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Proposed Development
Ashroyd Business Park, J36 M1, Barnsley

ON BEHALF OF NETWORK SPACE



PLOT 5 DESIGN AND ACCESS STATEMENT
DA01A - 05/04/18

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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 Network Space Ltd.

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.

This statement has been produced in support of a full planning application for Plot 5 at Ashroyds Business Park to the south of the Dearne Valley Way, in Hoyland, Barnsley.

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.

Plot 1 accommodates the 205,000sqft unit and is now occupied by Ellbee, a manufacturer of windows, doors and shower enclosures.

The 50,000sqft unit sits within Plot 4a and this is occupied by Storefirst, a self-storage company.

Since then, a 165,000sqft unit has been developed for Universal Components Ltd on part of Plot 2. This company is a lead supplier of truck and trailer parts.

The proposal for Plot 5 seeks permission for the erection of four buildings totalling 5,272sqm GEA for use within Use Classes B1(b) (Research & Development), B1(c) (Light Industry), B2 (General Industrial) and B8 (Storage and Distribution) with ancillary offices and associated access, parking and circulation/ service areas, infrastructure works and landscaping.

1.0 Background

1.2 What should be Included in a Design and Access Statement

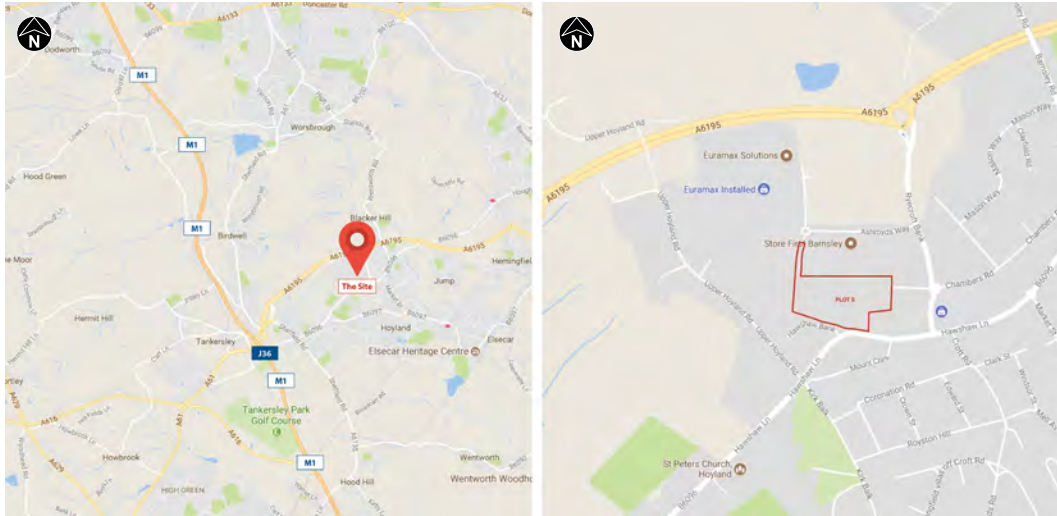
The following text is taken from the Government's Planning Portal website:
"A Design and Access Statement must:

- (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 Deane 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 5 is the subject of this planning application and forms the south eastern segment of Ashroyd Business Park. The application works outlined within the red line boundary plan extend to an area of 5.16 acres (2.09 hectares).

Immediately to the east of the application site and accessed from Hawshaw Lane is Hampton House which is a 2 storey office building occupied by The National Market Traders Federation. Beyond this is a further warehouse unit with access from Hawshaw Lane and Ryecroft Bank.

The southern boundary of Plot 5 is demarcated with a timber post and rail fence and a band of soft landscaping with relatively mature trees and bushes. Hawshaw Bank and Hawshaw Lane are immediately to the south beyond which are residential properties.

The western boundary is defined by a Public Right of Way running north-south and a surface water drainage easement zone.

