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**PLOT 2, ASHROYD BUSINESS PARK
ACKROYD AND ABBOTT LTD
PLANNING STATEMENT**

**9018/12
APRIL 2015**

Contract: PLOT 2, ASHROYD BUSINESS PARK**Document Title:** PLANNING STATEMENT**Our Ref:** 9018/12**Prepared by:** A.C. Gibson BEng CEng MICE MCIHT MIRSE **Date:** April 2015**RECORD OF AMENDMENTS TO DOCUMENT**

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C O N T E N T S

1.0 INTRODUCTION

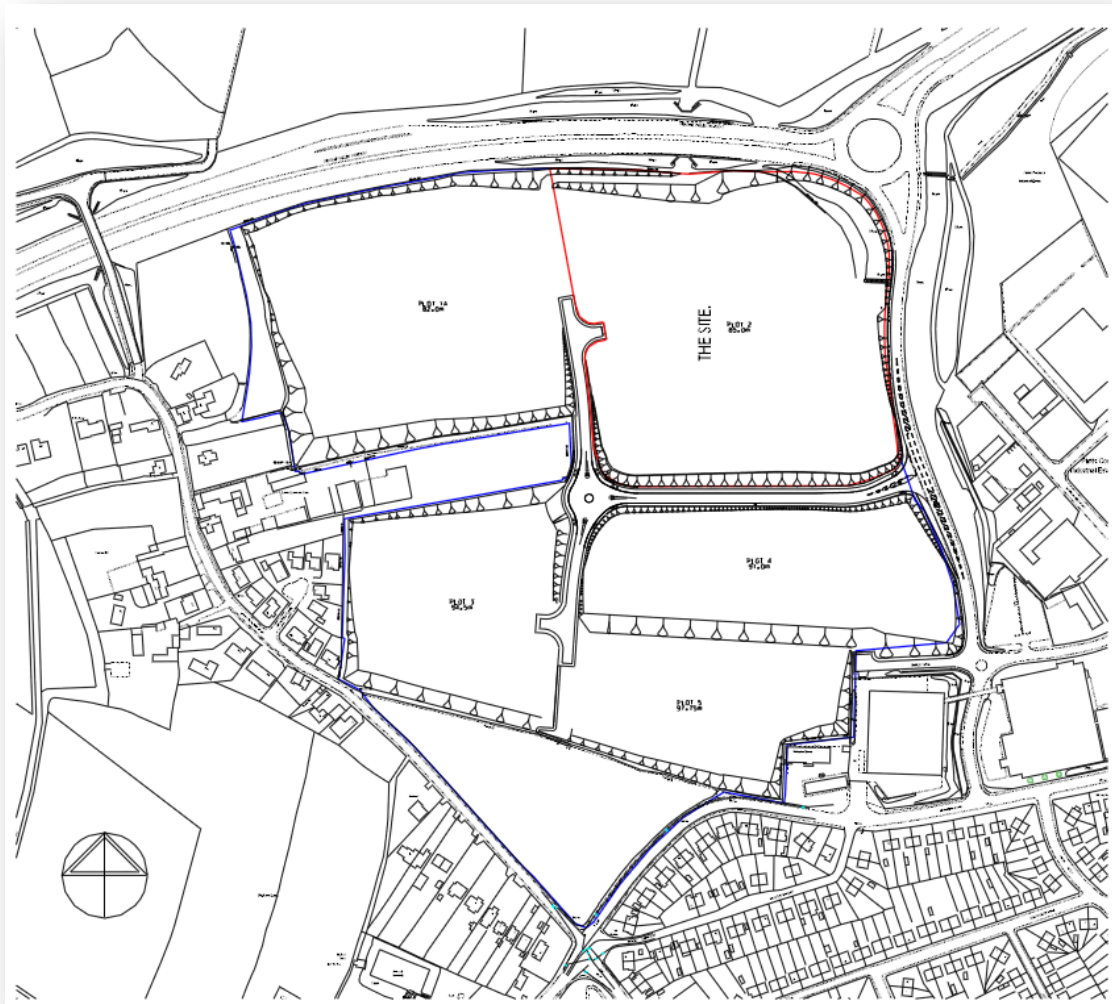
2.0 THE SITE

3.0 DESIGN

4.0 ENTERPRISE ZONE STATUS

1.0 INTRODUCTION

Ackroyd & Abbott Ltd., a long established company from Sheffield, intend to develop a part of the site at Hoyland, Barnsley. The overall site is known as Ashroyd Business Park, and was initially developed in 2005/6 by the introduction of plateaued areas for future development, subsequently two plots were further developed in 2007/8 with the construction of 205,000sqft and 50,000sqft industrial units. The site was included within the “Ashroyd and Shortwood Business Park Hoyland Local Development Order 2012”, which was renewed in March 2015, and comprises plot “Ashroyd 4”, part of the Sheffield City Region Enterprise Zone, within that document.



