Design & Access Statement

For

Melett Limited

PROPOSED EXTENSION TO EXISTING FACTORY

At

Unit N,
Zenith Park
Whaley Road
Barnsley
S75 1HT

REF: B11/5509/DAS

DATE: July 2012

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1.0 DESIGN CONSIDERATIONS – THE PROCESS

1.1 ASSESSMENT

1.1.1 PHYSICAL ASSESSMENT

The site is located 0.2km to the eastern side of the A637 (Claycliffe Road) in the Barugh Green area of Barnsley. The site is approximately 2.6km to the north west of Barnsley town centre and 5.2km south east of junction 37 of the M1 motorway, at National Grid Reference E:432420, N:408050.

The overall client site itself is of a trapezoidal shape totalling approximately 6900 sq.m (0.69 ha), with the proposed extension being 767 sq.m on footprint which will be aligned with the south-east and north-east elevations. A number of aerial images are available at Appendix 3.1.

The site is located within the most eastern portion of the Zenith Park business area, which itself is within the established larger South Yorkshire (Redbrook) Industrial Estate. Zenith Park having been operating for approximately 8 years has a mix of commercial B1 & B2 users.

There are natural slopes across the site from west to east, approximately 1:60 gradient, and more pronounced in a south-west to north-east direction, approximately 1:35 gradient. The land falls away sharply beyond the north-east boundary to green field land and the Barnsley to Wakefield mainline railway. To the south east the land rises up to residential properties located along Coppice Avenue. To the south-west and the north-west there are other commercial properties located on the business park.

Existing external yard areas are surfaced in concrete and the car park is tarmac surfaced.

Access to the site is via an existing approximately 13.5m wide tarmac surfaced access from Green Dyke Way, at the very end of this cul-de-sac

1.1.2 SOCIAL ASSESSMENT

The proposal is for a single storey extension to facilitate expansion in this export driven business. Although already well screened from residential properties to the immediate south-east, the extension will form a further buffer, particularly of the external yard areas.

1.1.3 ECONOMIC ASSESSMENT

1.1.3.1 The site has been operating as a light industrial business since 2007. The applicant having been at this site since 2010.

1.1.3.2 At present there are 35 full time staff in the premises. It is expected to increase staffing levels with an additional 15 staff.

1.1.3.3 The new employment posts will be a mix of skilled and semi-skilled shop-floor staff and additional administrative support staff.

1.1.3.4 The applicant business is an hi-tech industry in the assembly of precision engineering components, in particular replacement turbo-charger repair kits and turbo parts.

1.1.3.5 Continuing export driven business has created the need to expand operations at the premises, which will bring new employment opportunities to the location.

1.1.4 PLANNING POLICY

The following policies are considered to be appropriate to the development, as referred in the Barnsley Unitary Development Plan. Extracts from the UDP maps are included at Appendix 3.2.

Uses on Employment Sites

Policy ED2

DEVELOPMENT ON SITES PROPOSED FOR EMPLOYMENT USE, OTHER THAN THOSE SPECIFIED IN POLICY ED3 OR IN COMMUNITY AREA VOLUMES, WILL NORMALLY BE PERMITTED FOR BUSINESS, INDUSTRY, AND STORAGE AND DISTRIBUTION. Etc

Economic Development and Residential Amenity

Policy ED4

PROPOSALS FOR ECONOMIC DEVELOPMENT ADJOINING OR CLOSE TO HOUSING WILL BE ASSESSED WITH PARTICULAR REGARD TO THE LIKELY IMPACT ON RESIDENTIAL AMENITY IN TERMS OF :

A) AIR POLLUTION INCLUDING SMELL, FUMES, SMOKE, SOOT, ASH, DUST OR GRIT
B) NOISE FROM OPERATIONS ON, OR TRAFFIC ENTERING OR LEAVING, THE SITE
C) VISUALLY INTRUSIVE BUILDINGS, PLANT, FENCING, LIGHTING OR OUTSIDE STORAGE.

