



Proposed Employment Development
Rockingham 1
Dearne Valley Parkway
Barnsley
South Yorkshire

Design and Access Statement

11462A DA01
January 2015



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Contents

1.0 Background

- 1.1 Introduction
- 1.2 What should be Included in a Design and Access Statement

2.0 Context

- 2.1 Site Location and Context
- 2.2 Previous Use
- 2.3 Topography
- 2.4 Site Photographs
- 2.5 Ecology and Trees

3.0 Policy Context

4.0 Development Parameters

- 4.1 Access
- 4.2 Residential Amenity
- 4.3 Overhead Power Lines
- 4.4 Good Neighbour Zone

5.0 Design Principles

- 5.1 Use
- 5.2 Amount
- 5.3 Layout
- 5.4 Scale and Massing
- 5.5 Appearance

6.0 Sustainability

- 6.1 Vehicular Access
- 6.2 Public Transport
- 6.3 Public Footpath
- 6.4 Building Access

7.0 Access

8.0 Conclusion

1.0 Background

1.1 Introduction

This Design and Access Statement has been prepared by The Harris Partnership Ltd (Architects) on behalf of Harworth Estates.

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.

The site forms part of an area that is currently the subject of a hybrid planning application for a mixed use development and is located adjacent to Dearne Valley Parkway, Barnsley, close to Junction 36 of the M1 Motorway. The application site covers an area of 1.04 acres (0.42 hectares).

The hybrid planning application, already submitted, comprises the following parts:

Part A

Full planning application for creation of access roadway and associated infrastructure.

Part B

Outline planning application for a phased, mixed-use development comprising employment uses (B1bc/B8 with ancillary office B1a), hotel (C1) and/or car showroom/garage (sui generis/B2), food & drink (A3, A4) with associated infrastructure. Approval sought for access. All other matters reserved.

This planning application is for the remaining reserved matters relating to the Phase 1 of the outline application. Phase 1 includes the construction of Employment Units 2, 3 and 4, a new substation and the Sustainable Urban Drainage System (SUDS) located in the north east corner of the site. The SUDS enhances the existing pond to make it suitable to attenuate the surface water drainage flows from the development site before out-flow to the existing water course.

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

The application site is located 6 miles to the south of Barnsley Town Centre. The centre of Rotherham is approximately 9.3 miles to the south-east. Barnsley Roundabout (Junction 36, M1) is located approximately 0.4 miles south of the site.

Approximately 300m to 400m towards the north-east, along the dual carriageway, is Shortwood Business Park. A residential development associated with the village of Birdwell is located directly to the west of the site. Rockingham Industrial Estate is located west of Rockingham Roundabout, directly south of the existing residential development to the west of the site



Figure 1
Location plan taken from Bing Maps with the planning application site identified within the surrounding context

2.2 Previous Use

The site was part of the former Rockingham Colliery and was used for open cast mining until 1995 and is now currently grassed land with shrubs and trees around parts of the perimeter.

Please see the Appraisal of Ground Conditions and Coal Mining Review submitted with the outline planning application and the Geo-environmental Site Assessment, also submitted with the outline planning application for full details of the existing underground site conditions.

2.3 Topography

The boundary to the south of Units 2, 3 and 4 faces the proposed access road and runs alongside the back edge of the proposed footpath.

The north-western boundary is demarcated by an existing hedge line, beyond which are open fields running out towards Hay Green Woods.

The north-eastern boundary to the area designated for the SUDS is defined by the edge of an open grass field.

The south-western boundary to the proposed units faces the residential area beyond.

An existing drain runs 3m within the site along the north-western boundary and has a 3m easement associated with it.

Overhead power lines enter the south-western corner of the site, tapering their way up to the north-western corner. There is a 7.5m easement associated with these power lines.

