

Proposed Employment Development
Unit 5 Gateway 36-
phase 1
Dearne Valley Parkway
Barnsley
South Yorkshire

Design and Access Statement

11462B DA01
July 2015

Client:	Harworth Estates
Date:	July 2015
Job no:	11462B
Document Reference:	11462B-DA01
Author:	AJB
Checked by:	JMR
Revision:	E
Initial:	AJB
Date:	05.08.15

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1.0 Background

1.1 Introduction

This Design and Access Statement has been prepared by The Harris Partnership Ltd (Architects) on behalf of Harworth Estates.

The requirement for Design and Access Statements has arisen in response to the need to promote better quality and more sustainable design in development, now enshrined through changes to the 1990 Planning Act and the GDPO.

The site forms part of a larger mixed use development and is located adjacent to Dearne Valley Parkway, Barnsley, close to Junction 36 of the M1 Motorway. The application site covers an area of 3.68 acres (1.49 hectares).

This reserved matters planning application is for the construction of a mixed use development, Unit 5 (and comprises employment uses B1bc/B8 with ancillary office B1a), a new turning head and road extension.

A hybrid planning permission for mixed use development (BMBC ref. 2014/1055) was granted on 20th January 2015 comprising full permission for the site's spine road and outline permission for the employment-led mixed-use development. This permission included an illustrative layout and approved parameters plan to guide the subsequent reserved matters applications for each phase of development.

Reserved matters planning permission was granted for the first phase of development on 24th March 2015. This scheme included employment development at units 2, 3 and 4 as well as boundary landscaping and a sustainable drainage system (SUDS) sufficient to serve the whole site.

1.2 What should be Included in a Design and Access Statement

The following text is taken from the Government's Planning Portal website:

"A Design and Access Statement must:

(a) Explain the design principles and concepts that have been applied to the proposed development; and

(b) Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly.

Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been taken into account. They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed."

2.0 Context

2.1 Site Location and Context

The application site is located 6 miles to the south of Barnsley Town Centre. The centre of Rotherham is approximately 9.3 miles to the south-east. Barnsley Roundabout (Junction 36, M1) is located approximately 0.4 miles south of the site.

Approximately 300m to 400m towards the north-east, along the dual carriageway, is Shortwood Business Park. A residential development associated with the village of Birdwell is located directly to the west of the site. Rockingham Industrial Estate is located west of Rockingham Roundabout, directly south of the existing residential development to the west of the site



Figure 1
Location plan taken from Bing Maps with the planning application site identified within the surrounding context

2.2 Previous Use

The site was part of the former Rockingham Colliery and was used for open cast mining until 1995 and is now currently grassed land with shrubs and trees around parts of the perimeter.

Please see the Appraisal of Ground Conditions and Coal Mining Review submitted with the outline planning application and the Geo-environmental Site Assessment, also submitted with the outline planning application for full details of the existing underground site conditions.

2.3 Topography

The boundary to the south-east of Units 5 overlooks the existing surface water pond and over Dearne Valley Parkway.

The north-western boundary is demarcated by an existing hedge line and footpath, beyond which are open fields running out towards Hay Green Woods.

The north-eastern boundary to the site overlooks an area of existing landscaping and beyond the area designated for the SUDS.

The south-western boundary to the proposed unit faces across the new access road towards units 2, 3 and 4.

An existing drain runs 3m within the site along the north-western boundary and has a 3m easement associated with it.

2.4 Site Photographs



Figure 2
Photograph taken from Google Street View looking north west towards the site from Rockingham Roundabout with Dearne Valley Parkway on the right



Figure 3
Panoramic view of the site looking north-west from Dearne Valley Parkway towards the residential development adjacent to the western boundary

2.5 Ecology and Trees

The statements below regarding ecology are in respect to the whole site and not just the plot associated with unit5.

In their response to the EIA Screening letter, the Council acknowledged that the site has little ecological value. Notwithstanding this, a range of ecological surveys have been undertaken. The key findings are detailed within the Ecological Report which accompanied the outline planning application.