Existing Employment Areas

Policy ED7

AREAS DEFINED ON THE PROPOSALS MAPS AS EMPLOYMENT POLICY AREAS WILL REMAIN IN EMPLOYMENT USE. UNLESS OTHERWISE STATED IN COMMUNITY AREA VOLUMES, DEVELOPMENT WILL NORMALLY BE PERMITTED FOR BUSINESS, INDUSTRY AND STORAGE AND DISTRIBUTION. OTHER EMPLOYMENT GENERATING USES MAY ALSO BE PERMITTED IF THEY ARE COMPATIBLE WITH ADJOINING USES. CLASS A1 (SHOPS) AND CLASS A2 (FINANCIAL AND PROFESSIONAL SERVICES) WILL NOT BE PERMITTED.

Growth of Existing Firms

Policy ED10

THE EXPANSION OF EXISTING FIRMS WILL NORMALLY BE PERMITTED SUBJECT TO SATISFACTORY STANDARDS OF DESIGN, THE AMENITY OF NEIGHBOURING USES, AND ADEQUATE CAR PARKING, LOADING AND VEHICLE MANOEUVRING FACILITIES.

QUALITY OF DEVELOPMENT

Design Standards

Policy BE6

THE COUNCIL WILL SEEK TO ACHIEVE GOOD DESIGN STANDARDS FOR ALL TYPES OF DEVELOPMENT.
PROPOSALS FOR DEVELOPMENT WILL BE ASSESSED USING THE FOLLOWING DESIGN CRITERIA :

A) THE QUALITY OF LAYOUT, AND SUITABILITY OF SCALE OF THE DEVELOPMENT
B) THE USE, QUALITY, DESIGN AND LANDSCAPE TREATMENT OF OPEN LAND WITHIN THE SITE AND THE AREA AROUND BUILDINGS
C) THE STANDARD OF DETAILED DESIGN AND FACING MATERIALS OF PROPOSED BUILDINGS
D) THE SUITABILITY OF THE WHOLE DEVELOPMENT FOR ITS PROPOSED CONTEXT AND ITS RELATIONSHIP WITH ADJOINING LAND USES.

DESIGNS WHICH THE COUNCIL CONSIDERS UNSATISFACTORY IN TERMS OF ANY OF THESE CRITERIA WILL BE REJECTED.

Development and the Highway Network

Policy T2

DEVELOPMENT WILL ONLY BE ALLOWED IF THE ADDITIONAL DEMAND FOR TRAVEL GENERATED CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK WITHOUT SIGNIFICANT DETRIMENT TO THE ENVIRONMENT OR THE SAFETY AND EASE OF MOVEMENT OF VEHICLES AND PEDESTRIANS USING THE NETWORK, OR THROUGH MEASURES TO ASSIST PUBLIC TRANSPORT, CYCLING OR WALKING. COMPLETION OF THE NECESSARY HIGHWAY WORKS OR OTHER MEASURES MAY BE THE SUBJECT OF CONDITIONS ATTACHED TO THE PLANNING PERMISSION OR BE THE SUBJECT OF A PLANNING OBLIGATION UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 OR OTHER AGREEMENT REQUIRING AN APPROPRIATE CONTRIBUTION FROM THE DEVELOPER TO THE COST OF THE WORKS OR MEASURES.

Policy T2A

A) ALL ROADS, FOOTWAYS, PRIVATE DRIVES, VEHICLE MANOEUVRING AREAS AND POINTS OF ACCESS SERVING DEVELOPMENT MUST BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE APPROPRIATE STANDARDS OF THE BOROUGH COUNCIL

B) CARRIAGEWAYS AND FOOTWAYS SHOULD BE CONSTRUCTED SO AS TO BE USABLE IN A SAFE AND CONVENIENT MANNER BEFORE THE USE OF THE BUILDING WHICH THEY SERVE COMMENCES.

Car Parking

Policy T17

IN SUPPORT OF THE COUNCIL'S GOALS, THE CAR PARKING POLICIES WILL SEEK TO ENSURE THE PROVISION AND MANAGEMENT OF CAR PARKING TO SECURE :

A) LEVELS OF PROVISION OF PARKING COMMENSURATE WITH THE ENCOURAGEMENT OF MEANS OF TRAVEL OTHER THAN THE CAR PARTICULARLY BY COMMUTERS
B) AVOIDANCE OF HARM TO THE FREE FLOW OF TRAFFIC, SAFETY LEVELS AND THE AMENITY OF RESIDENTS AND OTHER ROAD USERS
C) ENCOURAGEMENT OF DEVELOPMENT THAT INCREASES THE NUMBER AND RANGE OF JOB OPPORTUNITIES;
etc…

1.2 INVOLVEMENT

For the major part, adjacent occupiers are commercial or industrial in nature, with the industrial estate / park being established for employment use. There are a mix of car sales showrooms and office premises along Whaley Road. On the closer Green Dyke Way the mix is more industrial in nature with light engineering and a construction company in close proximity.