2.4 Site Photographs



Figure 2
Photograph taken from Google Street View looking north west towards the site from Rockingham Roundabout with Dearne Valley Parkway on the right



Figure 3
Panoramic view of the site looking north-west from Dearne Valley Parkway towards the residential development adjacent to the western boundary



Figure 4
Photograph looking north along the western boundary



Figure 5
Photograph looking south along the western boundary

2.5 Ecology and Trees

In their response to the EIA Screening letter, the Council acknowledged that the site has little ecological value. Notwithstanding this, a range of ecological surveys have been undertaken. The key findings are detailed within the Ecological Report which accompanied the outline planning application.

A Breeding Bird Survey was carried out in 2013 and a Winter Bird Survey 2013/14 by Applied Ecological Services Ltd. The diversity was considered to be moderate due to the site area being mainly grass land and numerous paths open to the public creating high levels of disturbance.

The small pocket of woodland in the far south west corner is proposed to be retained within the soft landscape buffer zone. Beyond the proposed development site within the northeast part of the application site it is proposed to provide a sustainable urban drainage system (SUDS) comprising a pond and watercourse which will require the partial removal of vegetation to create the system. The SUDS will ultimately provide enhanced habitats and landscaping in this area. For further details, please see specialist drawings/reports.

3.0 Policy Context

The following text has been taken from the planning policy context summary of the Planning Statement which was been submitted with the outline planning application:

- The site is identified for employment use within the current Development Plan.
- The draft Development Framework for Junction 36 sites states that the principle of alternative/ancillary uses is considered to be acceptable in prominent locations (i.e. close to Rockingham Roundabout).
- National and Local Planning Policy promotes development of a high quality design on previously developed brownfield land.
- New development should take into account the need to protect the amenity of existing residents.
- New development should provide all necessary infrastructure.
- New development should incorporate energy efficiency measures to reduce carbon dioxide emissions to 15% for applications submitted up to 2015.

