

williamsaunders
architecture : engineering : building consultancy



PROPOSED DEVELOPMENT

**AT DEARNE VALLEY PARKWAY,
BIRDWELL,
BARNLEY,
SOUTH YORKSHIRE**

FOR CARNELL MANAGEMENT SERVICES LTD.

DESIGN, ACCESS AND PLANNING STATEMENT

JOB NO: 12215

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Ref	Description	Date
P1	First Issue	006.23

Prepared by: Isabel Rumley **Date:** 06.23

Verified by: Stuart Willows **Date:** 06.23

01

Introduction

1.1 Introduction

This Design & Access Statement has been prepared on behalf of the applicant, Carnell Management Services Ltd, in support of a full planning application to Barnsley Metropolitan Borough Council.

The full planning permission application will include seven industrial units with higher-than-average specifications, as well as service yards and car parking areas. The site will be fully serviced.

The following drawings have been submitted along with the application:

- 12215-WMS-XX-XX-DR-A-10003-S8-P16_Proposed_Site_Plan
- 12215-WMS-XX-XX-DR-A-10004-S8-P3_Proposed_Location_Plan
- 12215-WMS-XX-XX-DR-A-10006-S8-P5-Site Plan-Surfacing
- 12215-WMS-XX-XX-DR-A-10007-S8-P4-Site Plan-Fencing
- 12215-WMS-ZZ-ZZ-D-A-10050-S8-P3_Vehicle_Tracking_Strategy
- 12215-WMS-ZZ-ZZ-D-A-10501-S8-P2_Proposed_Site_Sections
- 12215-WMS-01-ZZ-D-A-10401-S8-P6_Unit_1_Proposed_Floor_Plans_&_GA_Section
- 12215-WMS-01-ZZ-D-A-10451-S8-P2_Unit_1_Proposed_Roof_Plan
- 12215-WMS-01-ZZ-D-A-10601-S8-P5_Unit_1_Proposed_Elevations
- 12215-WMS-02-ZZ-D-A-10402-S8-P6_Unit_2_Proposed_Floor_Plans
- 12215-WMS-02-ZZ-D-A-10452-S8-P2_Unit_2_Proposed_Roof_Plan
- 12215-WMS-02-ZZ-D-A-10602-S8-P5_Unit_2_Proposed_Elevations_&_GA_Section
- 12215-WMS-03-ZZ-D-A-10403-S8-P6_Unit_3_Proposed_Floor_Plans
- 12215-WMS-03-ZZ-D-A-10453-S8-P2_Unit_3_Proposed_Roof_Plan
- 12215-WMS-03-ZZ-D-A-10603-S8-P5_Unit_3_Proposed_Elevations
- 12215-WMS-04-ZZ-D-A-10404-S8-P6_Unit_4_Proposed_Plans
- 12215-WMS-04-ZZ-D-A-10454-S8-P2_Unit_4_Proposed_Roof_Plan
- 12215-WMS-04-ZZ-D-A-10604-S8-P5_Unit_4_Proposed_Elevations_&_GA_Section
- 12215-WMS-05-ZZ-D-A-10405-S8-P6_Unit_5_&_6_Proposed_Floor_Plan_&_GA_Sections
- 12215-WMS-05-ZZ-D-A-10455-S8-P2_Unit_5_&_6_Proposed_Roof_Plan
- 12215-WMS-05-ZZ-D-A-10605-S8-P5_Unit_5_&_6_Proposed_Elevations
- 12215-WMS-07-ZZ-D-A-10407-S8-P6_Unit_7_Proposed_Floor_Plan_Roof_Plan_&_GA_Section
- 12215-WMS-07-ZZ-D-A-10607-S8-P5_Unit_7_Proposed_Elevations
- 3508-02-b-US-topo survey

02

APPLICATION BACKGROUND

2.1 Application Background

Pre-Application

An initial application for Pre-Application advice was submitted to Barnsley Metropolitan Borough Council on 15.06.2022 including the following information:

