Design and Access Statement

Industrial Development,
Dearne Valley Parkway,
Rockingham

15315 DA01B
Prepared by Architects: The Harris Partnership LTD

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1.0 Introduction

This Design and Access Statement has been prepared by The Harris Partnership Ltd on behalf of Gregory Group in support of a planning application on land adjacent to Dearne Valley Parkway in , Barnsley.

The site is located, close to Junction 36 of the M1 Motorway.

The planning application site covers an area of 10.07 acres (4.07 hectares)

Planning Permission is sought for the following:

Detailed permission up to 124,700 square foot (11,585 sqm) of employment land (use class B1/B2 and B8) with associated internal access roads, landscaping and drainage at sites ES14 (land south of the Dearne Valley Parkway).

The purpose of this statement is to describe the site and surroundings, relevant design policy and guidance, and the concepts and principles behind the proposed development.

The proposal is based on a thorough assessment of the site's immediate and wider context, undertaken through desk-based research, site visits, observations and consultations.

2.0 Physical Context

Location

The application site is located 6 miles to the South of Barnsley Town Centre. The centre of Rotherham is approximately 9.3 miles to the South-East. Barnsley roundabout (Junction 36, M1) is located Less than 1km to the South-West of the site.

The development site is located South of the Dearne Valley Link Road and is is included within the Hoyland North Masterplan framework.

The development site is bounded to the North East by land that is currently under development by Harworth Group and is part of the Hoyland north Masterplan. to the South East there is a number of small commercial units and the residential area of Hoyland Common . To the South west lies Gateway 36 Phase 1 Development and the Dearne Valley Parkway .

Planning History

The planning history of the site is detailed within the Planning Statement which accompanies this submission.

2.0 Physical Context

Topography & Land Use

The development site falls substantially from the South to the North by approximately 10 metres .

This topography is predominantly man made due to the area being extensively surfaced mined between 1991 and 1995, and reinstated as agricultural grazing land with areas of tree planting.

Constraints

Due the area being heavily mined though the 19th century with both collieries and surface mining, these processes have left a highwall which sits along the Southern Boundary of the development site.

In addition to the highwall, there are 4 additional constraints which have an effect of the site.

These are

- An existing drainage route which runs along the northern boundary .
- A legal covenant in the South western corners
- Existing private water mains which cross the site
- 2no. existing footpaths which cross the site

3.0 Site Images

Street View looking South from the existing roundabout on the Dearne valley Parkway

Street View looking West From Sheffield Road

4.0 Design

Use

This planning submission is for the creation of up to 129,540 square foot (12,034.6 sqm) of business and industrial floor space (Class B1, B2 and B8, with ancillary B1(a) offices).

Amount

This application seeks approval for a 1124,700 square foot (11,585 sqm) Gross Internal Space.

The proposed units will have first floor office accommodation.

Layout

Due to the level change across the site an extensive cut and fill exercise has been carried out to which provides the largest development plot possible with the least retaining structures. These retaining structures have been located towards the perimeter of the site to maximise the flexibility.

The site has been designed around a new access road which extends from the existing spur off the Sheffield Road roundabout in to the site. The proposed units have been orientated to front this access road, along with their associated car parking giving the development an open feel and allows safe access towards the main entrance doors for all occupiers and visitors by avoiding the need to navigate through the service yards. This also provides natural surveillance and in turn will assist in making the development safer in terms of deterring crime.

The layout tries to orientate the service yards so that they are screened from the proposed access road by the buildings themselves and limits there visibility from the Dearne Valley Parkway . The service yard areas have a 35m minimum depth to enable HGV parking and the facility for a HGV to be able to turn within a 25m turning circle.

4.0 Design

Proposed Site Plan

4.0 Design

Hoyland North Barnsley Masterplan framework report Suggested colour palette

Scale

The building structures are intended to be steel portal frames, which provide flexibility to the shell in terms of internal space planning. The Units with office accommodation located at first floor level with the flexibility to expand this office accommodation at ground floor should potential occupiers require to do so. The clear internal heights are institutional standard for the building of this nature and is based on thorough research of the target market.

Appearance

The main body of the buildings are proposed to be constructed with profiled metal cladding. The units will be visually broken down through a horizontal metallic silver band, which is set at a constant height on all three units. Below this band the cladding will be laid with a horizontal emphasis in a dark grey and above this band the cladding will be vertically laid in a metallic silver.

The office content of the unit will be emphasised using a composite micro rib cladding in a matching dark grey colour to the horizontal profiled cladding. The main entrances are proposed to be duel height glazing, framed with within a canopy with a feature contrasting reveals. This helps identify the entrances to the individual units. The windows to the office content at first will be repeated at ground to allow for possible expansion of the office content. The areas of cladding between the windows will be in filed with vertically laid micro rib cladding to give the impression of full height glazing

Contrasting feature colour flashing are to be used to highlight the office glazing and the service door.

