Burrows Motor Company Limited

Oakwell View, Barnsley

Proposed Site Expansion and new valet bay



Design and Access Statement—January 2016

Job No 8394s—20

Revision -

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Existing aerial view of proposed site

1) INTRODUCTION

This Design & Access (D&A) Statement has been prepared in support of a Full Planning application by Burrows Motor Company Limited for expansion of their existing Kia motor dealership site, refurbishment of the existing unit and development of a small valet bay. with associated parking, servicing and landscaping at Oakwell View, Barnsley. The application site is located to the east of Barnsley just off the A628 (Pontefract Road)

The adjacent sites are industrial and commercial or associated businesses and Kia Barnsley have been situated on this particular site for a number of years, therefore the principle of this form of development is established and should be considered acceptable.

The application seeks to respond to the corporate identity requirements of a specific retail motor dealership and therefore the layout designed is to suit the end user requirements. The proposed development is entirely appropriate in land-use and locational terms for this project.

This statement has been prepared in accordance with the DCLG guidance on preparing D&A statements and also advisory guidance published by CABE. The D&A seeks to describe how the proposed development has evolved from concept to its current status and how it relates to the context and constraints of the application site.



2) CONTEXTUAL SITE ANALYSIS

APPLICATION SITE

The proposed scheme will be on Oakwell View on the existing site currently occupied by Burrows Kia Barnsley. Vehicular access will remain as existing and lead into a designated car park within the proposals. A separate pedestrian footpath will be provided and linked direct to the dealership entrance.

PERMEABILITY

The existing developed site is reasonably permeable but the layout is currently confused, difficult to understand and fragmented. This poor relationship distracts from the legibility of the site and its surrounding area. With the changes and enhancements proposed, we are looking to make this scheme more legible so to produce a fully permeable site which is well laid out and consistent with agreed principles.



View up Oakwell View



View along Oakwell View



View down Oakwell View



View along Oakwell View

MASSING AND URBAN GRAIN

As illustrated, the proposals are to allow for a small site expansion along with a new valet bay to the rear. Restructuring of the site in this manner will also assist in the future success of the existing business and will also help complete the overall development of the site and surrounding area.

To ensure that the proposals create an enhancement to the area, a bespoke design approach has been adopted. This area will then become a more attractive focal point and will also help create a sense of place.

The scheme will retain its open nature so to allow drive by surveillance from the Police. The massing of the development (following pre-application discussions) is appropriate for this particular site and will also introduce a better and more thought -out landscaping proposal to replace the overgrown and under maintained landscaping currently along Oakwell View.



View down Oakwell View



Entrance to Oakwell View



Entrance to Oakwell View



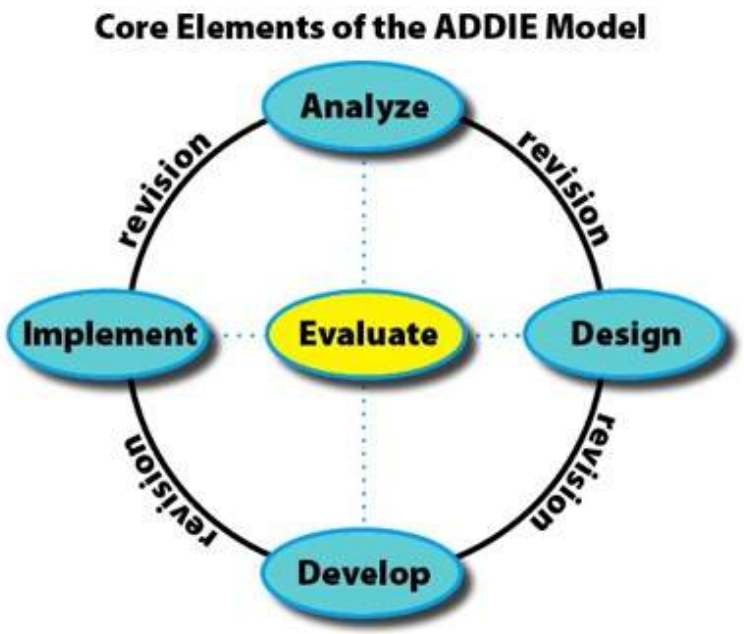
Main junction to Oakwell View

EXISTING SITE VIEWS

Within the current Oakwell View development, the existing buildings do not exceed 2 storeys. The style of development is very much motor dealership with cladding and large glass display windows.