A Breeding Bird Survey was carried out in 2013 and a Winter Bird Survey 2013/14 by Applied Ecological Services Ltd. The diversity was considered to be moderate due to the site area being mainly grass land and numerous paths open to the public creating high levels of disturbance.

The small pocket of woodland in the far south west corner is proposed to be retained within the soft landscape buffer zone. Beyond the proposed development site within the northeast part of the application site it is proposed to provide a sustainable urban drainage system (SUDS) comprising a pond and watercourse which will require the partial removal of vegetation to create the system. The SUDS will ultimately provide enhanced habitats and landscaping in this area. For further details, please see specialist drawings/reports.

Project ecologists FPCR have also undertaken a site-walkover (July 2015) and prepared an update report in relation to plot 5 which is submitted with this reserved matters application.

There are no trees within the plot 5 development site. An Arboricultural Assessment and Method Statement have previously been approved which included provision for the erection of fencing to the perimeter of plot 5 as part of the initial development works. This fencing will remain in situ throughout the development of plot 5.

Project arboriculturists FPCR have confirmed that the existing material is valid for the plot 5 development and therefore no further assessment or method statement is required.

3.0 Policy Context

The following text has been taken from the planning policy context summary of the Planning Statement which was been submitted with the outline planning application:

- The site is identified for employment use within the current Development Plan.
- The draft Development Framework for Junction 36 sites states that the principle of alternative/ancillary uses is considered to be acceptable in prominent locations (i.e. close to Rockingham Roundabout).
- National and Local Planning Policy promotes development of a high quality design on previously developed brownfield land.
- New development should take into account the need to protect the amenity of existing residents.
- New development should provide all necessary infrastructure.
- New development should incorporate energy efficiency measures to reduce carbon dioxide emissions to 15% for applications submitted up to 2015.

4.0 Development Parameters

The hybrid planning permission approved a Parameters Plan to control the scale and type of development coming forward. This identifies plot 5 for employment uses (B1bc/B8) as proposed. It also defines building height limits for different plots across the scheme.

At plot 5/6 the heights were limited to 14.5m above finished floor level on the basis that there would be two buildings of smaller footprint than the one now proposed. Given the bigger floorplate of the building, its height is proposed to be up to 15.5m. A separate application is therefore to be made to amend the hybrid planning permission Parameters Plan to accommodate this building.

