

STAGECOACH GROUP PLC
CONSTRUCTION DEPARTMENT

Stagecoach Yorkshire Traction Company Ltd
Wakefield Road Barnsley
Proposed Parking Area at
Wakefield Road
Barnsley

DESIGN AND ACCESS STATEMENT

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DESIGN AND ACCESS STATEMENT

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1.0 INTRODUCTION

The site is located at Wakefield Road Barnsley and equates to some 1.56 acres in area. The site is currently vacant and used for grazing ponies. There are no buildings on site but the area is bounded to the east by the Royal Arms public house, to the north and west by vacant land and to the south by the Stagecoach South Yorkshire bus depot.

This design and access statement, and supporting information is to accompany the full planning application to Barnsley Metropolitan Borough Council for the change of use of the site from vacant land to parking area for passenger carrying vehicles together with staff parking for Stagecoach South Yorkshire.

The current parking facilities at the Wakefield Road depot restrict the operational flow of the depot and are increasing causing health and safety issues in relation to traffic management and movement. Planning restrictions forced the service facility to be located in the middle of the depot site which greatly reduced the open plan parking and movement which Stagecoach Group usually adopt within their operational depots.

With parking suitable sites in the area being at a premium, it was decided to utilise the existing site at Wakefield Road to act as an entrance to develop the vacant land to the north and utilise it as an extension to the parking area and thereby ease the traffic congestion currently arising on the main depot site. It is important to note that a depot of this type needs to be as close as practical to the main area in which the local bus services operate, as to move empty vehicles from the parking base to the main areas of operation incur dead mileage costs and as such locating the main parking area next to the depot benefits the operation greatly. Factors such as employee's places of residence need to be taken into account also to prevent either **a)** loss of staff to more local Employers or **b)** staff having to travel excessive distances to their place of work.

The proposal is for the development of the existing vacant site to provide additional parking for buses, coaches and staff parking.

The anticipated daily traffic movements for both buses and servicing/delivery vehicles are detailed within the planning application documents.

The size and extent of the development proposed is considered to provide an acceptable minimum requirement for the replacement of the existing bus parking arrangements currently adopted on the depot site. The plan demonstrates how vehicles would enter and leave the site in a forward gear and minimises reversing movements throughout the site.

It is our belief that this development would further enhance the depot facility by relocating the main parking of the fleet to an area further from and lower than the residential properties located on Wakefield Road and thereby lessening any disturbance that may be caused at the start and end of the operational day.

The layout of the site and buildings is indicated on the enclosed planning application drawings. The site layout has largely been dictated by the existing depot building, the location of 66,000-volt electricity cables positioned to the northern boundary and the existing site levels. There is a way leave in operation, which prohibits the erection, placing or construction of any building directly below the cables or within 10.5m measured horizontally from the cables.

The scheme continues to allow a separation of the dedicated staff car parking at the front of the site from the buses to the rear as staff will utilise the new parking area as an overflow to the existing parking areas and avoid potential conflict of vehicles at the busy run out period.

The location of the fuelling and washing facility was dictated by the way leave mentioned above and company policy that all buses returning to the site at the end of each day are to be fuelled and washed internally and externally, and then parked in a pre arranged order in readiness for the following days services. The proposed parking area will further enhance this operational policy.

The scale and proportion of the proposals can be judged by reference to the enclosed planning application drawings. The existing depot building is of typical design in keeping with the surroundings and shall not be altered as part of this development.

With the above in mind we consider the scale of the development proposed entirely suitable to the use to which it will be put.

6.0 LANDSCAPING

There is little existing landscaping along the frontages to the existing development, and to remedy this, it is proposed that a 1m landscaping strip is included in the scheme.

This landscaping strip will be positioned in front of the proposed acoustic and palisade fencing and will help to screen the development from view. Details of the planting for this landscaping strip are to be secured via condition.

The main parking yard and access ramp will be paved in reinforced concrete, which in view of the loadings and turning manoeuvres which are experienced on a site of this type, is the most durable material.

The security of the site will require enhancement and lighting will consist of a mix of 10m high lamp standards all with dusk to dawn sensors and dark sky type fittings which prevent any upward spillage of light.

A closed circuit television system will be fitted and cameras and domes carefully positioned to ensure that the site only is covered with no overspill to surrounding sites.

The boundaries to the north and eastern boundaries of the development will be secured using a 3m high steel palisade fence, details of which are included in the planning application drawings, and the western boundary will have an acoustic fence. The boundary between the development and the existing depot site will remain unaltered. These fences will be positioned behind the 1m landscaping strip.

7.0 APPEARANCE

Due to the type and style of the existing depot building and buildings in the surrounding area, it was decided to match as closely as possible the existing depot style and Stagecoach have elected to adopt a 3m high palisade security fence which provides the level of security required to protect the company fleet and safeguard the welfare of its staff.

The acoustic fence will also be 3m in height, details of which will be secured by condition.

The general appearance of the site will be improved by the creation of a 1m landscaping strip which will help to screen the development from view. When chosen, the species of planting will seek to help the site blend in to the wider area and remove the industrial feel of the development.

8.0 ACCESS

Access and egress to the site is from Wakefield Road and will be via the existing access. No alterations are to be completed as part of the development.

There will be adequate access for fire fighting appliances in the event of a fire.

9.0 ENVIRONMENT

The development will include an intercepted prior to discharge into the existing main sewer for any surface water run-off from the paved parking area which could contain pollutants.

Consideration has been given to any possible contamination of the site. A more detailed and intrusive site investigation has been commissioned and the results are available to all interested parties. The results indicate that no large-scale contamination has been discovered or reported from the depot site. There is evidence of coal mining operations having been carried out at some time in the past.

Given the location and existing use of this site within a largely industrial area, it is considered that air quality and noise pollution will have negligible impact.

The Stagecoach Group is committed to investigation of energy efficient methods of constructing and servicing buildings and using sustainable materials.

The improved landscaping provision will help to protect the visual appearance of the site, and will help to promote biodiversity.