To the south-east as mentioned earlier there are residential properties along Coppice Avenue. These are well screened by a substantial band of trees and shrubbery which form a natural buffer. The applicant site is at a much lower level than the residential properties mentioned, being approximately set 4m below the rear gardens of those properties.

1.3 EVALUATION

The proposal is to obtain planning permission for an extension to the existing workshop.

The extension will be similar in form, design and construction materials as the existing building.

A set-off distance of 5m has been used in respect of proximity to the existing public sewer which traverses the south-eastern boundary of the applicants site. This sewer flows in a southerly – northerly direction and is known to be a 675mm diameter culvert.

2.0 DESIGN OF THE SCHEME

2.1 USE

The applicant has been in operation at these premises since 2010.

The applicant's proposals have no material effect upon the existing use of the site, other than expansion of the facility to accommodate increased business, and improved functionality, as stated above.

2.2 LAYOUT

See drawing B11/5509/04 and subsequent amendments, for the site plan. The proposed floor plans and elevations of the extension are depicted on drawings B11/5509/5 & 6, respectively, and subsequent amendments to each.

The height of the extension will match the existing workshop with roof-lines in alignment. The proposals will have no detrimental effect upon residential amenity of the properties located along Coppice Avenue.

2.3 SCALE

The extension is to be 767 sqm on plan footprint, measured externally gross. This compares with the existing plan footprint of 1674 sqm, which incorporates the administrative support office accommodation.

The extension will be split between hi-tech laboratories within the northern most portion, facing the service yard, along with the remainder being storage with racking.

The extension will be 43m from the nearest residential properties located along Coppice Avenue, thus having no impact on any occupiers near the site.

A service door is to be incorporated on the north-west elevation of the extension, facing into the service yard and thus away from any residential properties.

2.4 ACCESS

Access into the site is directly off Green Dyke Way, being the only means of access from the estate roadways. This will be unaffected by the proposed extension works. The application site being located at the end of Green Dyke Way which is a cul-de-sac on the estate roadway system.

2.5 SERVICING

The proposed extension extends slightly onto the existing service yard. The staff and visiting car park to the north western side of the premises is to be extended to form an additional 10 number car parking spaces. The extension has no effect on the service vehicle turning, which is shown to remain adequate within the service yard.

3.0 APPENDICES

3.1 PHOTOGRAPHIC RECORDS

1. Aerial views of the existing site.
2. General view of the existing workshop elevations
3. General view of the existing workshop elevations
4. General view of the existing workshop elevations
5. General view of the existing workshop elevations
6. General view of the existing workshop elevations
7. General view of the existing workshop elevations


