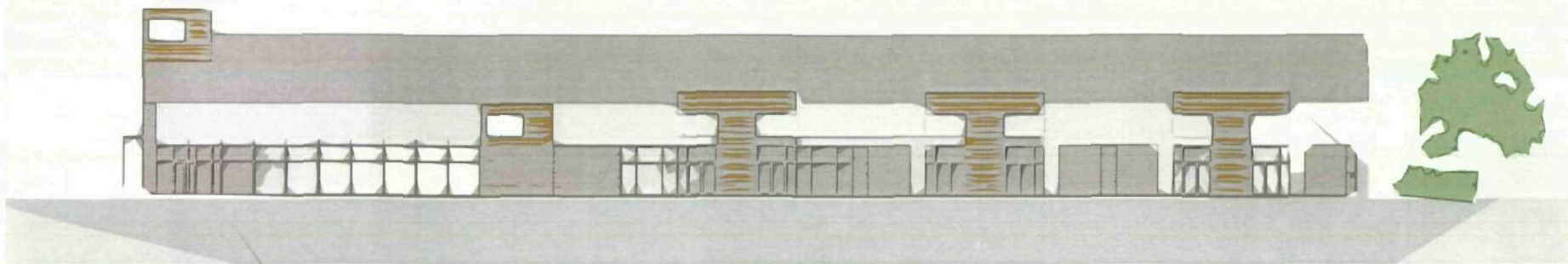


# Design & Access Statement

---

Mixed Use Development  
Claycliffe Road, Barugh Green, Barnsley



Prepared by The Harris Partnership on behalf of Claycliffe Property Developments Ltd to support the Planning Application for a Mixed Use Development on the vacant site between Claycliffe Road and Barugh Green Road, Barnsley.

Claycliffe Property Developments Ltd



8902 05.02.2009

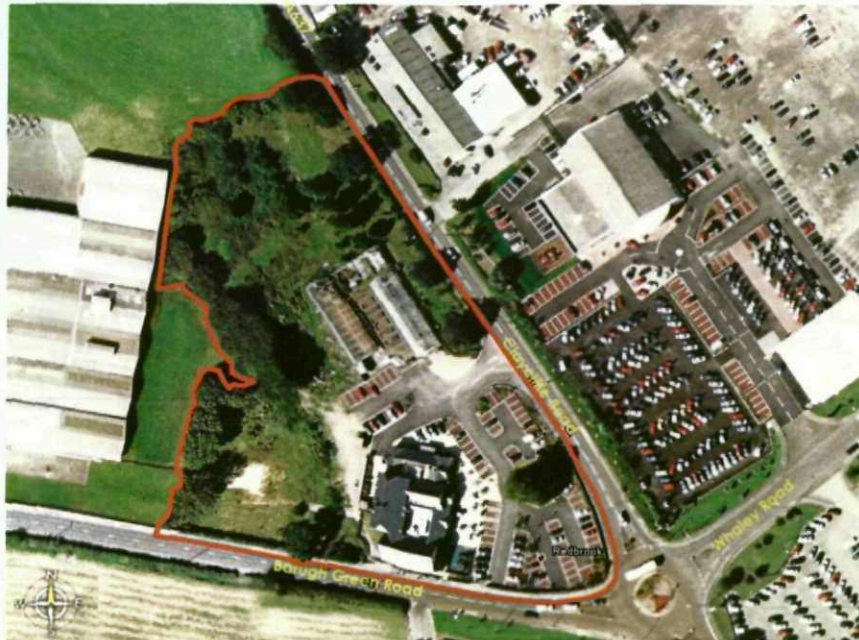
# Introduction

---

This design and access statement is submitted in support of the planning submission made on behalf of Claycliffe Property Developments Ltd.

It should be read in conjunction with the application drawings produced by The Harris Partnership, and the supporting Planning Document by Planning Prospects.

