PROPOSED COMMERCIAL DEVELOPMENT

at

STOTTERCLIFFE ROAD

PENISTONE

DESIGN AND ACCESS STATEMENT

Prepared by

WHITE AGUS PARTNERSHIP

BACKGROUND

This statement is in support of a Full Town and Country Planning application for commercial development at Stottercliffe Road, Penistone, Sheffield.

Step One:

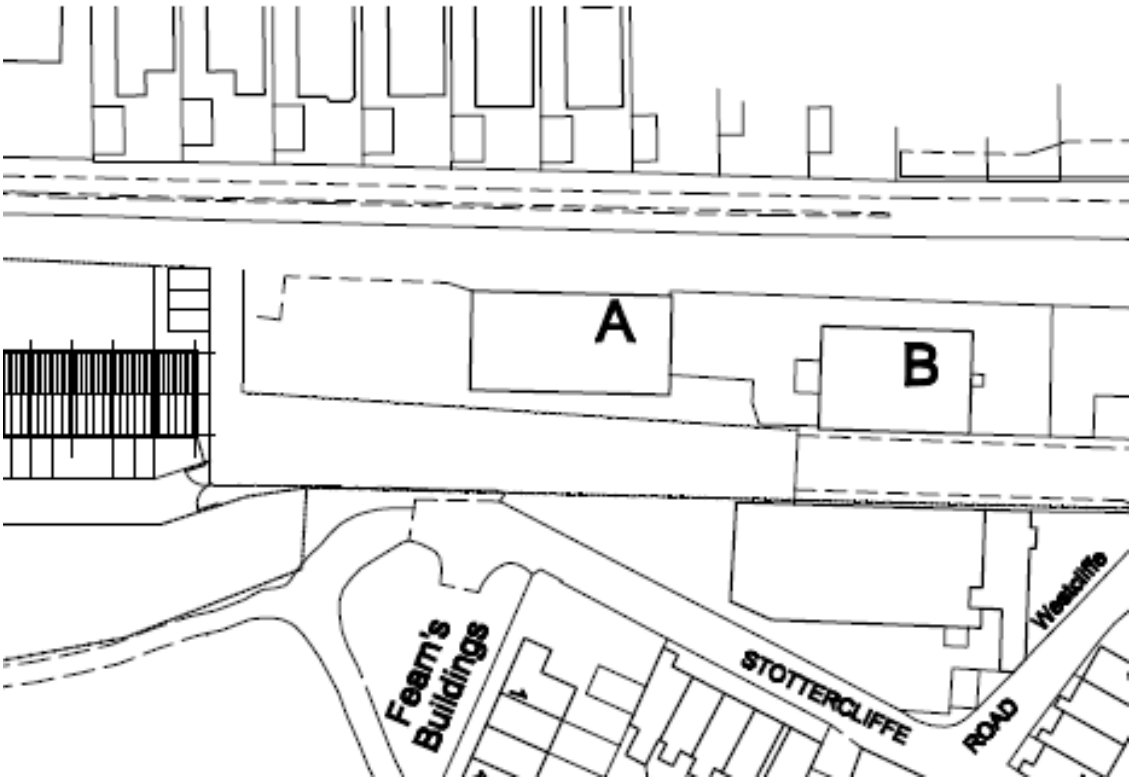
Assessment of the site's immediate and wider context, in terms of physical context (the character of existing buildings and spaces, landscaping and movement routes), social (how local people will be affected by the development) and economic (the contribution the development will make to the local economy) and relevant planning policies.

The site is situated to the east of existing industrial/commercial units on Stottercliffe Road that currently include a car repair shop, plant and tool hire and storage facilities..

The site is currently a small commercial complex and the application site is a relatively medium size at approximately 0.27Ha.

The site is used as a parking and manoeuvring area for vehicles and equipment used in conjunction with plant and tool hire. Including storage of equipment and vehicles and customer parking.

Currently the buildings marked A & B on the plan below are used in conjunction with the storage yard.



The current businesses operating from these premises are a plant and tool hire company and a small car repair workshop. The premises are leased , and this arrangement could cease in the near future. The applicant is seeking to provided modern, purpose build facilities to retain and improve the current businesses.

The overall site is generally level with no water features, planting or buildings to be demolished.

The site is enclosed with a 2m high green palisade fence.

To the north of the site is Talbot Road, which is a residential street, with the rear gardens currently separated from the existing units by an disused railway line that lies along the Pennine Trail.

Beyond the eastern site boundary is large open playing field. A supermarket is currently under construction on land immediately to the south of the site

A Phase 1 Contamination Audit prepared by Fennel Green & Bates is included with the application documents.

