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Proposed Development

Ashroyd Business Park, J36 M1, Barnsley

ON BEHALF OF NETWORK SPACE DEVELOPMENTS LTD

network space

PLOT 3 DESIGN AND ACCESS STATEMENT
14698A - DA01A-23/09/2021

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1.0 Background

1.1 Introduction

This Design and Access Statement has been prepared by The Harris Partnership Ltd on behalf of the Applicant, Network Space Ltd in support of a reserved matters application on land for Plot 3 at Ashroyd Business Park to the south of the Dearne Valley Way, in Hoyland, Barnsley.

The purpose of this statement is to describe the site and surroundings, relevant design policy and guidance and the concepts and principles behind the proposed development of the site.

The proposal is based on a thorough assessment of the site's immediate and wider context, undertaken through desk-based research, site visits and observations and consultations.

Ashroyd Business Park is divided into five main plots, some of which are subdivided. The park was initially developed in 2005/2006 by the introduction of plateaued areas for future development. Subsequently, two of the plots were speculatively developed further in 2007/2008 with the construction of a 205,000sqft and a 50,000sqft industrial unit.

Moreover, Plot B4 and Plot 5 was speculatively developed by the Applicant Network Space Ltd in 2019/2020 with the construction of a 50,000 sqft and 52,000sqft ground floor footprint industrial units.

1.0 Background

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:

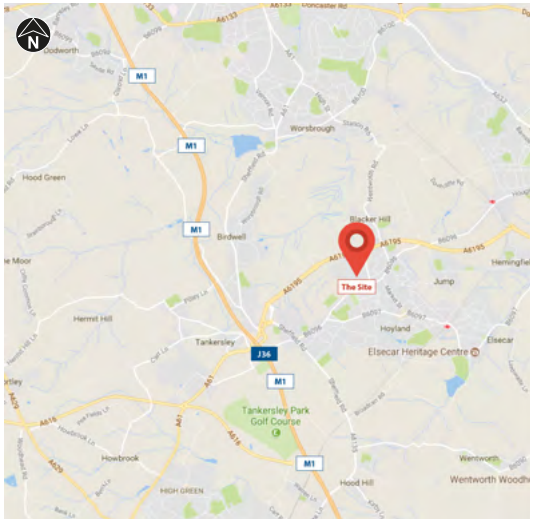
(a) Explain the design principles and concepts that have been applied to the proposed development; and

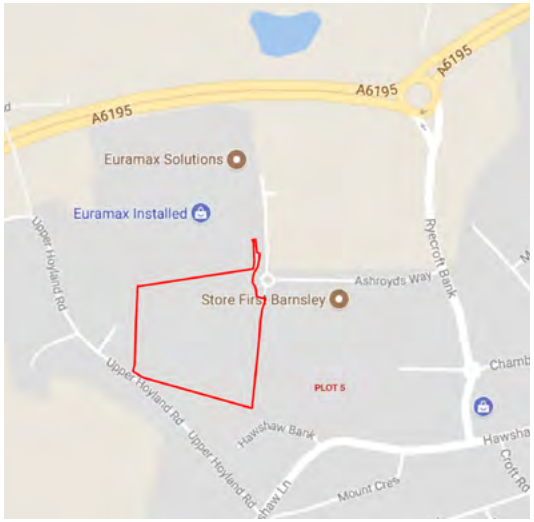
(b) Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

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

Ashroyd Business Park is located 1.8 miles east of Junction 36 of the M1 Motorway and 6 miles south of Barnsley. Rotherham is located 10 miles to the south-east of the site.

The A6195 Dearne Valley Parkway provides the main arterial route towards the site from the M1. Platts Common Roundabout provides a spur road (Ryecroft Bank) from the dual carriageway. The vehicle access road into the site is from the east off Ryecroft Bank, known as Ashroyds Way.

Shortwood Business Park is located 0.9 miles to the west and Platts Common Industrial Estate is situated to the east of Ryecroft Bank.

The park is currently divided into 5 main plots, some of which have been subdivided.

Plot 3 is the subject of this reserved matters application and forms the south western segment of Ashroyd Business Park. The application works outlined within the red line boundary plan extend to an area of 6.84 acres (2.77 hectares).

The northern boundary is defined by a band of soft landsaping and trees adjacent to Lower Sycamore Farm. The soft landscaping is set within an embankment which tapers from 16m in the north eastern corner to 8m in the north western corner.

The eastern boundary is defined by the existing access road and Public Right of Way running north-south and a surface water drainage easement zone.

The southern boundary is demarcated with a timber fence within which is a band of soft landscaping with relatively mature trees and bushes. A Public Footpath crosses from east to west, adjacent to the boundary where it meets Upper Hoyland Road in the south west corner. Beyond the Public Footpath are residential properties.

The western boundary is again demarcated with a timber fence and a band of soft landscaping with relatively mature trees and bushes. The landscaping band tapers inwards from south to north.

2.0 Context

2.2 Site History

The majority of the site has been open fields since 1850, except for the North Eastern corner which was crossed by a railway line serving the adjacent colliery, and part of the colliery spoil tip. The site was re-profiled in 2005/2006 to the current plateaued format, including structural landscape planting and provision of highway and utility infrastructure.

2.3 Topography

As mentioned previously, all the plots were prepared for development in 2005/2006 and development plateaus created. Therefore, it can be seen from the topographical survey that the site is relatively level in terms of the area where development is proposed.

The plateau is defined by surface water drainage ditches across the southern, western, and northern boundaries and by a surface water sewer easement zone along the lower section of the eastern boundary.

There is a change in overall site levels across the wider park, rising upwards from north to south.

Plot 3 is formed with a 8m to 16m wide soft landscaped embankment across the northern boundary with an approximate level difference of 6m in the north eastern corner, decreasing to around 4m in the north western corner which rises up onto the development plateau from the boundary of Lower Sycamore Farm. The embankment is established with 6m high trees with spreads of approximately 3m.

Part of the eastern boundary is also formed with a 2m to 10m wide soft landscaped embankment fluctuating from approximately minus 3m to plus 5m difference. This is established with small bushes and over gown grass.

