

PROPOSED VMU AND ASSOCIATED WORKS
for
WORDSWORTH PROPERTY Ltd

Design & Access Statement (Rev A)

30 July 2026



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1. Introduction

1.1 General

AJA Architects have been appointed to act as Architects for a proposed development for Wordsworth Property Ltd at 1 Whaley Road, Barnsley, S75 1FJ.

This is a Full Planning Application, with consent being sought for a new vehicle maintenance unit and associated external works. Therefore, this Design and Access Statement:

- a) describes the site and surrounding area and the context within which the proposals are being advanced;
- b) describes the design process that we have been through to explore development parameters;
- c) specifies the type of development for which permission is being sought (see the application forms and Planning Statement also);
- d) illustrates the potential building location on the site;
- e) illustrates the scale and massing of the proposal to establish the 3D building envelope;
- f) explains the principles behind the intended appearance of the building and how these could inform the final design; and
- g) describes how the development would be accessed by all modes.

1.2 Design & Access Proposals

The design and access proposals as shown on the accompanying drawings and documents have been produced to meet the client brief, following a study of the site and its setting. This statement provides a summary of the considerations taken into account in the design and access of this development.

2. Existing Site and Context

2.1 General Context

The application site comprises approximately 2.22 hectares (5.48 acres) and forms the operational headquarters of Wordsworth Crushing and Wordsworth Excavations, an established earthworks contractor that has operated from the site since 2003. The company specialises in bulk earthworks, ground stabilisation and demolition projects throughout the United Kingdom and operates a substantial fleet of heavy goods vehicles, construction plant and specialist equipment.

The site lies within an established industrial and commercial area characterised by warehouses, open storage yards and construction-related businesses. It is predominantly hard surfaced and accommodates industrial buildings, offices, external storage, plant, commercial vehicles and associated parking.

The proposal seeks to allow for a more efficient operation of the existing site through the provision of a purpose-built Vehicle Maintenance Unit, screened vehicle wash facilities, additional lorry and car parking and associated infrastructure.