4.0 Development Parameters

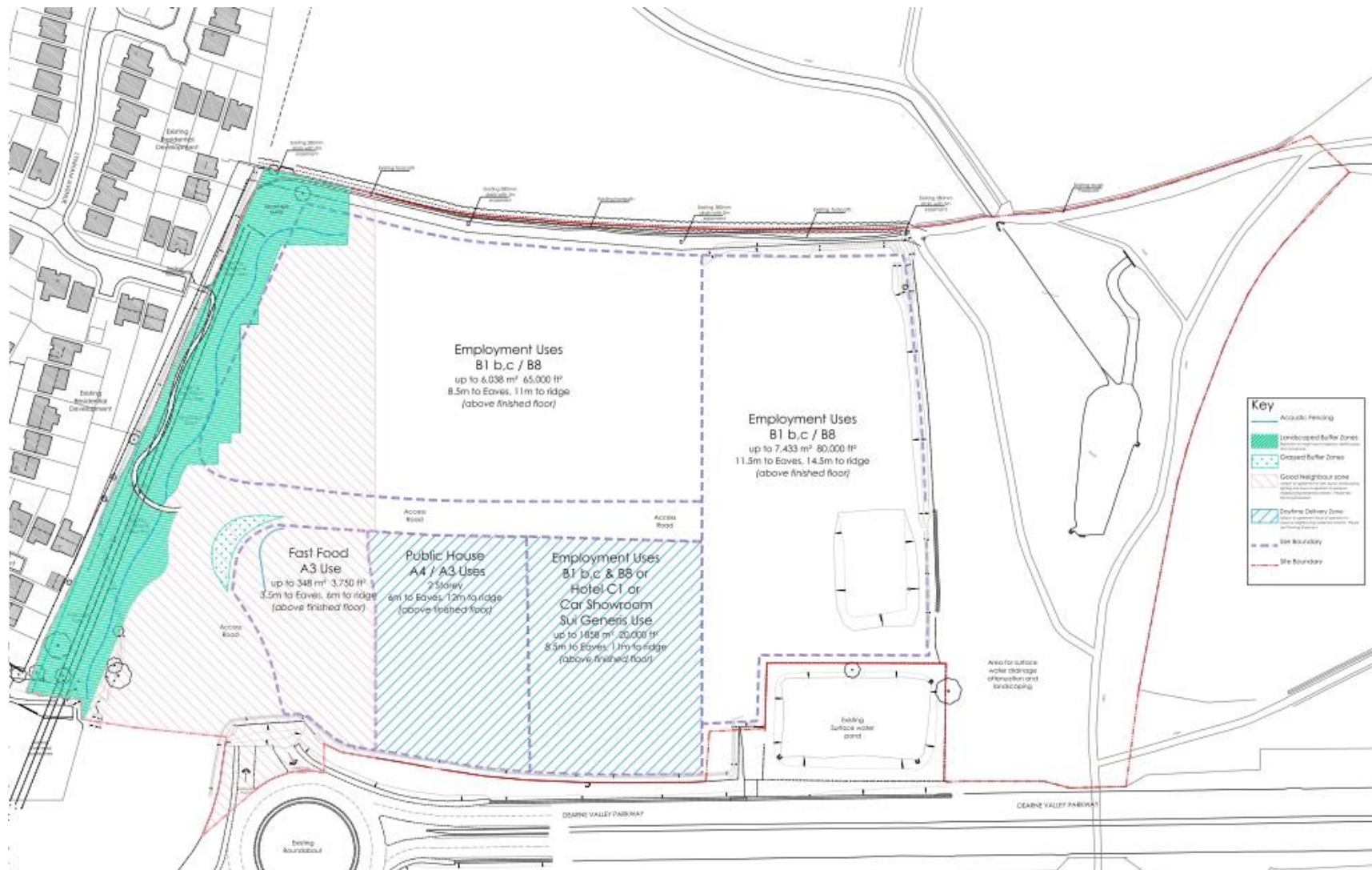


Figure 6
Parameters plan indicating the design constraints of the site submitted with the outline planning application

4.1 Access

Rockingham Roundabout is already established to the south of the site and, as mentioned previously, a full planning application has been submitted for the internal access roadway from Rockingham roundabout into the proposed scheme. The reserved matters application site is tied into this proposed new roadway.

4.2 Residential Amenity

It is important to address the amenity of the existing residential areas adjacent to the western boundary. Therefore, a 10m wide, soft landscaping buffer zone has been incorporated along the western boundary and additional landscaping/fencing and a soft landscaped bund has been submitted with the outline planning application to address this along with operational controls.

4.3 Overhead Power Lines

There are existing overhead power lines running approximately parallel to the western boundary with associated easements which restrict development. Planting of small shrubs is permitted within the easement, subject to approval from the statutory board.

4.4 Good Neighbour Zone

A good neighbour zone has been established within a large area adjacent to the boundary of the existing residential areas as shown in the Parameters Plan. This zone will form an area which has restricted uses, layout, external lighting, hours of operation, etc in order to protect the residential amenity nearby. Please see the Planning Statement within the outline application for further details.

5.0 Design Principles

5.1 Use

This planning application is for the remaining reserved matters for Units 2, 3 and 4 which are employment uses as described within the outline application. Please see the Planning Statement which accompanies this planning application for further details of the site's planning use history and current planning policies.

5.2 Amount

Gross Building Areas

Unit 2	1,207sqm (13,000sqft) GIA	1,319sqm GEA
Unit 3	2,787sqm (30,000sqft) GIA	2,945sqm GEA
Unit 4A	1,022sqm (11,000sqft) GIA	1,094sqm GEA
Unit 4B	1,022sqm (11,000sqft) GIA	1,094sqm GEA
Substation	14.0sqm (151sqft) GIA	15.2sqm GEA

Parking

Unit 2	15no. car parking spaces (including 1no. disabled) 2no. motorcycle spaces with shelter 4no. cycle spaces with shelter
Unit 3	30no. car parking spaces (including 1no. disabled) 2no. motorcycle spaces with shelter 4no. cycle spaces with shelter
Unit 4A	11no. car parking spaces (including 1no. disabled) 2no. motorcycle spaces with shelter 2no. cycle spaces with shelter
Unit 4B	11no. car parking spaces (including 1no. disabled) 2no. motorcycle spaces with shelter 2no. cycle spaces with shelter

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.