Across the southern boundary there is approx. 6.5m change in level, which rises up from the Plot 3 plateau towards the boundary within a soft landscape embankment of varying widths between approx. 15m to 18m. Trees are also present with large bushes. The trees being around 6m to 8m high with 3m spreads.

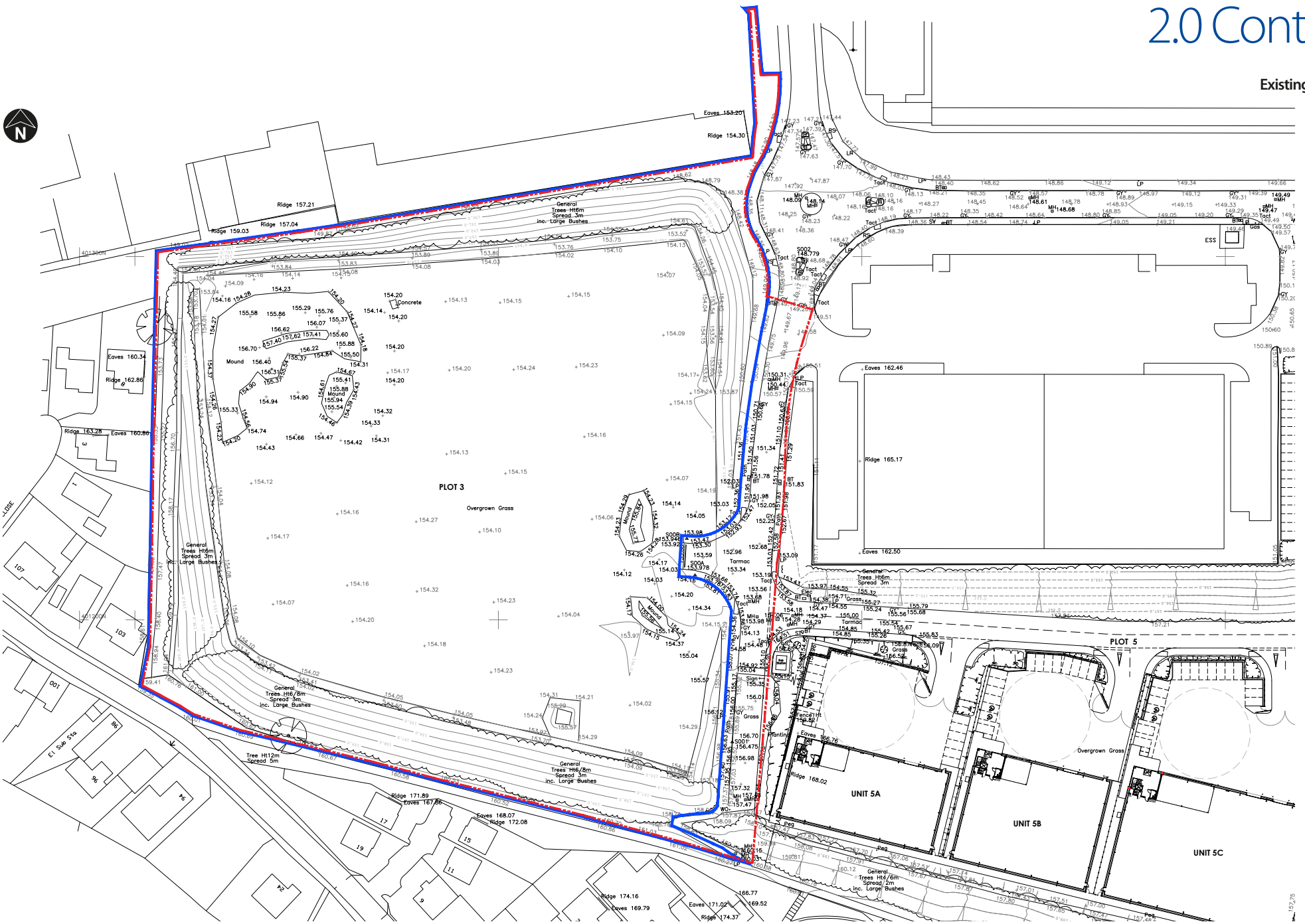
The western bourndary is formed with an earth mound between approx. 3m to 15m wide, with a varying height from 0.5m to 6m. This earth mound is also established with soft landscaping and general trees approx. 6m high, and also spreading approx. 3m including large bushes.

Moreover, there is also a small earth mound to the south-east of the plateau which is approximately 2m high.

The development plateau itself is currently made up of overgrown grass.

2.0 Context

Existing Site Plan



2.0 Context



1. View from Ashroyds Way looking South West



2. View of site looking North West



3. View of site looking North



4. View of site looking West



5. View from public footpath (adjacent to Southern boundary) looking West



6. View from Upper Hoyland Road looking North East



3.0 Policy Context

A Planning Statement has been prepared by Spawforths (Planning Consultants) and has been submitted with this planning application.

The principle of industrial development on this site has been established through the grant of outline planning permission LPA ref. 2018/0864 on 3rd October 2018. As such, planning justification submitted in support of the reserved matter submission is not required to submit a case for the principle of industrial development that is already established, though it does consider the built form and ensures the detailed proposals are in accordance with relevant development plan policies and conditions placed on the outline planning permission and provides adequate information pertaining to the reserved matters that are layout, scale, design and external appearance, means of access and landscaping.

The proposed site and building layout; massing and scale; design; elevations and materials are in accordance with the approved plans as required by condition 2 and 3.

In line with Policy ES18 of the Barnsley Local Plan, the reserved matters proposals for a total GEA of 9,180m2 of flexible B1(b), B1(c), B2 and B8 employment floor space will protect the employment use of this site, will attract inward investment and create employment opportunities within this part of Barnsley. The proposal will also contribute towards meeting the Council's employment land supply consistent with Policy E1 of the Barnsley Local Plan.

In conclusion, the proposed development on this established employment site accords with the conditions imposed on the outline planning permission and policies contained in the Council's Local Plan and is consistent with the requirements of the NPPF and will improve the economic, social and environmental conditions of the area, it therefore comprises sustainable development and should be approved without delay.