## Site & Analysis



The site is currently vacant and is in a derelict condition. The history of the site includes an A1 retail use including a Garden Centre, Petrol Filling Station, Shop and a Private Residence

The ownership boundary is within a larger site that includes a Public House and associated parking facilities. The access to the site is from Claycliffe Road to the North of the site. This provides access to the parking area for the public house and a feeder road serving the application site. The residential area is accessed at the opposite side from Barugh Green Road.

The levels across the site provide a range of approximately 4 to 5 metre difference. The variation in level is centred round an existing dyke adjacent to the boundary at the west of the site. The dyke and the surrounding embankment forms two natural plateaus within the site; a plateau to the north of the site fronting Claycliffe Road and a plateau facing Barugh Green Road. There is no existing access from Barugh Green Road within the site. A stone retaining wall currently forms the boundary at this point.

The surrounding buildings include employment and residential use. Industrial units are located to the North and West of the site, with a large residential area to the south. The industrial buildings are of a typical large commercial nature with large parking and servicing areas. The residential area includes a mix of housing predominantly built out of brickwork.

An existing well established infrastructure and transport links to Barnsley centre exist in the area.

The site is heavily landscaped with a mix of mature trees and self seeded trees and plants. The site does form a green boundary between the commercial area of Barugh Green and the residential areas.

# Design Strategy

---

## Use

The development proposes a mix of food store, trade, retail and office use on the site.

The food store and retail elements support the local residential context, and integrate with the existing public house on the site to provide a village centre feel.

The trade units and office accommodation provide employment opportunities within the site in compliance with the UDP policy for the area.

Various discussions have been had and consultations have been sought throughout the scheme with Barnsley MDC Officers.

## Accommodation

The development consists of the following net internal areas;

- 279msq (3,000 sqft) food store.
- 250msq (2,690 sqft) retail.
- 500msq (5380sqft) sqft trade.
- 3 office blocks (total 1209msq / 13,000 sqft net).

The accommodation has been located across the site to make best use of the existing level changes, and the scale of the development is a response to the surrounding context, providing local shopping areas and job opportunities.

# Design Strategy

---

## Layout

The existing levels around the central dyke naturally split the site in two areas. The existing access into the site is off Claycliffe Road, shared with the public house. The retail, food store and trade counter units offer a public service, therefore they are located to the north adjacent to the public house.

The southern site off Barugh Green Road creates a more private location for office use.

The retail/trade element of the scheme faces Claycliffe Road, providing an active frontage whilst being positioned to avoid mature trees on the site, leaving a substantial landscape strip fronting the road.

Servicing to the terrace is located at the rear of the development to maintain the visual amenity of the area.

The office site includes 3 separate units. By nature of the use, separate units are more desirable, however this configuration also creates a more aesthetic layout of a similar scale to the adjacent dwellings. The multi aspect units promote a secure by design development.

The office layout has been organised to create an inward looking courtyard to promote the sense of a small business community. This creates legible circulation routes around the development and clear entrances into the buildings.

There are two existing culverted watercourses running through the southern section of the site to the central dyke. The position of the office buildings had been designed to avoid the two culverts.

The existing sub station is retained within the site. The parking is configured to allow access to the sub station without disruption to pedestrian flow around the site.

# Design Strategy

---

## Scale

The scale of the development has been designed to maintain a sympathetic response to the domestic scale of the surrounding context. The proposal will create a series of two storey structures set back from the boundary of the site to reduce impact on the street elevations.

The location of the units within open spaces and large landscaped areas is designed with the "Manual for Streets" Government document as a guide line. This creates a green development that sits within existing mature trees. Open pedestrian routes are used to link the two sites, while separating vehicle access. The landscaped development will improve visual and pedestrian permeability through the site while maintaining the green separation between the commercial and residential areas.



# Design Strategy

---

## Landscaping

The existing landscaping is enhanced with new soft and hard landscaping spaces. Existing mature trees are retained where possible to maintain the green appearance of the site. Buildings are located to sit within the landscaping.

