



**PROPOSED PLANNING APPLICATION FOR
INDUSTRIAL UNITS AT
GLADMAN PARK, TANKERSLEY
DESIGN AND ACCESS STATEMENT**

**REPORT No. 1979
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SECTION 01

INTRODUCTION

SECTION 01 - INTRODUCTION

SUMMARY

Kilmartin Plowman & Partners Ltd has been appointed by Barmston Developments Ltd and Gladman Developments Ltd to submit a Section 73 Application to alter an existing approval for development of 4No. Industrial units, referring to outline approval ref: 2007/2148 situated on Wentworth Way, Tankersley.

This Design and Access Statement has been produced by KPP Architects to be submitted in support of the Planning Application in conjunction with other consultants covering strategic planning advice, flooding and hydrology, transportation, landscaping and ecology assessments.

The Framework follows closely the requirement set out in the Town and Country Planning General Development Procedure (Amendment) Order 2006 for Planning Applications of this nature to be accompanied by a Design and Access Statement. It explains the design principles and concepts which have informed the detailed development proposals including; Use, Scale, Density, Layout and how access issues have been dealt with.

The contents have closely followed the requirements set out in the circular "Guidance on Changes to the Development Control System", effective from 10 August 2006, together with the Commission for Architecture and the Built Environment (CABE) Best Practice Guide which both set out the formal requirements for Design and Access Statements.

These recommend that, "Applicants follow an assessment-involvement-evaluation-design process. This closely mirrors a good design process and means that the final design will be informed by the wider context of the site".

Therefore the key characteristics of the detailed proposals have been influenced by a thorough design assessment process which includes:

- Assessment; including Physical, Social, Economic and Planning Policy context.
- Consultation and Involvement.
- Evaluation.
- Design.

The Design Proposals, as laid out within this document informs on the following key factors:

•**Use** - What the buildings and spaces will be used for and how they fit in with the area and its integration with local facilities and transportation.

•**Amount** - How much development the site can accommodate.

•**Layout** - How the buildings and public and private spaces could be arranged on the site, their relationship to one another and the surrounding site context.

•**Scale** - How big the buildings and spaces could be (their height, width and length).

•**Appearance** – Possible styles for the proposed buildings and their reference to their local vernacular.

•**Landscaping** - How open spaces and landscaping could be treated to enhance and protect the character of a place and its setting.

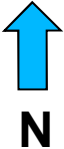
This document also informs on the design principles of two potential aspects of access to the development:

•**Vehicular and Transport Links** - Why the access points and routes have been chosen and how the site responds to the existing road layout and public transport provision.

•**Inclusive Access** - How people can get to and move through the place on equal terms regardless of age, disability or social grouping.



LOCATION PLAN OF DEVELOPMENT SITE



AERIAL VIEW OF THE SITE.



SECTION 02

SITE ASSESSMENT

- PHYSICAL CONTEXT
- SOCIAL CONTEXT
- ECONOMIC CONTEXT
- CONSULTATION AND INVOLVEMENT
- PLANNING POLICIES

SECTION 02 – SITE ASSESSMENT

PHYSICAL CONTEXT

The application site is 12.9 hectares, part of the larger 27 hectare site approved for redevelopment in an Application (ref 2007/2148) in 2007. The planning was implemented with the construction of the new highway, and plateauing of the site.

The site is located north of the Mercedes-Benz Used Commercial Vehicle Centre in Tankersley Business Park, and south of Carr Lane.

Gladman Park is located within 1 mile of Junction 36 of the M1 Motorway.

Westwood New Road (A61) also has links to Manchester, Sheffield and Huddersfield.

Wentworth Way and Westwood New Road both have accessible bus stops route 72, 72A and 201 to Rotherham and Chapeltown, within 500m walk of the site.

The entire site slopes from the west of the plot at its highest level adjacent Westwood Lane, down to the eastern end of the plot down to the site entrance on Wentworth Way.

The site was previously occupied by Mercedes-Benz Used Commercial Vehicle Centre as additional van / truck parking overspill.

SOCIAL CONTEXT

The site provides a close synergy with the surrounding existing uses and will service the needs of the local trade businesses in the immediate area.

The proposed buildings will add to the positive use to the surrounding community through the creation of new employment opportunities

ECONOMIC CONTEXT

This development signifies the regeneration of this industrial site and will provide further employment opportunities in the Tankersley area.

Economic activity on this industrial site will induce a positive contribution to the community, as demands on local businesses and services will be increased, signifying a positive statement to the local area.

CONSULTATION AND INVOLVEMENT

A Pre-application meeting was held with the Planning Officer of Barnsley Council and the revised proposal has been positively received, as there is support for the regeneration of the site and the employment opportunities it presents, following its neglect over the past 7 years.

It was agreed that a Section 73 application would be required, with the revision of the two units 1 & 3, amended due to Location to surrounding residential and ground conditions on the site. Unit 1 has been moved away from the residential properties, along with this providing additional landscaping and bunding to screen the yard from the housing.

Unit 3 has been adjusted due to site constraints and ground conditions.

PLANNING POLICIES

Since its implementation in March 2012 the NPPF is a material planning consideration.