The proposed development will deliver:

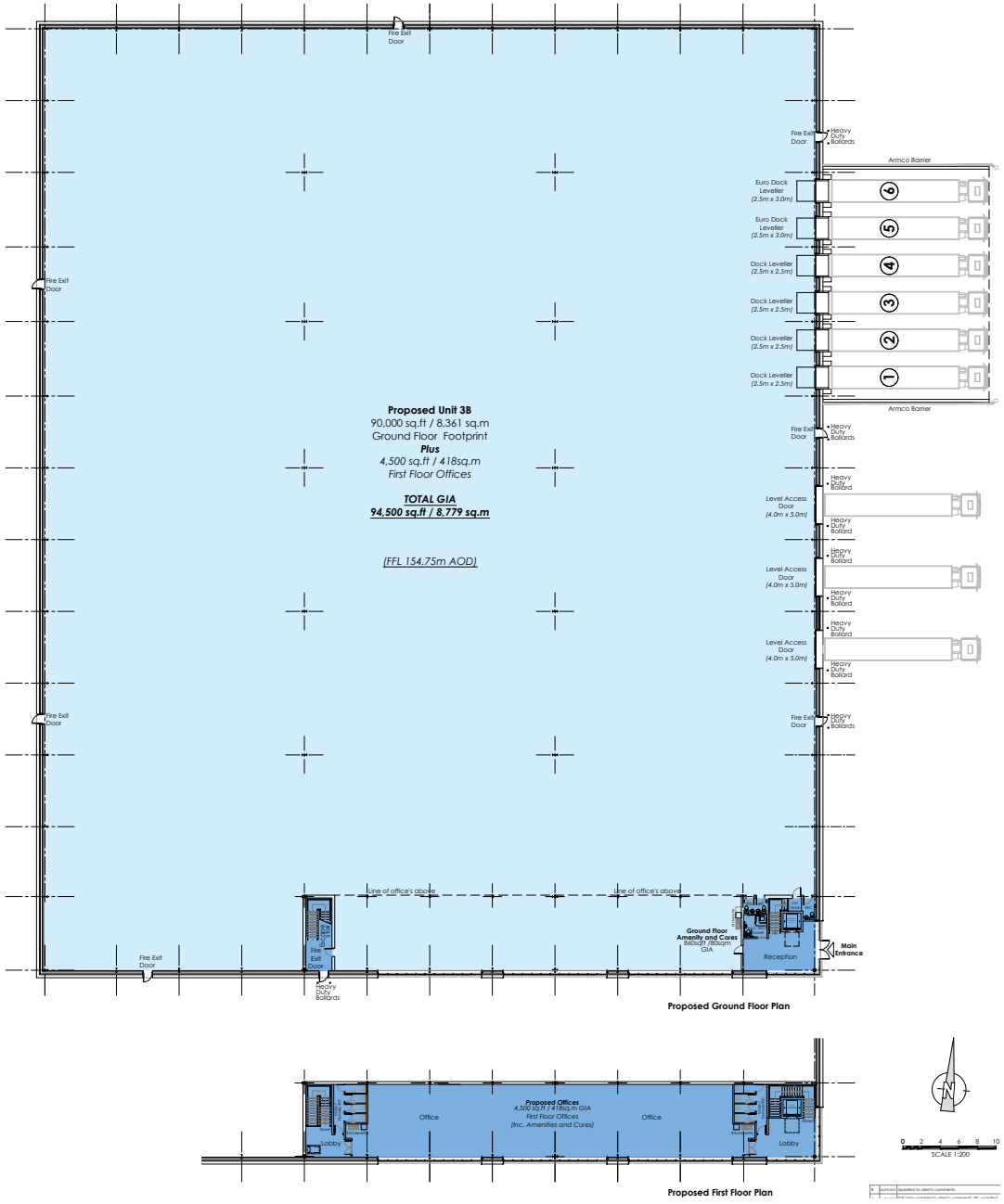
- Up to a total GEA of 9,180m2 of B1 b/c, B2, B8 employment floor space which will ensure flexibility to respond to market demand and make a positive contribution to economic growth and regeneration attracting inward investment and creating employment opportunities within this part of Barnsley;
- A significant inward investment in terms of construction and fit out;
- Significant gross added value (GVA), helping to grow the local and regional economy;
- Employment opportunities during construction and operation;
- Delivery of a long standing employment allocation that has sat empty for many years on a key arterial route to the M1;
- The commitment by the Applicant, Network Space to build out and deliver this industrial site upon the approval of reserved matters shows their dedication to support economic growth in the locality.

4.0 Design Principles

4.1 Use

The proposed development does not currently have specific end user and seeks a flexible permission for employment uses B1(b), B1(c), B2 and B8 employment with ancillary offices. The proposal seeks flexibility regarding the employment use in order to secure a permission which can react to changes in market demand.

4.0 Design Principles



4.2 Amount

Schedule of Accommodation:

- 8,361sqm (90,000sqft) GIA ground floor footprint plus 418sqm (4,500sqft) first floor offices

Parking

- 120no. car parking spaces (including 5no. disabled & 12no. car charging spaces)
- 6no. motor cycle parking
- 16no. cycle parking (within 2no. covered cycle shelters)

The precise occupancy levels are 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.

4.0 Design Principles

4.3 Layout

A major design consideration with regards to the layout is the existing residential areas adjacent to the southern and western boundaries of the site and how these relate to the location of the new service yard, which will generate an element of noise. With this in mind, it was decided the best design solution was for the service yard to be located in the north east corner of the site, furthest away from the residential areas.

The building provides acoustic screening to the western residential area and the car park is then left to be positioned to the south of the site.

