

Marwood Group Ltd

Workshop Extension, Mapplewell

Design and Access Statement

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I. Introduction

Spawforth have been instructed by Marwood Group Ltd to complete a Design and Access Statement for inclusion in a detailed planning application for an extension to an existing workshop at Mapplewell Drive, Mapplewell, Barnsley.

This Design and Access Statement has been compiled in accordance with Circular 01/06 Guidance on Changes to the Planning System and the advice given by CABE in their document 'Design and Access Statements – How to write, read and use them, 2006' and is set out in the order of the CABE document to allow for ease of reading and assessment.

This statement explains the design concept and justifies the current application in the context of the relevant planning policy and other identified planning considerations.

The proposal has been prepared by 2Ta Ltd, who have sought to find an appropriate design solution to the site which responds to Barnsley Metropolitan Borough Councils planning policies and the sites context and constraints.

2. Assessment

2.1. Introduction

The detailed assessment of the site explains how the site was initially appraised, identifying the opportunities and constraints of the site and how this has informed the proposed development. As a starting point it considers the local context which examines the physical, social and economic characteristics of the site and the relevant local and national planning policies.

2.2. Site Context

The application site is situated of Mapplewell Drive which runs adjacent to the A61 Barnsley Road. (Appendix 1)

2.3. Aerial

The settlement of Mapplewell is predominantly in residential use and is mixed in both its form and character. There is no one distinctive building type but rather a range of properties whose architectural style reflects the time in which it was built.

Development immediately surrounding the application site is predominantly employment, industrial and warehouse although there is some retail in the area.

Bus services run close to the site, with bus stops adjacent to the access into the site along the B6131 Blacker Road, which offers regular bus services to Staincross and Barnsley Town Centre Monday to Saturday with a limited service on a Sunday. (Appendix 2)

2.4. Existing Site Plan and Application Boundary

The site is approximately 0.8ha in extent and is entirely in the ownership of Marwood Group Ltd.

The site boundaries are clearly defined by Residential Care Homes to the west, Industrial and Warehouse units to the north and east and Open Fields to the south.

The site and the existing warehouse were previously occupied by Dodworth Plastics recycling plant. There are no occupants presently on the site.

There is no significant vegetation within the body of the site and boundary treatments of the site consist of a brick wall, timber fencing, and locked steel gates at the existing access points onto the site. The site itself is irregular in shape and is relatively flat.

(Appendix 3)

2.5. Photographic Survey of Site Context

The photographic analysis provides a visual illustration of the site, identifying key nodes and capturing the characteristics and qualities of the local context which in turn has influenced the design solution for this site. (Appendix 4)

2.6. Typographic Survey of Site Context

The local townscape is informal in nature and of varying character and appeal. Whilst the centre of Mapplewell contains a number of residential properties, the surrounding buildings to the site are predominantly Warehouse and Industrial units largely of brick and clad construction with steel roof and curtain walled glazing systems. (Appendix 4)

2.7. Constraints and Opportunities

Access – Existing access point located on Mapplewell Drive is to be retained for both vehicular and pedestrian access.

Frontages – The existing development is generally inward looking and self contained. It fronts into the site which is typical of Warehouse and Industrial development in this area.

Connectivity – The site itself is effectively a destination site likely only to be visited by employees and/or those with some connection to the business.

Character/Appearance – Careful consideration during the design process is required to ensure the extension is sensitive to the existing building and locality. The proposal needs to respond sensitively to the existing architectural language, use of materials and scale and mass.

Careful consideration during the design process is required to control the impact of the development on the Residential Care Homes adjacent to the western boundary of the site.

2.8. Social and Economic

2.8.1. Social

The proposed development is considered to be reflective of its surroundings and the existing industrial and warehouse structures in the locality.

The main impacts associated with the previous use of the site as a plastic recycling plant will be similar to the impacts associated with the proposed use of the site for engineering purposes and therefore the impact upon the amenity of nearby residents is likely to be relatively unchanged and there will not be an unacceptable loss of amenity.

2.8.2. Economic

The proposed development seeks to offer full time employment for up to 30 employees from engineering and administration backgrounds. The size and form of the proposed extension is in keeping with the character of the area and therefore does not conflict with it.