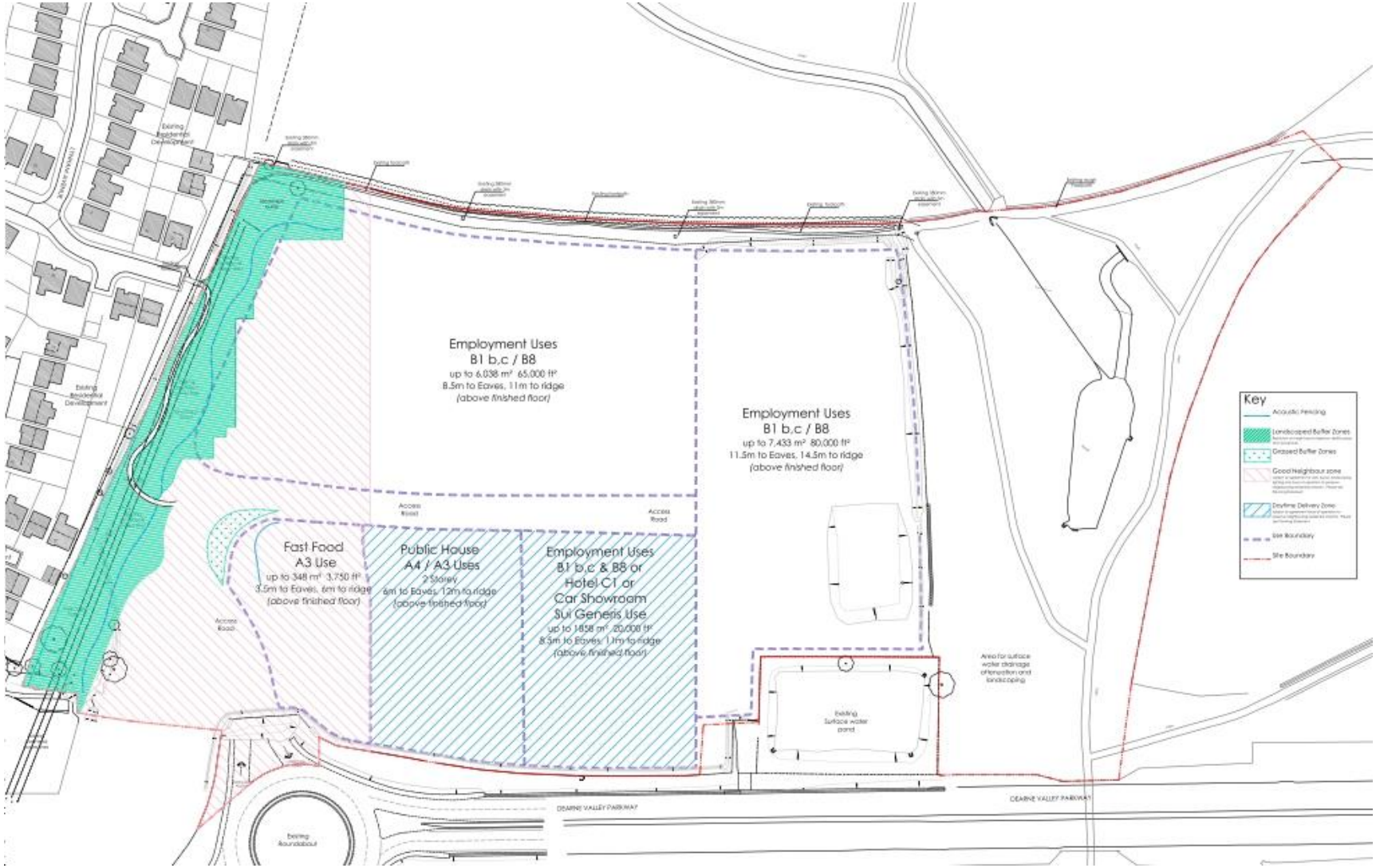


Figure 4
Parameters plan indicating the design constraints of the site

5.0 Design Principles

5.1 Use

This reserved matters planning application is for Unit 5 which has proposed employment uses of light industrial or warehouse (B1bc/B8). Please see the Planning Statement which accompanies this planning application for further details of the site's planning use history and current planning policies.

5.2 Amount

Gross Building Areas

Unit 5	6,967sqm (75,000sqft) GIA	7,199sqm GEA

Parking

Unit 5	86no. car parking spaces (including 4no. disabled) 4no. motorcycle spaces with shelter 8no. cycle spaces with shelter

The occupancy level of the unit is not currently known at this stage, however the design has been designed to institutional standards and current building regulations. The scheme will therefore address the needs of the occupants in terms of access, parking facilities, service vehicle requirements and staff amenities.

5.3 Layout

The layout of the unit has been designed to ensure that, due to its size, it is the furthest away from the residential properties, and sits at the end of the new access road which is being constructed off Rockingham roundabout. As per the other building frontages unit 5 is proposed to run parallel to Dearne Valley Parkway, which provides consistency of orientation and a regularized plot arrangement. It is proposed to provide a turning head to the end of the existing access road which will allow access to both ends of the plot and by doing so provide separate access to the building for HGV's and cars parking.

The main office has been located to the southern corner of the unit with the entrance located to the south-east elevation of the unit offering views across Dearne Valley Parkway.

The car parking areas are laid out adjacent to the front elevations of the buildings allowing safe access towards the main entrance doors for all occupiers and visitors by avoiding the need to navigate through the service yards.

The layout complies with the Equality Act 2010 in terms of inclusive access to the site. The unit has 4no accessible parking bay allocated to the new unit which have been positioned in close proximity to the main entrances.