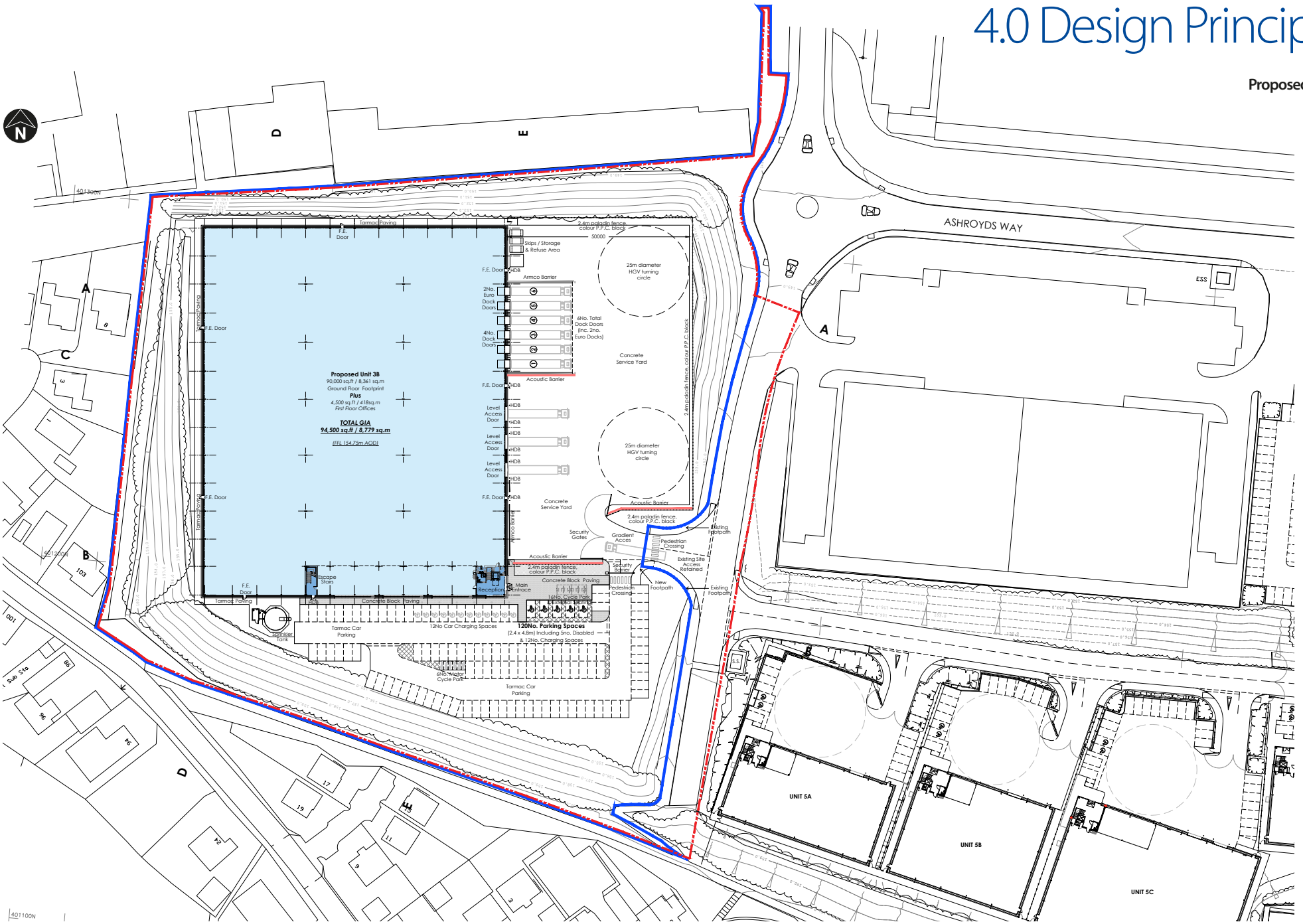
This design concept again provides an efficient layout in terms of the use of the space by keeping the length of the access road to a minimum which is beneficial both financially and environmentally.

Again the ancillary office space would be positioned on the corner of the building adjacent to the car park. The car park in this instance is also fully segregated from the service yard due to the larger external areas available.

The building and external areas have all been set out parallel and square to the western boundary which keeps the areas of external space required to a minimum. The remaining areas within the plot are then allowed to be utilized for further perimeter soft landscaping.

4.0 Design Principles

Proposed Site Plan



4.0 Design Principles

4.4 Scale and Massing

The height of the building is dictated by the operational requirements of the unit and are of similar height to the adjacent buildings already established within Ashroyd Business Park. The building is therefore in keeping with the surrounding context. The unit will be 12.0m from floor level to underside of haunch.

The height of the buildings from the finish floor level to the ridge of the roof is approximately 18.5m, which is within the outline approval parameters plan.

The building is designed to be in keeping with the existing buildings already established on Ashroyd Business Park in terms of building scale and massing.

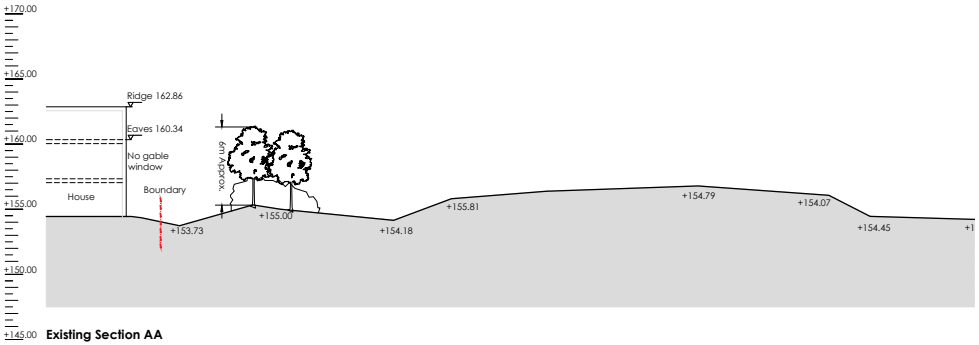
Each side elevation is designed as a portal gable which is more economical and efficient in terms of construction. The amount of height available within the main warehouse space is also greater with this design approach as there is no hipped roof construction.

Steel portal frames designed to accommodate a roof pitch of 6°. This is the optimum span for portal frames in terms of structural stability and efficiency.

