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DESIGN AND ACCESS STATEMENT

Application for Development of Vehicular and Pedestrian Access from Harborough Hill Road to Provide Alternative Access to the Outline Planning Permission (B/05/1339/BA) for retail development onto Harborough Hill Road, Barnsley
Applicant: Npower Yorkshire

Context and Site Use

This Design and Access Statement accompanies a full planning application to provide a vehicular customer entrance access and pedestrian access onto Harborough Hill Road, as an alternative to the access permitted under extant planning permission (*reference*: B/05/1339/BA) for the proposed retail development from Harborough Hill Road, Barnsley. The proposed access is situated in the same location as the existing access that serves the site.

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 (Harborough House) formally used by the NHS.

The outline planning permission includes means of access and whilst the existing access onto Harborough Hill Road was retained it was restricted by Condition 32 for use of emergency vehicles only.

This application seeks to provide an alternative customer entrance from Harborough Hill Road in addition to the proposed access from Schwabish Gmund Way (Interchange Way). The proposed drawings which accompanied the reserved matters planning application shows 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.

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Access

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

The proposed improvements consist of extending the merge slip road as an auxiliary lane to the site access. There will be 3 lanes with the nearest lane to the 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. Exit will be via the access to Schwabish Gmund Way. 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 2954-027.

The proposed access will be designed to Local authority standards for the initial 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 the site.

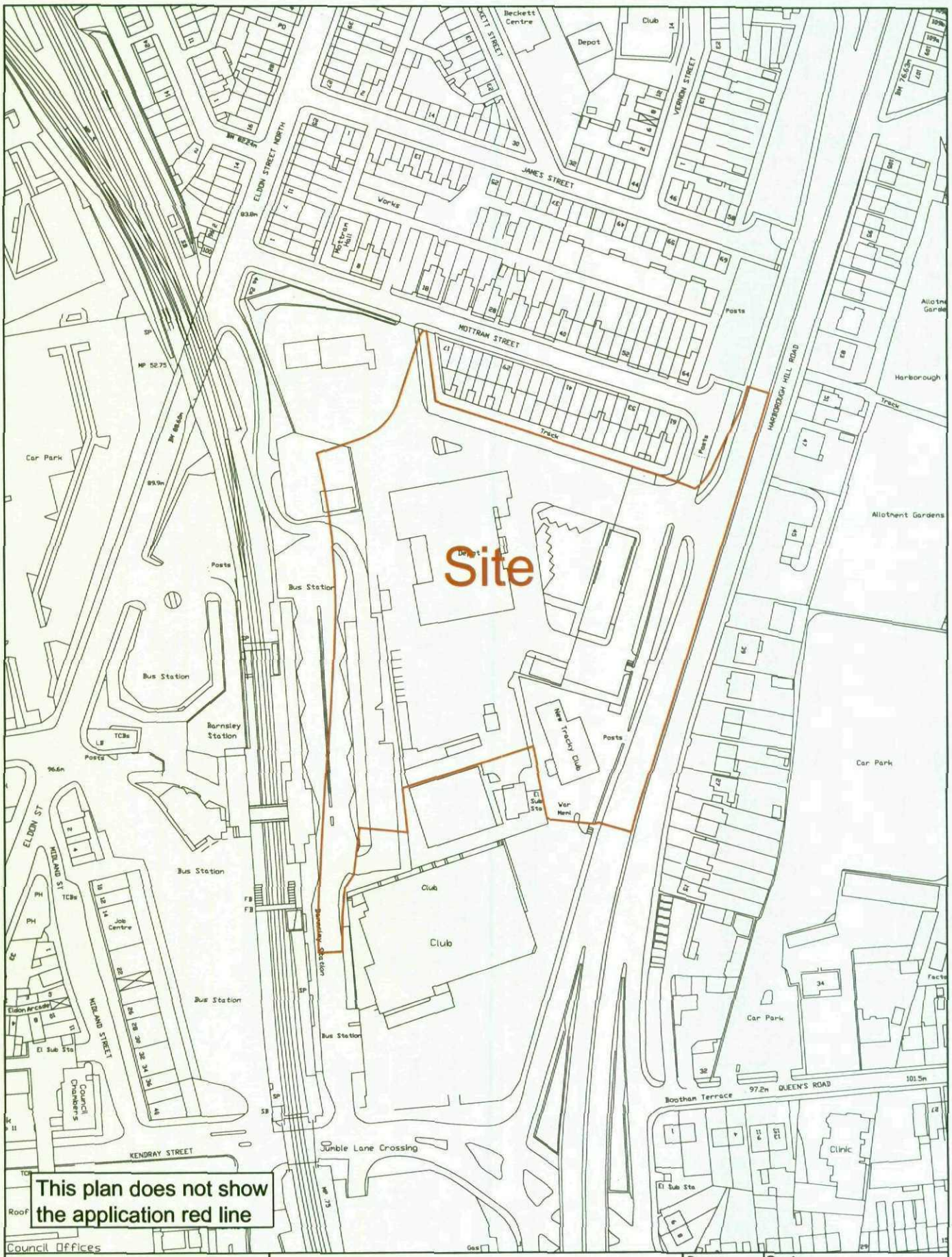
The proposed access will be provided with suitable pedestrian crossing facilities in the form of drop crossings and tactile paving to assist pedestrians when crossing at the junction. These facilities will also help disabled people when visiting the site.

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. The overall retail development incorporates the route of the "Green Sprint" facilitating the Councils aspirations of providing pedestrian and cycling provision between the town centre and the Metrodome Leisure Centre.

Access for emergency vehicles to the proposed site is via either the access from Harborough Hill Road 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 give rise to an additional 1 vehicle (arrival) in the week day pm peak and an additional 6 vehicles (arrivals) in the Saturday peak as the proportion of primary transferred new trips 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.



Site Location Plan

YE Site Harborough Hill Road, Barnsley

Drawn	Scale
SB	NTS
Checked	Date
DJC	OCT 07
Approved	Drawing Number	Rev
DJC	Figure 13	A

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