5.3 Layout

The layout of the 3 employment units have been designed into the new access road which is to be constructed off Rockingham roundabout. The building's orientation are designed with the overall outline application layout in mind. The building frontages are proposed to run parallel to Dearne Valley Parkway. This strategy places the triangular areas of the site (created with an irregular shaped plot) towards the north-western and western boundary along the rear of the site. These areas face the existing residential area beyond and are designated for large areas of soft landscaping, bunding and screening to protect the residential amenity. Please see Landscape Architect's drawings for further details.

The smaller employment Unit 2 is to be accommodated closet to the western portion of the site. This strategy acts to further soften the scale of the development from the more sensitive aspects of the site. The larger scale employment units are sited away from the residential area. See the proposed site plan submitted with this application.

The blue lines in the parameters plan show the extent of proposed acoustic fencing. Acoustic fences are environmental noise barrier systems that assist in the reduction of noise. The proposed fencing is to be in timber to soften the aspect from the nearby residential properties and will be positioned on the proposed bund at a height of 2.5m.

The main entrance to Unit 2 has been located in order to achieve a line of visibility from Rockingham Roundabout and along the approach road towards the site.

The main entrance to Unit 3 has been positioned so that visibility is achieved once visitors have turned right into the site along the new access road. The strategy for unit 4 is again the same, providing the optimum visibility on the approach into the site.

The car parking areas are laid out adjacent to the front elevations of the buildings allowing safe access towards the main entrance doors for all occupiers and visitors by avoiding the need to navigate through the service yards. The only exception to this rule is Unit 4A. This has been indicated on the proposed site layout and shows further car parking allocated at the opposite end of the proposed plot 4 service yard. However, access from this parking area towards the main entrance of the unit can be safely traversed without the need to cross the entire service yard.

The layout complies with the Equality Act 2010 in terms of inclusive access to the site. One accessible parking bay has been allocated to each of the new units and have been positioned in close proximity to the main entrances. This allows ease of access for mobility impaired users and visitors alike.