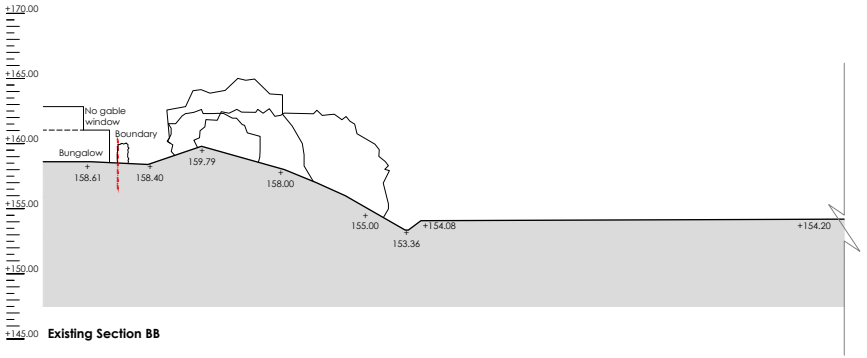
The scale of the proposed development with regards to footprint , service yard ratio is in keeping with current standard institutional requirements.

4.0 Design Principles

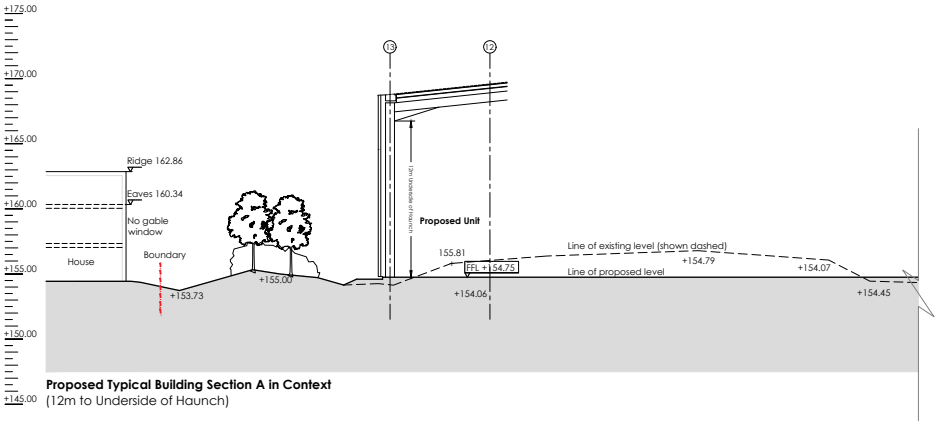
Existing and Proposed Sections



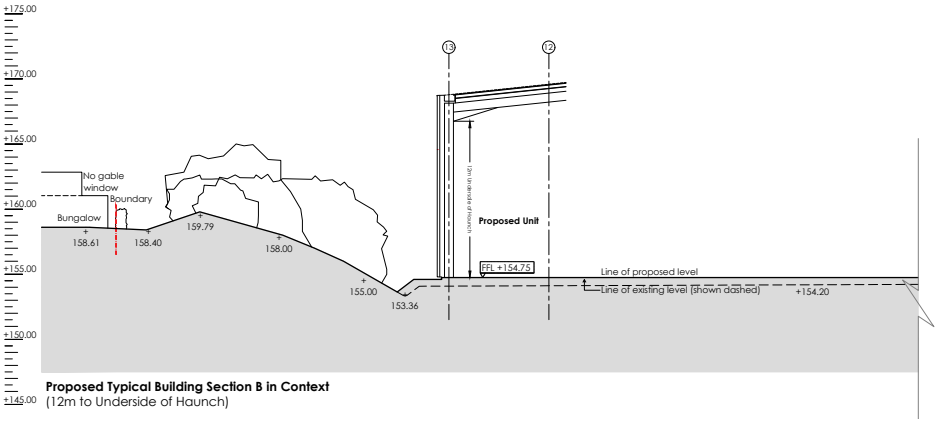
Existing Section A-A



Existing Section B-B



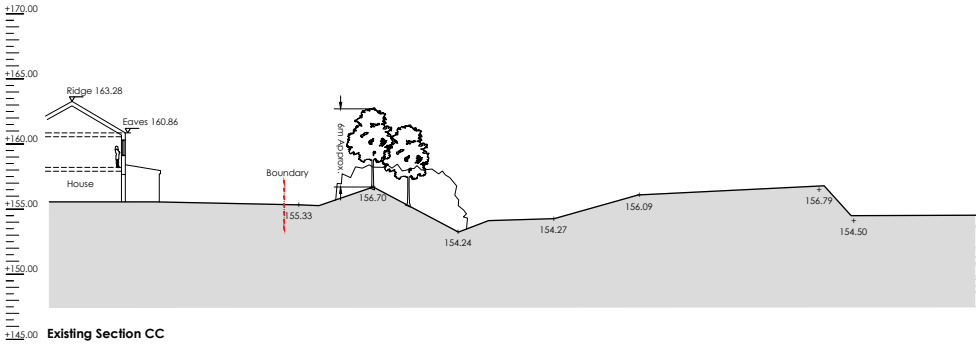
Proposed Section A-A



Proposed Section B-B

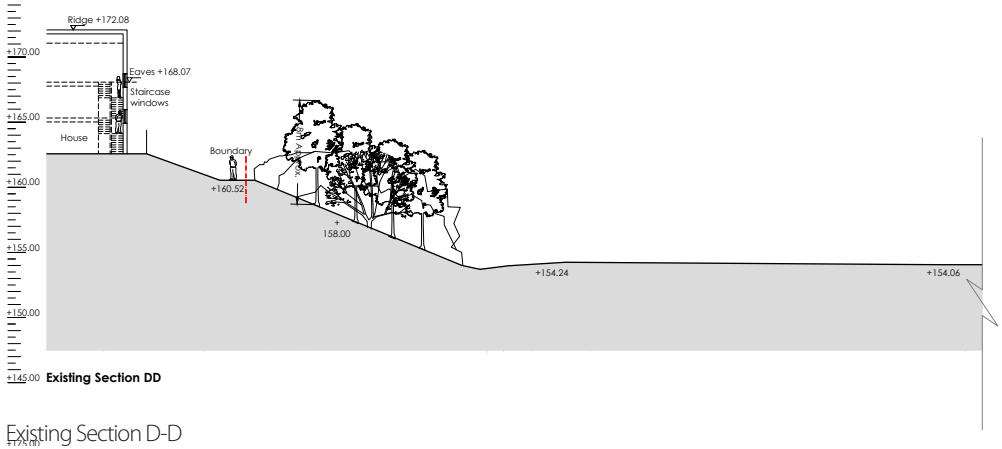
4.0 Design Principles

Existing and Proposed Sections



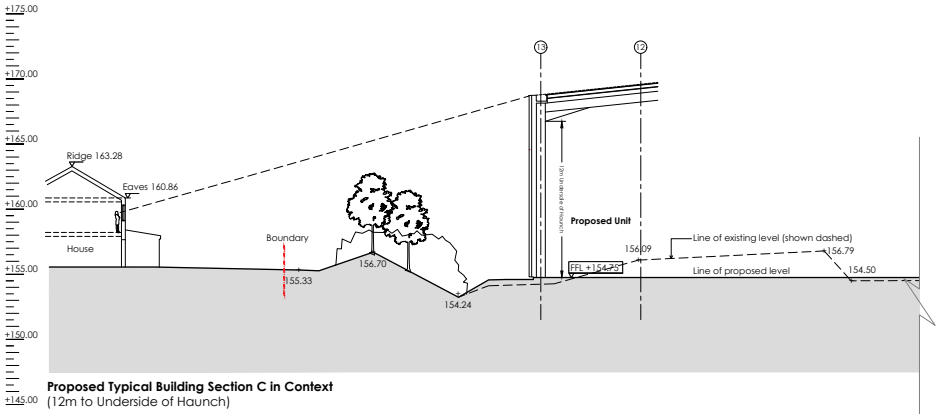
Existing Section CC

Existing Section C-C



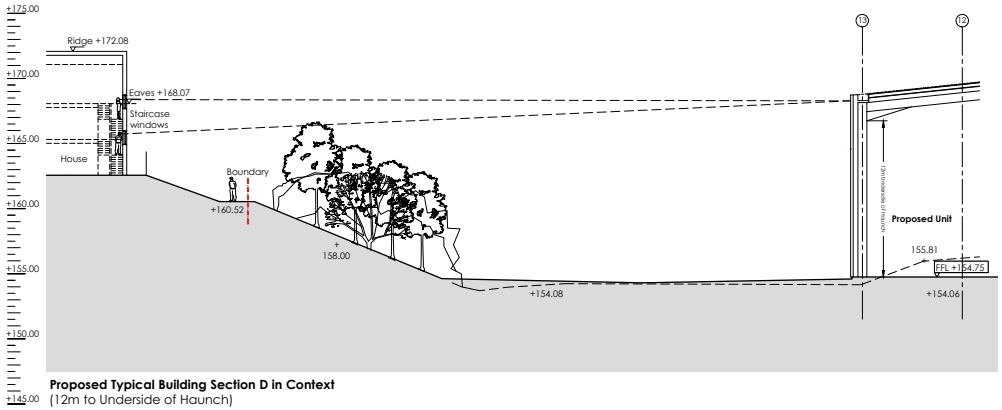
Existing Section DD

Existing Section D-D



Proposed Typical Building Section C in Context
(12m to Underside of Haunch)

Proposed Section C-C



Proposed Typical Building Section D in Context
(12m to Underside of Haunch)

Proposed Section D-D

4.0 Design Principles



Ashroyd Business Park - Plot 4B, Plot 5 and Plot 3 in the background