- 12215-WMS-XX-XX-DR-A-10003-S2-P7-Site Plan-22.06.15
- 12215-WMS-XX-XX-DR-A-10004-S2-P2-Location_Plan-22.06.14
- 12215-WMS-ZZ-ZZ-DR-A-10404-S3-P1_Unit_4_Proposed_Floor_Plans
- 12215-WMS-ZZ-ZZ-DR-A-10601-S3-P1_Unit_1_Proposed_Elevations
- 12215-WMS-ZZ-ZZ-DR-A-10604-S3-P1_Unit_4_Proposed_Elevations
- 12215-WMS-ZZ-ZZ-DR-A-18101-S3-P2_Unit_4_Proposed_Visual
- 3508-02-a-topo survey
- Rockingham Planning-Pre_App-Statement

A formal response was received from planning on 19.08.2022, including the following responses:

- 2022ENQ00280 Land off DVP Pre application Formal reply letter
- 2022ENQ00280 Appendix 1 Guidance Land off Dearne Valley Parkway
- 2022ENQ00280 Appendix 2 summary consultation responses
- 2022ENQ00280 Appendix 3 validation requirements
- South Yorkshire Mining Advisory Service response.
- Biodiversity & ecology response.
- Enterprising Barnsley MBC response.
- Superfast South Yorkshire response.
- Yorkshire Water response.
- The Coal Authority response.
- Highways response.

It was noted by the Head of Planning that this development would be a valued addition to the area with a good mix of unit sizes.

Planning Response:

The Barnsley Local Plan was adopted in January 2019 and the site forms part of site allocation ES14 Rockingham 8.9 ha. The site-specific policy states;

The development will be subject to the production of a Masterplan Framework covering a number of sites including housing site references:

HS64; HS66; HS56 and employment site references: ES14 and ES17.

The development will be expected to:

Provide appropriate access to employment site ES17 and housing site HS64.

Consider the impact on residential amenity and include appropriate mitigation where necessary; and consider the potential impact on the nearby Shortwood and Hay Green Local Wildlife Sites and include appropriate mitigation where necessary; and retain the hedgerow along the north edge.

The site also lies in the adopted Hoyland North Masterplan area. All the Barnsley Masterplans which cover employment uses aim to achieve much higher quality design of commercial buildings set within plentiful high quality landscaped settings with lower roof heights where possible. The intention is to move away from the historical image of stark large buildings in a bare sea of tarmac.

Within the masterplan area the following is required:

10% biodiversity net gain

Substantial landscaped buffer along Dearne Valley Parkway (DVP). The Masterplan also expects landscaping to be provided along internal highways to meet with the high-quality landscape setting. Green roofs should be considered to soften the appearance of roofscapes and deliver biodiversity net gain, all proposals should submit a landscape and visual impact assessment (of appropriate scale to size of development).

A materials palette of neutral colours must be used (page 14 of Masterplan)

*The site itself lies in the Commercial Parkway West character area of the Masterplan which states "This is an area defined at present by highway infrastructure. It is an area in need of development to soften the infrastructure character and to bring high-quality buildings and **substantial landscape** into play to establish a stronger sense of place". The Masterplan goes on to state that "This area will be characterised by employment buildings and will be an important gateway into the Masterplan Framework area from junction 36 of the M1. It should deliver a high-quality environment that sets the design quality for the wider Masterplan Framework area".*

Design of buildings must be appropriate for its end employment use and seek to minimise visual harm upon the wider landscape, all employment units should have a "human scale" frontage to assist with legibility.

2.2 Application Background

Site Plan & Highway Design

Following the receipt of the responses to the Pre-Application, the comments were reviewed, and the following were identified as the main points that required further discussion:

1. Size and density of the building on the site
2. Elevational treatment of the buildings, especially to the Dearne Valley Parkway
3. Landscaping, and biodiversity net gain of 10%
4. Highways queries