2.0 THE SITE

2.1 *Site Location*

The overall site is located to the immediate South West of the Platts Common roundabout on the A6195 Dearne Valley Parkway. The site is bounded to the North by the A6195, to the East by the highway 'Ryecroft Bank', and to the South and West by the estate road 'Ashroyds Way'. The access to the site is via the existing estate road.



2.02 *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 reprofiled in 2005/6 to the current plateaued format, including structural landscape planting and provision of highway and utility infrastructure.

3.0 **DESIGN**

3.1 ***Design intent***

The building and external works have been designed with the following intent:-

- ***Appearance***
 - A range of shades of trapezoidal cladding to reduce the 'bulk' of the units.
 - A range of high quality materials to primary elevations – facing masonry at low level and higher quality cladding to entrance and office areas.
 - Creation of shadow lines by the overhanging eaves and projecting rainwater pipes.
 - Neutral colours to the cladding except to the primary entrances.
 - Signage zones established.
- ***Impact on Residential Properties*** – unit 1, being the largest and tallest building, has been sited to the South of the plot to minimise its visual impact on highway users and residential occupiers across the valley. As indicated on the elevations and sections, this building lies at the foot of an embankment leading up to the existing estate road, thereby minimising its visual impact to the South. The building also acts as a buffer between the unit 1 service yard, units 2-5, and residential areas to the South, which is also reinforced by the existing structural landscaping.
- ***Parking and Manoeuvring*** – the development includes spaces for car and lorry parking and manoeuvring, together with cycle parking.

3.2 ***Building structure***

The structure of the buildings is to be steel portal frame. The height to underside of haunch of Unit 1 is to be 12m giving an approximate gutter height of 13.35m and a ridge height of 18m. Units 2 – 5 have a height to underside of haunch of 6m, giving an approximate gutter height of 7.15m and ridge height of 9.25m. Foundations are to be concrete pad bases with strip footings for the walls.

The walls are to be a mixture of HPS 200 coated steel cladding, laid both horizontally and vertically, above a 1050mm high plinth of facing masonry. The office area, two storey on unit 1 and single storey extendable to two storey on units 2-5, is to have powder coated aluminium, double glazed windows and doors. The main front (North) elevation of unit 1 is to have 10no. loading docks and 4no. level access loading doors, with units 2-5 having single level access loading doors as shown on the drawings.

Roofs are to be HPS 200 coated steel with a 6° pitch. The eaves will overhang the main elevations and will incorporate an integral gutter.

3.3 External Works

Externally the site is accessed from the existing main estate road, which has been adopted by Barnsley MBC and is maintained as public highway. The initial section of shared roadway within the development site is to be designed and constructed with a view to adoption as public highway by Barnsley MBC. Car parking is to be provided together with designated disabled parking bays. These areas will be tarmacadam. There will also be provision for cycle storage.

The dedicated service yards will have a concrete finish.

The remaining parts of the plot are to be landscaped to include low maintenance trees and shrubs.

4.0 ENTERPRISE ZONE STATUS

The site is part of the Sheffield City Region Enterprise Zone, designated as an economically linked cluster of sites forming a Modern Manufacturing and Technology Growth Area. The Enterprise Zone offers a varied yet cohesive offer of development opportunities giving businesses (including startups, expansions or inward investors) a choice of quality size and type of space they require.

The proposed development provides for accommodation for an expanding business (Universal Components Ltd) who are currently constrained by their premises. This business is a leader within the supply chain of the commercial vehicle industry and are constrained by their current premises in respect of expansion and improvements to their warehousing and distribution facility, which this development will allow.

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architecture : engineering : building consultancy

Sheppard Lockton House Tel: 01636 704361
Cafferata Way Fax: 01636 702809
Newark-on-Trent W: wm-saunders.co.uk
Nottinghamshire NG24 2TN

Also at: Leeds : Cardiff : Wircsworth