



WAKEFIELD
MANCHESTER
MILTON KEYNES
READING
LONDON

PROPOSED INDUSTRIAL DEVELOPMENT CAPITOL PARK, BARNSELY

ON BEHALF OF STERLING CAPITOL PLC

DESIGN AND ACCESS STATEMENT

11138A - DA01A - 27/02/19

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1.0 INTRODUCTION

This Design and Access Statement has been prepared by The Harris Partnership Ltd (Architects) on behalf of Sterling Capitol PLC in support of the Hybrid planning application seeking outline consent for an extension to the existing Capitol Park, comprising demolition of existing bungalow and development of Class B2 (Industrial) / Class B8 (Storage & Distribution) uses and associated landscaping and infrastructure. Full consent is sought for the means of access and initial ground works.

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. This document is organised to set out site constraints and opportunities, and design principles in accordance with the headings in the CABE document; Context, Use, Amount, Layout, Scale, Appearance, and Landscape. This statement demonstrates a commitment to achieving a good design quality and a safe, secure and sustainable development for the future. It explains how the local context has influenced the design and sets out principles and concepts used to develop the final scheme.

This Design and Access Statement should be read in conjunction with the associated drawings and other supporting documents submitted with the application.

2.0 SITE ANALYSIS

2.1 SITE LOCATION

The site is located north of the existing Capitol Park development adjacent to Higham Lane.

The site will act as an extension to the existing Capitol Park development, The Capitol Park Development has been developed in a number of phases with the first comprising of a hotel and pub/restaurant built out in 2006, located at the Whinby Road roundabout. Later phases of Capitol Park, comprising a mix of office and incubator units, are located to the north and east beyond Capitol Close which is the principal estate road.

The site is located with excellent access to the M1 motorway as it is located to the west of junction 37 on the M1. It is also approximately two miles west of Barnsley town centre.

The application site is bounded to the north by and landscaped embankment of the M1 motorway and the east lies the existing Capitol Park development. The southern boundary is predominately formed by Higham lane the existing farm stead of Lane Side Farm.



— Site area - 13.79 Acres 5.58 Hectares

2.0 SITE ANALYSIS

2.2 CONSTRAINTS

The site is subject to a number of constraints which have influenced the proposed site layout, these include topography, existing hedgerows, neighbouring uses of the site and existing infrastructure which runs across the site.

The site is split into two distinct halves by an existing mature hedgerow which has been identified in the UDP for Barnsley.

North of the hedgerow the site falls north to wards the M1 motorway by approximately 11 meters and is crossed by an existing power line. The southern section of the site has a hill which rises approximately 5m higher than the sites highest boundary.

The also have an existing telecommunications tower located on the northern boundary which is to be retained.

Lane Farm sits on the southern boundary between the two parcels of site, Lane Farm is an existing hamlet of two houses and is predominantly inward facing.



KEY

-  Slope
-  Existing hedgerows
-  Existing Farm Stead - Lane Farm
-  Existing Telecommunications tower

3.0 DESIGN

3.1 USE

The proposed scheme is for an Extension to the existing Capitol Park and proposed uses (Class B2 (Industrial) / Class B8 (Storage & Distribution)) and sui generis uses, and associated landscaping and infrastructure.

3.2 AMOUNT

Schedule of Accommodation

Industrial Unit 1	7,803.9 sqm	84,000 sqft
Industrial Unit 2	9,754.8 sqm	105,000 sqft
Total	17,558.7 sqm	189,000 sqft

3.0 DESIGN

3.3 LAYOUT

The proposed Layout of the development is heavy influenced by the retention of the existing hedgerow which run east to west across the site. This hedgerow splits the site in to two separate development plot.

Access to these plots is to be taken via an extension to Capitol Close which will run along the eastern boundary. This route has been carefully chosen to maximise the developable areas of each plot while reducing the length of hedgerow that will be removed to gain access to the northern plot.

The proposed masterplan submitted with this planning application has been put together as an indicative layout. This is intended purely to show how the proposed development could be accommodated and is not a definitive layout. Once the outline application is approved, each plot will be addressed in detail and will be driven by the end users who show interest in locating their business Capitol Park.

Proposed Industrial Unit 1
7,803.9 m² 84,000 ft²
 Footprint - 7,432.3 m² 80,000 ft²
 First Floor offices (5%) 371.6 m² 4,000 ft²
 Eaves - 10m / Ridge - 12.75m

Proposed Industrial Unit 2
9,754.8 m² 105,000 ft²
 Footprint - 9,290.3 m² 100,000 ft²
 First Floor offices (5%) 484.5 m² 5,000 ft²
 Eaves - 14.5m / Ridge - 16.5m

Proposed Car Park 92 spaces
 Inc 5 disabled & 3 no. charging spaces

Proposed Car Park 125 spaces
 Inc 4 disabled & 4 no. charging spaces

Service Yard
 25m Service Span

Existing Facility

Higham Lane

M1

Capitol Close

3.0 DESIGN

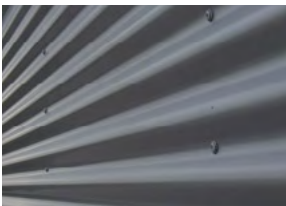
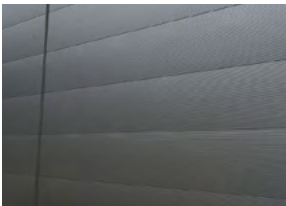
3.4 ALTERNATIVE LAYOUT

An alternative access scheme has been considered by the Council. This alternative access does not form part of this application but this application has been prepared so it does not prejudice the alternative access scheme.