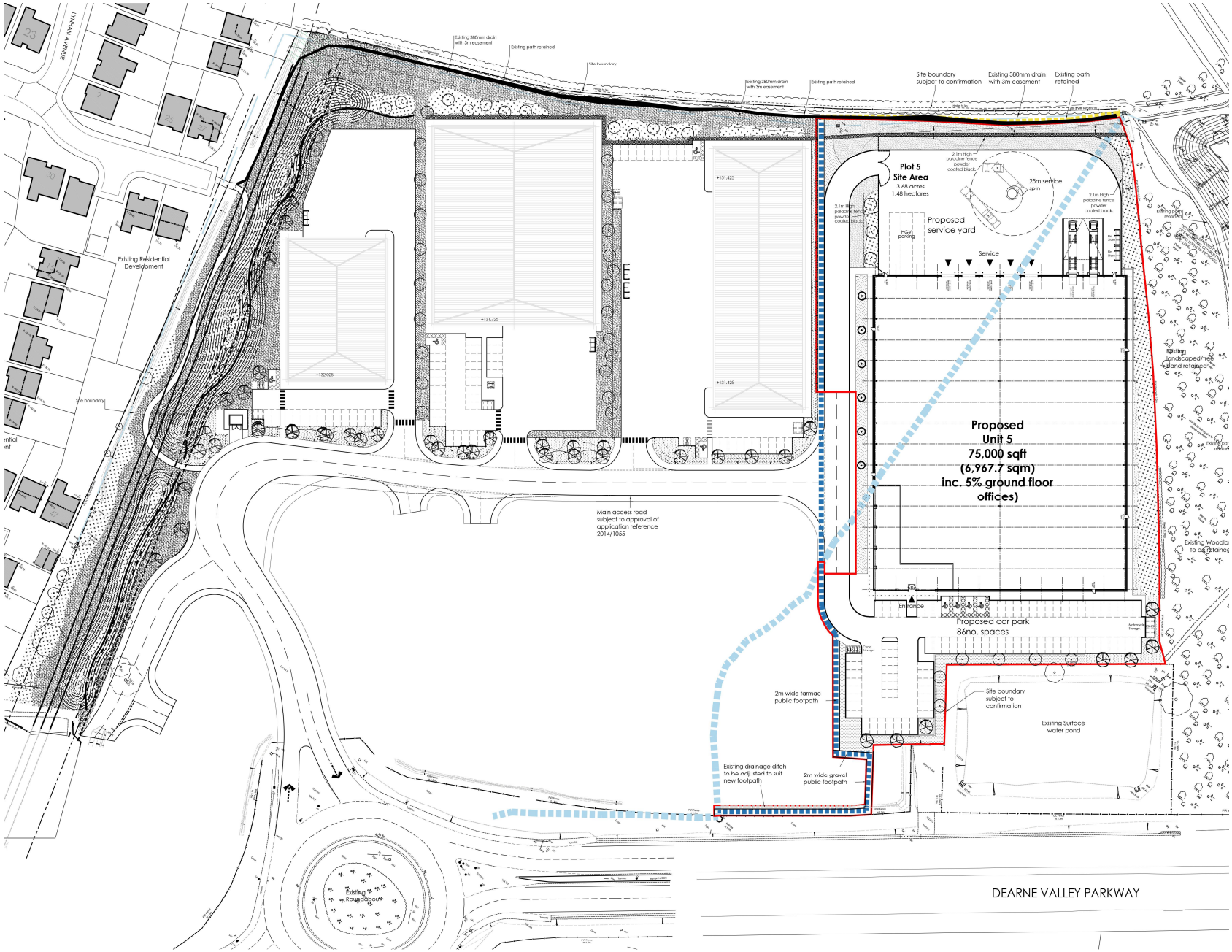


Figure 5 Proposed Site Plan with the extent of the reserved matters application area highlighted in red (not to scale)

5.4 Scale and Massing

As mentioned previously, the scale of the units on site have been designed with the amenity of the nearby residential area in mind. Unit 5 is the furthest away from the residential area and as such will have the least impact visually, therefore the size of the unit has been increased to accommodate larger manufacturing / warehousing opportunities. As this is slightly higher than the approved height of buildings at this plot, a separate application is to be made to amend the hybrid planning permission Parameters Plan to accommodate this building.

Unit 5 is approximately 13.5m to the top of the parapet from the external ground levels and approximately 15.5m to the ridge of the roof.

