and the new factory cladding. By breaking down the façade treatment into a two storey structure within the conventional portal frame and cladding, the building design responds in scale to the surrounding two storey industrial developments and the neighbouring pavilion type accommodation. Consideration has been given to the broad expanse of vertical trapezoidal ribbed cladding along the north and south elevations and these have been broken up into contrasting rectangular darker grey colour zones around the sectional vehicle doors.

The principal design concept of the proposal is to locate the footprint of the building within the site to provide an efficient and economic site layout, reflecting the building lines and orientation of neighbouring sites, while maintaining optimum amounts of yard space, car parking and landscaping areas.

While larger in scale than any of the immediately adjacent buildings, facilities of a similar use and scale are located nearby to the south-west around the Barrowfield Road/A635 roundabout on the northern edge of Goldthorpe.

3.3 Design Proposals

The proposals aim to create a contemporary, pleasant, safe and efficient working environment and involve the development of a new production facility on the site to include additional factory capacity and a new 'block' of office accommodation over two storeys which is intended to become the principal administrative centre for Balmoral Group in the north of England. The twin span portal frame production building is intended to be of a clean and functional design employing modern composite cladding materials while the new office accommodation is a more striking, contemporary design which positively contributes to the ongoing development of the area.

The office part is designed to be of a scale appropriate to the industrial nature of the rest of the facility. From the new access road the proposed design of the offices appears as a bold geometric two storey structure with a protruding flat roofed entrance extension, set asymmetrically on the front elevation. It is intended to appear as though the new office 'block' has been inserted into the structure of the factory.

3.4 Materials & Appearance

The form of the development draws on the surrounding buildings and uses as well as industry-standard materials to provide a design which sits comfortably in a mixed industrial/commercial zone.

The proposed construction and finishes are intended to reflect both the building's use and the applicant's nationwide corporate identity, cladding panels to roof and walls principally in vertical trapezoidal pattern composite panels; Goosewing Grey (RAL 080 70 05) with contrasting accent panels to factory elevation in Anthracite (RAL 7016).

The elevation is divided into bold geometric panels incorporating the windows and doors, picked out in contrasting tones of light and dark grey, minimising the visual impact of the length of the elevations. The smooth finish, horizontal insulated cladding setting the front office section apart from the production facility to the rear.

Sectional insulated vehicle doors are finished in white aluminium (RAL 9006) with pedestrian fire doors highlighted in signal red (RAL 3001).

Blockwork walls to low levels are formed in fair faced, paint grade concrete blockwork, with unpainted grey finish.

The office area to the front continues the same consistent colour scheme but with a contrasting texture of smooth faced, horizontal composite metal panelling in Goosewing Grey (RAL 080 70 05) with windows, doors and surrounding panels in Anthracite (RAL 7016).

Fire escape from the first floor office spaces is achieved via 2no steel prefabricated spiral fire escape stairs in galvanised steel finish with galvanised checkerplate treads and galvanised vertical balustrading.

The office front projection design seeks to incorporate curtain walling and insulated metal cladding with glazed areas to give the visual illusion of a lightweight designed building envelope within a well defined metal enclosure. This contrasts with the necessarily utilitarian nature of the main production areas and presents a sleeker appearance to visitors and passers-by.

3.5 Boundary Treatments

It is proposed to retain current planting around the boundaries where possible and to augment with new localised planting, trees and shrubs around the new site entrance and the SUDS area to the north-west corner of the site.

The nature of the applicant's business and the types of high-value materials and equipment stored on-site dictates the need for perimeter security and as such palisade fencing (approx. 2.4m high) is proposed to all boundaries. The finish to the palisade fencing will be galvanised steel. This is in keeping with similar perimeter fencing installed around neighbouring sites.

The new site entrance will incorporate a prefabricated security gatehouse set on an island between the entrance and exit traffic with galvanised steel palisade security gates. Short sections of blockwork wall will flank the entrance each side incorporating planters at the base and corporate branding signage.

3.6 Access – Vehicular & Transport links

Vehicular and pedestrian access

Car parking is positioned to the front of the site to avoid, where possible, any potential hazard created by pedestrians and vehicles routes crossing. A total of 73 car spaces are provided (including disabled spaces). The new car park for staff and visitors is a swept curve shape, in part defined by the site boundary and access arrangements, and is accessed from the main access road into the site running in from the north boundary. Also included are 3no dedicated parking spaces for wheelchair users and others with mobility impairments located adjacent to the

building's principal entrance and reception. The main entrance to the site, for both cars and lorries, provides wide, open areas that avoid potentially hazardous screened or concealed areas from which traffic could unexpectedly emerge.

Cycle storage provision is made for approximately 24 cycles adjacent to the building which can be accessed entirely via the footpath from the main entrance. For security, the cycle store is visible through windows from working areas within the building.

A refuse collection area is to be located within the proposed new factory area of the building with refuse being collected from the proposed new HGV yard area. This permits the emptying of bins by the building occupants without creating a conflict with vehicular movements within the car park.

A separate and distinct footpath is to be provided from the main entrance to the site, linking the adopted footpath alongside the access road with the building entrance. The building perimeter is surrounded by a footpath to give full access to the side car park areas and fire escape doors.

Transport links

There are regular bus services between Barnsley and Doncaster and other nearby towns and villages on route which pass close to the site with stops on Barrowfield Road to the west of the site and Phoenix Lane to the north.

The site is also conveniently situated approximately 10 minutes-walk from Thurnscoe railway station, with hourly Northern Rail trains in each direction to Leeds and Sheffield and other stations in between.

Vehicular access to the site is from Barrowfield Road, via a new access road constructed to industrial standards to facilitate HGV movements. Provision will be made for a total of 73no car parking spaces for staff and visitors, including 3 for the use of disabled people. Additionally 4no motorcycle parking spaces and 24 bicycle spaces will be provided.

Pedestrian access to the site is also from Barrowfield Road which has wide footways to both sides and forms part of the adopted highway. It is proposed to construct a pedestrian access footway, surfaced in tarmac with precast concrete kerbstones, from the site entrance, past the security gatehouse, to the main front entrance door to the new building, the new footway being a minimum of 1.5 metres wide. Drop kerbs and textured paving will be provided where the access paths cross roadways at the site entrance and within the site and pedestrian crossings will be delineated in painted zebra stripes.

Refer to accompanying document Transport Statement and Travel Plan Framework prepared by Fairhurst for further, detailed information on transport and traffic.

Inclusive design

As a new facility, all areas of the building and site will be fully accessible. Drop kerbs and textured paving will be provided on all pedestrian access paths. Level access for ambulant or wheelchair disabled personnel and visitors is provided at the main entrance to the building and vertical circulation within the building is provided by way of an 8 person platform lift, suitable for wheelchair and ambulant users alike. 3no parking spaces for disabled drivers are provided directly outside the main entrance and reception.

3.7 Plant/Building Services

To minimise the visual impact of air handling plant and chilling units it is proposed to conceal mechanical plant equipment on the roof in the new valley formed between the existing and proposed roof slopes. Services will be exhausted to the external atmosphere via roof discharge fans and flues.

3.8 BREEAM

The initial design has been assessed by Ashby Energy Assessors under a BREEAM UK New Construction 2014 Pre-Assessment Estimator and achieved an indicative BREEAM rating of Very Good. Please refer to accompanying BREEAM Pre-Assessment Estimator Report for further, more detailed information.