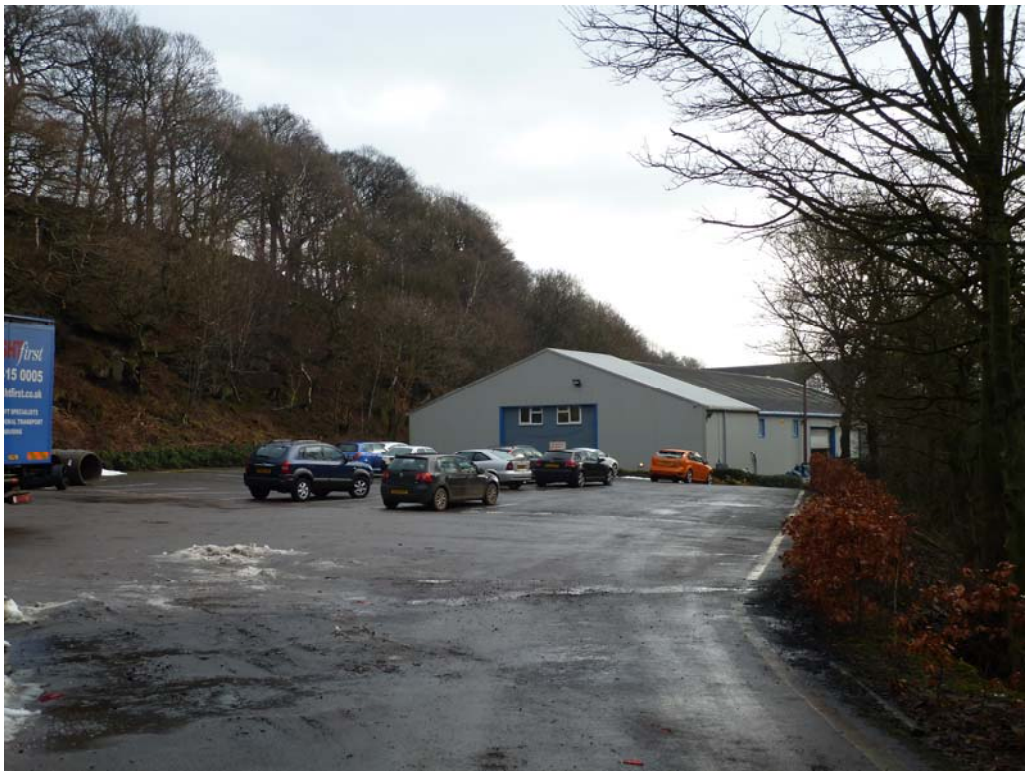
DESIGN & ACCESS STATEMENT

Planning Application for Proposed

New Wire Annealing Plant Building
Oxspring Wire Mills for
D R Baling Wire Manufacturers Ltd



Oxspring Wire Works, Oxspring, Barnsley, S36 8YW

Prepared by Avocet Design Associates Tel 01246 567717
4 Woodnook close, Ashgate, Chesterfield S42 7JB
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Contents

1.0 Information

This statement is to be read in conjunction with the following drawings:

Avocet Design drawings:

Site Survey Plan	299/01B
Proposed Building Elevations	299/02B
Proposed Building Section	299/03
Proposed Building Plan & Elevations	299/04A
Proposed Site Layout Plan	299/05B
Location Plan	299/06

2.0 The Proposal

D R Baling presently work from several units on the site amounting to 1300m² of floor area. The company manufactures baling and tying wire, mainly for the refuse and recycling industries.

Due to increased demand for their annealed products they need further production and storage space. The proposed building will accommodate two new furnaces and wire galvanising equipment. A financial statement from D R Baling about the necessity for the expansion of the business is included in the supplementary section of the planning application.

3.0 Assessment of the built form Context

3.1 The site has been used for industry since the 14th century when it supported a water driven mill processing woven cloth. Wire production began on the site in 1888 with Winterbottom's wire works. Since then, a complex of buildings has developed, based on wire production. The complex has expanded to encompass various businesses from vehicle repairs to builders compounds. A site plan showing the various units and their parking provision, is appended to this document.