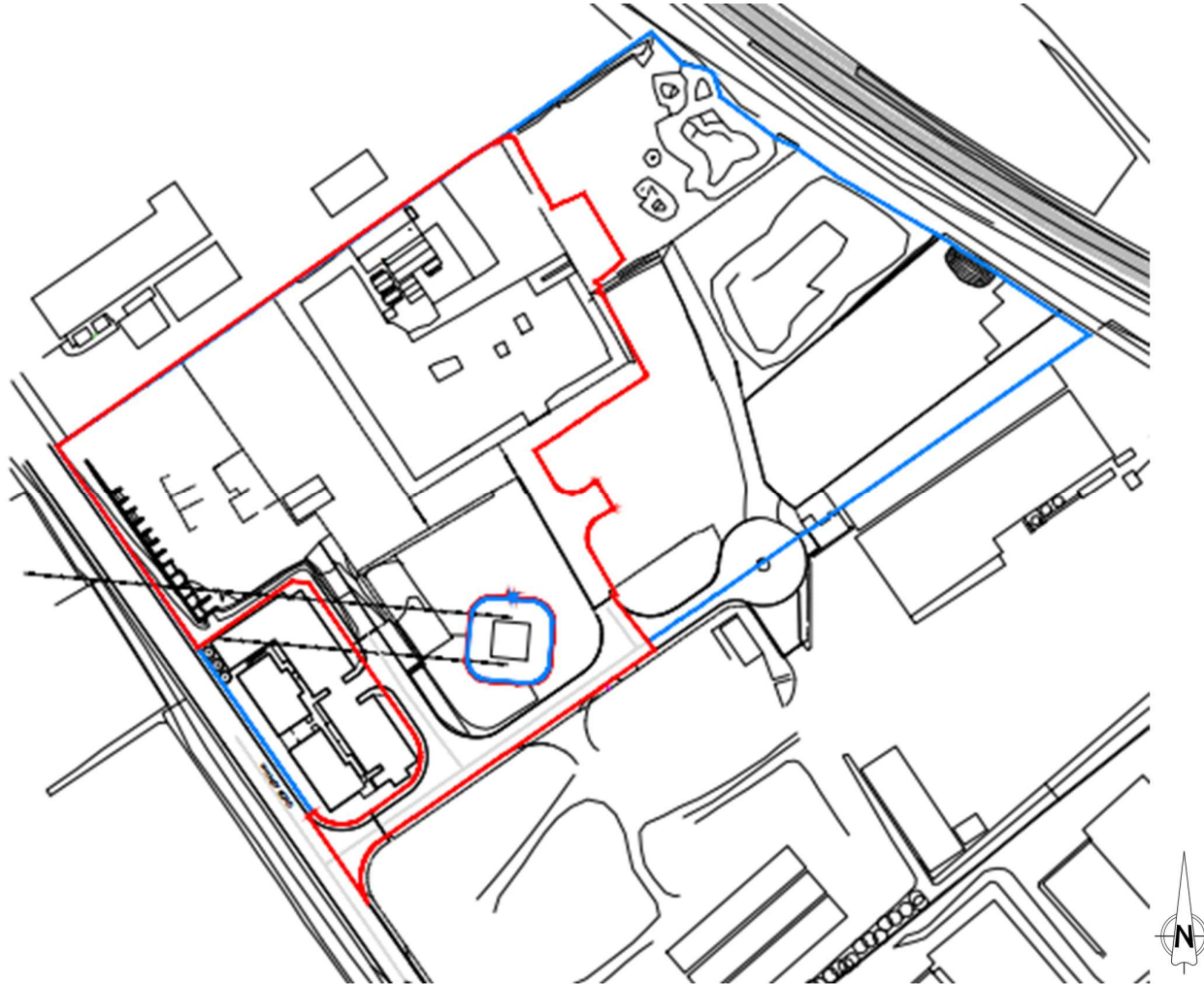


Fig 1. Existing Site



Fig 2. Aerial Context Photo

2.2 Extent

The site is located approximately 4 kilometres north-west of Barnsley town centre within an established industrial area.

Vehicular access is taken from Whaley Road, with Junction 37 of the M1 approximately 2 kilometres to the west, providing good access to the regional and national highway network.

The site is surrounded predominantly by industrial, storage, manufacturing and construction-related uses, with no immediately adjoining residential properties.

2.3 Existing Uses

The site operates as the headquarters of Wordsworth and accommodates activities associated with its earthworks, ground stabilisation and demolition operations.

Existing uses include the storage and movement of heavy construction plant, machinery, commercial vehicles, trailers, equipment and materials, together with workshop, office and staff welfare facilities and associated parking.

Extensive areas of hardstanding accommodate vehicle manoeuvring, parking, loading, unloading and operational storage. The existing activities are consistent with the industrial character of the surrounding employment area.

2.4 Existing Access

The site is served by an established vehicular access from Whaley Road capable of accommodating HGVs, construction plant, commercial vehicles and staff traffic.

Internal hardstanding provides circulation and manoeuvring space for HGVs and specialist plant, together with access to existing buildings, parking, storage and operational areas. Pedestrian access is also provided from the existing site entrance.

The proposed development will retain the existing access, with internal circulation and parking arrangements enhanced as part of the scheme.



Fig 3. Existing vehicular access from Whaley Road

3. Constraints and Opportunities

3.1 General

The design and layout of the proposed development have been informed by the site's physical characteristics, operational requirements and surrounding industrial context.

The proposal seeks to make efficient use of the existing employment site while providing safe vehicle circulation, servicing and parking arrangements. The principal constraints and opportunities influencing the development are identified below.

3.2 Constraints

The principal constraints influencing the development are:

- existing operational activities across the site;
- overhead electricity transmission lines and associated pylon infrastructure;
- the need to maintain safe and efficient HGV circulation and manoeuvring;
- retention and use of the existing site access;
- integration of new development with existing buildings and infrastructure; and
- maintaining safe separation between operational vehicles, staff parking and pedestrian movements.

