GLADMAN

OUR BUSINESS IS DEVELOPING

Tankersley
Wenworth Industrial Park, Wentworth Way, Tankersley

Supporting Statement
30.03.2009

Supporting Statement for a Planning Application to

Barnsley Metropolitan Borough Council

for a development of

3 Warehouses with ancillary office accomodation, parking, service yards and associated works.

at

Land to the North of DCUK / Mercedes Benz, Wentworth Industrial Park, Tankersley

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A. Introduction

This statement is in support of the planning application submitted to Barnsley Metropolitan Borough Council on 30.03.2009 for a development of 3 Warehouses with ancillary office accomodation, parking, service yards and associated works at Wenworth Industrial Park, Wentworth Way, Tankersley. It sets out Gladman's approach to the development.

B. Context

The Site and Surrounding Area

The site is situated in the County of South Yorkshire, approximately 13 miles to the north of Sheffield, 5 miles to the south of Barnsley (via the A61) and within 1 mile west of junction 36 of the M1 Motorway.

The site is accessed by both the A616T and A61 and is served by both junctions 35a and 36 of the M1 Motorway. Elsecar railway station is approximately 2 miles from the site and Leeds and Bradford Airport is approximately a further 27 miles away.

The site is located within the employment allocated Wentworth Estate Industrial Park (WEIP) and is adjoined to the south east by Tankersley and to the north by the settlement of Pilley. The Industrial Park is surrounded by Green Belt and has an established 'Area of Borough Landscape Value' designation to the north, south and western portions of the site boundary.

The site itself forms a substantial part of the WEIP, which extends to approximately 110 acres in total and is bordered on two sides by a mixture of industrial, commercial, warehouse distribution and retail uses.

Project Background

'Wentworth Industrial Park' has been identified as a major site to bring to fruition the Barnsley Metropolitan Borough Council's aims of diversifying the local economy and attracting service sector employment to the Borough.

Planning History

Ref	Application Description	Decision	Date
B/84/1461/WO	Full Planning Permission for the erection of vehicle processing, storage and distribution centre with car parking, Wentworth Ind Park, Tankersley	Approved	
2006/1901	Refusal of Planning Permission for the erection of four industrial units with 2/3 storey ancillary offices, security gatehouse,	Refusal	29/1/07

	car parking and service yards.		
2007/0529	Refusal of Planning Permission for the erection of three industrial units with 2/3 storey office accomodation inc service yards, car parking, associated works and landscaping. (Re-submission)	Refusal	11/10/07
2007/2148	Erection of Four industrial units (B1, B2 and B8) each with 3 storey ancillary office accomodation, car parking, service yards and associated works.	Approval	02/04/08
2008/1334	Attentuation Pond & Drainage Strategy	Approval	22/10/08

C. Development Proposal

As shown on the plans and elevations attached to the planning application, the scheme comprises of 30,076m^2 (external envelope) of speculative build industrial space, accommodated in 3 units with ancillary office accommodation of 2,565 m^2. The proposal is accessed off Wentworth Way and includes 317 car parking spaces (of which 17 are for the disabled) cycle racks and pedestrian links.

Creating the right environment for business

The decision to amalgamate units one and two of the previously approved scheme (2007/2148) is in direct response to occupier interest.

Gladman would look to begin construction immediately after gaining permission and would hope to have the first occupiers on site within 12 months. It is anticipated that when completed this development will provide employment for up to 300 people.

D. Planning Background

LDP/ LDF

The site lies within the jurisdiction of Barnsley Metropolitan Borough Council, The Barnsley UDP was adopted in December 2000 and is also located in the area known as the Hoyland Community area.

The policy for the site is determined by the Local Plan and Regional Planning Policy Guidance (RPG12). Regional Planning Guidance for Yorkshire and the Humber' looks forward to 2016 and replaces guidance that was issued in 1996 and covered the period to 2006. It looks to links between social, economic and environmental progress and will set the policy framework within which the long term future of this site will be considered.

The Borough Proposals Map shows the entire site is designated as an 'Employment Policy Area' and therefore, it is subject to the 'Objectives' in the UDP for such areas, which are:

- To increase job opportunities and diversify the local economy by encouraging the provision of a range of sites, factories, workshops and offices in order to meet the requirements of existing and prospective firms in Barnsley.
- To improve the buildings and infrastructure of older industrial and commercial areas in order to improve the economic development potential of the Borough.
- To encourage the reuse of premises for job creation activities subject to protecting the amenity housing and sensitive areas of the Borough.

