

F & G Commercials

Carlton Industrial Estate
Barnsley

DESIGN AND ACCESS STATEMENT

February 2017

A1075|SME|T

Rev -

APL ARCHITECTURE

Didsbury Business Centre | 137 Barlow Moor Road
West Didsbury | Manchester | M20 2PW
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INTRODUCTION

This application has been prepared on behalf of F & G Commercials Ltd as required by Barnsley Planning Department for all major applications.

F & G Commercials are currently based within Carlton Industrial Estate and are looking to expand their existing business and premises. F & G Commercials are a DAF commercial vehicle servicing and sales company and as such this application has been made to provide them with additional vehicle servicing bays, associated offices and parts storage.

1. SITE ASSESSMENT

1.1 PHYSICAL CONTEXT

The site is situated in the heart of Carlton's commercial district. The site consists of two separate buildings. The larger building, situated to the south of the site, is faced in part with metal clad and part brickwork, is tenanted and under a separate usage to the applicants main business. The redline application for this development relates to the northern building only.

The site has a single gated access off Shawfield Road.

1.2 SOCIAL AND ECONOMIC CONTEXT

The local community surrounding the site is employment based. As such any development or enhancements to this site would be welcomed, offering encouragement to other local businesses and raising the overall standard of properties in this vibrant commercial centre.

1.3 PLANNING POLICY

As previously stated the site is situated within an existing commercial district and as such the proposed use fits within current policy guidelines.

2. USE

As previously stated the building will be split up into several uses, which have been illustrated on the submitted building plans. These uses are allocated as follows;

B1 – Offices ancillary to the use of both the parts and servicing elements of the business and the showroom element

B8 – Storage of parts and equipment for the servicing of vehicles.

Sui Generis – Mechanical servicing bays for the servicing of commercial vehicles.

3. AMOUNT AND SCALE

The existing building will remain unaltered in appearance, height and massing and the new portion of the build will tie into these critical dimensions as indicated on the submitted plans and elevations.

The proposed alterations will provide an additional 5No. bays to the existing building with the 4 end bays incorporating 2 storey development for storage and offices.

4. LANDSCAPING

There are no proposals for any landscaping within this application as the scheme proposed is operationally based. Additionally, due to the operational requirements of the owner/occupier there is no scope for landscaping in the scheme, nor is there currently any landscaping of any significance within the site.

5. APPEARANCE

The new elements to the building will be over-clad in light grey metal sheet cladding, to match that of the existing building. New access and personnel doors will be installed in dark grey to contrast the main cladding with low-level brickwork to match the existing brickwork on the site.

Windows to the offices will be in polyester powder coated aluminium frames in a dark grey to match the proposed access and personnel doors.

6. ACCESS

6.1 SITE ACCESS

The existing access from Shawfield Road, to the east of the site, will remain unaltered.

6.2 TRANSPORT

The site is within short walking distance of the several bus services and road networks and is within a well established commercial infrastructure.

6.3 CAR PARKING

Within the development accessible parking bays are to be located as close to the building entrance as possible. Parking areas have been designed to maximise efficiency of layout and to provide safe and clear walking routes to the buildings. Parking ratios are subject to agreement with the local highway authority at levels that balance marketability with achieving efficient densities of development.

6.4 CYCLE PARKING

Cycle parking is provided close to offices and within the warehouse service yard, which is secure and highly visible.

6.5 ROUTES TO ENTRANCES AND ENTRANCE DOORS

Movement through the scheme is highly legible. The main entrances to the building are located facing the vehicular / pedestrian site accesses all in accordance with Part M of the Building Regulations and DDA recommendations.

Entrances are clearly identified on the approach to buildings, due to their positioning for maximum visibility. Main entrance doors to these will be wheelchair accessible with a minimum clear width of 1000mm and a clear 1000m level zone past the clear door openings.

6.6 EMERGENCY EXIT DOORS

All features and materials are to comply with part B of the Building Regulations. Fire doors will be fitted with panic bars with 'push down to open' signs. In addition, end users will consider a plan for evacuation of persons, including the preparation of an emergency egress plan appropriate to their operations. Fire exit doors are to be wide enough to allow wheelchair egress.

6.7 CIRCULATION

Circulation around the site is clearly defined, with access, maintenance and paths to be provided as indicated in line with the principles of the site plan.

6.8 TOILET FACILITIES

Accessible toilet facilities will be provided within the development. The space and layout of the toilets will meet the requirements set out in BS8300: 2001 and Approved Document M: 2010.