3.3 Opportunities

The development provides opportunities to:

- provide purpose-built vehicle maintenance and washing facilities;
- improve HGV circulation and operational efficiency;
- consolidate vehicle maintenance and washing activities on one site;
- provide a more formalised layout for lorry and staff parking;
- improve pedestrian safety and movement within the site;
- deliver further investment in an established employment site; and
- introduce landscaping and biodiversity enhancements around the site perimeter.

4. Site Layout Evolution

4.1 Design Principles

The key design principles are:

- Operational efficiency.
- Safe HGV circulation and manoeuvring.
- Separation of maintenance, washing, Fueling, parking and pedestrian movements.
- Retention of the existing site access.
- Appropriate stand-off from the electricity pylon and overhead cables.
- Screening of vehicle wash facilities.
- Landscaping and biodiversity enhancement around the site edges.

The layout has been developed around these principles, with the Vehicle Maintenance Unit, wash facilities, Fueling station and parking arranged to provide efficient operation and safe movement of HGVs, staff and pedestrians whilst responding to the site's existing constraints.

Landscaping has been incorporated to soften the development and enhance biodiversity, resulting in a functional and well-organised industrial development appropriate to its setting.

4.2 Phasing

The proposed development has been designed to be delivered in two phases, enabling the continued operation of the existing business whilst facilitating the planned expansion of the site. The phasing strategy has been developed to ensure that the primary operational facilities are delivered first, whilst allowing the remaining elements of the scheme to be implemented in response to future operational requirements.

Phase 1 comprises the construction of the Vehicle Maintenance Unit, associated HGV parking, vehicle wash facilities, Fueling stations, circulation areas, landscaping and supporting infrastructure required for the operation of the site.

Phase 2 comprises the surfacing of the existing car parking area and associated works around the pylon in the southern part of the site, providing a more structured layout of the car parking area.

The phased approach ensures that the development can be implemented in a logical and coordinated manner whilst maintaining the efficient operation of the business throughout the construction process.

5. Development Proposals

5.1 General

Planning permission is sought for the construction of a Vehicle Maintenance Unit, screened vehicle wash facilities, fueling stations, lorry and car parking, together with associated hardstanding, drainage, landscaping and ancillary infrastructure.

The proposals will provide purpose-built facilities to support the operational requirements of the existing business.

Development Element	Description
Site Area	2.22 ha (5.48 acres)
Vehicle Maintenance Unit	1,406 m ² (GIA)
VMU Height	16m to ridge
Vehicle Wash Facilities	5m (Screen Height)
Lorry Parking	55 spaces
Car Parking	20 spaces
Cycle Parking	10 cycles

The proposed development has been carefully integrated within the existing operational yard, making efficient use of previously developed land whilst responding to operational requirements and site-specific constraints, including the existing access arrangements, heavy goods vehicle movements and the overhead electricity transmission line. The proposal represents a logical investment in an established employment site that will support the continued growth of the business while reinforcing the industrial function and character of the wider employment area.

The existing car park to the south of the main site will be surfaced to create a more formal parking area, with a new access provided at the north west corner. It will provide a more formalised layout for the existing car park that will provide around 114 spaces in the existing car park

5.2 Use

The proposal represents an existing industrial operation. The Vehicle Maintenance Unit will provide dedicated facilities for the inspection, servicing and repair of commercial vehicles and plant, supported by a fueling station, screened vehicle wash facilities and additional lorry and car parking.

The proposal does not introduce a new land use but supports the continued operation of the established business.

5.3 Amount

The development comprises a single Vehicle Maintenance Unit, screened vehicle wash facilities, fueling station, lorry and car parking, together with associated circulation areas, hardstanding, drainage, landscaping and ancillary works.

The principal development quantities and dimensions are set out in the schedule within Section 5.1.

5.4 Scale

The scale and massing of the Vehicle Maintenance Unit reflect the operational requirements for maintaining HGVs and construction plant and are appropriate to the surrounding industrial setting.