The principal policy that stems from the above is Policy ED1, which allows for proposals to develop of some 307 to 375 Ha of land for employment purposes, and some Greenfield sites should be included.

Employment Policies

The Wentworth Industrial Park is subject to two employment policies, an 'Employment Policy Designation' and an 'Employment Proposal' designation, although the Daimler Chrysler site is only subject to the Employment Policy designation

Transport and Parking Policies

Our proposals comply with the standards for parking (bicycles and cars) as stipulated in the Local Plan and Supplementary Planning Document 32. A detailed Transport Assessment has been compiled and submitted as part of this application.

The Revised Proposals

In contrast to the last planning approval the differences between that scheme and the new proposals are minor with little or no impact but for ease of reference these are explained here:

1. Road Alignment – The main access road to serve the site is positioned in the same location as the last planning approval ensuring that it is positioned furthest away from the residential properties beyond the site boundaries to the east.

2. Operational Traffic – the amalgamation of units one and two and marginal increase inn size of unit 4 does not alter the positioning of the access road the service areas. However, importantly the changes involve a reduction in the number of service areas from four to three and involve the removal of the service area closest to the residential dwellings. Operational traffic will not increase as a result of the proposals.

3. Size of Development – The existing approved scheme has an overall floorspace of 29,529m^2 whereas this application includes a marginal increase to 30,076m^2 resulting from a small increase on unit four where a void in the woodland exists and the joining of units 1 and 2.

4. Position of Warehouse Buildings – The repositioned buildings are remain at a distance of just over 50 metres away from the nearest residential property on Carr Lane as previously approved.

5. Buildings Heights – in line with the previous approval this application also proposes building heights of approximately 11.5 metres to eaves and 15 metres to ridge

6. Ground Levels – A "cut and fill" has already been undertaken on the site to create plateaus to accommodate the development consented under the last approval. The levels will need to be altered further on plot two to provide level ground to accommodate the revised unit 1.

7. Distant Views/Visual Impact – Long distance views are of the buildings are evident from Pilley Green village some 0.5 K (0.3 miles) from the site. The gaps between the buildings are significant and with roofs clad in green and an element of green banding included in the walls of the building there will be little difference this scheme and that previously approved.

8. Landscaping – This development largely adheres to the previous approval band crucially is slightly further away from the Carr Lane boundary and landscape belt. This landscape belt will be strengthened with additional appropriate planting.

9. Area Subject to a Tree Preservation Order – As with the previous approval, additional tree planting and woodland enhancement measures will be carried out beyond the TPO'd woodland area.

E. Sustainability Statement

Gladman's Sustainability Ethos

Since our inception over 20 years ago, Gladman have been conscious of the scope and potential for our developments to enhance the sustainability of the communities we invest in. This is reflected in our approach towards building design, transport and parking facilities, and landscaping as well as the sites we choose and the type of space we construct.

Structural Change and Sustainability

In the past, towns were created around employment hubs, often focused on a particular industry or sector. Settlements were subsequently seen as mill towns, market towns, ports, coalfield towns, manufacturing centres, and so on.

The major structural change to the economy over the last two decades has seen a shift of employment from the manufacturing to service sector and distribution sectors. Large numbers of towns whose workforce would previously walk, bike or bus a short distance to work in their home town have to commute to another town or regional centre, as employment opportunities are limited in their own locality.

To redress this imbalance and reduce such out commuting, in our opinion there needs to be new employment opportunities for the distribution and office sectors to be established. The proposed development provides just such an opportunity to encourage local employment to one of these sectors, with the creation of a high quality facility which should attract a blue chip occupier.

Sustainable Construction

Our sustainability ethos is also reflected in the physical characteristics of the proposed development.

The buildings are built to a high standard with a degree of design flexibility that can be customised to the occupant's requirements. We have also designed the buildings to be highly energy efficient.

Security has been a further consideration in the design of the scheme with a layout and lighting encouraging natural surveillance, helping to prevent crime and provide peace of mind for tenants and members of the public.