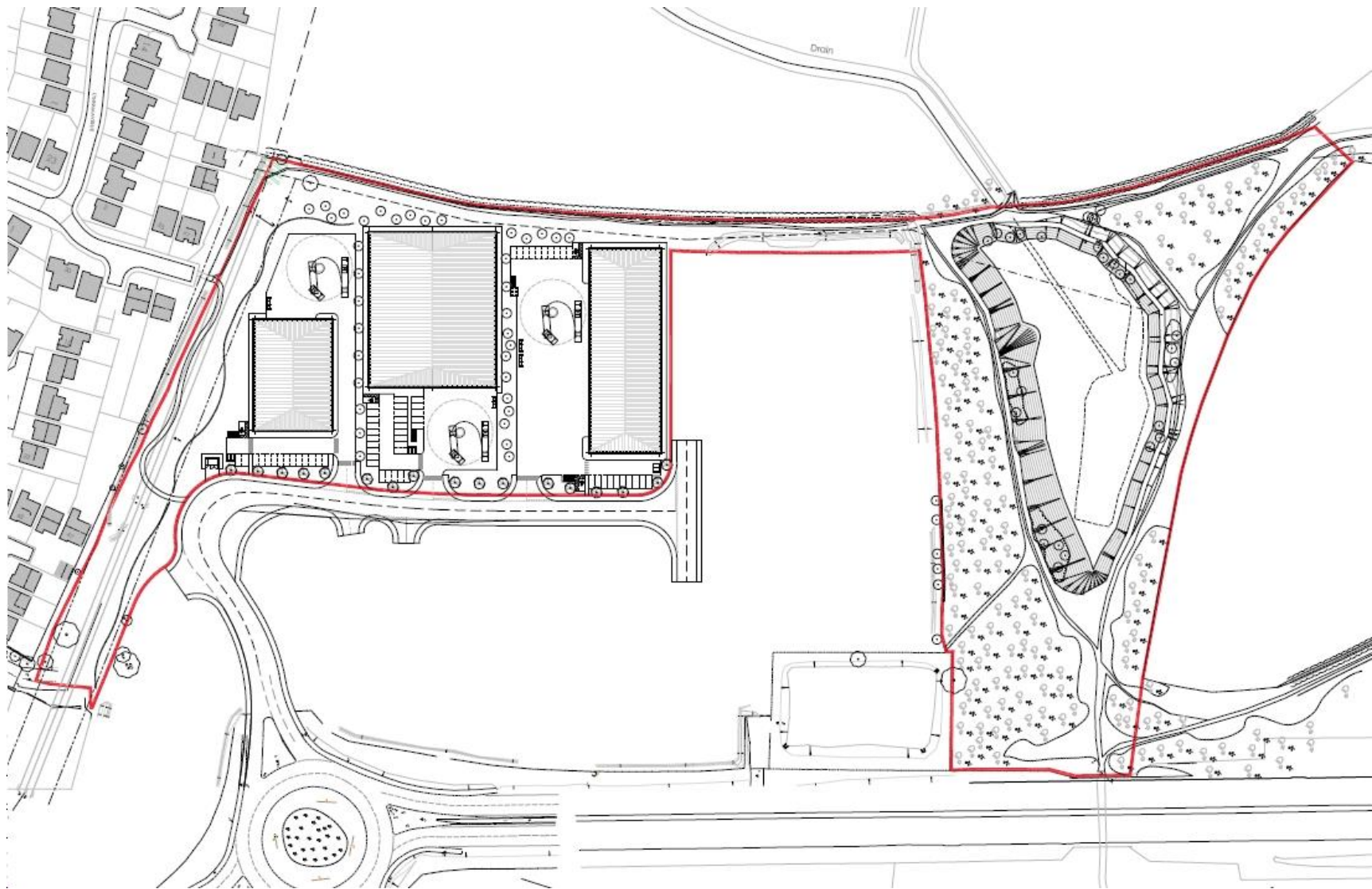


Figure 7
Proposed Site Plan with the extent of the reserved matters application area highlighted in red (not to scale) Unit 2 being the Unit to the left handside with numbering left to right

5.4 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 below drawing demonstrates the relationship of Unit 2, partly shown to the right of the image, with the residential area to the left hand side. The new soft landscaping bund acts to soften the visual impact, along with assisting in deflecting any potential noise which may emanate from the service yard to the rear. The 2.5m high acoustic fence also helps to reduce noise even further.