Earlier discussions with Barnsley Metropolitan Borough Council established the principle of the proposed development to be acceptable at the time.

2.9. Planning Policy

Barnsley Metropolitan Borough Council UDP proposals map for Darton, adopted December 2000, identifies the proposed site under policy DT3 which denotes that the site is for a new development for employment uses. The Mapplewell Business Park site is 2.5 hectares in size with planning consent for industrial development B1, B2 and B8 uses. Further to this policy DT4 states that Mapplewell Business Park will remain as employment use.

To the north of the proposed site there are allocations for *Principal Shopping or Commercial Centre* under policy DT14, to the east there is a housing proposal under policy DT1 and to the south of the site the land is unallocated.

Policy ED4 concerns proposals for developments that may impact on residential amenity, they must not cause undue:

Air pollution including smell, fumes, smoke, soot, ash, dust or grit

Noise from operations on or traffic entering or leaving the site

Visually intrusive buildings, plant, fencing, lighting or outside storage

The UDP acknowledges that many employment sites are bound by residential development, therefore the potential impact must be assessed in terms of "unacceptable loss of amenity."

The loss of amenity will be measured by the Council:

Restricting the use of certain buildings (for example B1)

Ensuring appropriate building design and site layout (for example by the careful positioning of doors or the location of vehicle manoeuvring)

Requiring the installation of appropriate ventilators, filters, noise insulation, etc

Controlling operations (for example limiting operational times or restricting certain activities)

Policy ED10 outlines that the council will support the expansion of existing firms provided that design, amenity of neighbouring uses, car parking and vehicle manoeuvring is satisfactory. The Council states that it "will seek to maintain a balance between the needs of those firms wishing to expand, and the impact of such expansion their neighbours and on the services and facilities in the Borough." The Council also puts onus upon the applicant to consider the design of proposals, in some cases the council may ask the firm to consider relocation.

3. Proposals

3.1. Design Concept

The proposal seeks to extend existing warehouse facilities in a similar style and using similar materials and building techniques to the existing. The purpose of the extension is to provide further accommodation on site for an engineering refurbishment and repair work shop. The proposal includes onsite parking, storage and vehicular turning facilities.

3.2. Use and Amount

It is considered that the proposed residential use is entirely suitable both in terms of the development plan and also the context of the site. The site is located within a predominantly employment area and therefore the proposed use is the most suitable for the site. Subject to detailed design and amenity considerations therefore there would be no reason for objection to the proposed use.

3.3. Layout

The layout shows the site is served by the existing access point on Mappelwell Drive. There is adequate onsite parking for staff and visitors and there are suitable facilities for vehicular turning and material storage consequently the impact of traffic into the area is minimised.

A Landscape buffer is proposed to the western boundary of the site to provide a visual screen to the residential care homes adjacent. The building line of the existing warehouse has been extended to form a continuous 'L' shaped building that maximises the standoff distance between the building and these properties allowing them to maintain their privacy and amenity.

Layout - Crime:

The site's layout has been designed to ensure maximum visibility to enable natural surveillance to take place during operational hours. A security fence around the boundary of the site and secured access gates secure the site when not in operation.

3.4. Scale

The proposed scale of the workshop has been informed by the; existing building, the site context and the function of the building. Within the locality there are a number of buildings of similar plan depth, height and scale and as such the proposed development is considered appropriate for the site.

To the western boundary of the application site there are residential care homes, which are smaller in scale than the industrial and warehouse unit's surrounding the site and therefore the proposed building has been positioned as far away from this boundary as is reasonably possible.

3.5. Landscaping

A landscape buffer is proposed along the western boundary to provide a visual screen to the occupants of the buildings adjacent to this boundary. The car park and storage area will be tarmacadam with car parking spaces white lined.

3.6. Appearance

An assessment of the local industrial and warehouse architecture and built form was undertaken during the initial stages of the design process which has provided a firmer understanding of the local area.

The proposed extension is detailed in a manner similar to the existing warehouse. Similar elevational details have been used, the same plan depth has been continued and building height is on the whole as existing. Where the building returns along the southern boundary the extension increases in height by approximately 750mm to allow overhead craneage to be located within this part of the building. A similar palette of materials to those used to construct the existing warehouse is proposed for the extension.