The northern boundary is defined by a band of soft landscaping adjacent to the Store First unit (Plot 4A)



2.0 Context



View of site looking down Ryecroft Bank



View of site looking up Ryecroft Bank



Neighbouring self storage unit



Neighbouring self storage unit



Neighbouring Universal Components Ltd unit



Neighbouring unit off Tinsley Road

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, eastern and northern boundaries and by a surface water sewer easement zone along the western boundary.

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

Plot 5 is formed with a 10m to 15m wide soft landscaped embankment across the northern boundary with an approximate level difference of 7m rising up onto the development plateau from the boundary of Plot 4a. The embankment is established with 6m high trees with spreads of approximately 3m.

The southern boundary is also formed with a 10m to 15m wide soft landscaped embankment which rises up towards the boundary with Hawshaw Bank and Hawshaw Lane. There is a level difference of approximately 5m. This embankment is also established with slightly smaller trees (4m to 6m high) with spreads of 2m alongside some established large bushes.

There is a 3m change in level from the end of the access road at the west of the site which rises upwards onto the development plateau.

Across the eastern boundary there is a 2m change in level which rises up from the plateau towards the boundary within a soft landscaped embankment of varying width. Trees are also present with large bushes. The trees being around 6m to 8m high with 3m spreads.

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

3.0 Policy Context

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

This Planning Statement has identified that the proposals at Ashroyds Business Park comprise sustainable development in the definition of The Framework as providing a development proposal that provides a mechanism by which economic development may come forward on a site that has recently had a difficult history and the original UDP development has not been realised. The application has been designed to reflect the changing nature of the local characteristics and will provide an appropriate sustainable development that will benefit Barnsley in a number of ways. The proposals accord with the general thrust of the Development Plan and The Framework. The proposed development will provide 5,272 sqm of employment floorspace falling within Use Classes B1(b), B1(c), B2 and B8 to serve Barnsley. The development will provide a significant contribution to the employment land requirement for Barnsley and the job density and employment deficit as well as contributing to economic growth.

The proposals will contribute business rates of £120,000-£180,000, subject to specific calculations. The development will provide both direct and indirect jobs during the construction and operational phases.

The proposals constitute sustainable development in a sustainable location and will support the basis for sustainable patterns of transport.

The scheme will bring forward unfulfilled development land on a key location linked to the M1.

The proposals will address a range of technical and environmental issues to the benefit of the site and the surrounding area.

4.0 Design Principles

4.1 Use

The proposal seeks to permit employment uses (B1(b), B1(c), B2 and B8) within four buildings totalling 5,272 sqm GEA for use within Use Classes B1(b) (Research & Development), B1(c) (Light Industry), B2 (General Industrial) and B8 (Storage and Distribution) with ancillary offices and associated access, parking and circulation/ service areas, infrastructure works and landscaping.

4.2 Amount

Gross Building Areas:

Unit 5A	929sqm (10,000sqft) GIA ground floor plus 83.6sqm (900sqft) first floor offices
Unit 5B	1,115sqm (12,000sqft) GIA ground floor plus 88sqm (950sqft) first floor offices
Unit 5C	1,858sqm (20,000sqft) GIA ground floor plus 158sqm (1,700sqft) first floor offices
Unit 5D	929sqm (10,000sqft) GIA ground floor plus 92sqm (990sqft) first floor offices

Parking:

Unit 5A	13no. car parking spaces (including 1 no. disabled) 1 no. motorcycle space
Unit 5B	15no. car parking spaces (including 1 no. disabled) 1 no. motorcycle space
Unit 5C	26no. car parking spaces (including 2no. disabled) 2no. motorcycle spaces
Unit 5D	11no. car parking spaces (including 1 no. disabled) 1 no. motorcycle space

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

Due to the configuration of the site in terms of its shape and size, it is deemed the most efficient way to develop the area is with smaller units.

A major consideration is the existing residential area to the south of the site. Smaller buildings allow these to be positioned along the southern boundary and therefore allowing all of the associated service yards to be positioned to the north of the site. Natural acoustic screening to the residential area is then provided by the buildings themselves.

