

DESIGN AND ACCESS STATEMENT

Relating to Proposed Development for Detached Car Valeting Bay.

Land on 7 and 9 Pindar Oaks Street – Access from Tune Street, Barnsley. S70 1XR.

June 2023.

Applicants: Garry Greetham Associates on behalf of
Client: Frudd Properties Ltd.

1 Introduction

- 1.1 This is a brief Design and Access Statement to support the submission of a formal planning application for the above-mentioned development and has been prepared by Garry Greetham M.C.I.A.T. of Garry Greetham Associates, and is to be read in conjunction with the following drawings:

Topographical Survey.	Dwg. No: 986-01
Site / Location Plans.	Dwg. No: 986-02.
Elevations as Proposed.	Dwg. No: 986-03.
Floor Layout as Proposed.	Dwg. No: 986-04.

- 1.2 The purpose of this Design and Access Statement is to highlight the relevant and material considerations that need to be taken into account by the Local Planning Authority (LPA) relating to the accessibility of the proposed development by people with disabilities – not actually to work but who may be possibly utilising this proposed facility.
- 1.3 In terms of the details of the proposed development, it involves the demolition of the existing pair of derelict stone built semi- detached dwellings and the construction of a new detached car valeting bay.

- 1.4 These pair of stone built semi-detached dwellings are in very poor state of repair – No. 7 has been empty some 40 years whilst No. 9 some 7 years – in fact the Local Authority have requested on numerous occasions that they should be demolished as these houses have been attracting undesirable inhabitants i.e. squatters; thieves etc.- indeed the Police Department have been called out on a regular basis – both at the request of the adjacent local residents.
- 1.5 The adjacent building to these proposals is a well established vehicle tyre replacement services which has been in operation in this location some 50 years plus with nominal noise from the same – basically only when removing the wheels with the hydraulic machines etc. to replace the tyres.
- 1.6 On the opposite side to this proposed project, on Tune Street, is an area of open land with the nearest end terraced property some 18m away – both blank gables facing each other.
- 1.7 The only works which will be undertaken in this proposed bay will be the valeting of vehicles only – i.e. cars and small vans etc. – involving washing; polishing; interior cleaning; the changing of tyres and wheels to enhance the appearance of such vehicles etc.

These faculties will have nominal noise attributed to them when vehicles are being worked upon i.e. jet wash for the washing; electric buffer for the polishing; hydraulic wheel nut removal on replacing wheels etc. – basically similar nominal noise as per the adjacent tyre replacement facility.

- 1.8 There will only be 2 persons working in these premises at any one time, hence the provision of a single W.C. facility – this also able to suit disabled visitors together with a small kitchenette area for both breaks for the work force and also any visitor waiting if required.

The working hours will be as follows – basically to match the existing tyre replacement business adjacent: –

Monday to Friday – 8.30 am to 5.30 pm;
Saturday – 8.30 to 12 noon.

- 1.9 This proposed valeting bay external materials are as follows:

- i) 140mm deep, 100mm on bed Artificial Coursed Stone from the finished ground level – notwithstanding the slope of the site – up to the window cill levels as shown - with the backing of 100mm wide thermal block work and fully insulation filled 100mm cavity;

- ii) Insulated pre-fabricated cladding, grey colour – as designed, fabricated, supplied and installed by specialist contractors – for the upper areas of external walling – fixed back to the internal steel framing as required by the Structural Engineer for overall stability and
- iii) Insulated pre-fabricated cladding, grey colour including the various roof lights as indicated – as designed, fabricated, supplied and installed by specialist contractors – for the roofing construction – again fixed back to the steel framing as designed by the Structural Engineer.

2 Access to The Site and Car Valeting Bay.

- 2.1 The site of the proposed development lies on the site of 7 and 9 Pindar Oaks Street however the access to the car valeting bay will be taken from the adjacent Tune Street which is off Pindar Oaks Street.
- 2.2 The cars which will be utilising this for this valeting service, will enter from Tune Street into this proposed valeting bay via the 4.60m wide x 2.40m high roller shutter door as indicated.
- 2.3 The site slopes quite substantially from the side to side down to Pindar Oaks Street - as indicated on both the Topographical Survey and Elevations - and a level hard-surfaced pedestrian / wheelchair access will be provided from the pavement on the Tune Street frontage, as shown on the submitted plans. The access from the pavement will have a maximum gradient of 1 in 15 and if possible as low as 1 in 20.
- 2.4 All the switches and socket outlets within the Disabled W.C and Kitchenette areas are to be provided between 450mm and 1200mm from the finished floor level, switches etc. – at 1200mm max. and sockets at 450mm min. from the floor level in accordance with part M – access for disabled people.

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