The screened vehicle wash facilities are ancillary to the principal building and have been designed to integrate with the wider site.

5.5 Operational Benefits

The development will provide modern, purpose-built facilities for vehicle maintenance, washing and parking, consolidating these activities within the existing operational site.

The proposal will improve operational efficiency, HGV circulation and site safety, while supporting the continued operation and growth of Wordsworth.

Overall, the development represents continued investment in an established employment site and supports an existing local employer.

6. Layout

6.1 General

The proposed layout provides a coordinated arrangement of the Vehicle Maintenance Unit, screened vehicle wash facilities, fueling station, lorry and car parking and associated circulation areas.

The VMU is positioned to provide convenient access from the operational yard with sufficient space for HGV manoeuvring, while the vehicle wash and parking areas are arranged to support safe and efficient movement throughout the site. The layout also responds to the existing access and standoff zones for the overhead electricity infrastructure

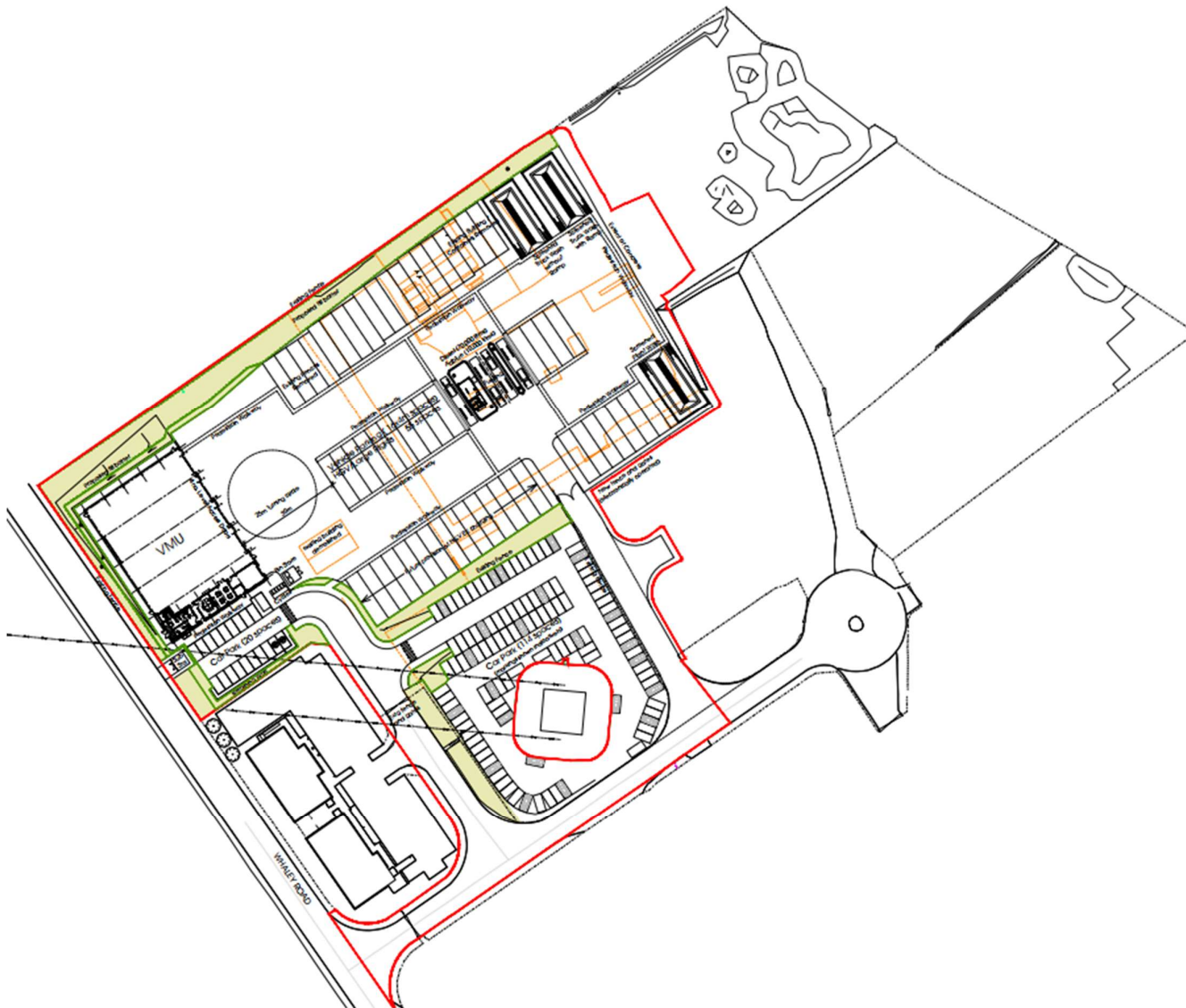


Fig 4. Proposed Site Layout

6.2 Vehicle Access

The development will utilise the existing vehicular access from Whaley Road, with no alterations to the existing access proposed.

The access currently accommodates HGVs, construction plant, commercial and staff vehicles associated with the existing operation and will continue to serve the proposed development. Internal circulation and manoeuvring areas have been designed to enable vehicles to move safely and efficiently throughout the site.

6.3 Pedestrian / Cycle Access

Pedestrian and cycle access will continue via the existing entrance from Whaley Road. A designated pedestrian route extends alongside the HGV parking area, providing a safe and direct connection to the Vehicle Maintenance Unit and helping to segregate pedestrians from operational vehicle movements.

Secure cycle parking for 10 bicycles is provided adjacent to the VMU, providing convenient access for employees and visitors and supporting sustainable travel.

6.4 Public Transport

The site is accessible by public transport, with bus stops on Whaley Road and Barugh Green Road approximately 230-350 metres from the site entrance.

Local services, including routes 90, 93, 94/94A, 95/95A and 96/96A/96B, provide connections to Barnsley Interchange and surrounding areas. Barnsley Interchange, approximately 4 kilometres from the site, provides onward bus and rail connections.

