

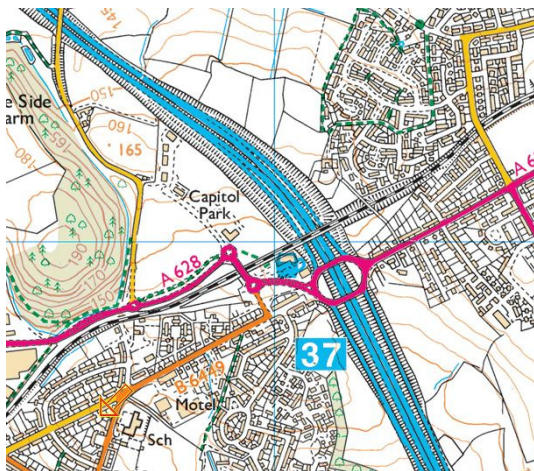
**DESIGN, ACCESS AND PLANNING STATEMENT FOR THE
PROPOSED DEVELOPMENT AT CAPITOL PARK,
DOWORTH, BARNSELY.**

1.0 Introduction

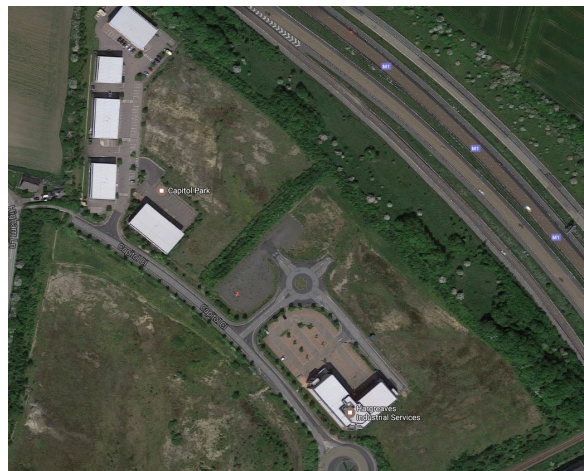
Carnell Management Services Ltd are looking to develop a site off Capitol Close/Capitol Court at Capitol Park, Dodworth near Barnsley. The brief was to design industrial units to a higher than average specification, including service yards and car parking areas. The site is to be fully serviced.

The application site has an area of 2.76ha (6.81acres). The final scheme has 15no. units, in 7no. blocks with a range of sizes from 2,000sq.ft up to 10,500sq.ft

The site is part of a larger business park development, which comprises a mix of office and industrial units.



Location Plan



Aerial View

Capitol Park is located just off the A628 Whinby Road, and is approximately 600mm (north west) from Junction 37 of the M1 Motorway.

The site is bounded to the north east by existing tree planting, to the south west by the existing roads of Capitol Close and Capitol Court. To the north west there are existing industrial units and to the south east open grassland. There is a substantial The tree belt provides a natural buffer.

The existing site is generally level to its two main areas although there is a small section of the southern plot which is approx. 1m higher. A topographical survey is included with the planning submission documentation.

There has been prior consultation with the Planning Department regarding the project and the information required for the Planning Application.



View looking south from bottom of bank.



View looking south east to existing office building



View looking north west towards extg. industrial units.



View looking north west along Capitol Close.

2.0 Use

The development is for construction of speculative units for B1, B2 and B8 usage as stated within the Town and Country (Use Classes) Order. This allows for the following uses:

- B1 - Business.
- B2 - General Industrial.
- B8 - Storage and distribution.

As noted above the site is part of the larger business park site.

3.0 Quantity

The project consists of the construction of 15no. units, in 6no. blocks with a range of sizes from 2,000sq.ft up to 10,500sq.ft, together with all associated external works, including services yard, car parking, cycle areas and brick built bin stores. The range of sizes was part of the original brief which will allow for new starter businesses in the smaller units, with more established businesses taking the larger units if looking to expand. The range also allows for business to start in the small units and then expand into larger units on the same site.

Any remaining areas of the site will be have soft landscaping including trees, shrubs and grass seeding.

4.0 Layout

The site layout has been dictated by the existing topography of the overall site in that there are two separate areas/plateaus separated by a substantial tree lined bank. Each plateau has separate accesses onto the existing road network. The two plateaus have also allowed the site to be separated for unit size, with the top plateau have the small units with combined service yards. The bottom plot has been divided up for the larger units to allow them to have separate service yards, although with combined access points.