Smaller buildings also help keep the scale of the development to a minimum in terms of height and visual impact.

Another benefit of positioning the buildings to the south of the site is that the new access road serving each of the individual plots can be located to the north, thereby reducing the total necessary length of new road required to serve the development. This makes the development of the site more efficient both in terms of the layout and economically.

The applicants agents have helped inform the total size of units proposed which range from 10,000sqft to 20,000sqft. This has led to the proposal of 4 individual employment units for the site.

Another major design consideration for the layout of the buildings is the visibility of the offices and main entrances. In order to address this, the buildings have been positioned in a staggered formation. This allows the offices to be located on each of the projecting corners facing the approach road. This strategy also allows any glazing within the office amenity space to be located on an open aspect and not face onto a blank elevation of an adjacent unit.

The corner offices are also a driving factor for the aesthetics of the elevational treatment of the proposed buildings.

A standard 7.3 m wide HGV service road has been proposed across the north of the site with a 2m wide footpath to one side of this. An HGV turning head has also been positioned towards the end of the new road.

The service yards for each of the four buildings are accessed immediately from the proposed access road serving all of the plots.

4.0 Design Principles

4.3 Layout

Perimeter security fencing has been proposed around all four service yards within the site. This means that new service yard access gates are also required at each of the four vehicle entry points. These gates have been positioned in a manner that allows an HGV to pull completely off the new access road and park in front of the gates if the gates are in the closed position. This prevents the main access road from being obstructed by vehicles waiting to enter any of the individual service yards.

The four proposed units have been named Unit 5A, Unit 5B, Unit 5C and Unit 5 D travelling from west to east.

Units 5A to 5C have all been designed with service yards that can accommodate a 26m HGV turning circle. Unit 5D has been designed so the service yard can accommodate an HGV banjo manoeuvre, this is due to the amount of area available and viability of the plot in terms of building footprint to service yard ratio.

As the buildings are speculative, the car parking requirements are not yet known. Therefore, the proposed layouts have been designed with a ratio of 1 to 1.5 parking spaces per thousand square foot of building area.

The car parking areas have been designed so they are accessed off the service yards and are all positioned to either side of the yards so as not to obstruct the elevation facing the servicing area. This allows greater opportunity for the positioning and number of service doors that can be accommodated on each of the units.

Disabled parking spaces have been positioned as close to the entrances as possible. Motorcycle parking has also been provided as required.

A 1.5m wide maintenance footpath has been proposed around the perimeter of each of the buildings and the buildings have been spaced out with at least a 1.5 to 2m wide soft landscape strip between each maintenance path as a minimum.

4.0 Design Principles

Wider Context Plan



4.0 Design Principles

Site Plan



4.0 Design Principles

4.4 Scale and Massing

As mentioned previously, the scale of the units have been designed with the amenity of the nearby residential area in mind. The relatively small scale of the units, in terms of floor area, for these types of building uses allows for the overall heights to be kept relatively low. This is a primary design approach which is sensitive to the local surrounding site context and neighbouring properties.

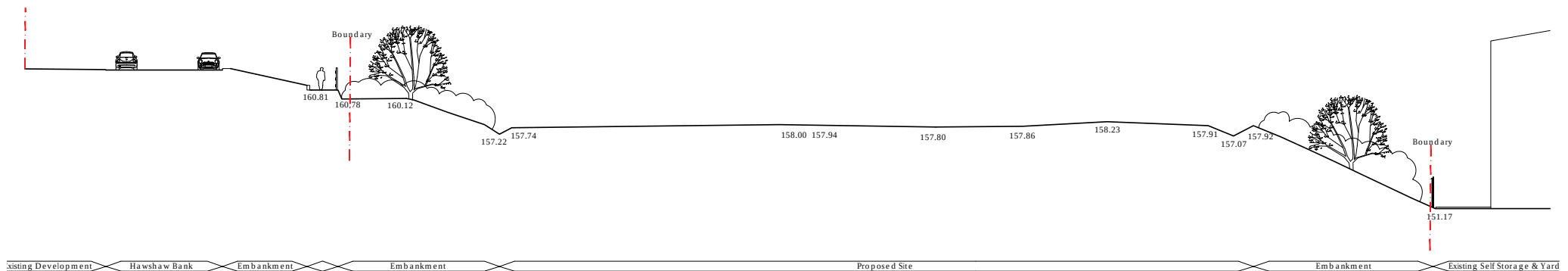
Each unit is in keeping with the existing buildings already established on Ashroyd Business Park in terms of building scale and massing albeit on a reduced scale.

