

**PROPOSED INDUSTRIAL DEVELOPMENT FORMER UK COAL OPEN  
CAST COAL MINE SITE for STRATEGIC SITES LIMITED**

**ACCESS STATEMENT  
(PART 'm' OF THE BUILDING REGULATIONS AND THE DDA).**

**1.0 The Site**

The site predominantly lies in an area which used to form part of Houghton Main Colliery. To this ends previous land uses include railway sidings to serve the colliery, as well as being part of an open cast coal mine. The development site is approximately 9.26 acres (3.75 hectares) in total and can be located by National Grid Reference 441660, 406420.

In relation to the local road network, the site provides easy access to the M1 (junctions 37 or 38) and to the A1(M) (junctions 37 or 38) via the A635, A628 and A637.

The site is currently covered in grass, with some structured planting adjacent to Park Spring Road (out side the development site). A large grass bank is located along the Northern boundary of the site, this will need to be relocated as part of the development. The bank used to form part of the local railway network in the area that used to serve the Colliery.

Park Spring Road is a national speed limit road (60mph), the access into the site already has 30mph speed limit signs erected to control the speed of vehicles coming into the development site. Footpaths adjacent to the site are very localised around the roundabout. The only place they continue past the roundabout on the site side of Park Spring Road is to the South of the site towards a local bus stop.

In addition to private transport facilities to and from the site, a new mini-bus interchange located within the centre of Grimethorpe to the North East of the site is due to be developed (by others) with a view to providing services to the bus stops adjacent to the site.

The site is fairly flat in nature, with a general slope from the front of the site to the rear of the site. The topography of the site should therefore not hinder development in any way. The site lies entirely in the Environment Agency's flood zone 1; therefore no flood risk is presented by developing the site.

**2.0 Planning Consent**

The site is currently going through the planning application process. A full planning application for the site has been submitted alongside this statement for development within use classes B1, B2 & B8. The development site is within the Local Authority Local Development Plan, in which it is identified as land set aside for Employment Proposals. The area immediately outside the site is designated as an area of Green Belt; this is noted as land to be kept mainly free from development. Section 54A of the Town and Country Planning

Act 1990 indicates that applications shall be determined in accordance with the Development Plan unless material considerations indicate otherwise. A detailed landscaping scheme has been submitted for the site alongside this statement. These plans are in accordance with the 'Landscape Design for Industrial Development in Barnsley' document supplied by the Local Authority as supplementary planning guidance 26.

To pre-empt the planning application an initial meeting with the local planning authority has been held. The outcome of this meeting was that the local planning authority were in favour of development being undertaken on the site as it is land shown for such development within the local plan.

### **3.0 The Units**

The buildings to be incorporated within the development are all industrial buildings, namely; a terrace of 1No x 6,250ft<sup>2</sup>, 1No x 6,000ft<sup>2</sup> and 1No x 5,000ft<sup>2</sup> units, a terrace of 3No x 6,000ft<sup>2</sup> units, 2No semi detached 8,500ft<sup>2</sup> units, 1No detached 5,000ft<sup>2</sup> unit, 2No semi detached units incorporating 2No x 1,000ft<sup>2</sup> units each, a terrace of 3No x 1,000ft<sup>2</sup> units, 1No detached 6,250ft<sup>2</sup>, 1No detached 15,000ft<sup>2</sup> unit and 1No 30,000ft<sup>2</sup> unit. The units are of various sizes to give maximum flexibility for different potential uses. All units will include toilets and most units will include a kitchenette area; the larger units will also incorporate a small office area.

Car parking (including designated disabled parking) and service yard areas will be constructed for all units, individual service yard areas will be fenced for the larger units as shown. The service yards, bins stores and cycle stands will be 'shared' between the units to which they are adjacent (except on the larger units which will have their own designated areas).

### **4.0 Site Access**

Access to the site will be gained from a newly constructed roundabout off Park Spring Road. This roundabout has been constructed with a dedicated access spur to serve this development and a small adjacent development on the same side of Park Spring Road as the development site. The roundabout also serves a large distribution warehouse on the far side of Park Spring Road. The access spur into the development site appears to be constructed to adoptable standards, past this point the access road into the site will be constructed to adoptable standards but will NOT be adopted. The footpaths adjacent to the site access spur also appear to be adopted, past this point the footpaths will be constructed to adoptable standards but will NOT be adopted.