The photographs opposite highlight the current quality of the buildings located adjacent the proposed development site as well as the site itself.

It can also be seen how the poorly maintained landscaping currently effects the setting of the area, having no consideration or welcoming aspect to Oakwell View. Existing pavements are becoming more difficult to walk on as the landscaping encroaches over them.

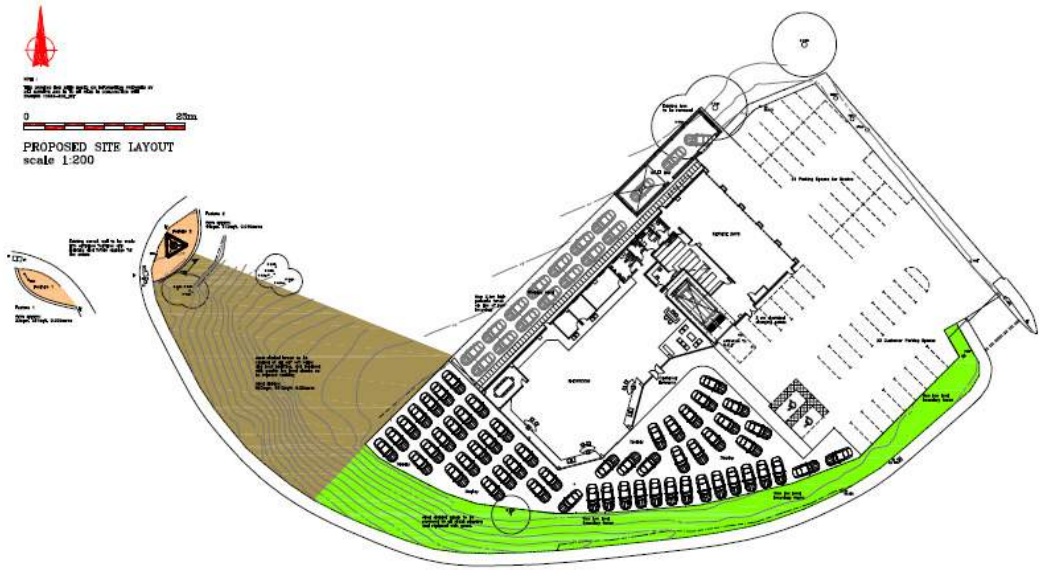


3) DESIGN EVALUATION

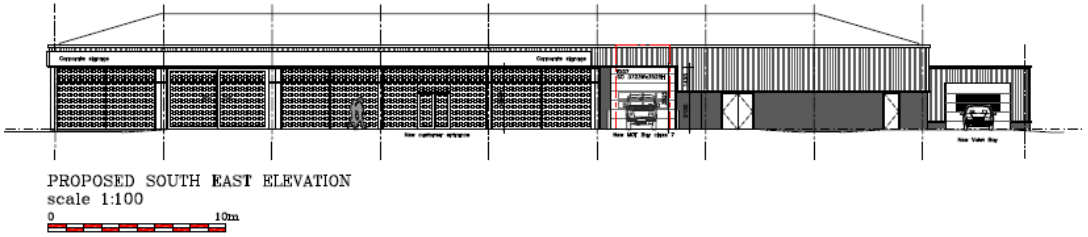
The development is largely intended to serve a specialist market and it will help anchor the western end of Oakwell View. The design concept will positively respond to the existing site by delivering quality external display space whilst ensuring that it positively addresses its prominent location.

The design of the proposed development has been given careful consideration in drawing together the application proposals. There is no doubt that there is a significant opportunity to enhance the character and appearance of the area comparative to the current appearance of the site.