3.2 A desktop study was undertaken to determine whether the proposed site was like to contain any archaeological remains. Maps dating back to 1850, show that the site remained clear, until the laying of the current hard surfacing. It is not thought that any archaeological remains will be disturbed by this proposal.

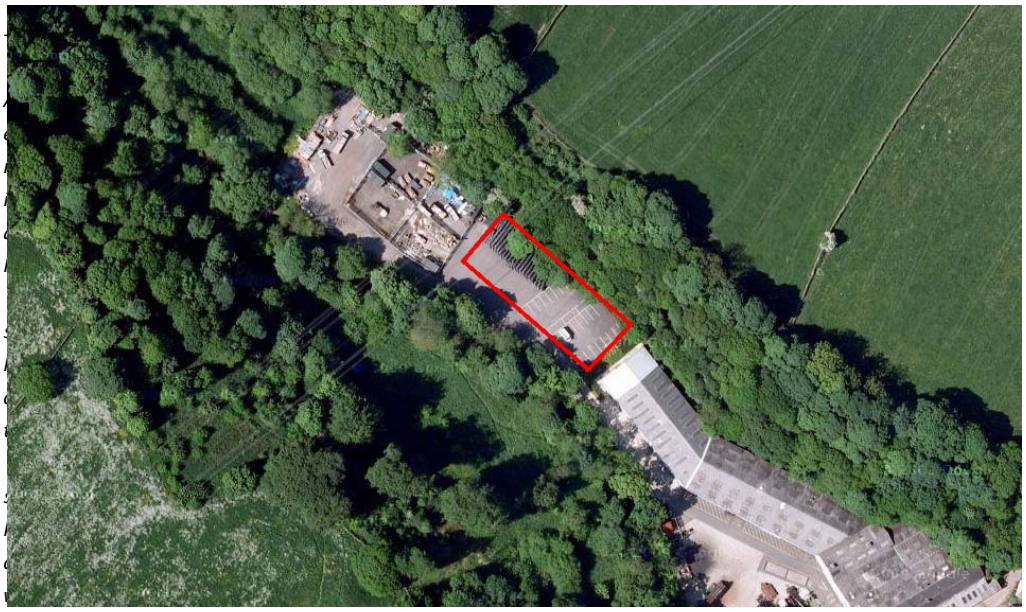
3.3 D R Baling took over the Wintwire premises approximately 8 years ago, after Wintwire became insolvent. D R Baling now own the whole site. The Wintwire company later reformed and continues to trade in one of the units leased out by D R Baling.

3.4 The industrial complex comprises a range of typical late 20th century industrial forms. The size and scale of the buildings varies, from small gritstone, single storey office

buildings, to the larger steel frame with coated cladding manufacturing spaces. D R Baling's largest unit, sitting near the proposed site, is a combination of buff and charcoal brickwork to the ground floor, with grey and blue cladding above.