5.5 Appearance

The main body of the units will be constructed in horizontally laid profiled metal cladding panels in metallic silver.

The main entrance of the building is located on the corner and will be constructed in contrasting materials in order to provide identification to the entrance position and help break up the massing of the elevation treatment. The entrance corner will be in polyester powder coated aluminium glazing and doors at ground floor level with a contrasting cladding material at high level. This material has been proposed to be vertically laid Wall-lite cladding.

The Wall-lite cladding is proposed to be framed with a feature beam edge trim in anthracite providing the entrance corner with greater prominence. This is demonstrated on the images on the next pages.

The bottom of the building will be constructed on a brickwork plinth course in a smooth black facing brick.
The proposed service doors and fire exit doors are proposed to be in polyester powder coated steel in metallic silver in order for them to blend in with the main body of the buildings.

All the above materials are the same as for units 2, 3 and 4, which maintains the consistency of appearance across the development.

The following image (figure 6) shows the proposed front elevation of Unit 5 in order to demonstrate what has been described above.

The following image (figure 7) shows a recently constructed building by the applicant on which the elevation proposals have been based.

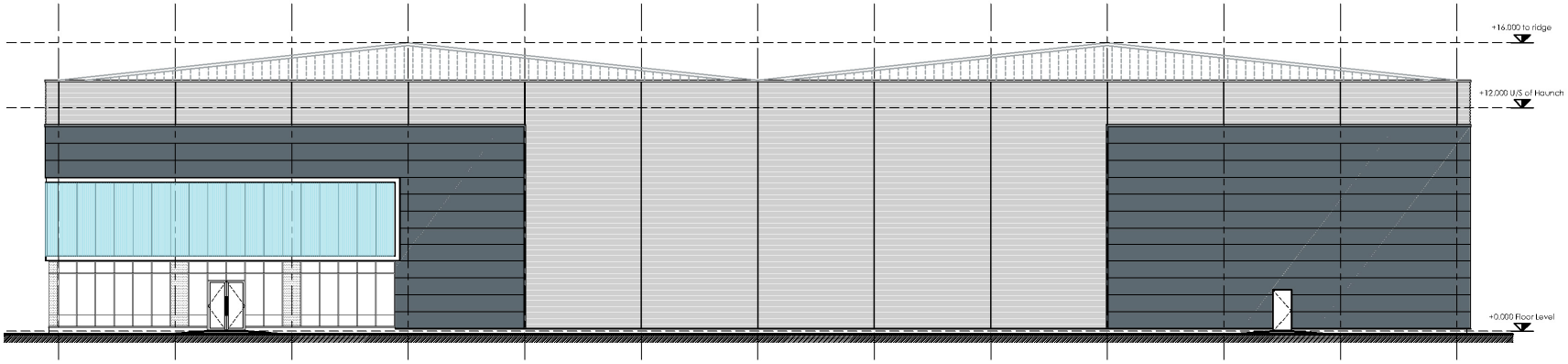


Figure 6 Unit 5 proposed front elevation (not to scale)



Figure 7 New employment unit, AMP Manufacturing Park, Rotherham – Constructed in 2014

5.6 Landscaping and Boundary Treatment

The diverted footpath through the site takes on a meandering/informal route through the southern soft landscaped area at the side of the pond and then utilizes the footpath which runs at the side of the site access road and finally connects to the existing footpath to the north of the site. The existing footpath running around along the north western boundary is then proposed to remain untouched.

There are no fences to the boundaries facing the proposed internal estate road. There are areas of soft landscaping integrated between the back edge of the estate road footpath and the new car parking/service zones.

There are no new fences proposed to the north western boundary. The treatment of these areas is simply with new/enhanced planting to reinforce the soft landscaped areas that currently exist. The existing drainage ditch along the north western boundary will remain and the 3m easement associated with it will be respected.

The existing landscaping to the north east boundary provides substantial screening to this elevation, which will be supplemented by low level soft landscaping.

It is proposed to include a new 2.1m high paladin fence and new gates to the service yard at the rear of the unit.