The proposed colour palette for the all the units has been choosen from the suggested range of colours suggested in the Hoyland North Barnsley Masterplan framework report.

Indicative signage locations have been shown to prevent the potential haphazard array of signage proposed by individual tenants with no coherent design strategy.

The powder coated steel service doors are proposed to be in dark grey with a contrasting feature colour flashing in order that these appear to be part of the main bulk of the building.

All the roofs are proposed to be in trapezoidal profiled metal cladding in goosewing grey with 15% glass reinforced plastic (GRP) roof lights.

4.0 Design

Proposed Unit 1

Image showing Unit 1 viewed from Sheffield Road

5.0 Landscaping

The landscape proposals for the development of the site have been prepared to create a pleasant and natural setting to compliment the proposed Architecture and maximises the effective integration of the built form within its context and the wider environment.

The proposed landscape consists of trees, shrub, mixed species native hedge and buffer planting with wildflower grassland to the sites boundaries.

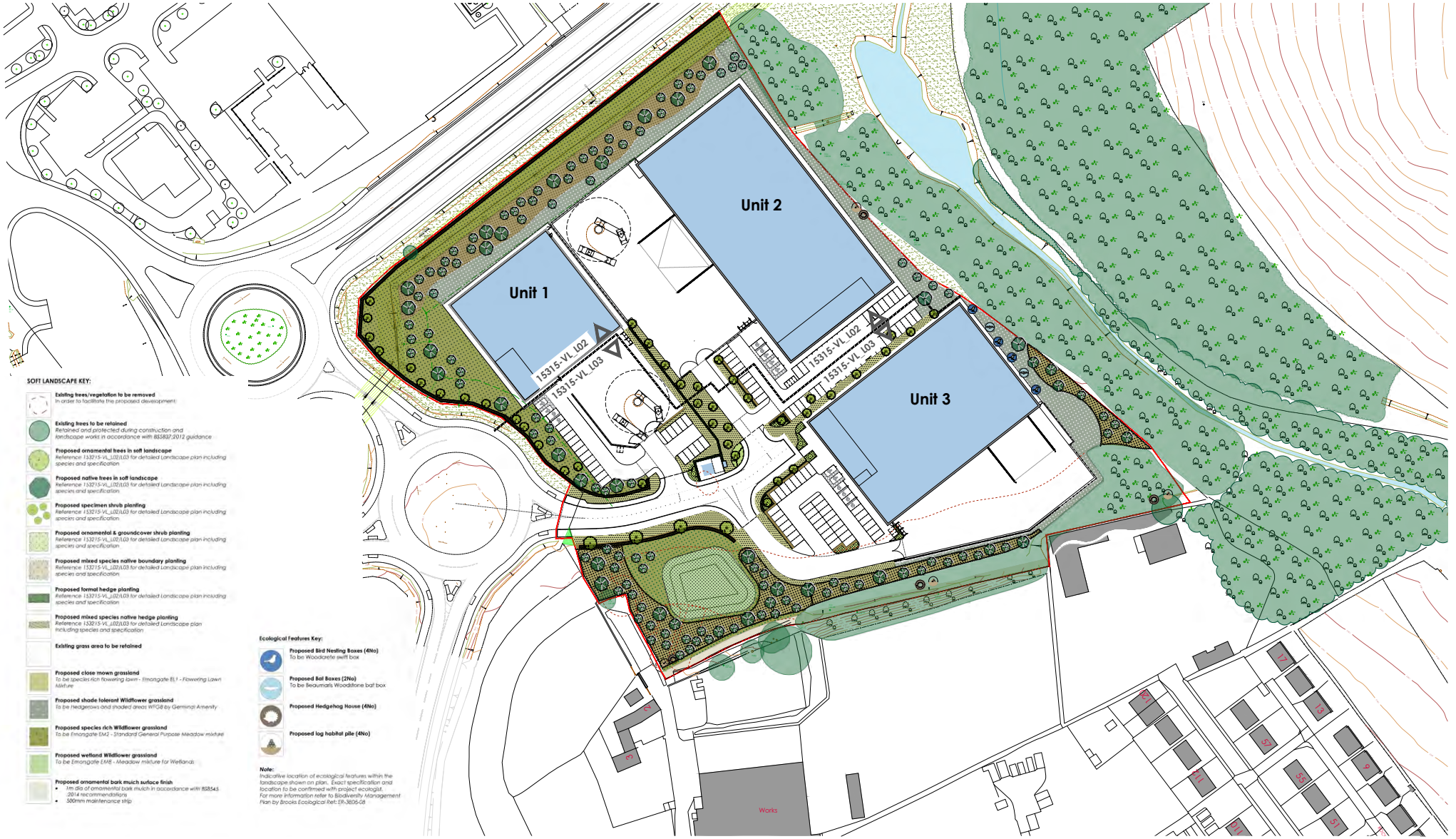
The proposed Landscape plan has been designed in collaboration with Brooks Ecological consultants to ensure the creation of varied habitats to mitigate for the loss of the existing vegetation and promote net gain. Large areas of mixed species native scrub planting are proposed along the southern boundary to enhance the integration of the development with the existing tree and scrub to the edges of the site. The proposed landscape treatment along the southern boundary has been considered to complement the established landscape character and tree planting retained. Native tree planting within grassland areas will enhance the existing landscape and improve the sites biodiversity. Varied grassland habitats include a wetland wildflower mixture around the attenuation pond with species rich wildflower and shade tolerant wildflower mixes introduced to other perimeter areas along the boundaries to further enhance the site biodiversity and ecological value.