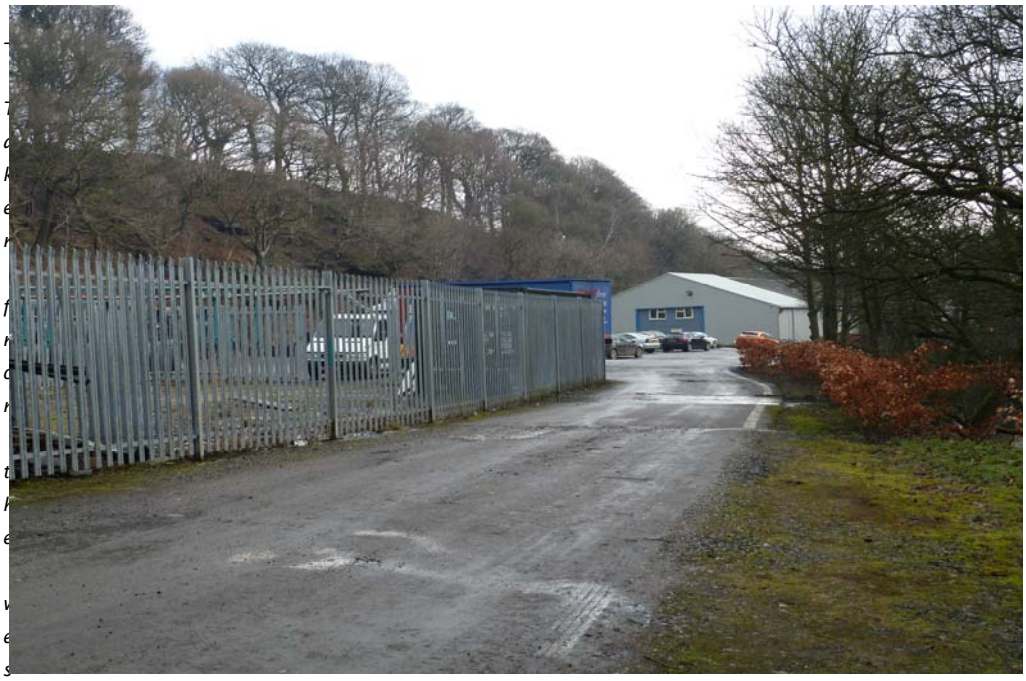
3.5 The site for the proposed building covers an existing under-used car park, and two existing vacant compounds, previously used by local building and roofing companies.

Photograph



ing the location of the proposed building in context

Photograph



t end of the site, looking back towards the existing buildings and builders compounds

4.0 Involvement

4.1 Consultation with Barnsley Planning Department.

Previous proposals for development on the site were discussed with Barnsley Planning Department in 2010. Planning officer Matthew Smith made a number of comments:

I) The site is designated as Green Belt and any industrial development would be deemed inappropriate. Any possible industrial development would have to be put forward with strong justification for development in this location.

II) The proposed application would have to demonstrate that adequate parking facilities are provided for a building of this type.

The scheme has since been revised and further advice was sought from Matthew Smith in January 2011. His comments were in a similar vein to those in October, requesting sufficient justification for the development and further information on the parking facilities. Mr Smith advised that the building match the existing units in style and materials.

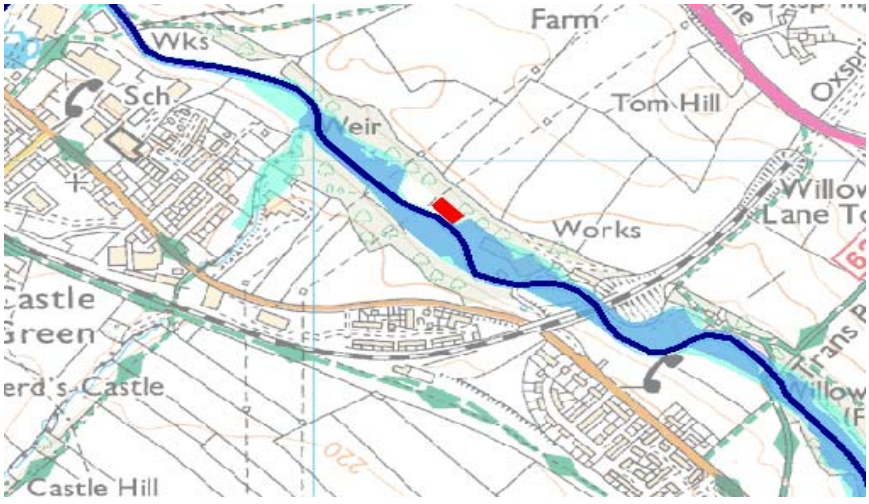
The above comments have been taken into account when preparing this application, and information on the parking can be found in section 9.

4.2 Flood risk assessment

An analysis of the potential for flooding was carried out. Although the site is adjacent the river Don, the proposed building sits notably higher than the adjacent buildings, following the existing topography. The proposed FFL of the building is 3.72m above the current water level.