Equally there is a strong and important brief from the existing occupier to establish their requirements for the development to create a modern, identifiable image and premises which provide services and facilities to fulfil the expectations of their business.



Proposed Site Layout Plan



Proposed Elevations

The layout of the scheme has been debated both by the Burrows motor company Ltd team and with the Planning Authority (through pre-application consultation) so to provide the most cohesive design to satisfy all interested parties.

The existing motor dealership sits in a prominent position on the site, but the existing display area and customer parking is confused and difficult to navigate. The proposals are to purchase some extra land off the Council so to be able to expand the external display area and provide better customer parking in a more legible format.

Consideration has been given to the theme and rhythm of the site treatment as previously discussed so to provide good visibility from the site entrance as well as sympathetic views down Oakwell View.

The scheme seeks to compliment the existing developments in the area by creating strong links for pedestrians, and cars so to promote a true sense of place in the site transformation. It is also intended to look at enhancing the existing entrance to Oakwell View by undertaking further landscaping proposals and improved signage.

DESIGN CONTEXT—NPPF

This section summarises the policy context again, and the various factors which have been considered principally relating to scale, layout and design of the development.

Some context can first be set by national planning advice:

NPPF Section 7 sets out the governments general approach to planning and delivering sustainable development. Paragraph 56 states, **The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.**

One of the key principles set out within paragraph 57 says **It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.**

Paragraph 60 states, **Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.**

Paragraph 61. **Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.**

The layout accommodates the car parking, with entrances to the buildings within the site as previously noted, making maximum use of the visual impact of the development.

Overall, the site layout has been designed to provide flexible vehicular access whilst also providing private, secure car parking as previously noted.

LANDSCAPING PROPOSALS

The proposed development is robust in scale as are most of the adjacent buildings along Oakwell View. Any landscape should reflect this scale and offer a matching green structure. However, spaces within and adjacent to the development offer places where more detailed human scale designs can be incorporated.

The main body of the existing site is currently a well manicured grass verge which provides little in the way of structure.

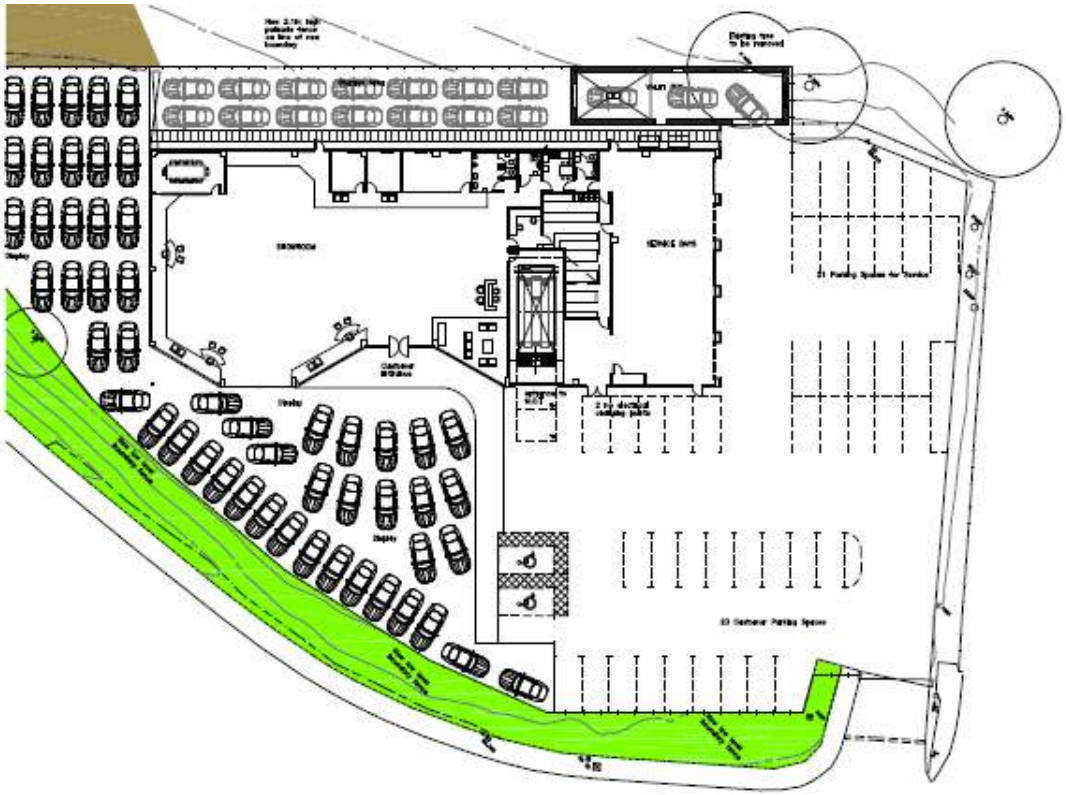
The landscaping proposed has been influenced and integrated with the design of the building and use of the site in order to compliment the development. The materials proposed have been specifically limited to achieve this design style including the planting pallet. This assists in providing a link from the external environs to the internal design of the dealership, and confirms the holistic approach.