The immediate surroundings are industrial/commercial units. The building immediately adjacent the site to the east is a relatively recently constructed unit comprising a single storey portal frame structure with stone walls with cladding above and a shallow pitched roof with cladding finish. Beyond are stone buildings thought to be the residue of the former railway yard that occupied the land

Access to the existing site and buildings is from Stottercliffe Road.

The development will contribute to the local economy by creating buildings to house growing businesses and by providing facilities for tourists using the Trans Pennine trail.

In the context of the area in general the proposal is small scale, nevertheless there will be a positive impact upon the social and economic context of the area, which in the current economic climate, will be significant and should be encouraged.

The local people who may be affected by the proposals are the few residents occupying the dwellings to the north of the site. Currently the site and operations including plant storage is visible from the first floor windows of these dwellings with no screening.

The development will improve the amenity and outlook for these residents due to the separation distance to the proposed building plus the screening effect it will provide to the storage and parking areas.

Overshadowing or overlooking will not occur.

Although there may be a slight increase in traffic visiting the site, it is anticipatr4d that there will be no major or significant impact upon the traffic in the area and no improvements to the road network or servicing is proposed. However the present ad-hoc parking provision is to be formalised, improving facilities for customers and staff.

The site is designated for shopping/commercial use on the UDP.

Policy S1
SUBJECT TO THE PROVISIONS OF OTHER POLICIES IN THIS PLAN, ALL NEW RETAIL DEVELOPMENT WILL BE PERMITTED ONLY WITHIN THE CENTRAL SHOPPING AREA OF BARNSLEY TOWN CENTRE AND IN THE PRINCIPAL SHOPPING AND COMMERCIAL CENTRES DEFINED ON THE PROPOSALS MAP WHERE SUITABLE SITES, OR BUILDINGS SUITABLE FOR CONVERSION, ARE AVAILABLE FOR SUCH PURPOSES.
WITHIN THESE LOCATIONS, PROPOSALS FOR NEW RETAIL DEVELOPMENT WILL BE ASSESSED ON THEIR MERITS HAVING PARTICULAR REGARD TO THEIR RELATIONSHIP AND COMPATIBILITY WITH THE EXISTING RETAIL USES LOCATED THEREIN. NEW RETAIL DEVELOPMENTS WHICH EXTEND AND ENHANCE THE RANGE OF GOODS, CONSUMER CHOICE AND THE PROVISION OF AMENITIES AND FACILITIES AVAILABLE TO THE PUBLIC WITHIN THE DEFINED CENTRES WILL BE PARTICULARLY ENCOURAGED.

The proposals are for the retention and consolidation of existing businesses with the potential for further expansion together with the provision of facilities for users of the Trans Pennine Trail,

Step 2

Involvement of community members (neighbours, councillors, local community groups) and professionals (planning, building control, conservation and design officers) undertaken or planned. The Statement should indicate how this involvement has been taken into account in the proposal.

Pre-application enquiries were made to Barnsley M.B.C. for an industrial style development that, initially, received a discouraging response. However we subsequently received an e mail , copied below, that provided a more positive view upon the proposals.

..... A little time has elapsed since housing proposals first emerged on the adjacent site, perhaps allowing time for some further consideration/reconsideration of that proposal in relation to this latest approach. After all, in functional terms, the site is a single unit split only by ownership.

While supporting the need for a sensitive approach to any new commercial buildings around the conservation area and on the fringe of the Green Belt, it might be useful to recognise that commercial /employment use is appropriate in principle, given the current use and history of the site and the immediately adjoining uses, which are currently threatened by pre application housing proposals.

While I would not wish to underplay amenity issues I would also wish to recognise the existing relationship between commercial and existing residential uses in this zone of transition and that such relationship is perhaps one to manage in detail rather than accepting the gradual displacement/loss of commercial use in favour of housing.

Realistically I would accept that with the exception of the furniture showroom in one of the former station buildings, the adjoining commercial users are not high rental uses and may not support expensive new accommodation, but this ought not to rule out a decent quality design to meet their basic requirements.

If the proposed new commercial buildings could be redesigned/ extended to accommodate craft workshops, and services at least partly orientated to users of the Trans Pennine Trail, and linked to the Town Centre in this area, then sooner or later it may be possible to align it more with aspirations to develop and grow the tourism sector, as well as sustaining existing employment. As well as more general commercial use, the sort of uses I have in mind might include a cycle shop, a farriers, a café and information point.

In response to the progressive flavour of the points highlighted, and following meetings on site with Planning officers and Council Member, revised proposals were prepared to reflect the Officers views and aspirations.

Prior to the submission of the application a process of public consultation was implemented with distribution of a brief pamphlet that outlined the proposals (copy attached).