The proposed landscape scheme has been developed to create a pleasant landscape setting which compliments the proposed architecture and maximises the effective integration of the built form within the sites context. The landscape will consist of ornamental shrub and tree planting to create an attractive soft treatment to the sites internal infrastructure whilst providing more naturalistic and native buffer planting around the sites perimeter to help harmonise the development with its surroundings.

A mix of low to medium height ornamental shrub planting with higher multi-stemmed specimen shrubs within will provide a strong and bold planting statement to the site landscape infrastructure adjacent unit 5 and the access road. Ornamental shrub planting with a mix of native and ornamental trees flanking the car park will create a strong landscape boundary and appropriate edge to the development plot. The tree planting builds on the principles established for the earlier phase of the sites development and will help to soften the impact of the development on views internally from within the wider site.

Along the northern and eastern boundaries of the site a much more native / naturalistic approach is proposed. A mixed species native hedge to the northern boundary provides a landscaped edge between the service yard and existing footpath and northern boundary beyond. The treatment along this boundary is consistent with the adjacent plot landscaping and will connect the hedge up to the existing woodland habitat and pond area creating a connected corridor for wildlife movement across the site. A semi native buffer planting mix is proposed along the eastern boundary to harmonise and integrate the new development with the adjacent existing woodland habitat and to ensure that views externally into the site are softened as much as possible by creating a landscape buffer between the adjacent land and the service yard and building.

5.7 Lighting

A lighting scheme is being produced by 'Kingfisher lighting' to comply with all current BS guidelines regarding lux levels and light spillage, which will form part of this application.

6.0 Access

6.1 Vehicular Access

The site is located near to Junction 36 of the M1 motorway and adjacent to the A6195 dual carriageway, providing good transport links to and from the site.

The existing Rockingham Roundabout has already been constructed and the new site access road is currently under construction.

6.2 Public Transport

The nearest railway station is in Elsecar, on the main Leeds to Sheffield Line and is approximately 2.5 miles away to the east of the site. Approximately eight bus routes stop at a bus stop on the junction of Sheffield Road and Moor Lane, approximately 0.3 miles south of the site.

6.3 Public Footpath

Subject also to necessary public right of way diversion orders etc., it is proposed to re-route the right of way which crosses the development plot to a slightly different alignment through the site, making use of footways within the site's infrastructure in order to enable this particular development to proceed.

Whilst the existing formal right of way is rarely (if ever) used, the proposed new alignment will serve to enhance pedestrian permeability and access between the various units and uses as well as the wider right of way network.

Whilst this amends the previously indicated strategy to divert the formal public right of way around the west and north perimeter of the site, that footpath will still be created and available for public use although will remain informal i.e. not be designated as a public right of way.