Its main aspiration is to achieve sustainable development and this application satisfies this aim as follows:

1. Re-use of a Brownfield site will result in a net gain for nature through an increase in soft landscaping pockets
2. Development of the site for B2/ B8 use will contribute to the vitality of the immediate and wider community, promoting economic viability and employment opportunities
3. The proposed use complements the established industrial unit occupiers on site and should encourage further interest in Tankersley Business Park as a thriving employment centre in Barnsley.
4. Being located immediately adjacent to the M1, the site offers direct links to local and national transport networks.



SECTION 03

DESIGN SOLUTION

- PROPOSED USE
- AMOUNT OF DEVELOPMENT
- PROPOSED LAYOUT
- APPEARANCE

SECTION 03 – DESIGN SOLUTION

PROPOSED USE

The application site has been granted planning permission in 2007 (2007/2148) with B1/B2 & B8 use, with a positive addition to the existing business park.

- There is an identified need for the development to provide employment opportunities
- There is good accessibility to local and national road networks for industrial operation
- The location and scale of the development is appropriate to its immediate surroundings.
- The development would not be detrimental to the amenity of nearby residents.
- The design and access arrangements would have minimal impact on the local area and car parking would be satisfactorily managed.

It is considered that the proposed site adheres to all of these criteria's and therefore a B1/ B2/ B8 development should be considered acceptable within this location.

PROPOSED LAYOUT

It was agreed that a Section 73 application would be required, with the revision of the two units 1 & 3, amended due to Location to surrounding residential and ground conditions on the site. Unit 1 has been moved away from the residential properties, along with this providing additional landscaping and bunds to screen the yard from the housing.



PROPOSED SITE PLAN

DESIGN SOLUTION AND PROPOSED LAYOUT

The proposed development comprises a B2/B8 industrial unit of approximately 302,250 ft² with 4 units ranging from 68,000ft² upto 103,250 ft²..

The units are all access via Wentworth Way.

The units terrace down the site with plateau levels from the higher Top end (west) down to the site entrance.

APPEARANCE

The external elevations of each unit will use the same pallet of colours and materials. A combination of brick and clad elevations using a quality flat composite cladding to the main office elevations with a grey and contrasting flashing colours.

Cladding to the larger unit has been designed to break up the bulk and give an interesting visual impact.

DESIGN PRINCIPLES

The proposed buildings follow industrial building practice with a steel portal frame supporting the brick and clad elevations. Feature curtain walling panels and composite cladding panels to the feature office corner elevations.

BUILDING MATERIALS

The proposed materials for the buildings will be of a grey plinth brick with predominantly grey cladding and a contrasting trim and goods doors. The cladding to the office frontages being predominantly of composite cladding panels and the rest of the unit having profiled built up cladding.



SECTION 04

DESIGN PRINCIPLES

- SURFACE AND BOUNDARY TREATMENTS
- LANDSCAPING
- SUSTAINABILITY
- PEDESTRIAN / VEHICULAR ACCESS

SURFACE AND BOUNDARY TREATMENTS

The hard surfacing of the yard will be concrete and the car park will be tarmac.

Footpaths will be tarmac as will the perimeter fire track. Pedestrian areas to the entrance will be concrete paving.

A secure perimeter is to be provided using a 2.4m high palladin/ palisade fence with secure access turnstile for pedestrians and gatehouse control to the yard.

LANDSCAPING

A detailed landscaping scheme has been submitted with the application by Paxman Landscapes and this fully details all of the soft landscaping proposals, including tree and planting specifications and schedules.

The landscaping scheme has carefully considered the planting to the building perimeter alongside footways and cycle paths and the main access road.

The landscaping design also takes its design influence from strategic access views into and around the site, making reference to the site wide landscape strategy.

SUSTAINABILITY

The re-use of an existing developed site is at the heart of sustainable development policy and the development of this particular site will enhance its ecological value, as a some hard surfaced area will be partly replaced with soft landscaping.

Design considerations

This site does not fall within an EA flood risk area.

Site formation – consideration of crushing and reusing the extensive hard standing material for site works to reduce the use of natural aggregates.

Materials - careful selection of building materials in relation to both energy efficiency, long life, manufacture and transport impact.

Glazing - consideration was given to orientation (west and north facing principal elevations with minimal fenestration), low emissivity glass, etc.

External Lighting – will be low energy fittings

Energy – consideration of harnessing energy through renewable means (possible solar/ PV panels etc).

Recycling – the external area includes a bin storage area, to encourage the use of recyclable waste

The building will be designed to reduce CO₂ emissions in accordance with current targets and also to eliminate CFC's with both the building operation and with the use of non-CFC products and materials in construction.

The main principles for the sustainability of the scheme will be:

1. Use of sustainable building materials where possible
2. Reduction in CO₂ emissions
3. Sustainable transportation

PEDESTRIAN / CYCLE ACCESS

The principal vehicular access to the application site will be served from the M65 bridge link and access road. The implemented spine road includes a shared footpath / cycleway to the east, connecting to the cycleway on the disused railway.

All access points will be designed to satisfy current Building Regulations and DDA for access by the ambulant disabled and visually impaired.