



DESIGN AND ACCESS STATEMENT

Application For An Amendment To The Means Of Access At Proposed Retail Development Harborough Hill Road, Barnsley.

Applicant: RWE Npower

Outline Planning Consent No B/05/1339BA

Context and Site Use

This Design and Access Statement is associated with proposals to provide a customer access for the proposed retail development from Harborough Hill Road, Barnsley.

The location of the retail development is shown on Figure 13A. The development site comprises of the former YEB depot premises located off Harborough Hill Road. The development site currently takes vehicular and pedestrian access from an existing access off Harborough Hill Road, which is shared with an existing building formally used by the NHS.

This Design and Access Statement relates to a full planning application for a second alternative access to the extant outline planning permission (ref B/05/1339/BA) for retail development. The outline planning permission includes means of access and whilst the existing access onto Harborough Hill Road was retained it was restrictive for emergency vehicles only. This application seeks to provide a customer access from Harborough Hill Road in addition to the proposed access from Interchange Way. The illustrative drawings which accompanied the outline planning application showed a retail unit of 3716 sq m (40,000 sq ft) of ground floor space and 3344 sq m (36,000 sq ft) at first floor level.

Layout and Scale

Harborough Hill Road runs north from the Alhambra roundabout junction with West Way to the roundabout gyratory at Old Mill Lane. Harborough Hill Road is a dual carriageway. It is lit by street lighting and is subject to a speed limit of 40mph. The carriageway is typically 7.3m with 3.65m lanes and a 1.2m kerbed centre reservation. Footways are provided to both sides of the dual carriageway and follow the slip roads, pedestrians can not use the bridge carrying the dual carriageway over Pontefract Road. In the vicinity of the site a merge slip road joins the main carriageway from Pontefract Road for north bound traffic.

Access

The access from Harborough Hill Road is an improvement of an exiting access. The existing access is located towards the end of the slip road that joins the dual carriageway off Harborough Hill Road.

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The proposed improvements consist of extending the merge slip road as an auxiliary lane to the site access to give 3 lanes with that nearest to site accommodating left turns into the development. The 3 lanes consist of widths between 3.25m – 3.5m. A 1.8m wide footway will be provided adjacent to the site. Crossing facilities for pedestrians are provided at the proposed access. Because of the dual carriageway layout the access will only allow vehicles to turn left in and left out of the access. The proposed access improvement extends the merge length and provides a length of auxiliary lane along Harborough Hill Road. The access arrangement is shown on drawing 2954-022 Rev A.

The proposed access will be designed to Local authority standards for the first section which might be offered for adoption by the council. The access is to be provided with suitable gradients, drainage, lighting and pedestrian facilities. Modifications to signage along Harborough Hill Road will be provided to assist traffic movements to and from the site.

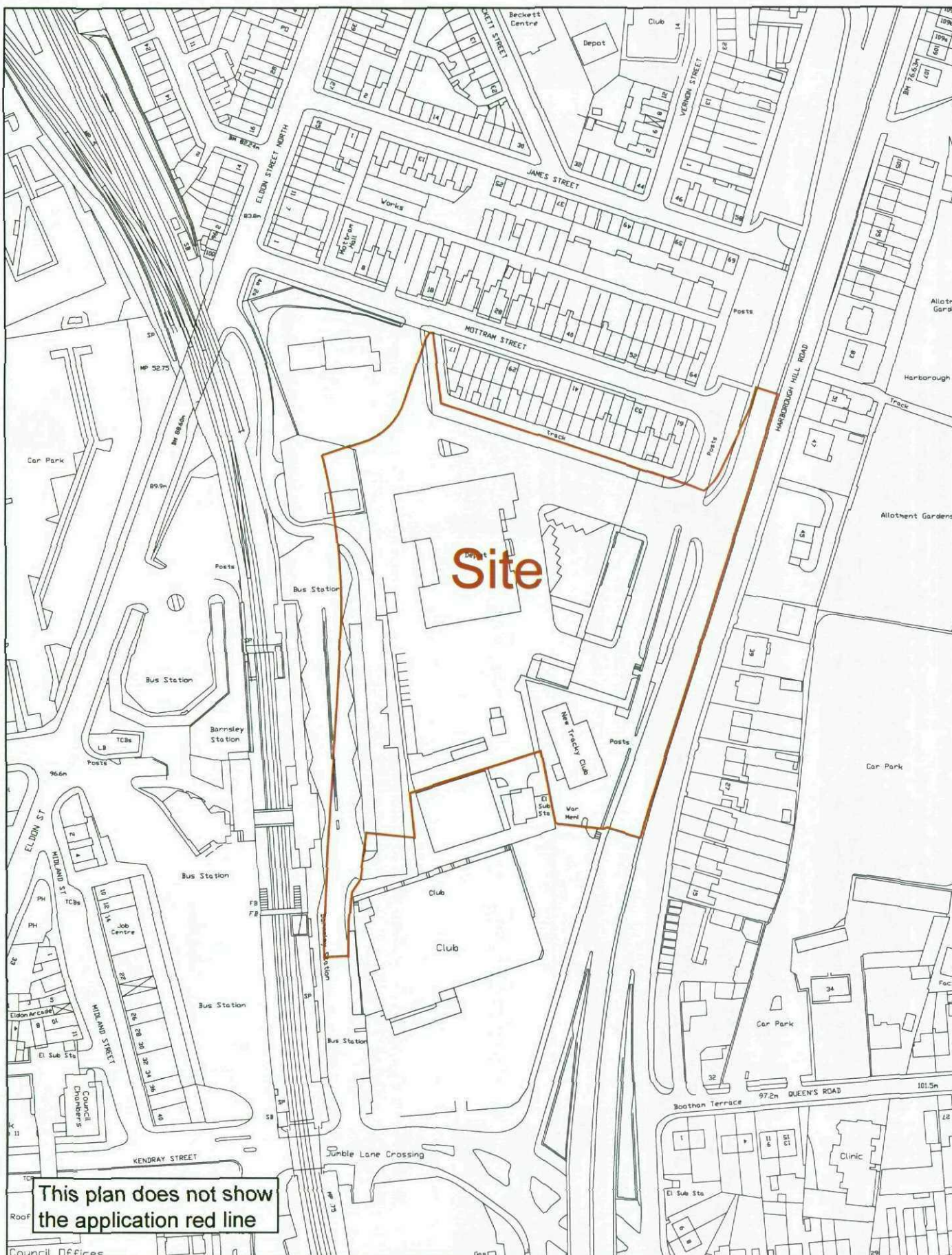
The proposed access will be provided with suitable pedestrian crossing facilities in the form of drop crossing and tactile paving; a pedestrian island is located in the centre of the access to assist pedestrians when crossing at the junction. These facilities will also help disabled people when visiting the site.

The development site is in a highly sustainable location being immediately adjacent to the bus and train stations together with its 'edge of centre' location with respect to the principal town centre shopping areas.

Access for emergency vehicles to the proposed site is via either the access from Harborough Hill Way or the approved access from Interchange way. Both of the proposed accesses have been designed to accommodate emergency vehicles. The improvement also give a better alignment than the existing junction.

The proposed retail development could generate an additional 3 vehicles in the week day pm peak and an additional 11 vehicles in the Saturday peak when compared to the existing use along Harborough Hill Road. These numbers take into account linked and shared trips to the proposed site.

It is considered that the site is at no risk of flooding given its location and the gradient of Harborough Hill Road.



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	YE Site Harborough Hill Road, Barnsley		Checked DJC	Date OCT 07
			Approved DJC	Drawing Number Figure 13
				Rev A

AUTOCAD REF: