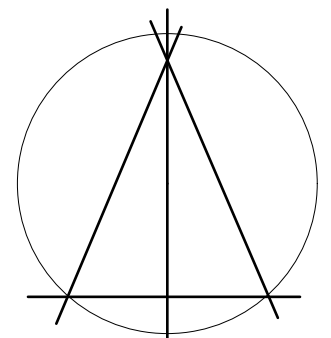


# **Design and Access Statement**

## **Proposed Storage and Distribution Unit West Road, Pogmoor, Barnsley**

**Application Reference  
October 2023**



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1.0 Executive Summary

The proposed development site is on West Road, Pogmoor, Barnsley. This application seeks full planning permission for 1 Commercial Unit. The application site as a boundary of approximately The purpose of this document is to outline the understanding and significance of the commercial unit in both design and site usage and the impact that this will have on the immediate environment and wider community. The document provides design justification for the proposed development in terms of layout, scale and integration into the area. The following statement should be read in conjunction with the submitted plans and accompanying supporting documentation to justify planning permission.

2.0 Introduction

This statement has been prepared to support a planning application for the construction of 1 commercial Unit at West Road, Pogmoor, Barnsley, planning application reference. This application is a full planning application. This document provides background information on the matters taken into account in formulating the design and explains parts of the development in relation to the sites surrounding areas. The design team and applicant alike are committed to a high-quality scheme that will not only benefit the area but the wider community. Sympathetic understanding of the local community has resulted in a well-designed scheme reflecting the local units and meeting current market needs. Our objectives are to ensure that the new development will have a positive impact upon neighbouring properties and the wider environment and responds to;

- Article 9 of the Town and Country Planning (Development Management Procedure) England Order (2015), and
- Barnsley Council SDP (Supplementary Planning documents)

3.0 The Site

The application site is highlighted on the aerial plan below with a red line border. The site located off West Road, in the settlement of Pogmoor which is within the boundaries of Barnsley Council. Pogmoor is located approximately 2m west of Barnsley town centre. The site is located close to the Junction 37 of the M1, the site is a clear piece of land with small amounts of Scrub around the perimeter of the site. The site is surrounded by a railway line along its southern border which seperates the site adjoining residential development. Also along its bounday are mature trees which offer a good visual barrier during the summer months between the existing developemnt and the proposed scheme



General Photographs of the site



General Photographs of the site



General Photographs of the site



General Photographs of the site

4.0 Site Connections

Road

The site is located off West Road which is a 5 min drive to the M1.

Train

Barnsley train station is approximately an 8 min drive away, or a 25 minute bus journey away via the bus accessible on Pogmoor Road.

Pedestrians:

The site is located in good proximity to local amenities, along Pogmoor Road Which is a 5 minute walk.

Bus

The buses run regular services stopping in close proximity to the site along Pomoor Road. The route provides convenient access to Barnsley Town Centre

Air

The nearest and most accessible airport is Manchester Airport which is approximately 40 miles from the site. Alternatively, the East Midlands airport which as a good motorway connection between the site and the airport with a 55 minute travelling time.

5.0 Site Analysis and Drivers

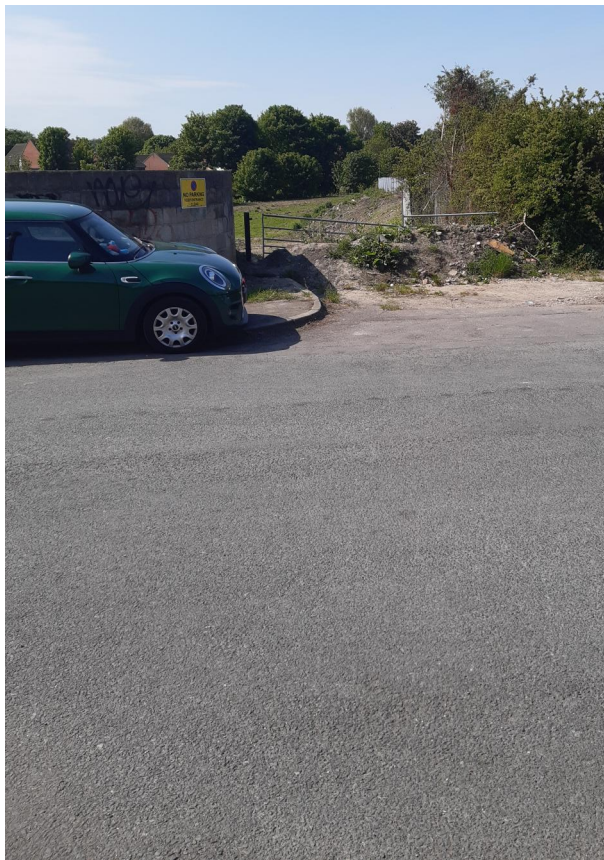
The site is located on a brownfield site in Pogmoor. The following criteria will impact upon the project development and final scheme design:

Highways

The site is in an accessible location with bus stops on Pogmoor Road and train station at Barnsley centre. The M1 motorway is a short 5 minute drive away. Vehicular access is available to the site directly from West Road Road. The development will cause an increase in road traffic but this will be offset by the closure and demolition of the existing unit at the location next to the entrance of the site. This site is also owned by the client.

Vegetation

There is limited vegetation on site, the Preliminary Ecological Appraisal Report describes this in more detail.



Existing entrance to the site an edging strip will identify the boundary between the adopted road and the unadopted private client constructed by the applicant.



Existing blockwork wall to be demolished to allow for new road access to site

Drainage

The site is located in Flood Zone 1 and therefore is at very low risk of flooding. The drainage report concludes that the site will have an attenuation tank sited at the southern boundary of the site. No development will take place over the attenuation tank.

Noise

The noise assessment as been undertaken as the adjoining properties are of a majority, residential and therefore are unlikely to cause any disturbance due to noise. Periodically there will be noise from the adjoining railway tracks caused by the passing of local DMUs (Deisel Multiple Units)



Photographs showing remains of the passed tarmac/kerb edging left by previous developement.

Adjacent Properties and Developments

There are no listed buildings present on the site or adjacent sites. Conservation areas are not within the immediate area of the site. Properties adjacent to the site are of a mixed use including light industrial, commerical and domestic residential dwellings.



Recent demolition work as taken place of the remains of a small industrial unit (portal frame steelwork only) The new commercial unit will not be visible from a public highway and during the summer months is also not visible from the residential properties on the other side of the existing and currently used railway. The building will sit at the current levels shown on the survey drawing. (see Haycock and Todds survey drawing attached to application)