Each unit will be designed with a portal frame structure. The underside of the structure will be set at a point that allows 2 storey ancillary office space to be provided without impeding upon the required head height.

Each side elevation has been 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 will be 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.



Existing Section

4.0 Design Principles

4.5 Design Details and Precedence

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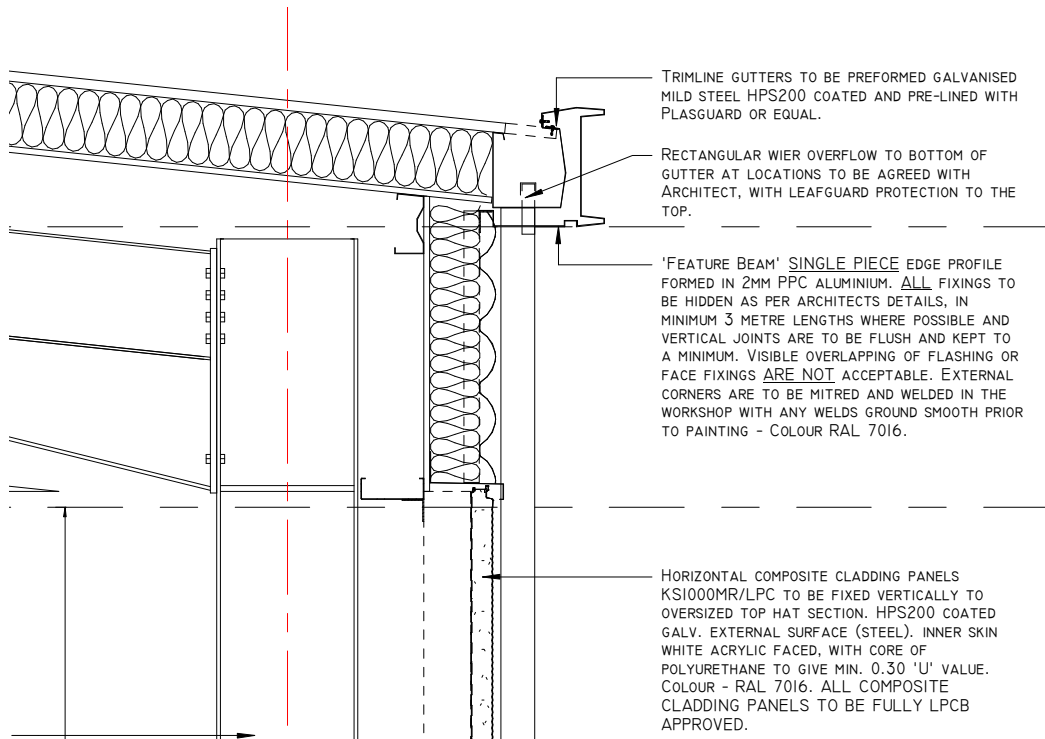
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Wigan trade units



Gateway 36, Barnsley 75,000sqft unit



Bailey Drive, Gillingham 80,000sqft unit

4.0 Design Principles



Birds eye view masterplan



Plot 5 birds eye view

4.6 Appearance

The main body of the units will be constructed in horizontally laid profiled metal cladding panels in metallic silver. All of the buildings will be constructed with a consistent palette of materials in order to provide a unified series of elevations throughout the scheme and unify the development.