4.5 Design Details, Precedence and Appearance

The design rationale is to provide a building which incorporates a similar palette of materials to those of the existing buildings already constructed on Plot 4B and Plot 5 that were recently built by the Applicant, Network Space Limited.

The below images are design precedents that have informed the elevation design for Plot 3.

The main entrance doors will have a cantilevered glass canopy supported on dark grey steel supports to tie in with the glazed curtain walling.

The main body of the unit will be constructed in horizontally and vertically laid metal cladding panels with feature composite clad corners in grey finish. The office accommodation will predominantly use composite cladding with strip glazing. The main entrance of the unit is located on the South East corner and be easily identified by the use of full height feature glazing.



Unit 4b at Plot 4 Ashroyd Business Park = 52,500 sqft



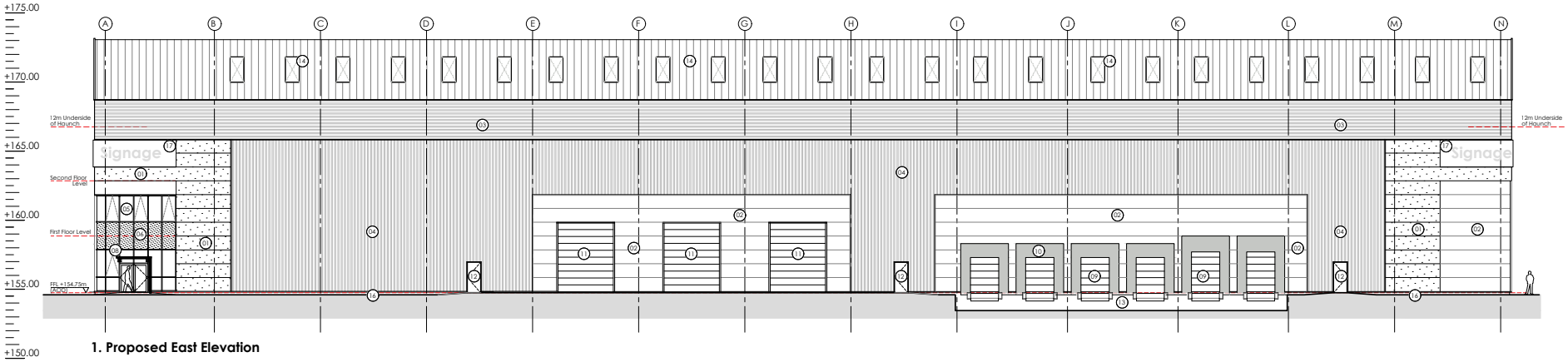
Units at Plot 5 Ashroyd Business Park = Unit sizes vary