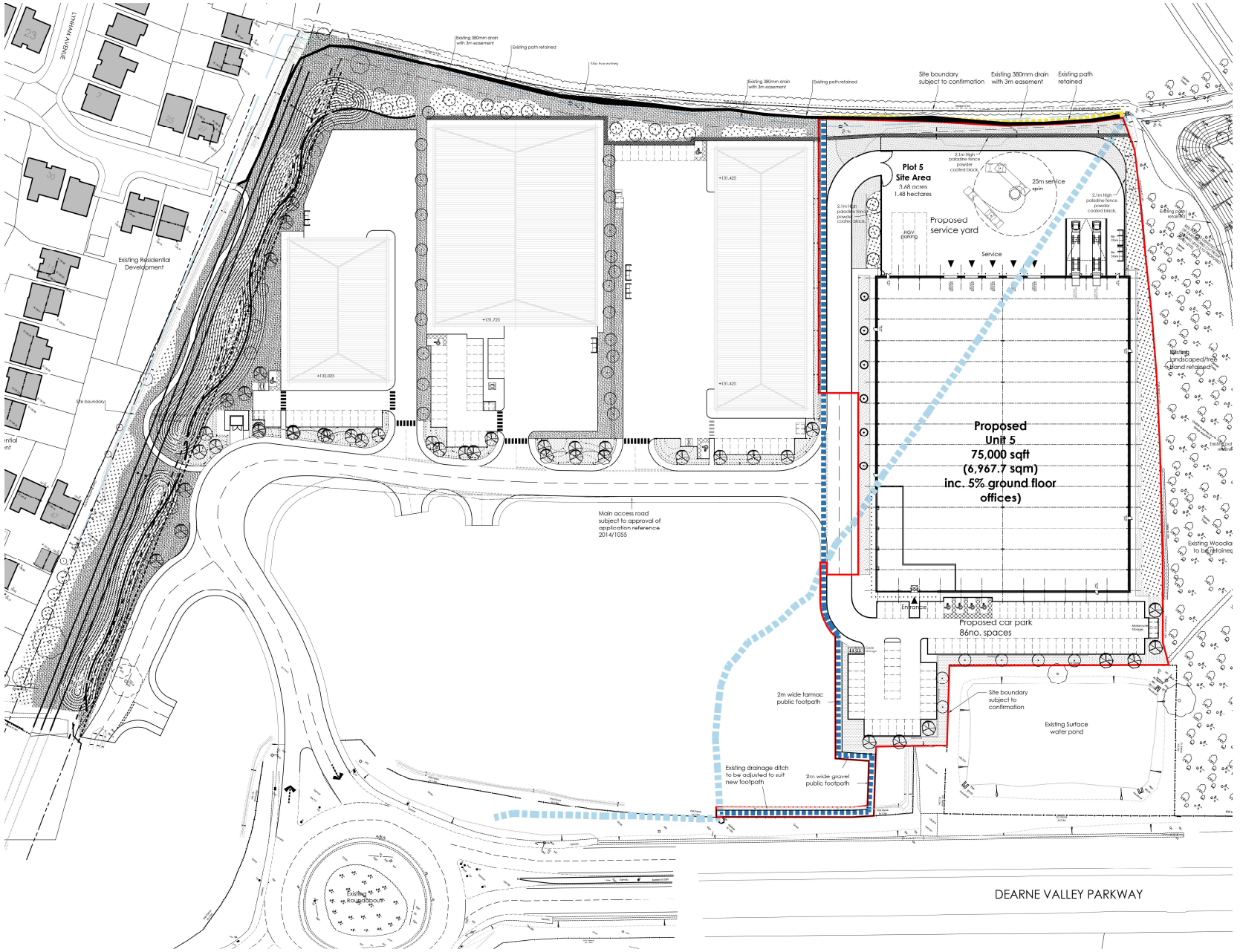


Figure 8 Proposed Footpath Diversion

6.4 Building Access

Disabled parking spaces are provided close to the main entrances of the unit and level access thresholds are provided into the buildings.

The units will be designed to be fully DDA compliant in terms of internal facilities.

The development has been designed to comply with the current Building Regulations – "*Access to and use of buildings – Approved Document M.*"

See the Transport Assessment and Draft Travel Plan prepared by Optima Highways and Transportation for further details on access submitted within the outline planning application.

7.0 Sustainability

Policy CSP 5 of the Core Strategy states that all new development of 1,000sqm of non-residential floor space will be expected to incorporate decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce the development's carbon dioxide emissions by at least 15%. It is proposed to include an area of Photovoltaics on the roof of the unit sufficient to provide the required 15% reduction.

A Sustainability Framework has been prepared for the site as part of the reserved matter planning application.
Further information is included in the Sustainability Framework appended to the Planning Statement which accompanies the outline application. See specialist's details on how the requirements of Policies CS2 and CS5 will be met as part of this reserved matters application.

8.0 Conclusion

This planning application seeks reserved matters approval for 1no employment unit alongside a key development corridor (Dearne Valley Parkway).

The proposal responds well to the surrounding context by using the same design pallet as units 2, 3 & 4, this means the development as a whole has a cohesive design language which unit 5 will fit seamlessly into.

The development will provide a positive contribution and contemporary addition to the local area and provide new job opportunities.

The site is easily accessible to all modes of transport and provides easy access within each of the proposed plots.

The proposal addresses the access needs for all users and visitors to the buildings. This includes disabled, elderly and people of different levels of fitness and stamina. This has been achieved by designing out obstacles which could potentially restrict access around the site and within the buildings, including access in and out of the buildings.

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