Tree avenue planting along the access road will strengthen the proposed site layout and create a landscape with visual interest. This will define the character of the access roads, pedestrian routes and division of the individual plots to create a more structured and manageable landscape within the centre of the site. Specimen shrubs are proposed at strategic locations to provide additional height and structure within the beds.

Formal hedge planting is proposed to break up the car parking areas and define the boundaries between the units whilst mixed species native hedge planting along the North – West boundary defines this edge of the site adjacent the Dearne Valley Parkway softening views into the site and reducing the visual impact of the proposed buildings.

5.0 Landscaping

Proposed Landscaping Plan



6.0 Access

This planning application is access via an existing spur that has been constructed off the Sheffield Road roundabout.

The units will be accessed via a new access road that will be constructed from the existing roundabout spur.

The service yards have been designed to allow for 16.5m long HGVs to enter the individual plots and turn within the service yards, allowing the vehicle to enter and leave the site in forward gear. This is demonstrated by the 25m turning circles which institutionally are accepted as allowing an HGV to comfortably manoeuvre.

The development will have dropped kerbs with tactile paving at appropriate locations and all carriageways and footways will be lit to the appropriate standards.

Accessible car parking spaces will be provided close to the entrances and level access thresholds will be provided into all of the buildings. The development has been designed to comply with the current Building Regulations – "Access to and use of buildings – Approved Document M."

Parking for a variety of users has been provided across the site including bicycles, electric vehicles, motor bikes and scooters (powered two wheelers).

All the buildings will be designed to be fully DDA compliant in respect of internal facilities, including entrance lobby areas, WCs and 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).

There are two public footpaths which cross the development that will remain unaffected by the works.

7.0 Sustainability

The development will look to incorporate a number of green technologies, with the aim of reducing the impact of the development on its surroundings and the wider context.

BREEAM rewards performance above regulation which delivers environmental, comfort or health benefits. BREEAM awards points or 'Credits' and groups the environmental impacts as follows:

- Energy: operational energy and carbon dioxide (CO_2)
- Management: management policy, commissioning, site management and procurement
- Health and Wellbeing: indoor and external issues (noise, light, air, quality etc)
- Transport: transport-related CO_2 and location related factors
- Water consumption and efficiency
- Materials: embodied impacts of building materials, including lifecycle impacts like embodied carbon dioxide
- Waste: construction resource efficiency and operational waste management and minimization
- Pollution: external air and water pollution
- Land Use: type of site and building footprint
- Ecology: ecological value, conservation and enhancement of the site

The total number of points or credits gained in each section is multiplied by an environmental weighting factor which takes into account the relative importance of each section. Section scores are then added together to produce a single overall score.

Once the overall score for the building is known this is translated into a rating on a scale of:

Pass	★
Good	★★
Very Good	★★★
Excellent	★★★★
Outstanding	★★★★★

The proposed development will look to achieve a BREEAM rating of Very Good, this sets a precedent for the future detailed design to follow.

8.0 Conclusion

This Design and Access Statement has been produced in support of a planning application for a new commercial development to be constructed on land adjacent to Dearne Valley Parkway in, Barnsley.

The new buildings will provide a contemporary development which will set a high-quality standard and will provide opportunities for new businesses and bring new jobs into the area.

The proposals include an integrated landscaping strategy which responds well to the site and provides a sensitive integral aspect to the overall design.

The site is easily accessible to all modes of transport and provides easy access within the site curtilage for all users. The proposals address the needs of all users and visitors to the buildings and are fully compliant with all accessibility legislation.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