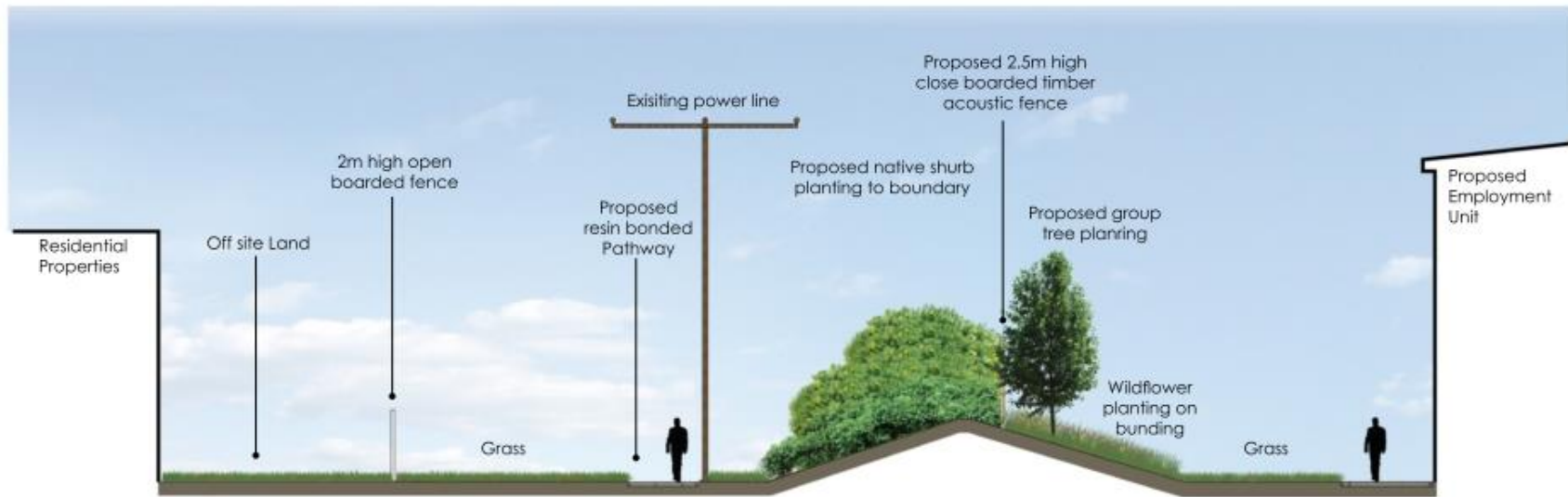


Figure 8

Proposed Site Section, taken from the Landscape Architect's design proposals submitted with the outline planning application

Unit 2 is approximately 8m to the top of the parapet from the external ground levels and approximately 9.5m to the ridge of the roof.

Unit 3 is approximately 8.5m to the top of the parapet from the external ground levels and approximately 11m to the ridge of the roof.

Unit 4 is approximately 8m to the top of the parapet from the external ground levels and approximately 9.5m to the ridge of the roof.

5.5 Appearance

The main body of the units will be constructed in horizontally laid profiled metal cladding panels in metallic silver.

The main entrances of the buildings are located on the corners and will be constructed in contrasting materials in order to provide identification to the entrance positions and help break up the massing of the elevation treatment. The entrance corners will be in polyester powder coated aluminium glazing and doors at ground floor level with a contrasting cladding material at high level. This material has been proposed to be vertically laid Wall-lite cladding.

The following image shows the proposed front elevation of Unit 2 in order to demonstrate what has been described above.

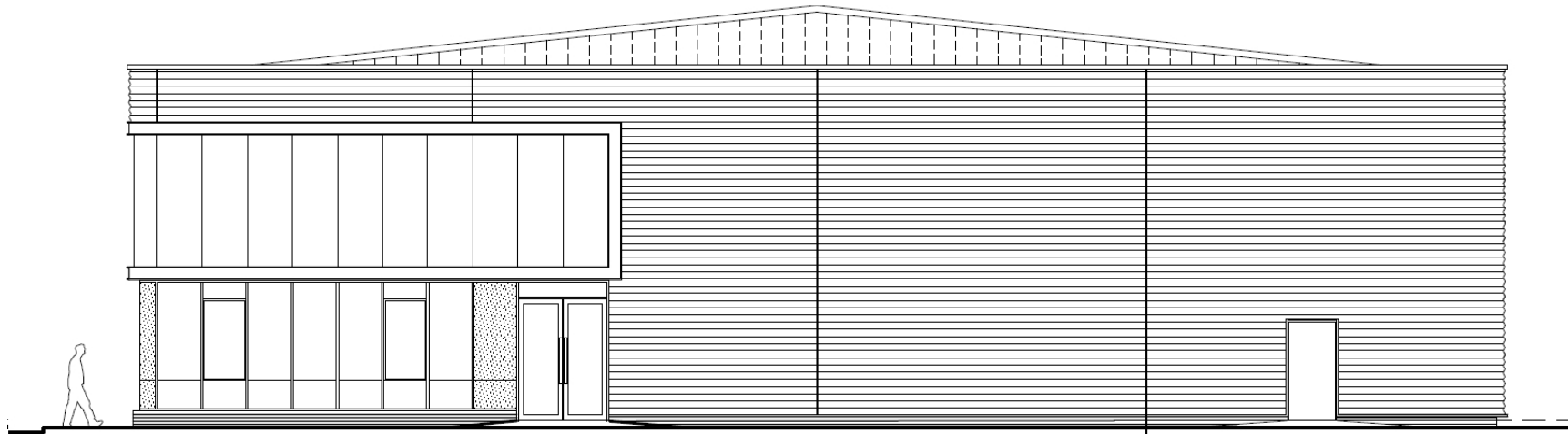


Figure 9
Proposed Front Elevation to Unit 2

The Wall-lite cladding is proposed to be framed with a feature beam edge trim in anthracite providing the entrance corner with greater prominence. This is demonstrated on the previous image.