3.0 DESIGN



3.0 DESIGN



3.5 SCALE

Scale will be dealt with at reserved matter stage, however this will be in keeping with a existing Capitol park. In order for a wide range of business opportunities to present itself to the market, the master plan has been drawn to maximise the building heights

Unit 1	Eaves	10m	above FFL
	Ridge	12.75m	above FFL
Unit 2	Eaves	14.5m	above FFL
	Ridge	16.5m	above FFL

3.6 APPEARANCE

Appearance will form part of the reserved matters and will be dealt with on a plot by plot basis.

The overall design objective is to provide buildings that sit comfortably within the site and minimise the impact on the surrounding area through use of materials, visual massing and active frontages to site entrances, etc.

An architectural language will be developed with a key set of components that will allow a consistent design approach at each of the reserved matters stages. The elevations will also meet the aspirations of modern businesses and will be designed with a limited number of surface materials and restricted palette of colours.

A design will be required that reduces the perceived height and mass of the buildings in order to respect their surroundings. One way to do this is by utilising cladding across the upper sections of the elevations that fades out in terms of its colour and ties in shamelessly with the skyline.

The construction will utilise steel portal frames with simple and efficient grids to guide the architectural language of all the façades and materials will be used that are environmentally friendly and durable.

3.0 DESIGN

3.7 LANDSCAPING

Landscaping will form part of the reserved matters to be dealt with at a later date. However, this section describes the outline landscape design proposals proposed by Aecom and is split into the following elements:

The landscape masterplan will seek to integrate the proposed development with the surrounding landscape context, protect existing vegetation and retain important site features (existing headgerow) whilst creating a high quality landscape setting.

4.0 ACCESS

4.1 LOCATION

The development is located south of the M1 motorway to the North of Junction 37 Barnsley. The development site is adjacent to Highham lane, which in turns connects with Whinby Road via a roundabout, Whinby Road then links directly to Junction 37 of the M1.

4.2 SITE ACCESS

Vehicular access to the development site will be provided via an extension to Capitol Close which links directly to Whinby Road and Junction 37 of the M1.

Parking for a variety of users will be provided internal to the development including for car sharing, cycles, electric vehicles, motorbikes and scooters. The volume and layout of these will be agreed as part of reserved matters but they will be located in advantageous positions.

4.3 INCLUSIVE ACCESS

The development will be designed to comply with the current building regulations – “Access to and use of buildings – Approved Document M”.

The development will have dropped kerbs with tactile paving at appropriate locations and all carriageways and footways will be lit to the appropriate standard. Accessible car parking spaces will be provided close to the entrances and level access thresholds will be provided into all of the buildings. The buildings entrances will have a canopy or covered recess to provide protection from the elements and help to make the entrance more identifiable on the façade.

Where applicable, lift access will be provided to upper floors and all the buildings will be designed to be fully DDA compliant in respect of internal facilities, including stairs, lobby areas, WCs, door widths, etc. The development will also comply with the Equality Act 2010 which brings together and replaces existing equalities legislation including the Disability Discrimination Act 1995 (DDA).

5.0 SUSTAINABILITY



The development will implement green technologies wherever possible with the aim of reducing the environmental impact on the site and surrounding area.

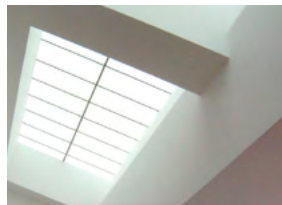


It will aim to reduce the negative effects of construction and development on the environment by looking at energy use, land use and ecology, water use, health and wellbeing, pollution, transport and waste management.



Sustainable construction technologies will minimise waste and favour the use of reclaimed and/or recyclable materials which will be sourced locally as far as possible. Specification of durable, weather and vandal resistant materials with low-level maintenance requirements will extend the construction life-cycle.

Landscape proposals will minimise water use through the use of low water demand planting selected to suit local environmental conditions, including species resilient to the long-term effects of climate change.



Given the nature of the proposed development the use of solar energy will be welcomed.



The provision of vehicle charging and pedestrian and cycle facilities will also be encouraged.

6.0 CONCLUSION

This design and access statement has been prepared to support the outline application for the development of an industrial development on a site north of Capitol Park on behalf of Sterling Capitol PLC.

The intention of the document is to provide evidence of the design evolution process and explain the principles that have been adopted.

The statement has explored the existing site constraints and explained the challenges and opportunities that have been presented. The document demonstrates how the design has responded, evolved and been refined in light of these issues.

The statement demonstrates the applicant and the wider consultancy teams approach to achieving a good quality building.