The information sheet was distributed to the following:

M. Stevenson
2 Garside Buildings
Penistone

D. Smith
4 Garside Buildings
Penistone

B. Snape
3 Armitage Buildings
Penistone

Occupier
Westcliffe
Stottercliffe Road
Penistone

K Hewitt
3 Talbot Road
Penistone

Mrs Peters
17 Talbot Road
Penistone

Mrs Mui You
27 Talbot Road
Penistone

Mr S. Berry
31 Talbot Road
Penistone

Mathhew Hague
3 Fearns Buildings

Carol King
4 Fearns Buildings
Penistone

M.Todd
5 Stottercliffe Road
Penistone

L.Crofts
4 Stottercliffe Road

Occupier
1 Stottercliffe Road
Penistone

Stotterclife Garage
Stottercliffe Road
Penistone
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No adverse comments have been received from local residents potentially affected by the proposals.

The only reply is set out below.

From: Andy Spoff [mailto:andyspoff@hotmail.com]
Sent: 04 February 2010 07:33
To: info@whiteaguspartnership.co.uk
Subject: Stottercliffe rd

Many thanks for the proposed leaflet on commercial development just off stottercliffe rd, I have no problem with the plan of buildings at the end of the land, my only consern is the possible increase of heavy duty traffic on the already busy comercially used (with the units already up there) road that leads up to it (ie the road just off stottercliffe / St marys St) this is a private road as far as I'm aware jointly belonging to yourselfs (land owners at the end) and buildings along it's path. We being the building at the bottom
(westcliffe) have our waste drains and services running beneath this road and are responsible for it's service up to the public sector on the main roads, so im allitle nervous with the constant traffic of lorrys and skip wagons.
Also we have planning approval for a 3 port parking space at the front or our property which opens out onto this road (which shouldn't really cause a problem as long as there's access).
Thanks

Andy spofford
Westcliffe
Stottercliffe rd
Penistone
S366eb

In addition, Councillor Millner has been aware of the proposals for some time and was also consulted and provided with a copy of the pamphlet. The response below was received by e mail

From: Cllr Andrew Millner [mailto:cllrandrewmillner@barnsley.gov.uk]
Sent: 04 February 2010 11:08
To: info@WhiteAgusPartnership.co.uk
Subject: Enquiry WhiteAgusPartnership.co.uk

Below is the result of your feedback form. It was submitted by Cllr Andrew Millner (*cllrandrewmillner@barnsley.gov.uk*) on Thursday, February 04, 2010 at 12:08:24

telephone: 07811440988

enquiry: Regarding propsed commercial development for land at Stottercliffe Road, Penistone, Sheffield. I have reviewed the brochure submitted, and I approve of the proposal.

Step 3

Evaluation of the information collected and identifying opportunities and constraints and formulating design and access principles. Conflicting issues may be identified and the evaluation should show how these are balanced.

The siting of the building, parallel with the adjacent disused railway, and aligned with the existing buildings is considered the most appropriate as it will maintain the existing building line and give a continuous, consistent appearance to the street scene.

The constraints in regard to the size of the unit are limited by: land available within applicants ownership, regard to alignment of exiting building, existing rights of way and layout of existing unit.

The design principal was for the proposed building is complementary to and in keeping with the style and scale of the existing buildings.

Access to the site already exists and will be retained,

The scheme is appropriate in terms of land use

The design of the scheme is appropriate in terms of the scale and style of the existing building and surroundings.

The materials will match those of the existing building as indicated in the response from Barnsley M.B.C..

Step 4

Design of the scheme using the assessment, involvement and evaluation information collected.

The proposed use is fully appropriate in this location as it lies within an established area designated for commercial use.

Appropriate measures have been incorporated to minimise the impact on neighbouring dwellings, including appropriate screening of the storage and parking

areas and separation distances between buildings and dwellings. In addition appropriate materials have been selected to complement the surroundings

The proposals are appropriate in the context of its surroundings.

The size and scale of the development is appropriate in relation to the locality and adjoining and surrounding buildings of similar scale and design.

The amount of floor space to be provided will meet the operational needs of the applicant.

The layout of the development has regard to the orientation of the existing buildings, retention of existing access and parking and servicing provision.

There are no trees hedges or other landscape feature affected . There are no proposals to implement any supplementary planting. As the site has minimal landscaping and the proposed use of the units would not recommend extra landscaping it is felt that little extra landscaping would be needed, but additional planting can be added as required.

The appearance of the proposed building will match that of the existing, recently constructed unit. Cladding and stonework, including detailing of trims, flashings etc will match those of the existing building ensuring a continuity of appearance within the commercial estate as a whole.

Access for emergency vehicles or deliveries will be unaffected by the proposals.

While this statement has focused on the commercial proposals the inclusion of two, independent 'shop' units has been introduced to provide potential for facilities to be made available to users of the adjacent trans Pennine Trail.

Access to these facilities is possible on foot, bicycle or car without entering the commercial premises. This provides adequate separation to ensure no conflict between uses as well as the provision for independent operation.