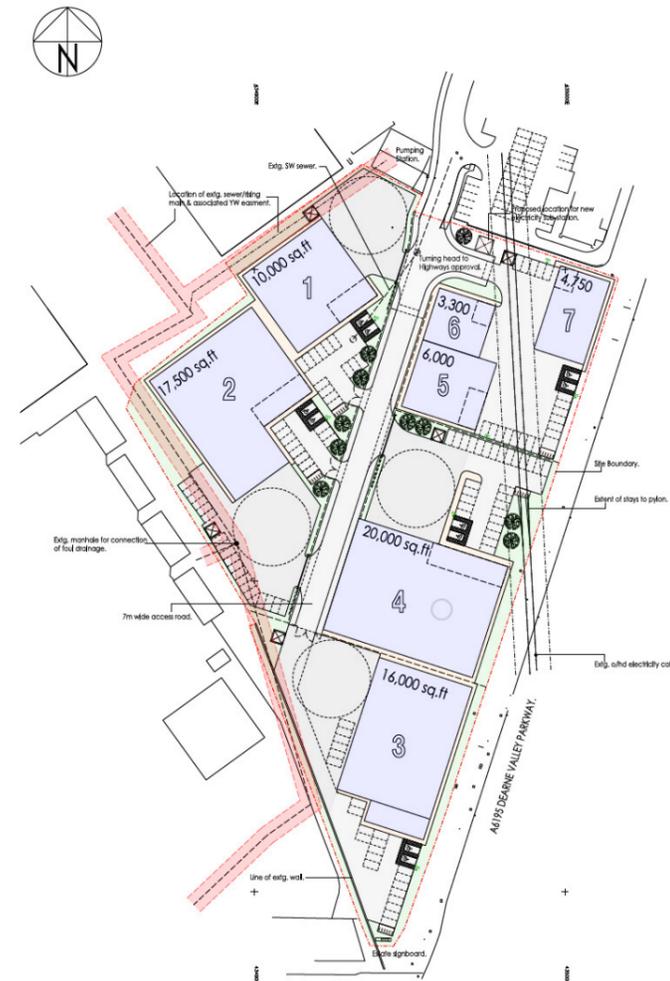
An updated site plan (drawing no. 12215-WMS-XX-XX-DR-A-10003-S2-P8-Site Plan-22.10.14) was issued to address the size of units, density of the site, and landscaping. The site plan was amended to include reduced unit sizes and the agreed-upon landscaping area along Dearne Valley Parkway.

Highway comments focused on the location of the hammerhead, cycles, parking, and access from the new estate road. Following the discussions, the site plan was reviewed and amended to show the following:

1. Hammerhead to the southern end of the site
2. Accesses to service yards set back 10m from the highway
3. Gates removed to car parking areas.
4. Number of car parking spaces increased.
5. Motorcycle parking bays added.

These changes are depicted on drawing number 12215-WMS-XX-XX-DR-A-10003-S2-P8-Site Plan-22.10.14. The eastern side of the internal road has been landscaped to help with the site's internal visuals.

The final layout was agreed by Highways on 18.11.2022.



Proposed Site Plan Issued with Pre-Application



Site Plan Agreed with Planning & Highways

2.3 Application Background

Scheme Proposals Meeting

Following the design team's review and the provision of additional explanations, additional responses were received from planning on 09.11.2022, once again addressing the density of units, landscaping, and views of units 3 and 4 from Dearne Valley Parkway. At this stage, it was felt that a face-to-face meeting should be arranged to discuss the proposals to enable the scheme to progress.

A meeting was arranged with the Planning Department and held on 22.11.2022 at Barnsley Metropolitan Borough Council's offices. The meeting discussed and agreed that the site plan (drawing number 12215-WMS-XX-XX-DR-A-10003-S2-P8-Site Plan-22.10.14) was acceptable, but that the buildings, particularly those facing the Dearne Valley Parkway, needed to be reviewed.

It was felt that the elevations of units 3 and 4 would visually merge into one. To help differentiate the units, it was suggested that they have different roof lines, colours, and types of cladding. Additional building height information would also be required.

Based on this, the design team reviewed all units and revised proposals were submitted, along with a planning statement (issued on 01.02.2023) Proposed changes to the elevational treatment, including the material colours based on the masterplan.

