

**DESIGN & ACCESS STATEMENT**  
**PROPOSED RETAIL DEVELOPMENT**  
**OLD MILL LANE, BARNSELEY**  
**ON BEHALF OF NATIONAL GRID**  
**SEPTEMBER 2006**

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## **1 INTRODUCTION**

- 1.1 Nicol Thomas Limited Architects are instructed by National Grid to prepare an **'Indicative Site Layout'** to support an Outline Planning Application for a proposed Retail Unit at Old Mill Lane, Barnsley.
- 1.2 This Design & Access Statement is prepared in conjunction with Site Plan – Proposals (Drawing Ref: M2598-04), Indicative Visualisation (Drawing Ref: M2598-02) and Red Line Plan - Location & Ownership Plan (Drawing Ref: M2598-03A).

## **2 SITE LOCATION & CHARACTERISTICS**

This section describes the site and its characteristics which have influenced the proposed design.

- 2.1 The site is located north-east of Barnsley Town Centre in the Old Mill area of the town.
- 2.2 The application site is part of a larger site owned by National Grid (see Location Plan) and has been previously used as a gas depot.
- 2.3 Access to the larger site is afforded at its western end from Old Mill Lane (A61).
- 2.4 The site to the north is occupied by a Wickes Store and associated car parking.
- 2.5 Land to the east is designated as 'Urban Greenspace' in the Barnsley UDP.
- 2.6 The site to the south, which is bisected by the meandering River Dearne, is owned by National Grid and is occupied by a gas depot.
- 2.7 A new link road is proposed by Barnsley MBC immediately south of the application site linking Old Mill Lane (A61) and Burton Road.
- 2.8 The site itself is generally level in nature with remains of concreted areas and other features from its former use as a gas depot.
- 2.9 The location is set in an area of numerous modern retail units to the north, west and south of the application site.

### **3 DESIGN CONSTRAINTS**

3.1 The main constraints recognised when considering / determining the design of the site layout were:-

- a. Arrangement of the buildings, site circulation and access determined by the proposed new link road between Old Mill Lane (A61) and Burton Road and the new spur road off the proposed roundabout.
- b. Provision of high standard of modern retail units sympathetic with this location in Barnsley where there are many examples of recent retail developments.
- c. Car parking provision in accordance with Barnsley MBC Supplementary Planning Guidance.
- d. Former industrial nature of the site and assurances that appropriate remediation works are undertaken to overcome possible contamination.
- e. Presence of existing gas pipeline traversing the site.

## **4 DEVELOPMENT PROPOSALS**

- 4.1 The proposals comprise a single non-food retail unit of 1960m<sup>2</sup>.
- 4.2 Public vehicular and pedestrian access is provided from the proposed link road spur at the north east corner of the site.
- 4.3 Separate access is provided for staff and servicing also from the proposed link road spur.
- 4.4 Pedestrians access is also provided from the proposed pavement adjacent new link road at the south west corner of the site.
- 4.5 Car parking provision is made for 67 No cars including provision for 5 No disabled persons spaces and 3 No Parent and Child spaces.  
  
12 No car parking spaces are provided for staff use.

## **5 DESIGN CONCEPT**

- 5.1 The principal design concept is to produce an attractive high quality non-food retail unit with good inclusive access for customers by car, cycle and on foot, with good access for modern day servicing of a retail unit.
- 5.2 The proposals must be attractive to both customers and to modern retailers seeking expansion or relocation in Barnsley.
- 5.3 Taking into account the characteristics of the site, its surroundings, and given the constraints as previously stated, the arrangement of traffic circulation and massing of buildings become factors of prime importance in achieving the desired solution.
- 5.4 The high profile site, with two main road frontages, needs to present an open and welcoming feel.
- 5.5 Margins of the site, particularly the main road boundaries are to be softened with high level of quality landscaping.
- 5.6 The layout of the site must provide inclusive access for vehicles, cyclists and pedestrian safety to all parts of the site in a secure and attractive environment.

## **6 DESIGN SOLUTION**

### **Access**

- 6.1 Customer access to the site is proposed as a priority junction situated on from the new link road spur to the north east of the site.
- 6.2 The above access point is provided for customer use for all vehicles, cyclists and pedestrians.
- 6.3 A separate service and staff access is also proposed from the proposed link spur.
- 6.4 The access positions are selected to avoid conflict with major junctions or access / egress points to other sites and are designed to maximise highway safety for vehicles and pedestrians and designed fully in accordance with the Highway Engineer's requirements.
- 6.5 A separate pedestrian access is provided to the south west of the site from the proposed link road pavement. This links with a proposed pedestrian crossing of the link road serving the areas to the south and west of the site.
- 6.6 All access points are designed to be fully inclusive for all with changes in levels defined with tactile finished surfaces and in contrasting colours to adjacent areas.
- 6.7 Public access roads within the site are provided with pavements to either side with pedestrian crossing as indicated, all designed to reduce traffic speed, ensure highway safety and provide safe inclusive access for pedestrians.
- 6.8 For information relating to linkages to bus routes and other transport systems, refer to the Transportation Statement by Savell, Bird & Axon.

