

Rockingham Oval

Design and Access Statement

05.02.2021

Planning Design and Access [Design Development]

This Design and Access Statement amendment (DAS) has been prepared by Race Cottam Associates in order to support a new submission for the development of the Rockingham Oval as initially set out in application B/03/0517/H.

The Planning Application seeks approval for the construction of 7No - B1/B2/B8 units including trade counters, car parking and cycle stores on land at the Oval located off the Dearne Valley Parkway between Sheffield Road, Rockingham Roundabout and the Birdwell roundabout.

Purpose of Document

The document intends to explain the new design approach in response to the planning officer comments and consultations on the original application:

- Discuss previous planning comments.
- Explain the changes to the site approach.
- Explain changes to the design and appearance of the building.
- Demonstrate positive response to planning comments with new design.

Job Title:	Rockingham Oval
Client:	E V Waddington
Job No:	3482-02
Document Title:	Planning D&A Statement
Document No:	348202-RCA-00-XX-RP-A-0051
Date:	05.02.2021
Author:	ST
Revision:	P01

Rev	Description	Date	Author	Checked
P01	Planning Issue	05.02.21	ST	LC

Existing Site

Site Layout



Key Site Views



Planning Comments

Design Development

Following the initial application and planning comments, RCA undertook a design review and prepared options for discussion with officers on the 22/12/20.

Previous Issues:

- Concern the site proposal was over-developed.
- Potential to improve the quality of the area against the existing site context.
- The materiality of the scheme should reflect the natural context and not existing buildings.
- A 'Place-making' or 'Anchor' design intent was desired.

Points raised in response to RCA options:

- Quality is a key priority for the scheme.
- Active end gable important for the masterplan.
- End unit should have additional height where possible.
- Colour is important for the scheme.
- Setting clear guides for tenant signage is important.
- Landscaping should enhance and not screen the development.
- Brookdale Court, Peel Street Lidi Trees and St James Retail Park were discussed as design precedents.