The main body of each of building is proposed to be constructed from both horizontal and vertical trapezoidal profiled metal cladding. The colour of the vertical profiled cladding being in a light grey moonstone and the horizontal cladding being in a contrasting darker aventura grey.

The differing profiled cladding helps to break up the elevation and reduce the perceived height. Double height glazed curtain walling is proposed around the reception/ entrance foyer areas. This glazing is proposed to wrap around the corner of the buildings and is further framed out with flat micro rib metal cladding panels in a dark onyx grey. This helps to deliver a striking appearance to the prominent entrance office corners and help define the main entrance positions. This design strategy also breaks up the massing of the units in terms of visual appearance.

The main entrance doors are proposed to be protected with a cantilevered glass canopy supported on an anthracite grey steel support structure to tie in with the glazed curtain walling.

Ribbon glazing with anthracite grey aluminium frames is proposed to the open plan office areas and these are framed out with a lighter aventura grey which is in turn inset within the overall darker grey onyx cladding.

To help identify the location of the service doors, these are also proposed to be framed out with dark grey onyx microrib cladding. An anthracite grey feature beam profile is proposed to form the eaves fascia and is integral to the guttering system. The same feature profile is designed to follow the roof pitch profile along the gable walls, forming the gable fascias. This provides a continuous, dark grey band articulation throughout the roofscape.

The down pipes are also proposed to be in anthracite grey aluminium to tie in with the dark grey feature beam band. The bottom of the building will be treated with a smooth charcoal engineering brickwork plinth with pre-coloured black mortar.

The proposed service doors and fire exit doors are proposed to be in polyester powder coated steel in anthracite grey in order for them to contrast with the main body of the buildings.

4.0 Design Principles



View looking east



Unit 5C front view



Birds eye view looking north-east



View from Unit 5D looking south-east

4.0 Design Principles

4.7 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 V14698C_L01B 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 landscape proposals aim to retain as much of the existing vegetation to the sites boundaries as possible, to maintain the established boundary treatment and minimise the impact of the development on its wider context. The established trees and vegetation along the southern boundary will be retained to maintain a significant buffer between the site and residential properties on Hawshaw Lane and Hawshaw Bank to the South. Semi native boundary planting and a mixed native hedge is also proposed to further enhance the existing landscape structure and create an appropriate edge to the development. A variety of native species will add ecological value to the site, enhance biodiversity and provide nesting and habitat opportunities for birds, small mammals and invertebrates.

Semi-mature tree planting along the access road will provide height and structure to the proposed landscape and an element of visual screening of the service yard areas from the highway. Ornamental shrub planting to the access road boundary aims to visually enhance the character of the site and create an attractive frontage to the units. A simple mix of robust and attractive evergreen shrubs arranged in groups are proposed to create a bold and striking effect which can be easily maintained.

Specimen feature shrubs will provide additional structure and all year-round interest within the soft landscape beds whilst low growing shrubs and groundcover species underpin these at ground level.

Species have been selected based their suitability to the site, colour, form and seasonal interest. During species selection, consideration has also been given to each species ability to complement the existing landscape character and where possible, their contribution to improving the sites biodiversity.

4.0 Design Principles

Landscaping Plan



5.0 Ecology

Smeeden Foreman Limited has carried out a preliminary ecological appraisal of the site. The following text has been taken from their summary.

There are no statutorily designated sites within 2km of the proposed development site.

The non-statutory sites within closest proximity to the site are LWS sites including: Barrow Colliery (approx. 0.8km to the north of the site), Wombwell Wood (approximately 1.1km to the north east of the site), Short Wood and Hay Green (approximately 0.7km to the north west of the site), and Skiers Spring Wood (approximately 1.5km to the south of the site).

Due to the nature and size of the proposed development, the difference between the habitat types and/or the intervening land uses including roads and housing which create a degree of severance, it is anticipated that there will be no adverse effects as a result of the development.