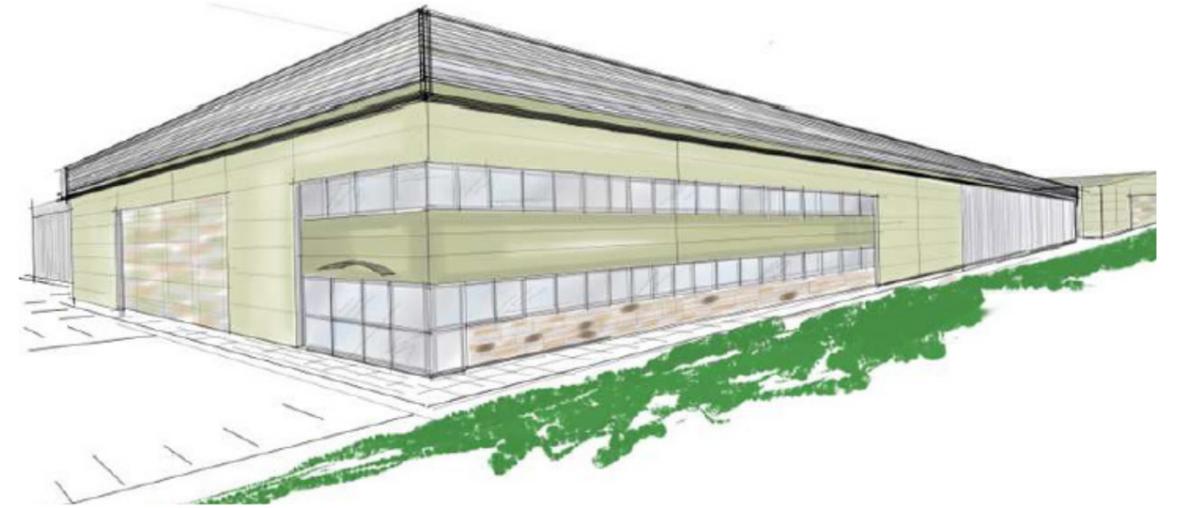
The proposals provided a clear visual indication of where the main office entrance and offices are using high-quality factory finished cladding with surrounding trims, and glass curved canopies, and wrap around glazing.

The design changes are set out in a document titled 'Rockingham – Development of Units', showing the design progression as well as the colour and material proposals for the project. See Appendix A.

During the meeting it was noted that any further loss of floor area would make the site unviable.

The landscape and visual assessment were still being reviewed at this stage.

Elevational Treatment Sketches



2.4 Compliance with Masterplan

We now believe that we have put forward a scheme that satisfies the Masterplan's requirements, the feedback we received during the Pre-Application and during our meeting with the planning department, and that offers a good design for this gateway site.

We implemented the masterplan requirements for the project to provide buildings that minimise visual harm to the surrounding landscape by using the suggested colour palette and external materials, with buildings of varying shapes/sizes that are of high quality and uncomplicated. Units 3 and 4 now have different elevational treatments so that they are not perceived as one when driving along the Dearne Valley Parkway.

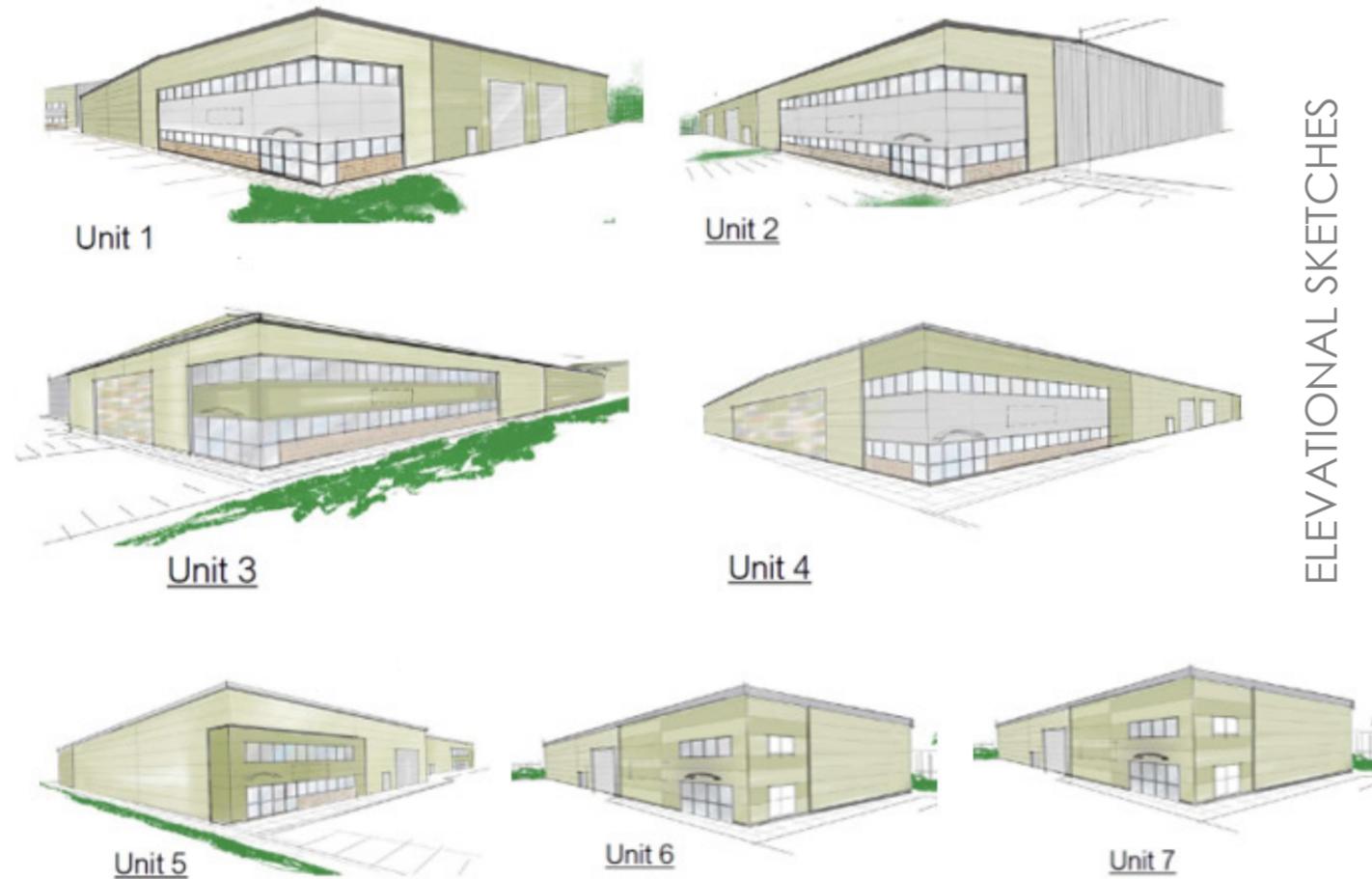
The revised proposal now displays the building heights and scale.