Planning Comments



Massing and Elevation - Bookend



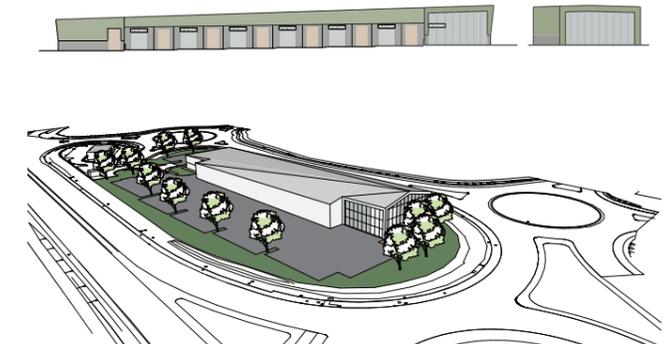
Massing and Elevation - Beacon Approach



Design Precedents



Massing and Elevation - Dynamic Roof



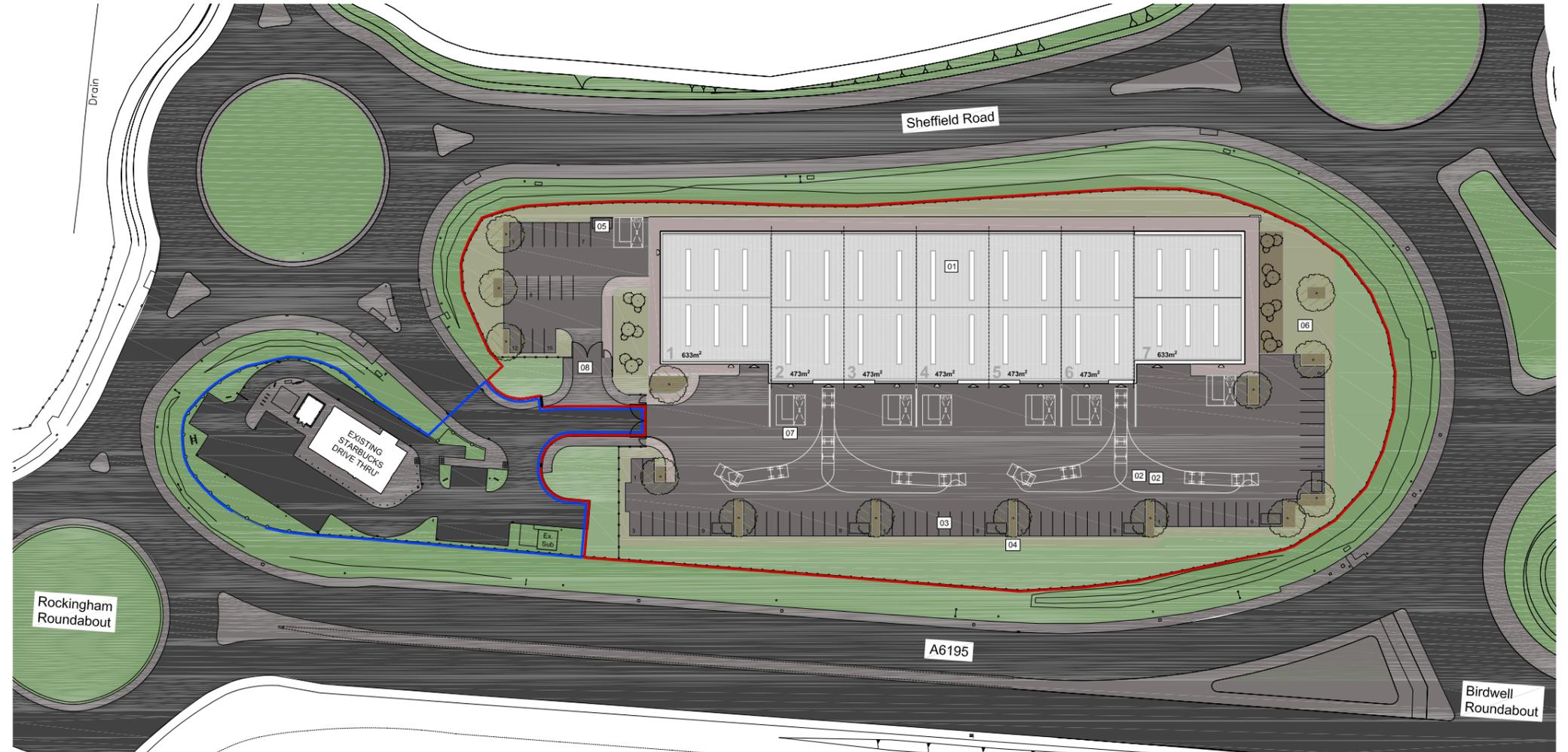
Massing and Elevation - Three Blocks



Design Changes

Site Development

- Reduction in unit numbers from 8 to 7.
- Reduction in footprint overall.
- Footprint pulled away from south of the site.
- Rationalised the parking areas to create a less busy site layout.
- Introduction of trees and structured landscaped areas between parking areas and around building.



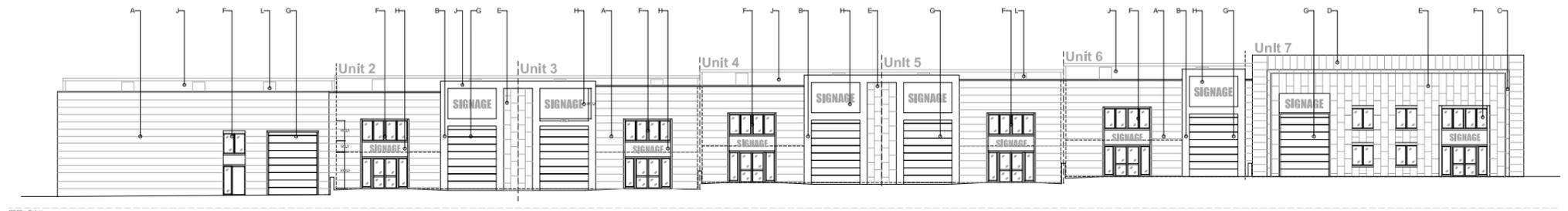
- 1: New units. Pitched roof with parapet gutters
- 2: Example turning head
- 3: Parking bays
- 4: 'Lolly pop' style trees
- 5: Bin stores
- 6: Perimeter landscaped areas.
- 7: Accessible parking bays and electric vehicle charging point
- 8: New entrance gates