Zenith Park










melett
RECEPTION
DELIVERIES


GOODS IN
GOODS OUT
















N
RECEPTION






RECEPTION



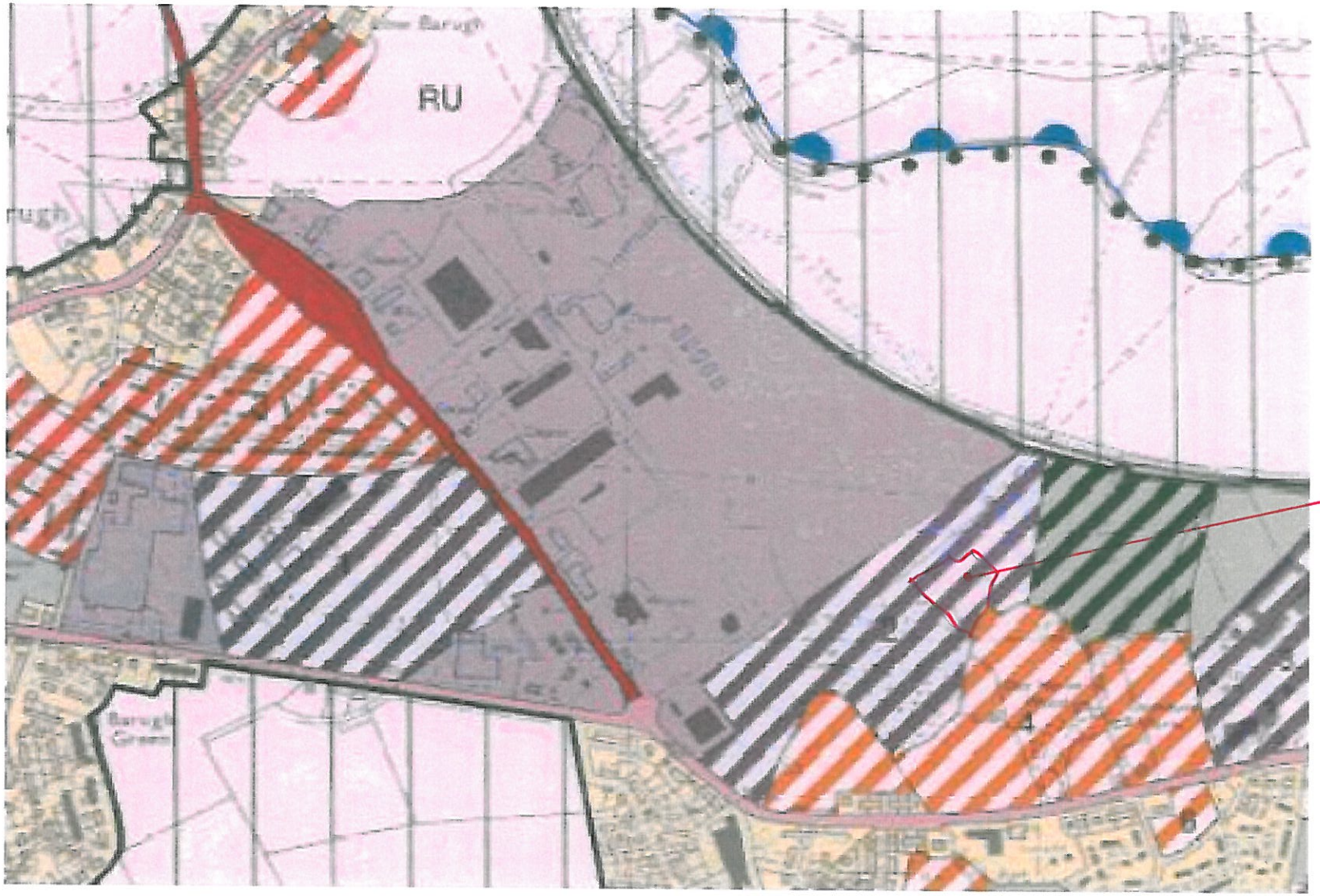






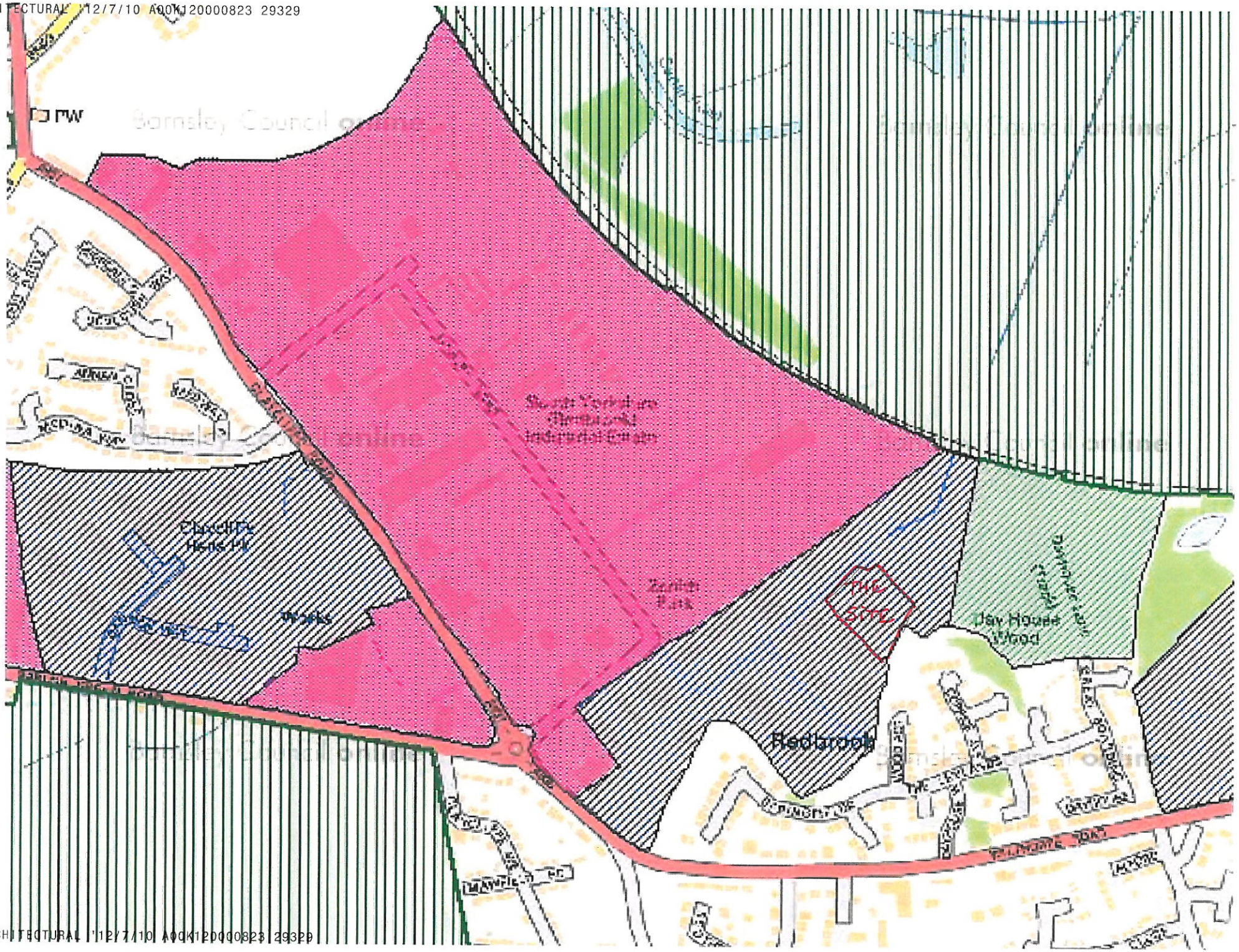
3.2 UDP MAP EXTRACTS

ARCHITECTURAL '12/7/10 A00K120000823 29328



ARCHITECTURAL '12/7/10 A00K120000823 29328

ARCHITECTURAL 12/7/10 A00K20000823 29329



ARCHITECTURAL 12/7/10 A00K20000823 29329

1 ARCHITECTURAL '12/7/10 A00K120000823 29334

ARCHITECTURAL '12/7/10 A00K120000823 29334

NOTATION	Policy No.	
Community Area Boundary		
Housing Proposal	BA1	
Housing Policy Area	BA2	
Site for Travellers	BA3	
Employment Proposal	BA4	
Employment Policy Area	BA5	
Site for Expansion of Existing Firm	BA6	
Mixed Use Area	BA7	
Site for Dismantling Activities	BA8	D
Green Belt	BA9	
Safeguarded Land	BA10	
Urban Land to Remain Undeveloped	BA11	RU
Nature Conservation Site	BA12	
South Yorkshire Forest	BA13	
Multi-user Recreational Routeway	BA15	
Urban Greenspace	BA17	
Urban Greenspace Proposal	BA19	
Allotments	BA21	A
Conservation Area	BA22	
Washlands	BA23	
Principal Shopping/Commercial Centre	BA24	
Other Shopping/Commercial Area	BA25-27 & BA29/R	
Strategic Highway Network	BA28	
Stategic Highway Proposal	BA29	
Segregated Busway	BA30	
Proposed Community Facility	BA34	
Existing Community Facility	BA35	
Utility Company	BA36	U
Minerals Planning Permission	BA37	MP
Minerals Area of Search	BA37	MS
Minerals Consultation Area	BA38	MC
Civic Amenities Site		CA
Comprehensive Regeneration Area - Oakwell	BA39/1-11	
Commercial Leisure	BA39/7	CL
Comprehensive Regeneration Area - West Green	BA40/1-10	

In addition to the policies referred to above, the policies contained in Volume 1