Services yards are not dominant when viewed from the Dearne Valley Parkway.

The site will be enhanced by careful design of landscaping which provides a substantial green belt along the Dearne Valley Parkway. A bio-diversity net gain of 10% is also to be provided, on site where possible.

As previously stated, Highways' responses have been incorporated into the revised scheme, with the hammerhead moved to the southern end of the site, service yard accesses are set back 10m from the highway, car parking increased, and motorcycle parking added.

It should also be noted that any additional reports required for the validation have been reviewed against the masterplan requirements.



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Site Background

3.1 Location

The site is located approximately 9.6km South-East of Barnsley town centre, off Dearne Valley Parkway, Birdwell, Barnsley. The site is part of a larger business park development, comprising of a mix of commercial businesses and industrial units.

3.2 Site Context

The application site has an area of 2.03ha (5.03 acres).

The site is located to the west of the A6195 Dearne Valley Parkway and North of Junction 36 of the M1 Motorway and is accessible from Kestrel Way to the North of the site.

The site is bounded to the north by the existing Costa Coffee, to the northwest by existing industrial buildings, to the South-West by the Council Depot and to the east by the A6195 Dearne Valley Parkway.

The site is part of a masterplan framework, which can be seen on page 18, which is bound by the A6195 Dearne Valley Parkway to the North and the existing residential development of Hoyland Common to the South, East and West.



Aerial View: Site Location Showing Site Boundary (Depicted in Red).

3.3 Description

Much of the application site is located within a Coal Authority Referral area due to the presence of previous open-cast coal operations that occurred between the 1950s and 1970s, making it a brownfield site.

Following backfilling of the mines and the completion of a landscape restoration programme, the site is currently a disused, vacant area with limited vegetation cover.

The site lies in the adopted Hoyland North Masterplan area, the proposed development of the site will be subject to the Masterplan Framework.

A topographical survey is included with the application.



View looking South along Eastern Boundary.



View looking West along Northern Boundary.



View looking North along Eastern Boundary.

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Proposals

4.1 Site Layout

The project entails the construction of 7no. units with ground floor footprint sizes ranging from 3,300sq.ft to 18,600sq.ft, and all associated external works such as services yard, car parking, cycle areas and brick-built bin stores.

The buildings will typically have 1200/1500mm wide paved paths around the perimeter for escape/maintenance access, and 1800/2000mm wide paved paths to the building frontage.