Design Changes

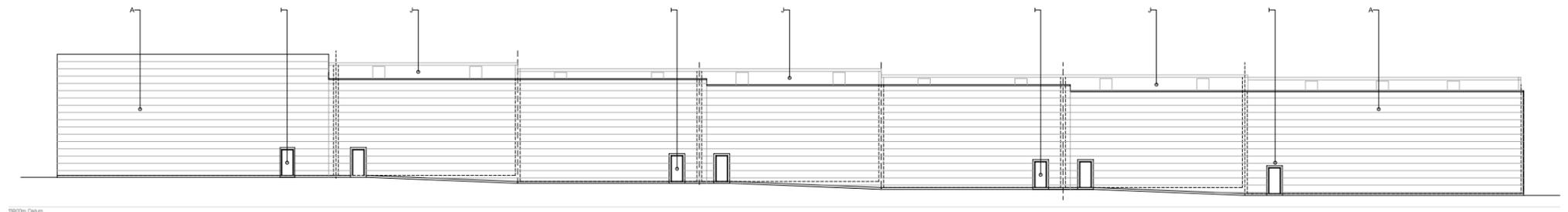
Elevation Development

- Parapet to roof edge on all sides to minimise appearance.
- Design of Unit 7 to form anchor to end of site.
- Unit 7 increased height and feature recessed cladding areas add prominence to unit.
- Muted natural palette of colours consistently applied across building.
- Clear framework for signage areas to minimise clutter.
- Introduction of trees and structured landscaped areas between parking areas and around building.

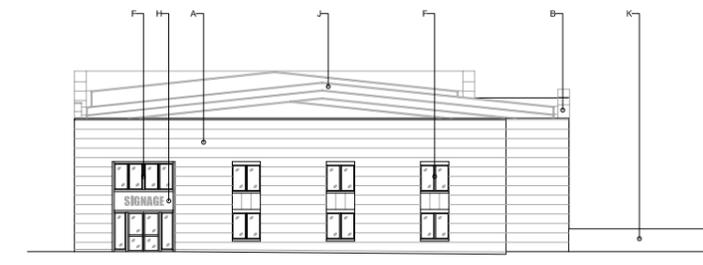
West Elevation - A6195



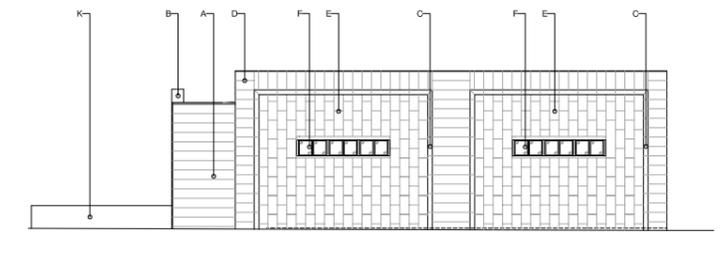
East Elevation - Sheffield Road



North Elevation - Rockingham Roundabout

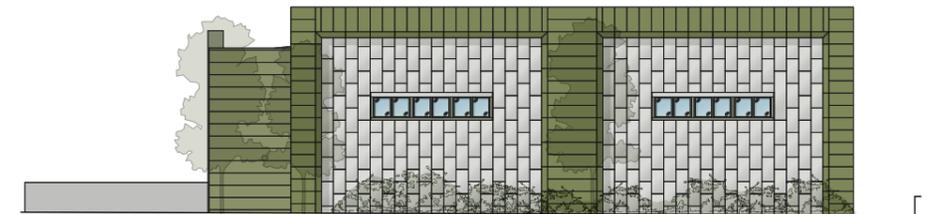


South Elevation - Birdwell Roundabout



- A1 Primary cladding areas - Reticulated stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm)
- B1 Primary cladding areas - Reticulated stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm)
- C1 Secondary cladding areas - Reticulated stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm)
- D1 Primary cladding areas - Reticulated stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm)
- E1 Primary cladding areas - Reticulated stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm)
- F1 Primary cladding areas - Reticulated stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm)
- G1 Primary cladding areas - Reticulated stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm)
- H1 Primary cladding areas - Reticulated stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm)
- I1 Primary cladding areas - Reticulated stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm)
- J1 Primary cladding areas - Reticulated stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm)
- K1 Primary cladding areas - Reticulated stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm)
- L1 Primary cladding areas - Reticulated stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm) or 40mm x 40mm stainless steel mesh (100mm x 100mm)

Elevation Treatment



Project Visual



Appendix - Previous Design and Access Statement - B/03/0517/H



Appendix [Previous Statement]

Houndhill Courtyard
Houndhill, Marchington
Staffordshire ST14 8LN
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Proposed Development of 8 - B1/B2/B8 units Including trade counters, car parking and cycle stores.