The bottom of the building will be constructed on a brickwork plinth course in a smooth black facing brick. The proposed service doors and fire exit doors are proposed to be in polyester powder coated steel in metallic silver in order for them to blend in with the main body of the buildings.

The following image shows a recently constructed building by the applicant on which the elevation proposals have been based.



Figure 10
New employment unit, AMP Manufacturing Park, Rotherham – Constructed in 2014

5.6 Landscaping and Boundary Treatment

Full landscaping details can be seen on Vector Design Concepts drawings. Figure 11 on the following page indicates the general areas designated for soft landscaping works.

As described within the layout section, the western boundary is proposed to be heavily landscaped with the inclusion of a soft landscaping bund. A 2.5 high acoustic fence is proposed to be constructed to the top of the bund (see blue line on Figure 11). This design has been developed in order to screen the residential area beyond the site to the west. This has the dual function of preventing noise pollution and addressing the visual appearance to the residential properties. The diverted footpath through the site takes on a meandering/informal route through the western soft landscaped area where it has been linked into the existing footpath access on to Lynham Avenue. The existing footpath running around the north western corner of the site and along the north western boundary is then proposed to remain untouched.

The timber acoustic fence is also proposed to take on a meandering form within the soft landscaping. A break in the fence occurs to allow for the public footpath to pass through, apart from that, the entire western boundary facing the residential area incorporates an acoustic fence down to the south western corner of the application site as can be seen in Figure 11.

There are no fences to the boundaries facing the proposed internal estate road. There are areas of soft landscaping integrated between the back edge of the estate road footpath and the new car parking/service zones.

There are no new fences proposed to the north western boundary. The treatment of these areas is simply with new/enhanced planting to reinforce the soft landscaped areas that currently exist. The existing drainage ditch along the north western boundary will remain and the 3m easement associated with it will be respected.



Figure 11
Proposed Landscaping Plan

6.0 Access

6.1 Vehicular 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 existing Rockingham Roundabout has already been constructed to take a new arm into the proposed development site and will provide access into the site from the south-western corner.

There is currently a full planning application for the new estate access road within the site and this reserved matters application has been designed to tie in with the proposed access road.

The new estate road will be designed to accommodate 16.5m long articulated heavy goods vehicles and will be to current standards and subject to the approval of the Local Authority.

6.2 Public Transport

The nearest railway station is in Elsecar, on the main Leeds to Sheffield Line and is approximately 2.5 miles away to the east of the site. Approximately eight bus routes stop at a bus stop on the junction of Sheffield Road and Moor Lane, approximately 0.3 miles south of the site.

A public footpath has been proposed to be diverted as part of the outline application. This proposed new diverted footpath will follow a route through the area of soft landscaping proposed to the western boundary and up towards the north-western corner and return along the northern boundary, linking back into the current point of entry, as shown on Figure 11. This alignment is subject to final confirmation.



6.4 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.”

See the Transport Assessment and Draft Travel Plan prepared by Optima Highways and Transportation for further details on access submitted within the outline planning application.

7.0 Sustainability

Core Strategy Policy CS2 requires non-residential development to meet BREEAM rating Very Good. Policy CSP 5 of the Core Strategy states that all new development of 1,000sqm of non-residential floor space will be expected to incorporate decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce the development's carbon dioxide emissions by at least 15%.

A Sustainability Framework has been prepared for the site as part of the outline planning application. Further information is included in the Sustainability Framework appended to the Planning Statement which accompanies the outline application. See specialist's details on how the requirements of Policies CS2 and CS5 will be met as part of this reserved matters application.

8.0 Conclusion

This planning application seeks reserved matters approval for three employment units and a Sustainable Urban Drainage System for Phase 1 of a mixed use development alongside a key development corridor (Dearne Valley Parkway).

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.

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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