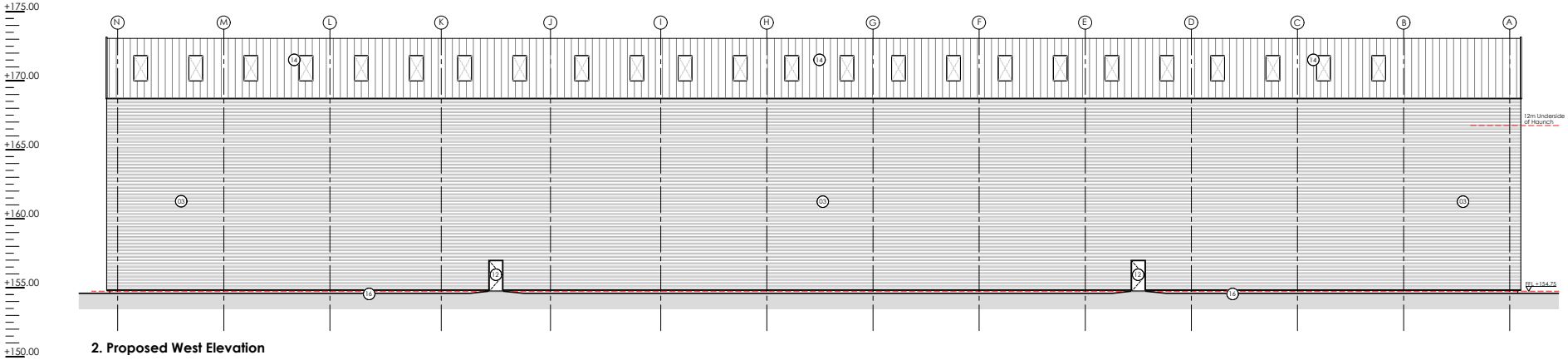
Unit 5B at Plot 5 Ashroyd Business Park

4.0 Design Principles

Proposed Elevations



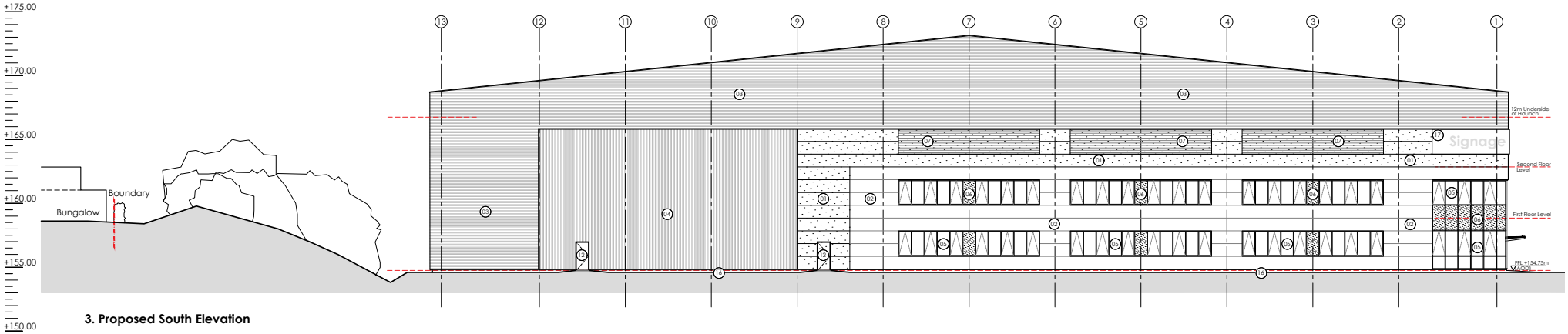
1. Proposed East Elevation



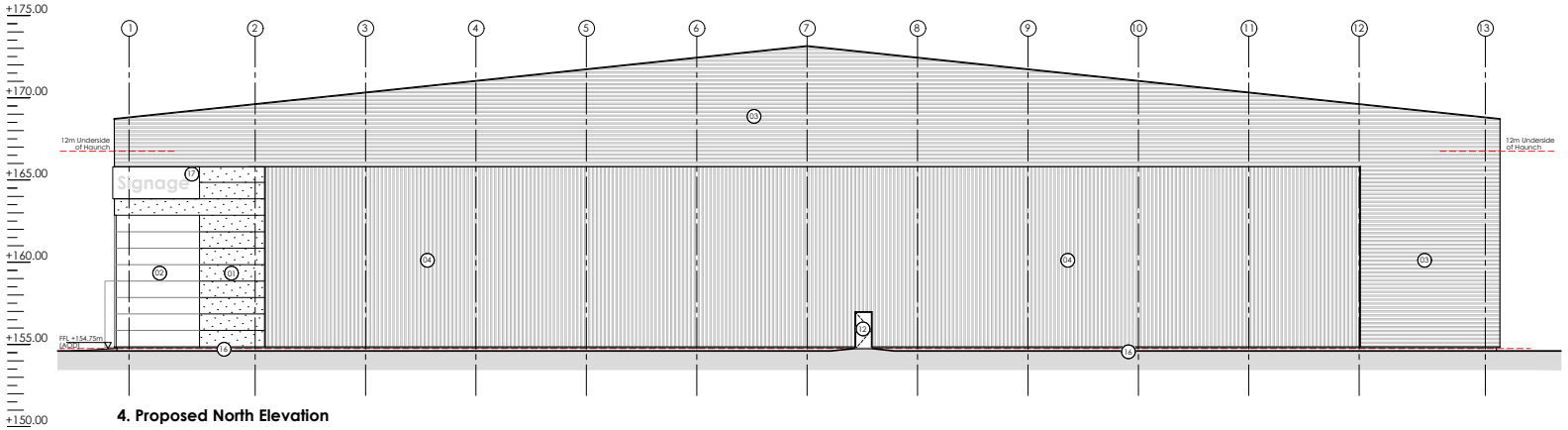
2. Proposed West Elevation

4.0 Design Principles

Proposed Elevations



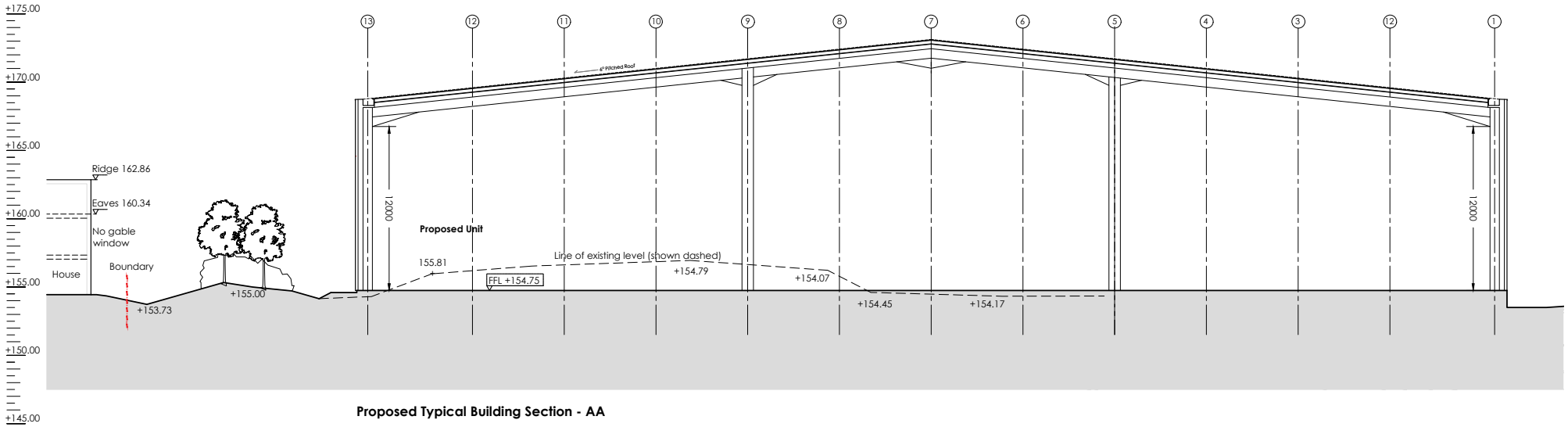
3. Proposed South Elevation



4. Proposed North Elevation

4.0 Design Principles

Proposed Building Section



Proposed Typical Building Section - AA

4.0 Design Principles



4.6 Landscaping and Boundary Treatment

A proposed landscape scheme has been prepared by Vector Landscape Architects and included within this application. Please refer to the proposed Landscape Plan drawing reference V14698A-L02 for full details. The proposed landscape design has been developed to create a pleasant landscape setting to the development which will complement the Architecture and maximise the buildings integration within its context.

The soft landscape design consists of tree, specimen shrub, ornamental shrub and native hedge planting with areas of flowering lawn and shade tolerant wildflower to provide soft edges to the boundaries.

The existing landscape buffer is to be retained on the north, south and west boundary to ensure an established boundary treatment and minimise the impact of the development on its wider context. The established trees and vegetation along the southern and western boundary will be retained to maintain a significant buffer between the site and residential properties on Upper Hoyland Road and Stonehill Close. A woodland and heavy shade wildflower grassland will increase the sites biodiversity, enhance ecological value and provide a soft and visually attractive edge to the sites boundaries.

A mix of ornamental and native tree planting will provide structure along the access road by providing height and structure to the proposed landscape. Native species will enhance the existing landscape buffer and improve the sites biodiversity as well as adding an element of visual screening.

A simple mix of robust and attractive evergreen shrubs arranged in groups are proposed to create a bold and striking statement to the sites entrance and car park. Ornamental shrub planting aims to visually enhance the character of the site and create an attractive frontage which can be easily maintained. Specimen shrubs have been chosen to add architectural form and to break up the transition from low to medium height shrub planting. Species have been selected based on their suitability to the site, resilience, performance and seasonal interest.

A single species native hedge is introduced to screen the car park and break up the appearance of hard landscape, similarly a mixed species native hedge is also proposed to provide a natural visual screen adjacent of the proposed unit. The hedgerow will enhance the existing landscape structure by effectively integrating plot 3 development into the wider Ashroyd business park context. The native species will add ecological value to the site, enhance biodiversity and provide nesting and habitat opportunities for birds, small mammals and invertebrates.