The variety of sizes was part of the original brief, allowing for new start-up businesses in the smaller units, with more established businesses taking the larger units if they desire to expand. The range also allows businesses to start up in small units and then expand into larger units on the same site.

The site layout has been constrained by the existing topography and shape of the site, the restrictions of the overhead electricity cables crossing the site, the restrictions of sewer easements within the site and access to the site.

Each of the large buildings will have its own service yard and car parking areas, with the smaller units having a combined yard and car parking area.

The layout of the units maximises the net developable area of the site but still allowing for all necessary service yards, car parking, bin stores and landscaping.

The intention is for buildings to have their main office entrances facing the parking areas. This makes the building entrances noticeable which will be emphasised by a canopy and distinctive wall finishes at these points.

Electric car charging points will be provided to each of the units.



Proposed Site Plan

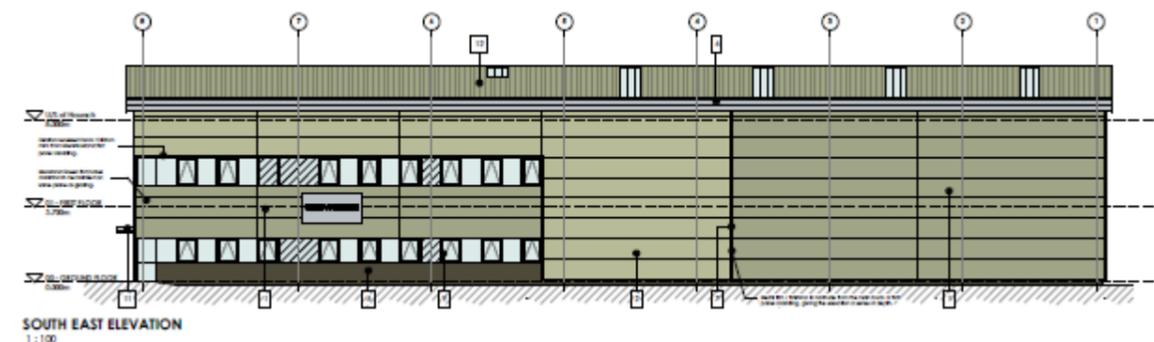
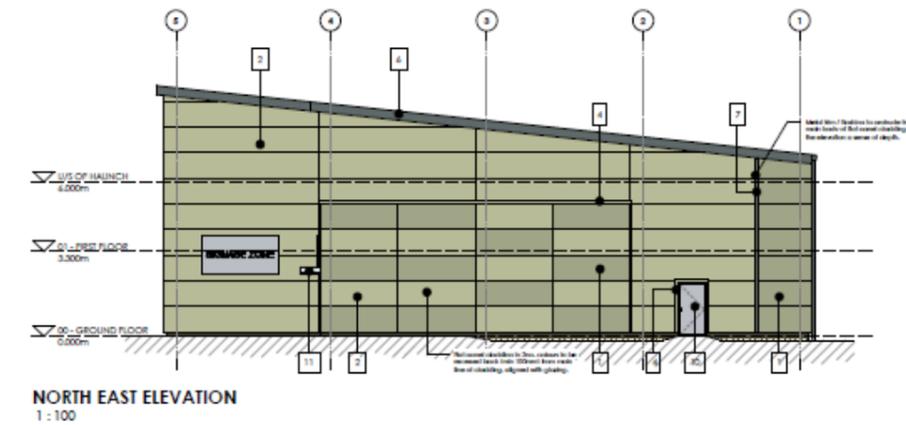
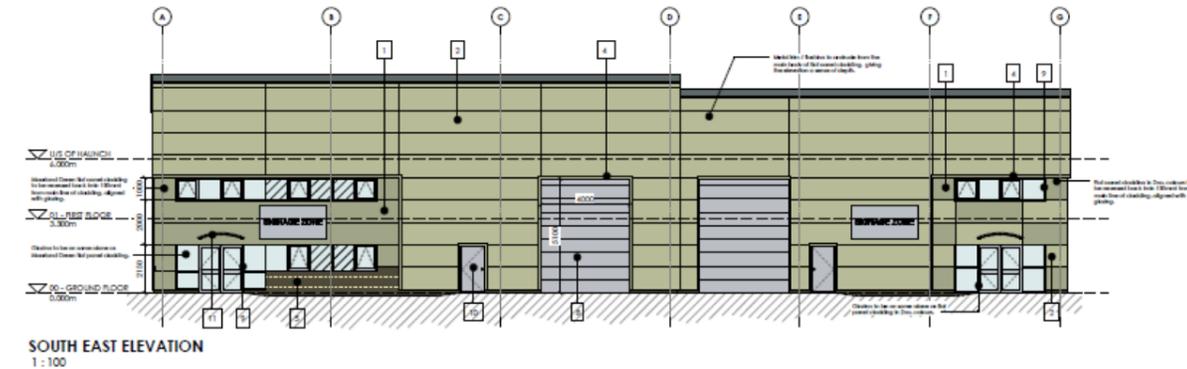
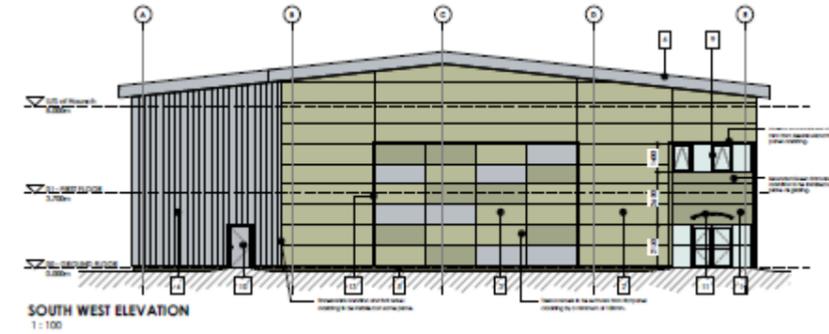
4.2 Appearance