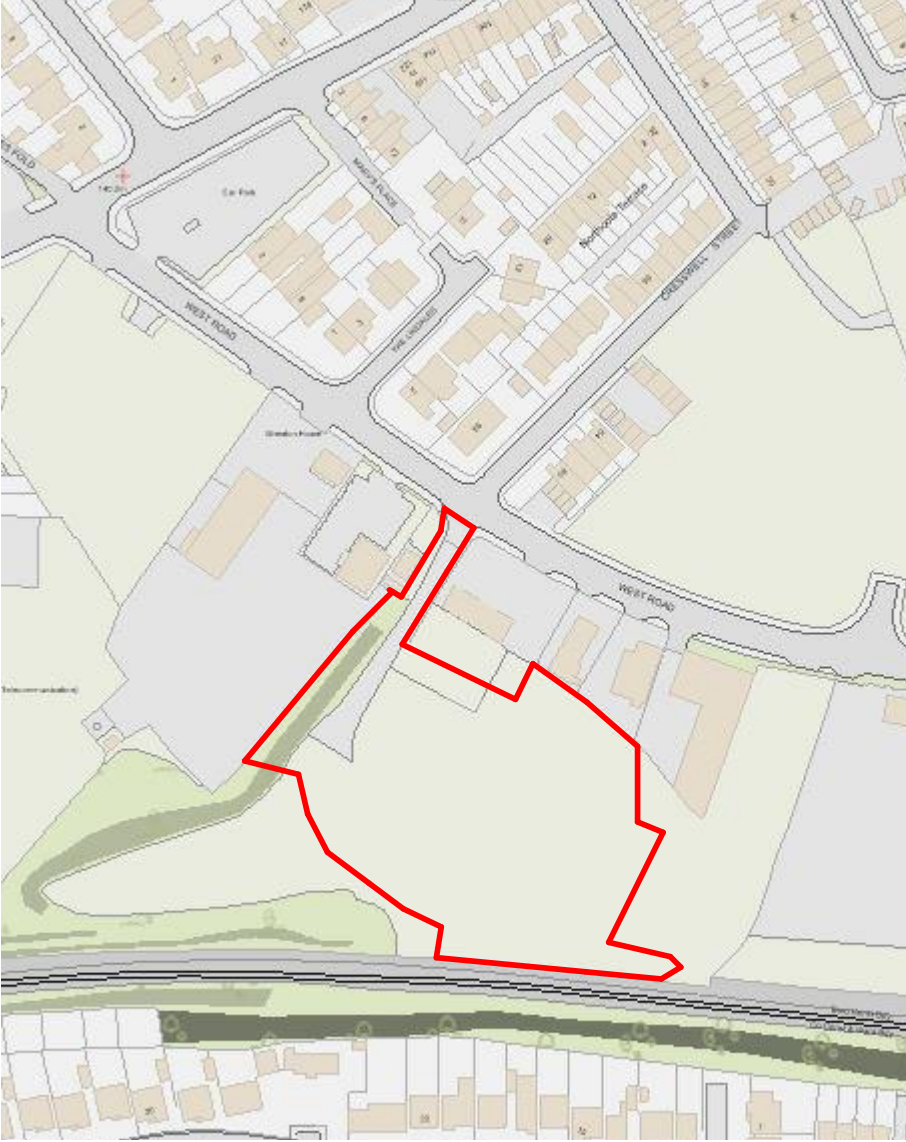
6.0 Local Character and Heritage

The proposed development will use reinforced concrete panels with insulation trapped between them and finishe dexternally with profiled cladding panels in both the walls. The roof will have insulated profiled composite panels. Large purpose constructed delivery areas will be incorporated into the design to aid safe and efficent delivery of products.

# Design Development

We have based our planning design on the following criteria.

To encourage an improvement of this unit over other units within the immediate versinity, including extensive landscaping.



Greenspace is located close to the proposed site and the council describe greenspace as land being provide with similar protection as Green Belt. The National Planning Framework (NPPF), published by the Department for Communities and Local Government in March 2012 and most recently updated in July 2021, sets out the government’s planning policies for England.

LGS is designated by the planning authority (borough, district, metropolitan or other unitary authority) and once it is in place, it is subject to the same strong development restrictions as Green Belt, ruling out new development except in special circumstances. In accordance with the approved local plan (Jan 2019) Section 5 Spatial Strategy item 5.11 states that most development should take place within Urban Barnsley and this includes areas that stretch from Higham through to Ardsley

The site is not located within the Green belt. Pogmoor falls within the classification of a Sub Regional Town. The proposed development will help to strengthen the sustainable community of Pogmoor with increased local employment.

## Use

The scheme proposal comprises of a commerial development selling high quality power tools for purchase by both the trade and the general public (although the emphasis will be on trade rather than general public). The development does not relate to some of the adjoining units although there are a number of other units which are different in size in there form of construction and are all elevated higher than the proposed development. The location of the development will not affect the street scene along West Road due to being set back and situated within a basin. The unit will have an internal floor area of approximately 700m2 incorporating a shop area, storage of merchandise and offices, associated kitchen and male/female toilets including a seperate disabled WC situated within the sales area. Adequate parking provision as been provided which Incorpartes staff parking. The site area is 7530m2 (0.753 Ha). The unit will be constructed with reinforced concrete panels to both the inner and outer leafs faced with profiled cladding panels. The construction will comply with current building regulations. The roof will also be of a composite insulated cladding panel with a low pitch to reduce the impact of the structure to the surrounding area. The associated landscaping will help to soften the impact of the new building and with a thoughtful landscape scheme will attract additional wildlife to the area.

## Scale

The proposed unit will not have an overbearing effect on the adjoining owners as the site itself is separated from the nearest residential properties by a railway line and a large number of trees (these trees are not within the boundary line of the application) that will provide a visual barrier between the houses and the unit during the summer months when residents are likely to spend more time in there private amenity spaces.

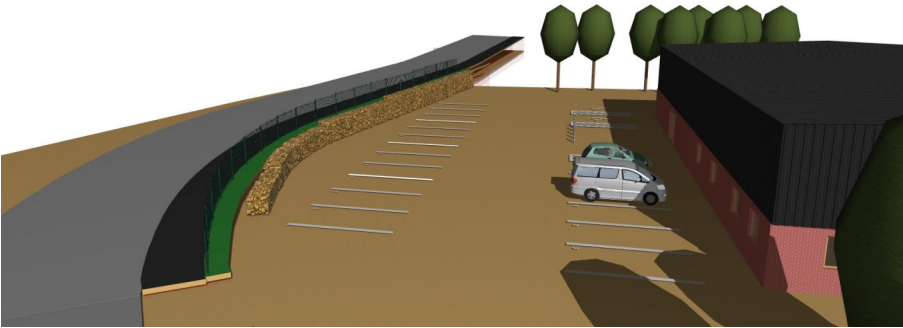


Photograph showing existing trees and bushes providing screening for the properties along Grosvenor Walk.