8.0 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 proposed development site is located on land within an existing industrial park, which benefits from existing road and pedestrian infrastructure.

8.1 Public Transport

The bus services in the vicinity of the site currently provide 1 bus per hour on weekday mornings during peak times, 3 services per hour at midday, and 3 services per hour in the afternoon peak times. There are also 2 bus services per hour during weekday evenings, 4 bus services per hour on a Saturday and 3 services every 2 hours on a Sunday.

The nearest railway station to the site is Elsecar Railway Station which is located approximately 1.75km from the site.

Elsecar Railway Station is served by two and four services per hour, with services running to destinations including Leeds, Sheffield, Huddersfield and Wakefield.

The above shows that the proposed development site is acceptably located in terms of access to sustainable travel modes, and thereby adheres to NPPF policy. It is evident that there is the opportunity to travel to and from the site by public transport.

8.0 Access

8.2 Vehicular Access

Access to the proposed development site will be from the existing road to the east of the site.

The unit will be connected directly from the existing road with a standard 7.3m wide HGV junction with 2m wide footpaths, providing access for both the service yard and the segregated car park.

Perimeter security fencing is proposed around the service yard. This means new service yard access gates are also required at the entry point. These gates have been positioned in a manner that allows an HGV to pull completely off the existing road and park in front of the gates if the gates are in the closed position. This prevents the main road from being obstructed.

Disabled parking spaces are positioned as close to the entrances as possible and motorcycle parking will also be provided as required.

Cycle parking provided as part of the travel plan requirements.

A 1.8m wide maintenance footpath is proposed around the perimeter of the building.

8.3 Building Access

In both options disabled parking spaces are provided close to the main entrances of the units 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 will be designed to comply with the current Building Regulations – "Access to and use of buildings – Approved Document M."

The layout complies with the Equality Act 2010 in terms of inclusive access to the site.

9.0 Conclusion

The proposal will respond well to the surrounding context and will protect the amenity of the existing residential properties nearby.

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

The material palette used will relate to the other sites located in close proximity and will aim to utilize cladding and high quality glazing to achieve a modern but sensitive addition to the area, continuing the design standard for the employment park as a whole.

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

The proposal addresses the access needs for all users and visitors to the buildings, including mobility impaired users. 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.

The proposal aims to incorporate a number of green objectives and is dedicated to achieving a BREEAM rating of 'Very Good'.


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