6.5 Inclusive Access

The development has been designed to provide inclusive access for employees, visitors and contractors.

An accessible parking space is provided adjacent to the Vehicle Maintenance Unit, with level access to the principal entrance. The building will also incorporate accessible welfare facilities and be designed in accordance with the relevant requirements of Approved Document M - Access to and Use of Buildings.

6.6 Car Parking Design

The proposal provides 20 car parking spaces, including one accessible space, conveniently located to serve the Vehicle Maintenance Unit and associated office accommodation.

The parking area has been arranged to provide safe and convenient access for employees and visitors whilst remaining separate from the principal HGV circulation and operational areas.

Phase 2 would entail the surfacing and more formal layout of the existing car park in the southern part of the overall site. This area is currently more informally laid out for parking but with an appropriate layout will accommodate 114 parking spaces laid out in the existing car park.

6.7 Cycle Parking Design

Secure, covered cycle parking for 10 bicycles will be provided adjacent to the Vehicle Maintenance Unit, conveniently located for employees and visitors and separate from the principal operational areas.

The shelter will comprise a heavy-duty galvanised steel frame with a clear polycarbonate roof and end panels, based on the FalcoQuarter Shelter by Falco (UK) Ltd, Wardale Shelter by Broxap, or equivalent, with Sheffield cycle stands provided within.

The shelter will be adequately illuminated in accordance with BS 5489-1:2020, providing safe and convenient access during periods of low light.

6.8 Servicing Design

The development provides dedicated facilities for the inspection, maintenance, washing and fueling of HGVs and construction plant, with sufficient manoeuvring space to allow vehicles to access the Vehicle Maintenance Unit and screened wash facilities safely.

All servicing activities will take place within the application site, with the layout designed to minimise reversing movements where practicable and avoid conflict with staff parking and pedestrian areas.

6.9 External Lighting

A coordinated external lighting scheme has been prepared to provide appropriate illumination to the Vehicle Maintenance Unit, parking areas, pedestrian routes and operational areas.