A series of spaces are created within the development. The food store is the retail anchor into the site, and a large paved reception space is located to the entrance and has links through the landscaping to Claycliffe Road.

This links to a central space where steps and a ramp are integrated to provide access to the office development. The enhancement of pedestrian permeability through the site will promote the sense of village centre.

The existing levels are enhanced to provide level access where possible, with the central space providing a ramped link between the two areas.

## Appearance/Materials

A mix of brickwork, render and timber are used within the development, adopting the same design principles throughout.

Brickwork is used as the main material across the scheme, and will provide a more domestic scale to the development. The brick is used predominantly to the sides and rear of the units.

Render is used to reflect the across the scheme elevations on the public house. This will create a continuity through the development and promote the feeling of a village centre.

Timber is included as a softer natural material that will help to integrate the development into the mature landscaped context.

The roof will create a variation on the pitched roof appearance of the surrounding dwellings. The ridge line is split to create a more contemporary silhouette to the development.



# Design Strategy

## Retail Elevations



# Design Strategy

---

## Access

Level access will be maintained where possible in compliance with part 'M' of the building regulations. Ramps, stairs, tactile paving at crossings/stairs, dropped kerb and parking bays provide a fully accessible site for disabled people.

Raised paved crossing points reduce traffic speed and provide more secure movement around the site. Vehicle junctions have been designed to respond to the pedestrian routes across the site.

Parking numbers are in line with Barnsley LA standards. In the offices, lifts have been provided in addition to ambulant disabled stairs. Provision has been made for fully compliant ambulant disabled and disabled toilets and in the larger unit shower changing facilities that meet the standards of part 'M' of the building regulations for cyclists.

Service and refuse vehicles are able to fully service and access the site, without disruption to users.

Main vehicle access on both Claycliffe Road and Barugh Green Road allow for safe egress/ingress of traffic.

The inclusion of pedestrian access on Barugh Green Road allows for easy access to the existing bus stop.

# Transport Strategy

---

The scheme is in line with Local Authority guidance for car parking and cycle storage. The site is located in an area that has strong links to the surrounding infrastructure and public transport routes into the Town.

Sustainable transport methods will be encouraged as part of the scheme and it is anticipated that a Green Travel Plan will be adopted by the building occupiers and made available to staff and visitors.

The Travel Plan will be designed in response to the information acquired by the transport assessment prepared by Sanderson Associates.

# Green Travel Framework

---

The occupier will be encouraged to adopt a Green Travel Plan framework that will be introduced as policy to members of staff and visitors to the building. The objective of this framework will be to reduce the number of sole occupancy car journeys and the encouragement of walking and public transport use.

The framework will form the basis of a Green Travel Plan that will include information for all staff and users. This information will include:

- Local bus stops
- Bus routes and links
- Location of central bus station
- Location of train station
- Train services and routes
- Timetables
- Information on travel schemes available to public transport services
- Car sharing schemes

In line with government aims to encourage public transport:

- All staff will be encouraged to use public transport
- Staff within 2 miles will be encouraged to walk
- Raise awareness of the health benefits associated with walking
- Consider the adoption of public transport schemes
- Include incentives for car sharing
- Detailed information on routes and timetables for public transport to be provided

# Access Strategy

---

Given the site's location relative to the residential areas, the change in level and main roads along the northern and southern boundaries, the design has adopted the following criteria:

- The position of entrances are located within close proximity of the car park
- Entrances are clearly indicated and will be illuminated
- Enhanced pedestrian links
- All routes will be easily identified and lighting and signage will be used where necessary
- Disabled access is provided to all areas compliant with Part M of the Building Regulations and DDA.

# Service Strategy

---

A communal service area to the rear of the retail terrace is accessed via a service vehicle parking area adjacent to the food store. This creates a turning facility within the site.

Refuse collection in the office site allows for a vehicle to enter the site for collection, turn and exit onto Barugh Green Road.

---

Claycliffe Property Developments Ltd