The Environment Agency flood map shows the site out of the predicted flood risk area. Recent flooding events on other parts of the site have shown that the proposed building should be out of risk. It is thought that no further comment on flood risk is required.

Environment Agency Flood Map with the site coloured red

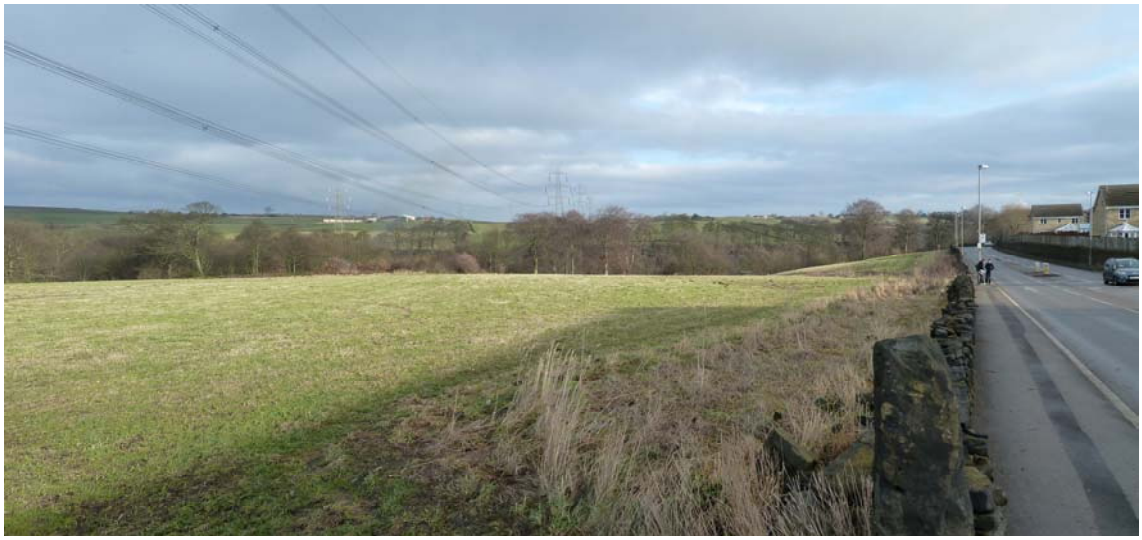


5.0 Evaluation: Site & Brief

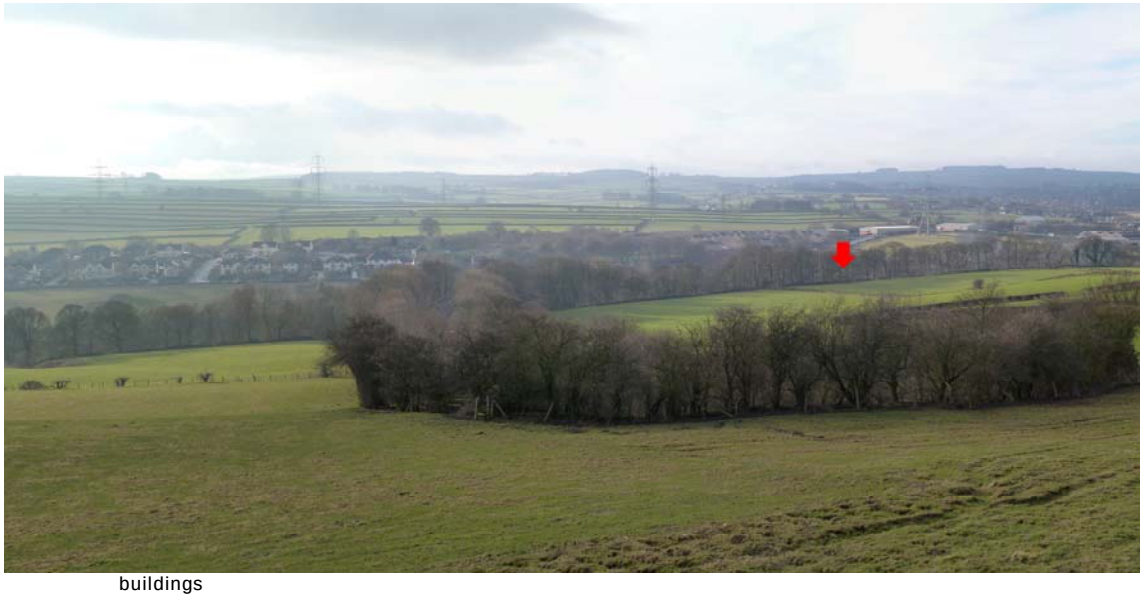
5.1 Site

The site forms part of an existing industrial complex adjacent to the River Don, and is surrounded by mature trees. The river forms the boundary to the South, and to the North a steep, densely-wooded slope rises approximately 17m to the fields above, forming the northern side to the valley.

We feel that the site benefits from exceptional qualities that would allow the building to be built without affecting the general openness of the Greenbelt. The proposed building is set in a steep sided wooded valley which contains and screens it from general views of the open countryside. The following photographs, no. 1, taken from Sheffield Road B6462 looking North East, and no. 2 taken from Oxspring Lane A629 looking south west towards the site, demonstrate this point.



Photograph 1 – Taken from the B6462 Sheffield Road, shows how the valley and the trees screen the existing industrial buildings



Photograph 2 – Taken from A629 Oxspring Lane, shows an approximate position of the building the in valley below. The existing factories are not visible.

5.2 Brief

The brief for the building is relatively simple. The building is to house two new furnaces to increase the companies annealing capabilities and a wire galvanising plant. It is also required to provide greater wire storage space.

6.0 Planning Policy

6.1 The site is an existing industrial enclave set in an area of Borough landscape value land or Greenbelt, according to the Barnsley UDP. These areas are generally protected from further development by policy GS6, unless any proposed development can be proved not to affect the openness and character of the greenbelt. Policy GS7 allows for development in this situation but only in exceptional circumstances.