Low-level brickwork provides robustness in high-traffic areas, and is contrasted with factory finished steel cladding, both composite flat panel and wide bay trapezoidal. The use of horizontally laid flat panel cladding helps to reduce the visual impact of the building's height.

The building materials use a neutral colour palette with natural, earthy tones to reduce the visual impact on the existing landscape.

Multicoloured Trespa type panelling has been incorporated into the design along the building elevations facing Dearne Valley Parkway, to provide a better sense of place making.

The office areas have been designed to have contrasting flat panel cladding to provide a focal point, with projecting metal flashings to provide a sense of depth.



PROPOSED ELEVATIONS (VARYING UNITS)

4.3 Use & Amount

This development is for the construction of speculative units for B1, B2 and B8, allowing for 10% Trade Counter usage. As stated within the Town and Country (Use Classes) Order this allows for the following uses:

- *E(g)(ii) – Research and development of products or processes*
- *E(g)(iii) – Industrial Processes.*
- *B2 – General Industrial.*
- *B8 – Storage & distribution.*
- *Sui Generis – 10% Trade counter.*

The project consists of 7no. units varying in size, ranging from approx. 3,300sq.ft to approx. 18,600sq.ft (ground floor footprint size). Each unit will have associated external works, including service yards, car parking, cycle areas and brick-built bin stores.

Any remaining areas of the site will be soft landscaped to include trees, shrubs, and grass seeding. See drawings included within the application.

The proposed development will bring a number of new jobs to the area.

4.4 Landscaping

The hard landscaping scheme will provide service yards to the larger units in reinforced concrete, with roadways and yard to the smaller units being tarmacadam or asphalt.

Car parking to be tarmacadam with road marking paint delineations. Oakdale Centurion paving or similar is to be provided to footpath/pedestrian areas to the front of the buildings, with pre-cast concrete paving to the remaining paths to the perimeters.

The main access road into and through the site will be of tarmac/asphalt construction.

The site will be enhanced by careful design of landscaping which provides a substantial green belt along the Dearne Valley Parkway. Landscaping drawings are included in the application.

4.5 Access

The site is accessed from the existing road network of the Dearne Valley Parkway onto the existing Kestrel Way to the north of the site. Although this road is not adopted, it is intended to provide a turning head within the application to adoption standards. This has been illustrated on the site plan.

Each unit will have disabled parking, with spaces sized to Building Regulations and located close to the building entrances. Parking bays will include Pictograms and hatched walkways/ signage. Access to the buildings will be by means of appropriately sized entrance doors with level thresholds.