The proposed landscaping will soften the appearance of the development and create a landscape buffer to the properties on the western boundary.

4. Access

The layout shows that both vehicular and pedestrian access into the site is served by the existing access point on Mapplewell Drive.

Level pedestrian access is provided directly up to the administration block. A pedestrian route is marked out adjacent to the car parking bays to enable safe access and egress into and from cars.

Level vehicular access is provided throughout the site and the layout accommodates a one way system for delivery vehicles to the site thus minimising the need for vehicular reversing and the risks associate with this manoeuvre.

Inclusive Design

The administration block has ground floor WC's and their internal layouts provide access throughout for disabled users.

The site is predominantly level with no steps into the warehouse required.

5. Conclusion

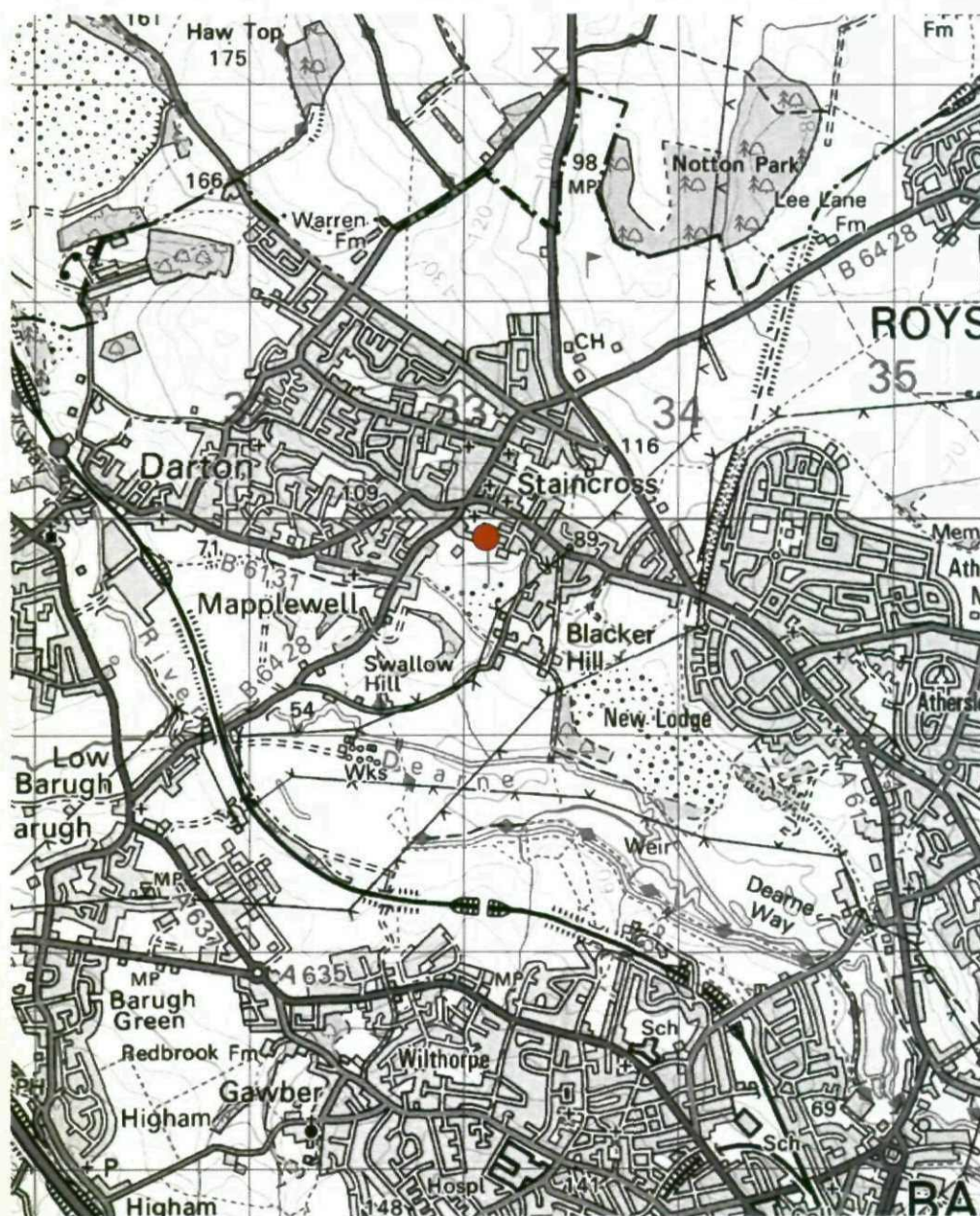
This report seeks to establish the correct and most suitable design solution for the development of the site. Key to its success is the process by which the design was reached which our justification demonstrates.