## Boundaries

Site boundaries are made up of walls and plastic coated fencing and provide 24 hour security to the site. In addition to the security fencing the site will have an automatic electronic gate at the top of the service road controlled by CCTV relaid back to the unit. There will also be a pedestrain access point controlled by a seperate electronic gate.

There is no flood risk to the site from rivers or streams. Level access will be provided to the unit which will facilitate easy access for the removal of merchandise purchased at the unit and easy access for disabled therefore complying with Building Regulations and the DDA Act (Disabled Discrimination Act).

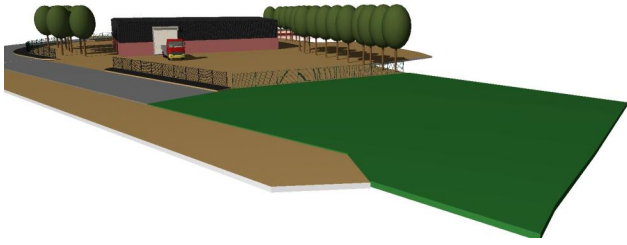


General photograph of site showing rough grass and shrubs



Photograph shows the gradual slope from the basin of the site towards West Road.

Renderers showing the location of boundary fencing and retaining wall to slope where new road is to be located. The building as change in design to incorporated full height cladding instead of the traditional brickwork at low level. See final design at the end of the document.

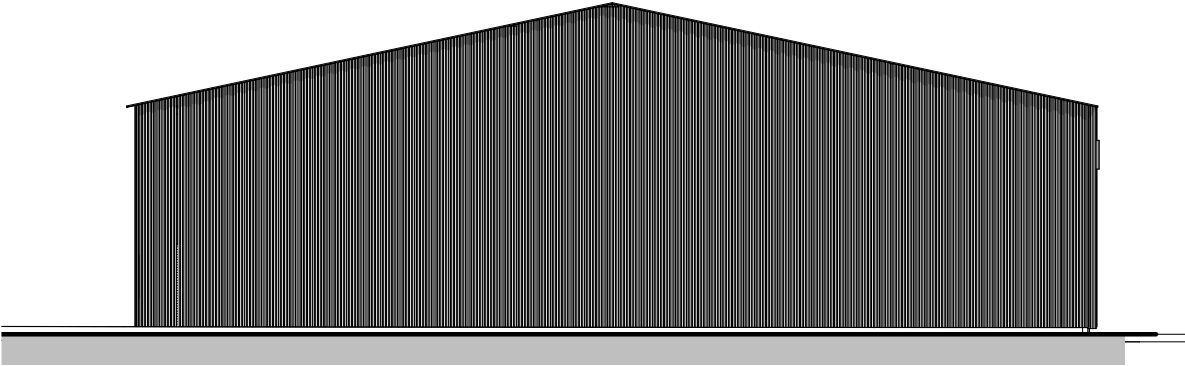




View showing derelict area of site leading up to Commercial unit on West Road.