## **6 DESIGN SOLUTION**

### **Access (Cont'd)**

- 6.9 All parts of the site, including entrances into and throughout the building, are provided with level access to ensure access for disabled members of the community. Ramps, where provided, will be of maximum 1:12 gradient with minimum of 1500mm x 1500mm unobstructed landing areas.
- 6.10 All items of structure likely to cause possible obstruction to both ambient or disabled persons are avoided where possible or defined in contrasting colours and sizes that are easily visible.
- 6.11 Internal and external areas finished in slip resistant materials.
- 6.12 Signage denoting escape routes to be clearly visible and tactile.
- 6.13 Care will be taken to ensure clear unobstructive access for all ensuring efficient circulation at peak trading times.

### **Parking**

- 6.14 The number of car-parking spaces is made on the basis that the site is highly accessible by non-car modes and it is likely that a number of visits generated by the proposed retail unit will be linked with other retail opportunities located within walking distance of the site.

## **6 DESIGN SOLUTION**

### **Parking (Cont'd)**

6.15 Parking provision is made for disabled members of the community as follows:-

- 1 No operational disabled space
- 4 No disabled spaces

Spaces are sited immediately adjacent to the store entrance with defined spaces and circulation routes and manoeuvrability space for wheelchair users to achieve safe access to the store.

Marked embarkation points are clearly marked with contrasting colours to the main car park.

6.16 Space is also defined for 3 No parent and child parking spaces giving convenient and safe access to the store.

6.17 Generally all parking spaces clearly defined to give safe access / egress to vehicles and provides minimal walking distance to and from the store.

6.18 Enclosure is provided and defined for empty trolley parking.

6.19 Staff car parking is provided in clearly defined spaces to avoid conflict with commercial servicing vehicles.

### **Scale, Massing & Materials**

6.20 The main focus of the proposal is the single retail unit which will be designed as an attractive contemporary unit accessed at its western end from the car park.

Careful thought has been given to the massing and position of the building in relation to the new road system and the developments on adjacent sites.

## **6 DESIGN SOLUTION**

### **Scale, Massing & Materials (Cont'd)**

- 6.21 Materials for the building, which will form part of a later reserved matters application, will be selected to enhance the development as an attractive contemporary retail unit consistent with other recent retail developments within the vicinity. An indicative visualisation of the development is provided (Ref: Appendix 2).
- 6.22 In the selection of specification and materials, sustainability, durability and low energy, low maintenance factors will be foremost considerations.

### **Landscaping**

- 6.23 Large areas of hard landscaping for parking and servicing will be visually screened from the main roads by the inclusion of carefully selected landscape planting.
- 6.24 Hard and soft landscape treatments will be carefully selected at the Reserved Matters stage, in consultation with the Local Authority, to ensure ease of maintenance, sustainability and suitability to enhance their location. Wherever possible and appropriate, indigenous species of plants will be selected.
- 6.25 Boundary treatments will be strong and secure giving open aspect to the front of the store with brick walls and secure gates to the service areas. Details of boundary treatments will be submitted as Reserved Matters.
- 6.26 Artificial lighting will be used to enhance the local environment, particularly at night, and will be energy efficient and appropriately controlled, taking into account the conditions of the surrounding locality.

## **6 DESIGN SOLUTION**

### **General**

- 6.27 Refuse storage areas will be clearly defined and contained, fully screened from the public highways and accessible for collection on a regular basis.

## **7 SUMMARY & CONCLUSIONS**

- 7.1 This statement assesses the site location, characteristics and design constraints and inclusive accessibility for the proposed development site and provides justification for the resultant retail unit.
- 7.2 Whilst the site itself is a previously developed site needing reclamation and remediation from its industrial past, the proposed retail unit is fully consistent with similar uses to the north, west and south of the application site.
- 7.3 On completion of the proposed link road between Old Mill Lane (A61) and Burton Road, the site will be well located within the highway infrastructure providing excellent inclusive access for customer and servicing vehicles, cyclists and pedestrians. The site is well served by existing public transport systems along Old Mill Lane (A61).
- 7.4 The position of the proposed access allows for efficient management of traffic circulation within the site.
- 7.5 The design solution will provide Barnsley MBC with a 1960m<sup>2</sup> high quality contemporary retail unit attractive to modern retailers and customers alike.
- 7.6 Emphasis has been placed on ensuring the proposal sits well within its surroundings. A high level of landscape planting is incorporated particularly to the main road boundaries with reinforcement planting of trees, shrubs, groundcover, etc.

**APPENDICES**

**APPENDIX 1**  
**SITE PLAN - PROPOSALS**

**APPENDIX 2**  
**INDICATIVE VISUALISATION**

**APPENDIX 3**  
**RED LINE PLAN**