The site is considered to hold low value in terms of biodiversity, largely comprising semi-improved and marshy grassland with common species of limited botanical value typical of prepared development sites. The plant communities at the site are of widespread occurrence and are characteristic of the habitats present in the wider area and common nationally.

No rare or locally uncommon plant species or invasive species as listed under the Wildlife and Countryside Act 1981 (as amended) were detected at the site.

Features on site which are of some ecological value include the plantation woodland strips existing along site boundaries which is likely to be of value to wildlife, such as foraging and nesting birds and foraging and commuting bats. This habitat is to be retained within the proposals and demarcation fencing is to be installed to protect these features during construction.

6.0 Drainage Strategy

William Saunders have provided a Drainage Strategy which has been submitted with this planning application.

The conclusions of the report are as follows:

The proposed development is not at risk of flooding from fluvial, tidal or any natural or artificial water bodies.

The development will generate quantities of surface water runoff which could pose flood risk to the development itself or to its neighbours, unless appropriate design and management measures are taken.

The surface water runoff generated by the proposed development will be managed in a manner which will ensure no risk of flooding or increased risk to surrounding properties, at present and taking into account allowances for future climate change.

The residual risks from surface water and infrastructure failure will be addressed by consideration of flood flow routes through the development.

Floor levels will be set to minimise the flood risk from adjacent areas at risk from surface water flooding.

7.0 Noise

A Noise Assessment has been prepared by White Young Green and submitted with this planning application. The proposed development is not expected to have an adverse impact on health or quality of life. Noise intrusion assessments of the deliveries and car parking have shown that noise levels from the proposed employment uses are predicted to be within BS 8233 criteria at existing sensitive receptor locations on the basis of worst-case assumptions during both daytime and night-time periods. When comparing predicted noise rating levels associated with deliveries, based on worst-case assumptions, no significant impacts are predicted.

Noise rating levels from proposed building services plant have been predicted based on design noise limits which are achievable and it has been demonstrated that predicted noise levels will be 5 dB below the background noise level at nearby existing noise sensitive receptors.

An assessment of the existing tranquillity level of the site has been undertaken and identified that the site is not highly prized for its tranquillity and recreational value in terms of noise. No businesses are located nearby the site which would be adversely affected by the proposals.

Noise levels at both existing and proposed receptors are predicted to fall below the Significant Observed Adverse Effect Level (SOAEL) during both daytime and night-time periods.

8.0 Access

A Transport Assessment and Interim Travel Plan has been produced by White Young Green (Transport).

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 rail station to the site is Elsecar rail station which is located approximately 1.75km from the site.

Elsecar rail station is served by between 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 opportunity to travel to / from the site by public transport.

8.0 Access

8.2 Vehicular Access

Access to the proposed development site will be via a new priority junction onto the southern arm of Ashroyds Way.

The four proposed units will be connected by a new internal road running in an east-west orientation. Each of the four units will connect to the link road via a simple priority junction.

A total of 64 car parking spaces, including 5 spaces exclusively for the use of disabled people are proposed.

Each of the four units will have their own HGV servicing area, with the servicing area in three of the four units (units 5A, 5B & 5C) large enough to allow a 16.5m HGV to complete a full turning circle in order to exit the site once servicing has been completed. The servicing area at unit 5D is large enough to allow for a 16.5m HGV to manoeuvre sufficiently so as to enter, service and exit the site safely and suitably.

8.3 Building Access

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 has been 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 seeks to permit employment uses (B1(b), B1(c), B2 and B8) within four buildings totalling 5,272 sqm GEA for use within Use Classes B1(b) (Research & Development), B1(c) (Light Industry), B2 (General Industrial) and B8 (Storage and Distribution) with ancillary offices and associated access, parking and circulation/ service areas, infrastructure works and landscaping.

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 aim to utilize cladding and high quality glazing to achieve a modern but sensitive addition to the area, setting a design standard for the employment park as a whole.

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.