At the Oval

Deane Valley Parkway Barnsley

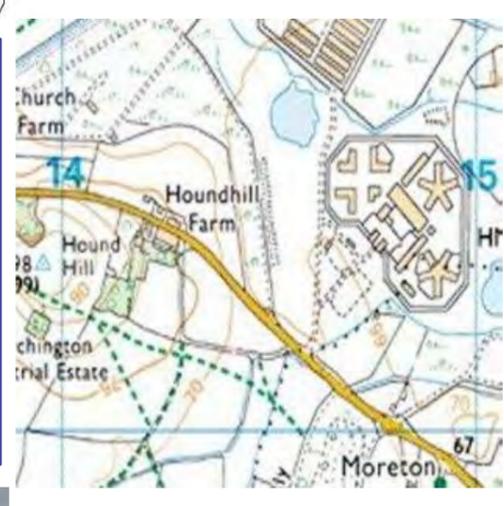
For Ernerst V Waddington

Planning Design and Access Statement.

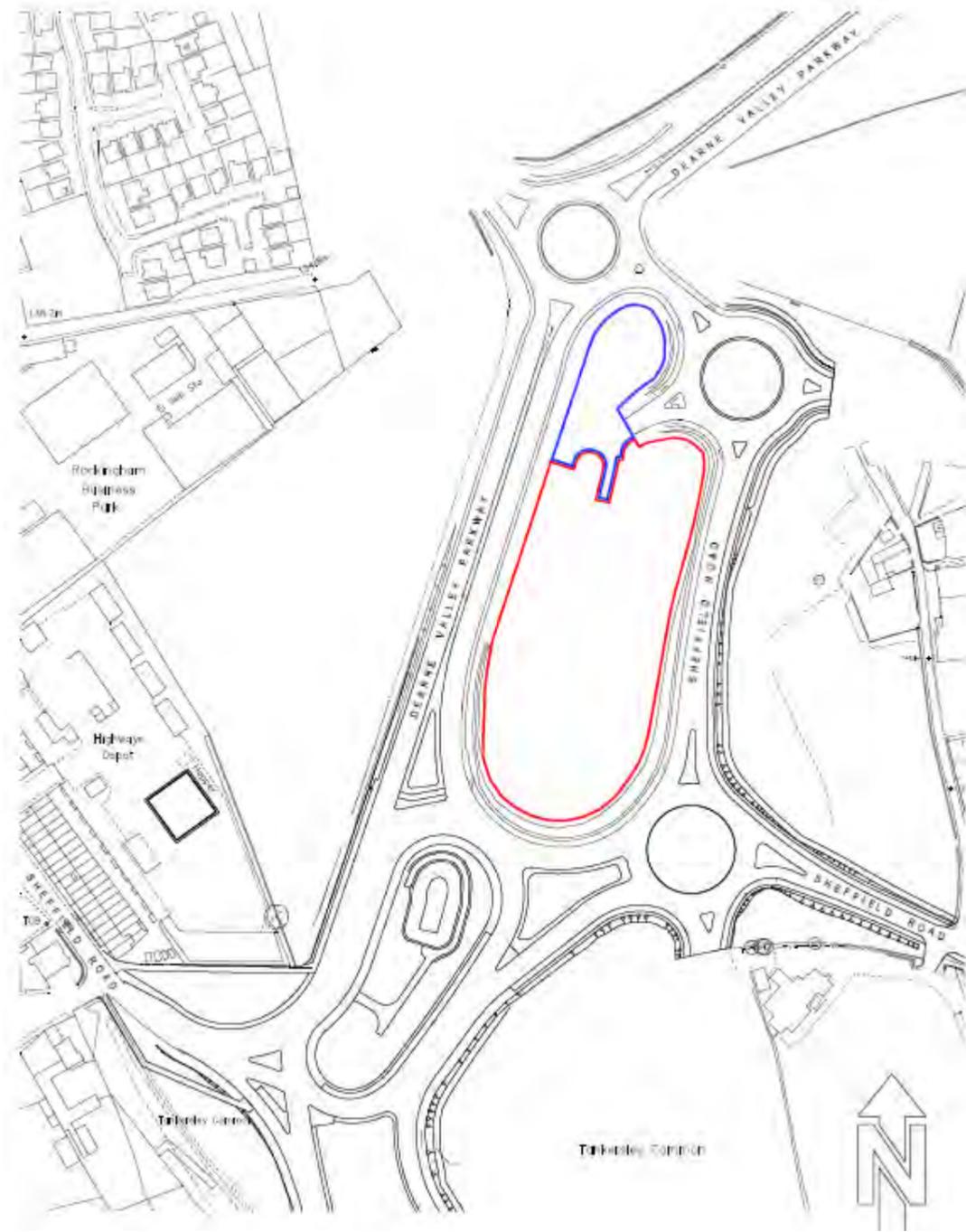
1 Introduction

This Planning Application proposes the construction of 8 - B1/B2/B8 units including trade counters, car parking and cycles stores on land at the Oval. located off the Deane Valley Parkway.

The Application proposes the construction of one building comprising of 8 units and the layout out of the parking spaces around the building. The