Whilst the final drainage scheme is yet to be finalised, we seek to adopt SUDS principles as far as practical minimising the developments impact on surrounding watercourses / drainage systems. The diversity of planting included in the landscaping scheme will also help to increase biodiversity in the area in comparison to the site's rough land

F. Design Statement

The proposed scheme will comprise 3 portal frame distribution facilities complete with offices, service yards with docks, parking for trailers and cars and comprehensive landscaping / screening to sensitive boundaries.

The buildings are modern construction utilising current best practice to create functional business facilities. The warehouses and offices are predominately open plan with the facility for sub-division by the end user.

An access road is being created into the site to service the three buildings and their parking and service yards, the road will run along the southern boundary of the site.

Footpaths and Cycleways will be incorporated into the parks infrastructure and also enabling a direct link to the local cycle network.

Service yards to units 1, 2 & 3 are positioned on the opposite side of the buildings to the residential properties on Carr Lane and Colliery Yard to minimise disturbance from loading / unloading vehicles.

A substantial landscaped area has also been proposed to the eastern boundary of the site to enhance the existing landscaping.

DDA Compliance

Gladman have continually strived to improve our standard range of office buildings and are fully committed to designing and constructing to current best practice. Working closely with our Approved Building Control inspector over a number of years we have obtained "Type Approval" for each of our Standard Range of commercial office buildings proposed for this site. All buildings therefore, comply with the Building Regulations including Approved Document M (2004).

The site is also designed to be as accessible as possible throughout, ensuring that the proposed scheme would promote opportunity for all.

Secure by Design

'Plot B' - Tankersley has been designed with safety and crime prevention in mind. The following features have been incorporated:

- The scheme has an open design to ensure high levels of natural surveillance for all entrances and parking areas.
- External lighting will be included as appropriate, with lighting fixtures attached to the buildings.
- Weldmesh paladin fencing (to BS.1722 Part 14) is proposed around the site perimeter to provide security without compromising natural surveillance. This is complemented by splayed tops palisade fencing (to BS.1722 Part 12) to the rear of unit D to for added security in the more vulnerable corner.

G. Landscaping Statement

Objectives

Our design of the landscaping scheme looks to encourage sustainability through design to achieve the following:

- Increased biodiversity within the area through diverse planting.
- An appropriate setting for the development as a whole.
- A pleasant environment for workers and users of the development.

Landscaping Proposals

Our Landscape Architects have created a proposal which meets the requirements of Barnsley MBC Planning Guidance Notes and has previously been approved by Peter Carter (Senior Landscape Designer – Landscape Design Group). This proposal also provides generous planting that will enhance the TPO'd woodland within and adjacent to the site.

A competent landscaping contractor will carry out the planting in accordance with a detailed Landscape Specification. The contact will include an initial twelve month maintenance period with replacement guarantees to cover any failures.

Landscaping Conclusion

Overall we feel the landscape proposals set out in the detailed masterplan attached to the application are appropriate for this development.

H. Transport Issues

A comprehensive Interim Travel Policy has been included as part of this application, sections of which will be provided to each building occupier as a 'travel pack' and will comprise bus and rail timetables, National Cycling Forum information, a staff 'travel to work survey' and a travel framework summary. This, along with the incorporation of a travel policy within our lease and sale agreements best ensures the theory being put into practice; the final travel plan for the site being administered by a Site Travel Plan Co-ordinator.

A Transport Assessment is also submitted in support of this application.

I. Environmental Issues

A detailed Ecological study has been carried out prior to the plateau work being undertaken and in accordance with the previous approval. The measures for protection have been closely adhered to this regard and will continue to implement throughout this scheme.

The study consisted of three primary stages:

- An ecological impact assessment – identifying the likely impacts of the development and the sensitivity of the receiving environment.
- Ecological surveys
- Ecological summary report which summarises the ecological surveys and impact assessments and makes recommendations in terms of mitigation measures.

Copies of all of these reports are included with this application.

J. Conclusion

We believe we have produced a carefully considered proposal that fully respects the environment, is designed to an extremely high standard and will meet both the demands of our potential occupiers and the economic growth and employment opportunities of Barnsley.

The proposals accord with both regional and local planning polices and guidance. The built form and proposed land use will enhance the amenities of the area whilst providing a sustainable development with considerable economic and resource benefits for the community.



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