Gradients of the roads and footpaths are largely dictated by the natural topography of the site. Footpaths will have crossovers at strategic points with tactile paving and dropped kerbs to allow easy pedestrian access to the site (where required).

The units will be designed to fade into the surrounding area, this will be achieved by keeping the units adjacent to Park Spring Road low and installing landscaping to the front of the site.

## **5.0 Access to individual Industrial Units**

Care has to be taken to ensure easy access from Disabled Parking Spaces into the main entrances of each building. Ramps/platforms will be engineered to allow compliance with current Part 'M' of the Building Regulations.

Gradients within the overall site are largely dictated by the topography of the site but will not exceed 1 in 20 in accessible areas. Drop off points for wheelchair users are therefore the designated disabled car parking spaces or a position close to the disabled spaces/main entrance of each unit.

Entrance door ironmongery will be contrasting in colour and not cold to the touch (sufficient micron thickness on aluminium base to ensure compliance).

The design of the units will take into consideration the need to highlight the entrances to the individual units in accordance with Part 'M' of the Building Regulations and DDA requirements. To supplement this, manifestations will be placed on all large areas of glazing to prevent members of the public from walking into them as required.

## **6.0 Facilities within each Building**

A small kitchenette will be provided in most units; access to this area as well as the facilities in this area will be compliant with Part 'M' of the Building Regulations.

Toilets will be designed to allow the disabled and ambulant disabled to be combined with wash hand basin heights and grab rails included to suit the requirements included in Part 'M' of the Building Regulations. Otherwise the remaining Unisex toilets will be designed for the 'able bodied'.

## **7.0 Services**

Positions of power outlets, light switches will be set at levels required for compliance with Part 'M' of the Building Regulations.

Within each unit, the office, toilet and kitchenette areas are to be fully fitted out, however, the production spaces are shell only and therefore future tenants/owners will be required to ensure full compliance with Part 'M' of the Building Regulations or the DDA when carrying out alterations/fitting out.

## **8.0 Fire Exits**

All Fire Exits will be of suitable widths and at suitable distances to comply with Part 'B' of the Buildings Regulations.

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COAL MINE SITE FOR STRATEGIC SITES LIMITED**

**DESIGN STATEMENT**

**The Site.**

The site is approximately 9.26 acres (3.75 Hectares) located off Park Spring Road, Houghton Main, Grimethorpe. The site can be located by National Grid Reference 441660, 406420.

The site predominantly lies in an area which used to form part of Houghton Main Colliery. To this ends previous land uses include railway sidings to serve the colliery, as well as being part of an opencast coal mine.

The site is currently covered in grass, with some structured planting adjacent to Park Spring Road (out side the development).

The site is fairly flat in nature, with a general slope from the front of the site to the rear of the site. The topography of the site should therefore not hinder development in any way.

**Site Layout**

The configuration of the site has predominantly been determined by the location of the former opencast colliery highwall, which passes through the centre of the site. The units have therefore had to be located away from the highwall, and an exclusion zone for development has been set up adjacent to the highwall location to minimise any risks associated with the highwall. Extensive testing has therefore been undertaken on site to determine the location of this highwall ( a separate site investigation report has been submitted alongside this statement).

The end result is that the only place where the units can be located is adjacent to Park Spring Road with access to the rear. This allows for a consistent frontage to be provided to Park Spring Road, which can be reinforced with landscaping, and allow for all vehicle accesses to be hidden from view to the rear of the units.

Access to the site will be from the newly constructed roundabout on Park Spring Road which passes to the East of the site. This access also provides access to the adjacent Green Park Energy site (adjacent to this site) and a large distribution warehouse on the opposite side of Park Spring Road.

**External Appearance**

The elevational treatments of the units are as follows:-

- The roofs are to be a mixture of mono-pitched and pitched roofs. All roofs and their associated fascias will overhang the building line to create an innovative external elevation.
- All units have differing, but linked, front elevations. This is to provide a high quality frontage onto the site access road and within the site itself.