proposed building is of a modern design and is orientated for the new unit frontages to face westward toward the Deane Valley Parkway overlooking the proposed parking areas.



Appendix [Previous Statement]



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Appendix [Previous Statement]

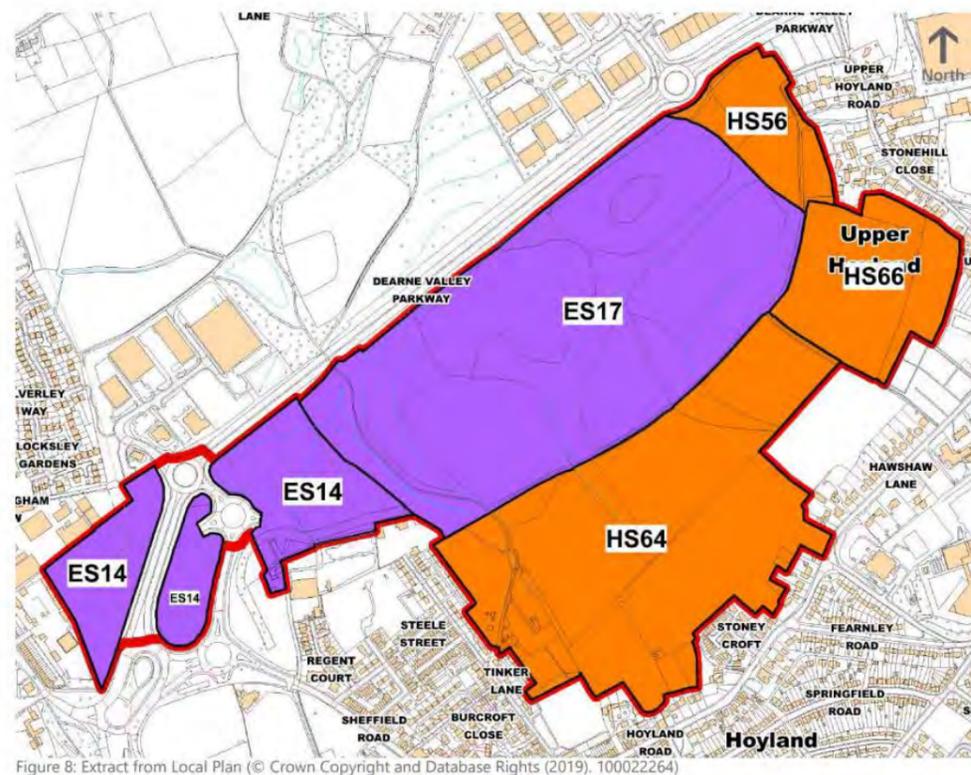
2 The Planning Policies .

Local Planning Policies

The land forms part of an area of land allocated for employment uses in the Barnsley's Local Plan, which was adopted by Full Council on 3rd January 2019.