The lighting layout has been designed to provide safe and effective illumination whilst limiting unnecessary light spill and obtrusive lighting. The scheme incorporates a combination of wall-mounted and column-mounted LED luminaires appropriate to the different operational areas of the site.

The proposed lighting arrangements and calculated lux levels are shown on the External Lighting and External Lighting Lux Levels drawings submitted with the application.

6.10 Security

The proposed development has been designed to provide a safe and secure working environment for employees, visitors and operational activities.

The existing secure site access from Whaley Road will be retained, with controlled access preventing unauthorised entry outside operational hours. The layout provides good natural surveillance across parking areas, pedestrian routes and operational areas, supplemented by external lighting and CCTV coverage.

The Vehicle Maintenance Unit will incorporate robust construction and appropriate security measures to external doors, windows and access points. Secure, covered cycle parking will also be provided close to the building in a visible and accessible location.

Overall, the development incorporates appropriate security measures consistent with the nature and operation of the site.

7. Landscaping

7.1 Overview

The landscape proposals have been developed to complement the proposed development whilst improving the visual and environmental quality of the site.

The scheme incorporates scrub planting, flowering lawn and retained grassland, providing landscape and biodiversity enhancements appropriate to the site's industrial setting.

7.2 Landscape Strategy and Soft Landscaping

The landscape strategy incorporates native scrub planting, species-rich flowering lawn and retained existing grassland, providing landscape enhancement appropriate to the site's industrial setting.

Planting has been concentrated around site boundaries and peripheral areas to soften views of the development and strengthen the site's green infrastructure without affecting operational activities or vehicle movements.

The native scrub mix includes Field Maple, Dogwood, Hazel, Hawthorn, Spindle, Holly, Crab Apple, Blackthorn, Dog Rose and Guelder Rose. Areas of EL1 Flowering Lawn Mixture by Emorsgate Seeds are also proposed to provide seasonal interest and additional habitat value.

All planting and grassland areas will be established and maintained in accordance with the Landscape Masterplan and associated planting specification.

7.3 Biodiversity

The landscape proposals will enhance the ecological value of the site through native scrub planting, species-rich flowering lawn and retained grassland, providing additional habitat and foraging opportunities for birds, pollinating insects and other wildlife.

The use of native species and flowering lawn will increase habitat diversity and provide seasonal sources of nectar, pollen and berries, contributing to improved ecological connectivity and long-term biodiversity value.

The proposals will be established and maintained in accordance with the Landscape Masterplan and associated planting specification.