6.2 We believe that the site has exceptional qualities that will allow it to be developed see section 5 Site evaluation. The proposed development would also create 3 new positions within the company possibly more in the future, helping the business to grow and improve the local economy. Without the ability to expand, the whole business may have to be moved to a new location with the potential loss of 20 jobs from the local economy. (see D R Baling letter).

Items on the Barnsley Borough Council Local list, that are not covered elsewhere, are discussed here:

6.3 **Biodiversity / Ecology** The proposed building is to be constructed over the existing car park. The new car park will be built over existing builder's compounds. Trees around the site are to be maintained and new elements of landscape created, as such, the biodiversity of the site should not be adversely affected by the proposals.

6.4 **Land contamination**. The desktop historical analysis that was carried out, showed that the area where the building is to be located site had not been subjected to industrial activity at any point in the last 150 years. It is not thought that the site will have suffered contamination from the light car park usage.

6.5 **Waste Management.** The new building will be ancillary to the existing building, and will fit in to the existing building's waste management systems. Space for waste skips and recycling already exists on the site.

6.6 **Surface Water / Drainage**. As most of the site surface is currently tarmacadam surface water run off will not be increased by the development itself. The builder's compounds that are to be removed are currently finished in rolled hardcore, and therefore semi-permeable. It is proposed that the new car park will be finished in a permeable surface, improving the permeability of the site, and reducing surface water run off. Surface water from off the proposed turning area and new roof will be discharged to soakaways to be constructed in the old mill race which has been filled in.

All the industrial processes are internal and self contained and there will be no risk of contamination to the adjacent water course.

If any new foul drainage installations are needed they will be connected into the existing foul water sewer on the site.

6.6 **Noise Assessment** The proposed use of the building will not require any particularly noisey plant or processes. There will be some overhead electric cranes and forklift

trucks to transport materials but no heavy impact machinery. The building is also in an isolated location down in the valley almost 165m away from any housing.