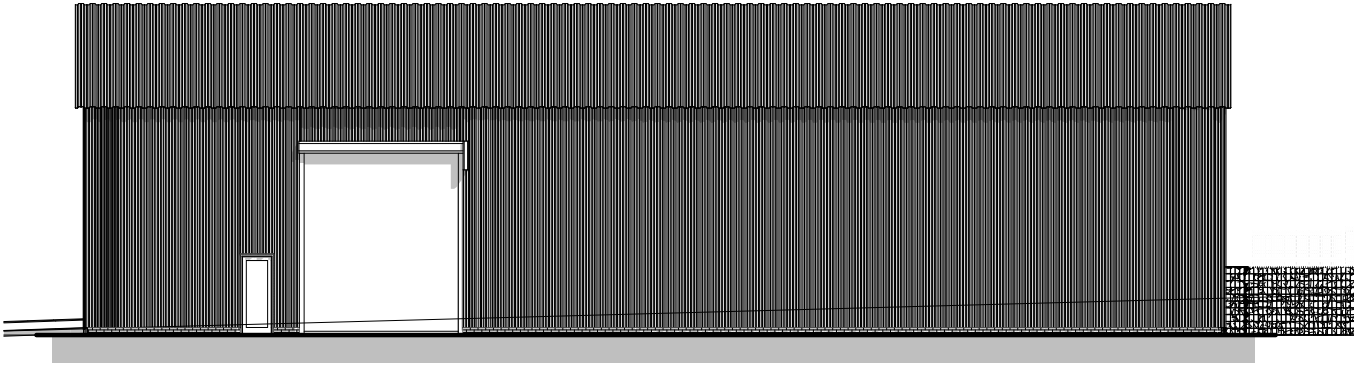
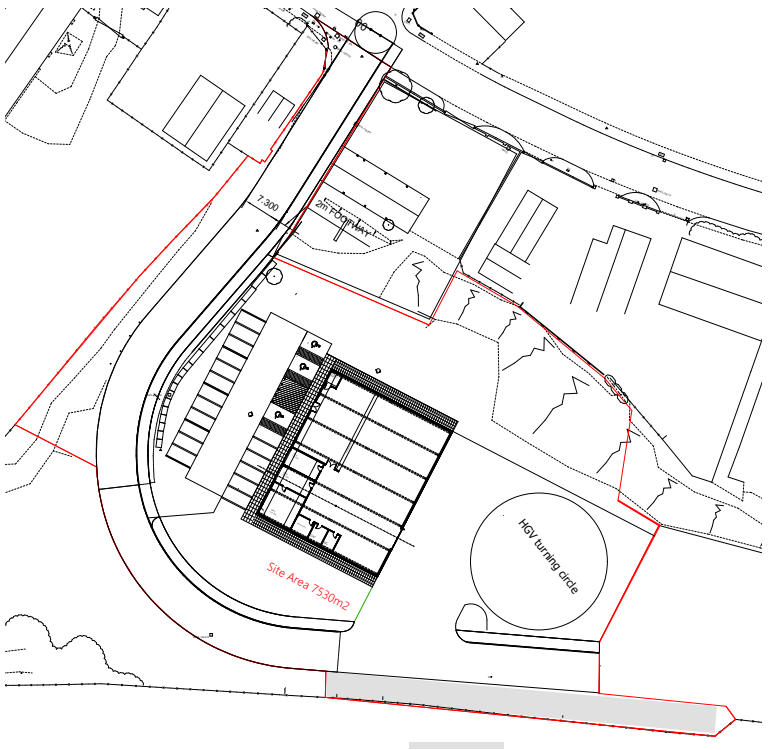
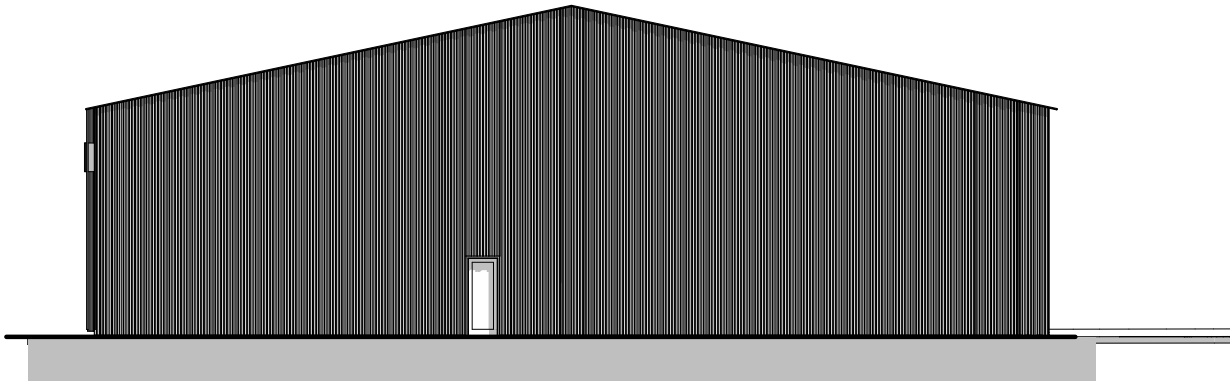


Picture showing mixed development along West Road of Residential and Commercial units



Elevation

1:1



0.

18 (21)

1:100



A11

Elevation

1:100

### Conclusion:-

The site as been over its most recent history a highly sustainable site being a haulage contractors and a skip hire company. The introduction of a new building will increase its sustainability further, and help in the increased boast to the local economy and employment.

The existing site is of low grade landscaping and ecological benifit due to the requirements for a landscaping scheme the site will be much more biodiverse with its ongoing maintenance scheme.