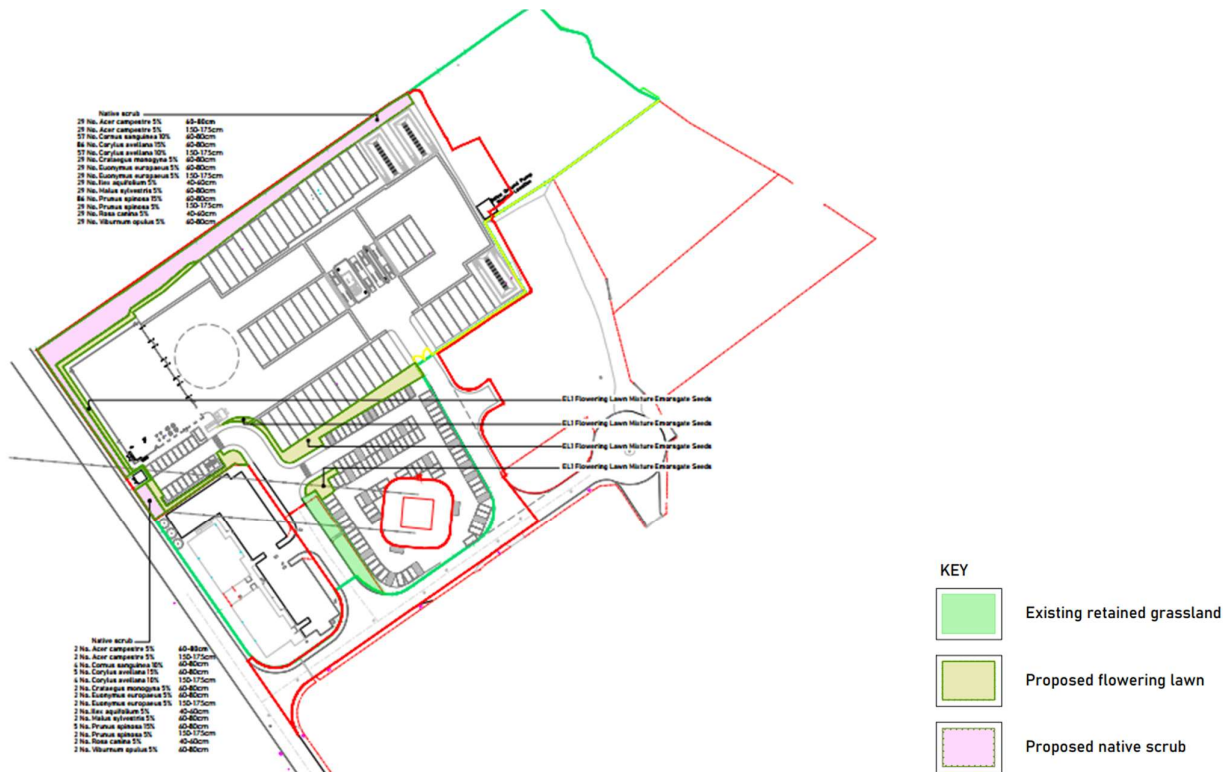


Fig 5. Indicative Landscape Master Plan

8. Appearance

8.1 General

The proposed development adopts a contemporary industrial appearance that responds to the operational requirements of Wordsworth and complements the established character of the surrounding employment area.

The Vehicle Maintenance Unit uses a simple functional form with a coordinated palette of profiled steel cladding and durable finishes. The screened vehicle wash adopts complementary materials and colours, providing visual continuity across the development whilst screening operational activities.

The use of robust, low-maintenance materials will provide a cohesive and durable development appropriate to its industrial setting.

8.2 Building Form and Scale

The Vehicle Maintenance Unit adopts a simple rectangular form with a dual-pitched roof, providing the clear spans and headroom required for HGV and plant maintenance. The building incorporates four level-access maintenance bays together with integrated office accommodation.

The elevations combine large vehicle access doors, office glazing and architectural detailing to break up the building mass and provide a balanced industrial appearance.



North East Elevation

Fig 6. Proposed Elevation

The screened truck wash forms a simple ancillary structure, designed to complement the Vehicle Maintenance Unit whilst remaining visually subordinate to the principal building.

Overall, the proposed form and scale are appropriate to the operational needs of the development and are consistent with the character, appearance and function of the surrounding industrial and employment area.



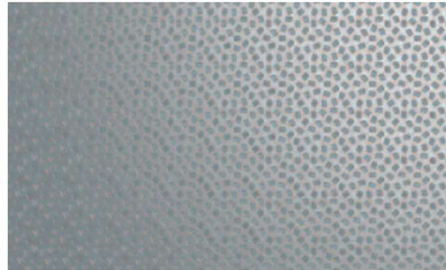
Fig 7. Indicative Visual

8.3 Materials and Finish

The Vehicle Maintenance Unit will be clad in profiled steel cladding finished in Pure Grey (RAL 000 55 00) and Anthracite Grey (RAL 7016). The office element will incorporate insulated composite panels, while the workshop areas will utilise a built-up profiled cladding system with insulation. Cladding will incorporate a high-performance colour-coated finish selected for durability, corrosion resistance and long-term colour retention. Flashings, rainwater goods, doors and window frames will complement the overall material palette.