Each area will have its own turning and car parking areas.

5.0 Scale

As noted above a range of units are to be provided from 2,000sq.ft up to 10,500sq.ft, with the smaller units being sited on the top plateau, which are essentially single storey but are to be designed to allow possible first floor accommodation.

Units 4 – 7 have a height to underside of steel frame haunch of 7.2m, with the other units have a height of 6.0m to underside of haunch. These heights allow the buildings to have a usage to suit their overall size. The overall heights of the buildings are shown on the drawings included with the application.

6.0 Appearance

The brief was to design a fully serviced industrial development of varying size units to a higher than average specification, including service yards and car parking areas.

The existing industrial buildings to the north of the site are constructed of flat panel cladding with mono pitched roofs. The office building to the south also has flat panel cladding, with some rendered walls.

The new buildings have been designed to complement the existing buildings but also to stand on their own elevationally, with a mixture of brickwork at low level. Factory finished steel cladding, both composite flat panel and trapezoidal, and contrasting trespa type boarding acting as the focal point for the office areas. These differing areas of cladding and boarding provide varying shadow lines to the buildings providing additional interest.

The brickwork has been provided to low level to provide robustness in trafficked areas.

Each unit will have a factory finished loading door to the warehouse/workshop area or the unit, together with polyester coated double-glazed entrance doors and screens. Additional windows as shown on the elevations drawings will be incorporated to the office areas.

The units will also have gloss painted steel fire exit doors and frames.

The main structure of the building is to be steel portal frames of either duo or mono pitch, depending on the size of the building. The roofs will be factory finished steel cladding fully insulated to meet today's design standards.

The site is to be protected/made secure by means of fencing to the perimeter and service yards, including gated entrances. Fencing to the rear functional areas to be 2.4m high galvanised steel palisade type, with the fencing the front of the site to be 2.4m high green paladin type.

As noted above bins stores will be 1.8m high brick walls, with brickwork to match the buildings.

7.0 Landscaping

The site mainly contains rough, open grassland, with an existing tree belt to the north east running along the boundary between the site and the adjacent M1 motorway. The tree belt extends between the two plateaus, running from north east to south west.

There are a number of existing trees along the northern boundary to the existing industrial units. An arboricultural assessment has been undertaken and is included in the documentation provided with the application.

It is intended that the road frontage is reinforced with additional planting of trees and shrubs. Other areas are to be planted as shown on the drawings.

The hard landscaping scheme will provide service yards to the larger units in reinforced concrete, with road ways and yard to the smaller units being tarmacadam or asphalt. Car parking to be tarmacadam with road marking paint delineations. Marshalls Saxon paving or similar is to be provided to footpath/pedestrian areas to the front of the buildings, with pre-cast concrete paving to the remaining paths to the perimeters.

8.0 Access

The site is accessed from the existing road network of Capitol Close and Capitol Court, which in turn connects to Whinby Road (A628), and the adjacent M1 motorway, which is to the east of the site.

The development will provide new access arrangements suitable for the scale and nature of the development. Access to the southern plot will be from Capitol Court, using an existing roundabout for units 4 and 7 and a new access for units 5 and 6. Units 1, 2 and 3 on the northern plateau are to be accessed from a new junction onto Capitol Close, positioned as far north as possible from the proposed junction on the opposite side of the road as approved under Planning Consent ref. 2017/0248. Although the existing accesses /junctions to Capitol Close do not meet the geometric requirements of the Design Manual for Roads and Bridges the basic geometry of the new access has been designed to meet these standards.

All accesses will be constructed to adoptable standards. Pedestrian access is also to be provided at these points.

The site is sustainable with good access to public transport.

A Traffic Assessment and Framework Travel Plan have been commissioned and are included in the documentation provided with the application.

Disabled car parking is to be provided to each unit, with spaces sized to suit Building Regulations and located close to the building entrances. Bays to include pictograms and hatched walkways/signage. Access into the buildings to be through suitable sized entrance doors with level thresholds.

SW/11548/3.4/ Design & Access Statement