On the basis that the principle of this proposal, as well as the particular matters of detail, has been satisfied in this submission, it is considered that the proposal represents acceptable form of development and design:

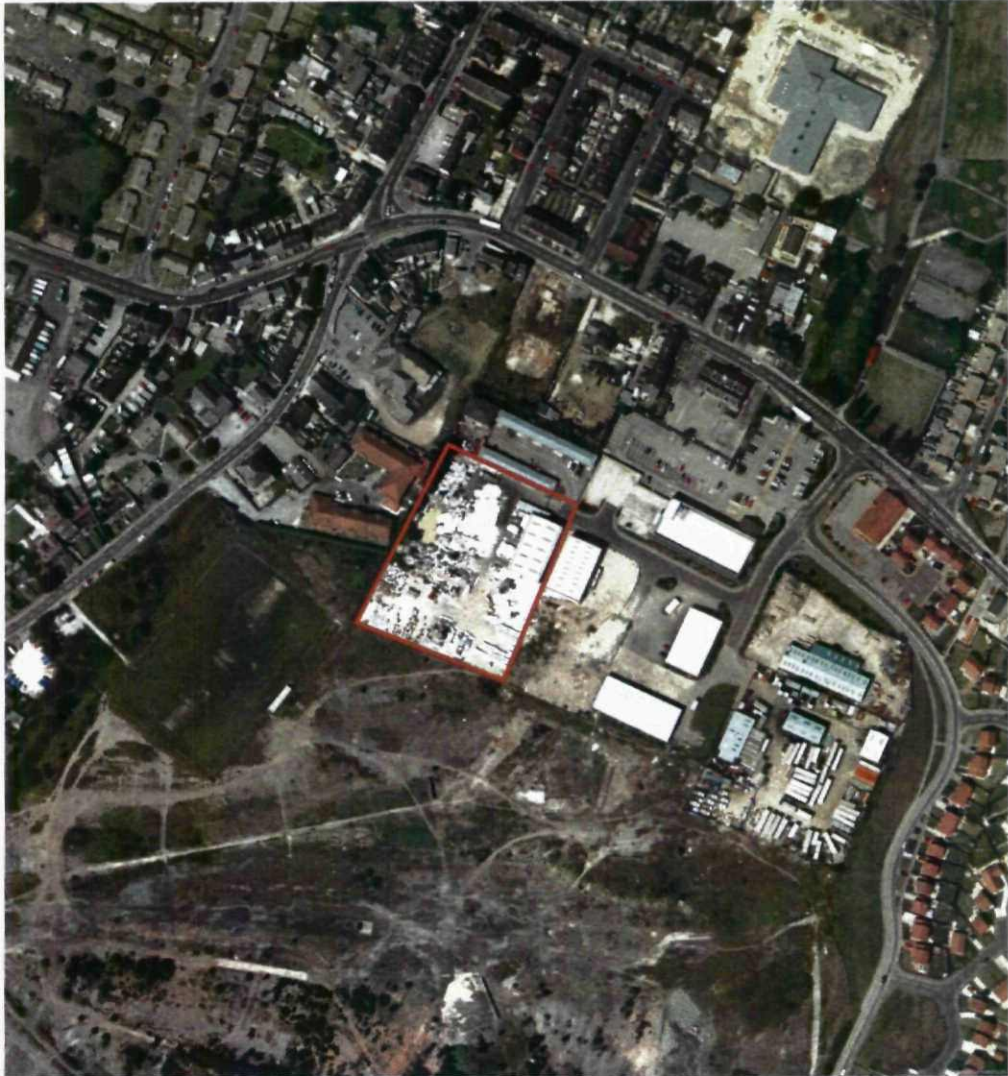
- The scheme represents an appropriate form of development at an acceptable density given the site's context and location
- The layout is considered acceptable in terms of the relationships proposed
The storey heights of the building and fenestration are appropriate to the locality
- The layout and design approach utilised for the site is appropriate
- The proposed access to the site and the internal layout is appropriate
- The design and proposed materials is in keeping with the appearance and character of the area.