Proposed Site Plan

05

Conclusion

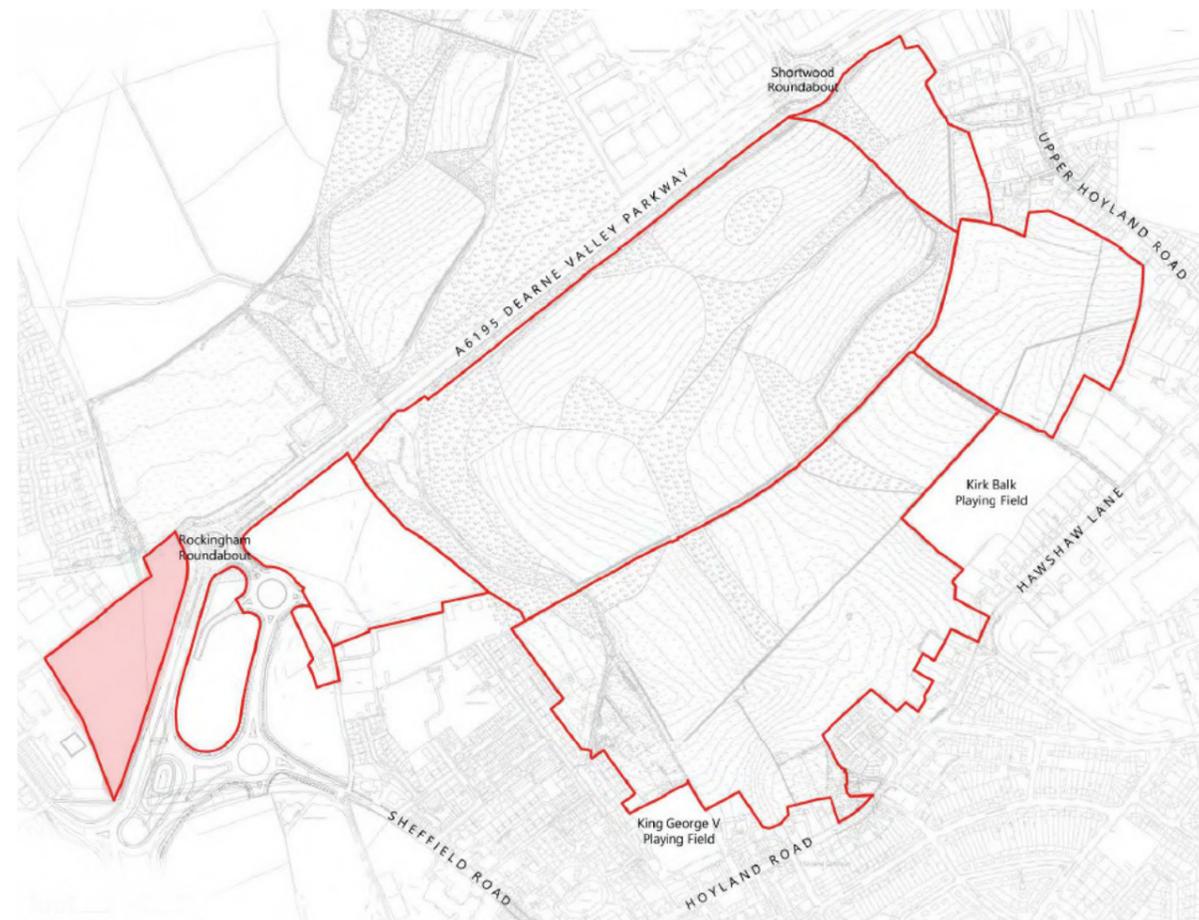
5.0 Conclusion

Taking everything into consideration, we believe we have now provided a scheme that meets the requirements of the Masterplan, as well as the responses received as part of the Pre-Application and meeting with the Planning department, and that provides good design for this gateway site.

The design proposals ensure a sensitive approach, encompassing all aspects of the existing green infrastructure, by ensuring that the site is enhanced with a careful landscaping approach, providing a substantial green belt along Dearne Valley Parkway and a 10% net gain in bio-diversity.

To reduce the visual impact on the existing landscape, the elevational treatment of the proposed units has been designed using a neutral colour palette with natural, earthy tones. The building façade design running parallel to Dearne Valley Parkway has been carefully considered in order to provide a better sense of place making for people driving along the A6195.

We believe that this development would be a valued addition to the area, bringing a number of jobs to the local community.



Site Location Within The Masterplan Framework Area

Appendix “A”.