7.0 Design

7.1 Amount

The size of the building has been dictated by the amount of space needed for the furnaces, the galvanising plant and some areas for wire storage. It is the minimum space required to make the scheme financially viable. Externally, space is required for car parking to provide the existing and proposed staff levels, and to provide sufficient space for circulation/loading space for delivery vehicles. The internal building floor area is 697m²

7.2 Layout

The layout of the site has been determined by the existing buildings and the constraints of the steep valley side on one side and the river on the opposite side. The building needed to be as close as practical to the existing works to keep the time transporting materials to the new building to the minimum.

The position and proportions of the building provide a continuation of the linear arrangement of buildings upon the site.

7.3 Scale

The new building will be subservient in floor plan to the existing main building on the site, although it will have a higher ridge height. When viewed in cross-section through the valley, the higher open field levels and trees to the North will still tower above the proposed building.

The building's overall design has developed from the need to provide a high ridge height over the furnaces. This is to accommodate the overhead crane which lifts the furnace covers off the wire rolls after they have been heat treated. To be as efficient as possible with the floor layout of the building, the furnaces are located to one side of the building, meaning that the roof shape has to be asymmetric in design. This asymmetric profile allows the building to sit comfortably into the landscape, with the roof following the form of the landscape.

7.4 Appearance

The proposed building will be clad in profiled plastisol coated steel composite cladding with blue trims over a buff facing brick base similar to the existing buildings. Windows will be white plastic framed and the new doors will be metal with powder coated or plastisol coated finishes.

The building will in general blend in with the existing industrial architecture of the estate and its profile will sit neatly in to the valley cross section.

The building will sit out of sight in the wooded valley, along with the rest of the complex, not affecting the openness and character of the Green belt. The buildings are screened by trees and the valley sides, hiding them from the view of the high level houses on Sheffield Road and the surrounding countryside (see previous photographs)

8.0 Trees & Landscaping

8.1 Landscaping

Over D R Baling's tenure of the site, the company has tried to enhance the landscape around the buildings with the planting of beech hedges, low level ground cover shrubs and replacement trees. This theme will be continued around the new building with a planted verge between the turning area and the car park.

The new car parking area and will be surfaced in a porous tarmacadam and the turning/ loading area will be reinforced concrete. The existing 2.4m steel palisade fence will be extended to the new building.

8.2 Trees

The site is surrounded by many mature trees. The building has been located to not adversely affect any of these trees. An arboricultural report has been commissioned and will be forwarded separately .

9.0 Transport & Access

Given that the proposed development is only 697m², a travel/transport plan has not been prepared for this application. The following is a brief impact assessment of the proposed development:

9.1 The vehicular and pedestrian access to the estate from off Sheffield Road is not being changed by these proposals. At present, approximately 10 large delivery vehicles access the site per week. It is envisaged that the proposed development will only increase activity by 3 deliveries per week.
The number of cars visiting the site will reduce to about 40 per day, as the vehicles visiting the two redundant compounds would have accounted for more than the three extra staff that will be employed on the site.

9.2 The site has good public transport links with regular bus routes running along Sheffield Road and the bus stop is located close to the entrance to the site. The local railway station is at Penistone, only 1 mile away. Seven of the staff are within walking distance of the works any staff wishing to arrive by cycle can store it within the building.

9.3 Parking

The proposed building will be constructed over some of the existing car parking provision. The D R Baling site currently employs 20 people, rising to 23 with the development. There are

currently 14 parking spaces adjacent the existing entrance, in addition to the 25 spaces in the

car park that is to be built over although 3 of these spaces are used by Escia computers and 2

by D R Baling. The current parking provision is underused, and never full.

The replacement car park at the far end of the site will have 20 spaces(3 for Escia computers),

including a designated disabled space.

Supplementary planning document 32 advises that new industrial developments should provide 1 space/50m² of building up to 500m² and 1 space/60m over 500m². The proposed

DRB building (697m²) would therefore need 12 spaces and with the original 16 spaces makes a total requirement of 28. The proposal for 31 spaces adequately covers the required provision

with space for future growth.

9.4 Access

Existing ramped and level access will remain for disabled persons, and as per SPD 32, a single disabled persons parking space will be provided. Access from the disabled space to the new facility will comply with Part M legislation.