Anthracite (RAL 7016)



Pure Grey (RAL 000 55 00)

The screened truck wash will comprise a galvanised steel frame with profiled steel cladding to the side and rear elevations, finished in Pure Grey (RAL 000 55 00). Galvanised steel walkways, stairs and structural elements will provide durable finishes appropriate to the industrial environment.



Fig 8. Indicative Truck / Plant Wash

External yard and operational areas will generally comprise reinforced concrete hardstanding suitable for frequent HGV and plant movements. Car parking areas will comprise a bituminous wearing surface, with bituminous macadam to pedestrian footpaths. Fuel and other containment areas will comprise concrete with trief containment kerbs.

The materials and finishes have been selected to provide a robust, low-maintenance and cohesive development appropriate to its industrial use and setting.

9. Energy Efficiency and Sustainability

9.1 General

The proposed development incorporates energy-efficient and sustainable design principles appropriate to a modern industrial facility, with the aim of reducing environmental impact and operational energy demand.

The sustainability strategy considers building fabric, renewable energy, efficient lighting, water management, sustainable travel and biodiversity, as detailed in the following sections.

9.2 Building Fabric and Energy Efficiency

The Vehicle Maintenance Unit will incorporate an energy-efficient building envelope, with an insulated built-up profiled steel cladding system to the workshop and insulated composite panels to the office accommodation, reducing heat loss and operational energy demand.

Energy-efficient glazing will be provided to the office accommodation, while rooflights equivalent to approximately 10% of the workshop floor area will maximise natural daylight and reduce reliance on artificial lighting. Energy-efficient LED lighting will be used throughout the building.

Roof-mounted photovoltaic (PV) panels will provide on-site renewable electricity, helping to reduce operational energy demand and associated carbon emissions.

Durable and low-maintenance materials will be specified to maximise service life. Where reasonably practicable, recycled, recyclable and locally sourced materials will be considered during detailed design and construction.

9.3 Sustainable Drainage and Water Management

Surface water runoff from the development will be managed through an engineered drainage system incorporating attenuation measures to control discharge rates and minimise flood risk. The drainage strategy has been developed in accordance with the requirements of the Lead Local Flood Authority and Yorkshire Water.

The screened truck wash incorporates a reinforced concrete slab laid to falls towards a central wash channel, allowing wash water, sediment and debris to be collected and managed within the dedicated wash facility. Accumulated material will be removed as part of routine site maintenance.

Water consumption within the office and welfare accommodation will be reduced through the use of water-efficient sanitary fittings, including low-flush WCs and low-flow taps, in accordance with the relevant Building Regulations.

9.4 Sustainable Travel

The development supports sustainable travel for employees and visitors through access to nearby public transport services, secure covered cycle parking and designated pedestrian routes within the site.

These measures provide opportunities for travel by public transport, cycling and walking, whilst recognising the operational requirements of the site and the necessary movement of HGVs and commercial vehicles.

9.5 Biodiversity and Green Infrastructure

The development incorporates **native scrub planting, species-rich flowering lawn and retained grassland**, enhancing the site's green infrastructure and providing additional habitat for wildlife.

These measures will increase habitat diversity, support pollinating insects and improve ecological connectivity, contributing to the long-term environmental quality of the site.

9.6 Waste and Recycling

During construction, waste will be minimised through responsible procurement, reuse and recycling wherever practicable, with appropriate facilities provided for the segregation and storage of waste materials.

During operation, waste and recyclable materials arising from the Vehicle Maintenance Unit will be appropriately segregated and stored prior to collection by licensed waste contractors, supporting efficient waste management and good site housekeeping.

10. Summary

The proposed development will provide a purpose-built Vehicle Maintenance Unit, screened vehicle wash facilities, fueling facility, parking and associated infrastructure to support the continued operation of Wordsworth at its established employment site.

The scheme provides a functional and well-considered layout, responding to the operational requirements and constraints of the site whilst incorporating appropriate landscaping, energy-efficient design, renewable energy and sustainable drainage measures.

Overall, the proposal represents continued investment in an established employment site, providing modern operational facilities while supporting local employment and delivering a development appropriate to the industrial character of the surrounding area.