- Units 1,2 & 4 are mainly vertically clad units with feature panels of composite cladding and brickwork to the front and principle side elevations. Outside of this the units are vertically clad to ground level. Units 1,2 & 4 have pitched roofs.
- Unit 3 is as per Units 1,2 & 4 but also has feature cladding panels on the rear elevation.
- Units 5,6 & 10 have composite clad with feature brickwork plinth front and principle side elevations, with the remaining areas vertically clad to ground level. These units have mono pitched roofs.
- Units 7,8 & 9 have feature composite cladding to the office area with the remaining areas of the units vertically clad. A brickwork plinth extends around the full perimeter of the units. These units have pitched roofs.
- Different materials have been added to the rear of some of the units to enhance the visual appearance of the units from Park Spring Road.
- Canopies will be constructed above the entrance to the larger units to provide a clear indication to visitors of the main entrance. The smaller units will not be provided with canopies due to the small size of the units and the fact that the entrances in this instance will be highly visible.
- All units will be allocated car parking.
- Service yards will be fenced per unit where shown on the associated site plans, where they are not fenced individually they will be shared open areas. In this instance the position of the service yard for each unit will be clearly demarked by the position of the loading door to each unit.
- Landscaped zones will feature prominently to the front elevation of the site to soften the impact of the development into the surrounding area.

### **External Colour Scheme**

The external colour scheme proposed is as follows:-

- Roof to be Colourcoat Prisma coated steel roofing system, colour to be Silver Metallic (RAL 9006), with matching flashings. Fascias to be Colourcoat Prisma coated steel, colour to be Slate Grey (RAL 7012). Soffit to be Colourcoat Prisma coated steel, colour to be Slate Grey shallow trapezoidal panels laid at 90° to fascia. Wall cladding to be flat panel cladding around the entrance, namely Colourcoat Prisma coated steel colour to be Silver Metallic (RAL 9006), with preformed corners. All other wall areas to be Colourcoat Prisma coated steel, colour to be Silver Metallic (RAL 9006), shallow trapezoidal cladding.
- On unit 3 there are feature wall cladding panels to the rear elevation of the unit comprised of Colourcoat Prisma coated steel, colour to be Slate Grey (RAL7012), shallow trapezoidal cladding laid at 90° to other cladding.
- Facing brickwork to be Royston Golden Buff by Ibstock or similar approved, with natural mortar.
- Entrance doors/windows to be powder coated aluminium, double glazed, colour RAL7012, with anti-sun glass and glass look alike infill panels where shown.
- Rainwater pipes to be coated steel RAL 7012.
- Canopy to be tinted glass to match windows with RAL 7012 coloured steel support framing/structure.
- External fire doors to be steel faced, gloss paint finish, colour to be RAL 7012.
- Loading doors to be Colourcoat Prisma coated steel, colour to be Slate Grey (RAL 7012)

### **External Lighting**

All hardstanding areas (car parking and service yards) will be provided with floodlights. The floodlights will be controlled from within each unit to which the lights relate. The floodlighting will not be continuously on during periods of darkness, but will be intermittent, depending upon delivery periods to the individual units.

Street lighting has been provided by others along Park Spring Road. A small amount of street lighting will be present along the new site access road.

In all cases external lighting will be treated sensitively so as not to pose problems with adjacent occupiers and residents.

### **Landscaping**

Soft and hard landscaping within the project will be provided which will serve a number of important roles. Informal planting will act as a way to define the site and the unit boundaries, visually and physically, to support and reinforce access routes, create physical barriers and defensible spaces, form a backdrop to the site and the units and add variety and colour to the development as a whole. A high quality landscaping design is proposed which is cost effective and will design out the need for many active security measures

Within the landscaped areas there will be two number (maximum) attenuation ponds which will be used to restrict the flow of surface water from the site to the levels set by the Environment Agency.

### **Fencing**

No security fencing will be erected around the perimeter of the development. The only fencing that will be erected is around the larger units as shown on the associated plans. The exact type of fencing has not yet been determined.

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