The proposed design is therefore considered to be the most suitable for the site. The report details the justification and design evolution of the scheme and the design concept which led the scheme and the basis on which the proposals were developed.

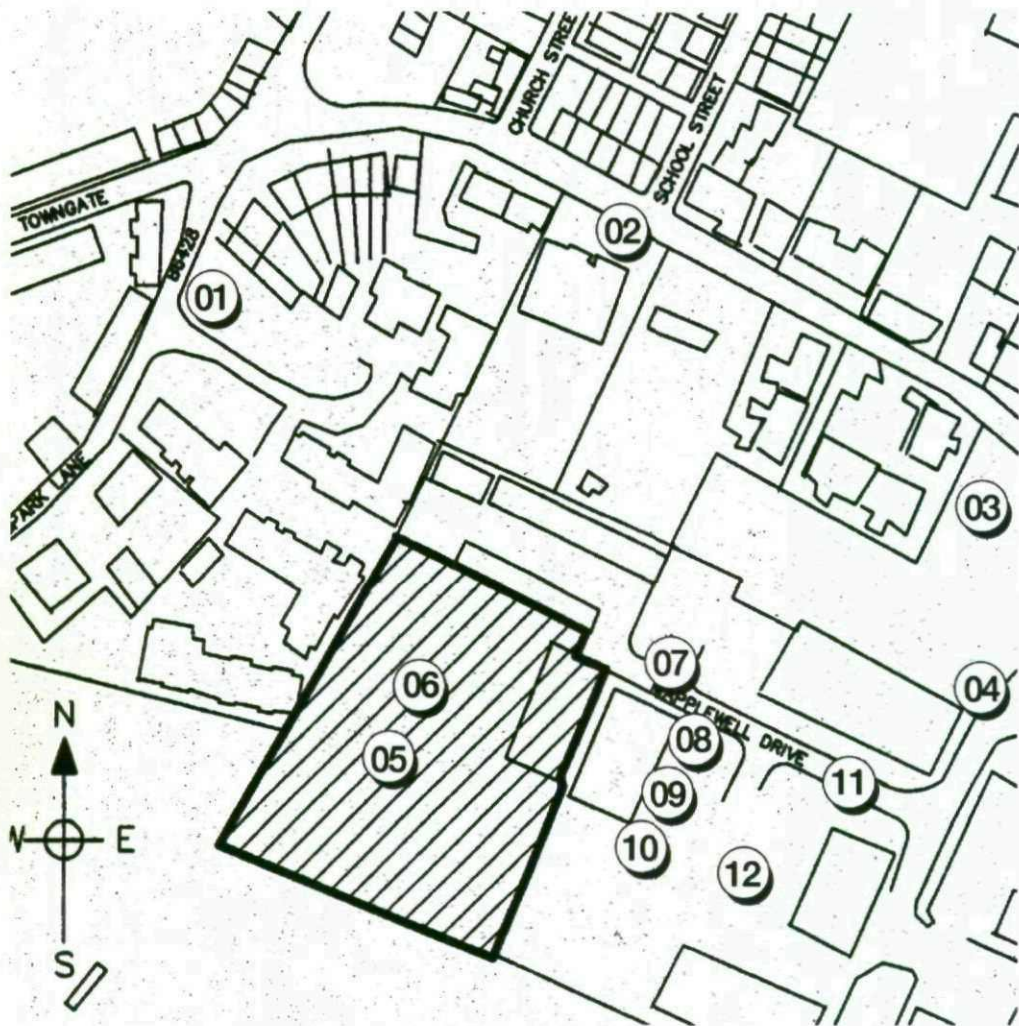
6. Appendices



Appendix I



Appendix 2



Appendix 3



Appendix 4 (page 1 of 4) - Pictures 1, 2 & 3



Appendix 4 (page 2 of 4) - Pictures 4, 5 & 6



Appendix 4 (page 3 of 4) - Pictures 7, 8 & 9



Appendix 4 (page 4 of 4) - Pictures 10, 11 & 12