The site falls with the area of the Hoyland North Barnsley Masterplan and can be seen below comprising the middle ES14 notation in a purple notation

This allocates the site for Employment/Business, General Industry and Storage and Distribution.



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The Plan

Includes the following Policies :_

The Economy Chapter sets out the challenge for the plan period to inter alia provide new job opportunities and support new growth sectors. A range of employment generating opportunities are part of the economic solution.

To support the overall aims the Plan allocates new employment locations including some 110.9 hectares of employment land at Hoyland and that includes the allocation Site ES14 Rockingham of some 8.9 hectares.

National Planning Policies NPPF Feb 2019.

The National Planning Policies are contained within the NPPF and the following are relevant considerations including achieving sustainable development as per para 7.

Para 8 identifies the 3 overarching objectives to achieving sustainability including at 8. a) the economic objective to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

Par 11 sets on Decision Taking

c) approving development proposals that accord with an up-to-date development plan without delay; or

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Appendix [Previous Statement]

Para 20 on Strategic policies confirm that Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

a) housing (including affordable housing), **employment**, retail, leisure and other commercial development;

National Planning Policy sets out at section 6 that planning should help in Building a strong, competitive economy.

This includes at para 80 that:

Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential

Para 82 expands

82. Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.

104. Planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

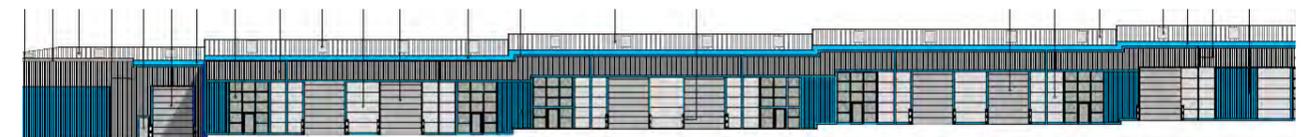
3 The Design of the Proposal.

The design of the proposed building is modern design based on glass and panelling in various types and colours to break up the massing on the building.

The front elevation of the building is a mix of glass, panelling and roller doors creating a varied and attractive yet functional frontage facing the carpark.

The building has a dual pitch roof with Photovoltaic Panels to generate electricity thereby helping reduce the impact of the development on the environment and further reduce reliance of industry on fossil fuels.

The remainder of the elevations also incorporate varying styles of profile panelling and glazing together with emergency escape doors to the rear elevation



FRONT ELEVATION

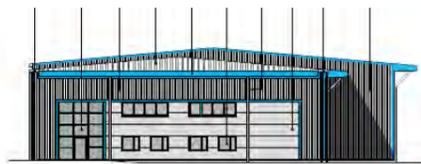
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Appendix [Previous Statement]



REAR ELEVATION



GABLE ELEVATION



GABLE ELEVATION

4 Site Access

Access into the site is to be gained from the new roundabout constructed on the Sheffield Raod. That roundabout gives direct access into the entire Oval Site. From that access point the new building will have access via an access road turning south into the parking areas on the western side of the building

96 Parking spaces are to be provided this includes 8 disabled spaces and 8 electric vehicle Charging points. Dedicated cycle stores are also proposed as shown on the layout overleaf.



The highways around the site have been developed to facilitate the development of the site including the now operational existing Starbucks drive thru' located within the allocation and the wider allocations under Planning application Ref 2014/1516.

Appendix [Previous Statement]

5 The Planning Considerations.

Planning Application 2014/1452 permitted the development of a mixed scheme including A3 A4 and A5 uses on the land immediately to the west of the Application site. Latter Application 2018/0745 and a conditional variation 2018/1334 saw the Erection of A3 café and drive through facility with provision of associated access, parking and substation adjacent to the subject proposal

These uses are now operational and set the character of the location when leaving the motorway and travelling east on the Dearne Valley parkway. The proposed use of the subject application compliments these uses.

The application is considered policy compliant with both the policies in the Local Plan and the Hoyland North Masterplan delivering the allocation as proposed. The development will bring jobs and economic growth to the area and the scale of the proposal along with the development of the site will assist in the strategic regeneration and growth of the area ensuring the delivery of the Local Plan in a timely manner.

It is considered that the scheme is also compliant with the policies in the NPPF on the basis that the proposal will create new jobs and employment opportunity in an area designated for growth in the Borough.