It is intended to incorporate a vista of shrub planting along Oakwell View following discussions with the planners, whilst undertaking a planting review of the existing embankment as it leads down to the junction with Pontefract Road. It is the intention (via a separate application) to bring back into use the existing curved stone walls at this main junction with feature planting and the inclusion of a new signage totem pole for the estate.

SUMMARY DESIGN CONCLUSIONS

The existing building is to be retained in its current form with only minor alterations to the existing fabric. The new valet bay has been designed to be sympathetic with the existing building and is predominantly ‘hidden’ by the existing structure.

The final scheme design has sought to fully address all existing site constraints in a positive manner to create a scheme which responds positively to the environment and surrounding uses. The layout is optimal in achieving a satisfactory vehicular circulation solution which integrates itself with the development and provides an appropriate visual enhancement.



4) ACCESS

PROPOSED VEHICLE AND TRANSPORT LINKS

The existing access to the site is to be retained in its current form, however, it is intended to reconfigure the car parking layout so to be more customer friendly and space effective.

Disabled car parking has been provided adjacent to and at grade with the building entrances. The building has been designed to incorporate level access for wheelchair users through the main access doors.

2 no electric vehicle charging spaces are also indicated within in the main car parking area.

PROPOSED PEDESTRIAN ACCESS

A well-defined pedestrian route along Oakwell View sets up a strong pedestrian link into the site which is not intended to be changed.

All proposals have been designed to be convenient and clearly accessible from the surrounding area by pedestrians. Good permeability will encourage people to walk to the proposed site and also allows convenient movement through the site.

This access statement has been prepared in accordance with BS 8300:2009 Design of Buildings and their approaches to meet the needs of disabled people, 'Planning and Access for Disabled People: A Good Practice Guide' and Approved Document M 2004 Edition Access to and use of Buildings Section 0.1 to assist the planning and building control bodies in making judgments about whether reasonable provision has been made in the design of the above development for people to:

- Gain access to; and
- Use

The building and its facilities.

The proposed development entails the design and construction of the following:

- A motor dealership refurbishment, and new valet bay.
- External works, hard and soft landscaping and new pedestrian access from within the existing site boundary.

Unless otherwise noted, the design of the development has been undertaken to comply with the appropriate guidance contained within BS 8300 and Approved Document M 2004 (incorporating 2010 and 2013 amendments) Access to and use of Buildings (ADM) and the access statement has been prepared to indicate in what respect the ADM was considered appropriate.

Scheme proposals are shown on the planning drawings which were submitted as part of the main application. These show the existing and proposed site plan together with the proposed floor plans and elevations.

ACCESS TO THE SITE

People will generally travel to the site by car, bicycle or by foot.

The design of the external works to the development has considered how people will travel to the site and retains the following:

21no. customer car parking spaces adjacent to the proposed building including 2no. Designated disabled car parking spaces and 2 electric vehicle charging spaces in close proximity to the entrance in accordance with ADM Diagram 2.

There are also designated parking spaces for service and MOT requirements.

Horizontal Circulation

As noted on the scheme proposals, the building has been designed to allow all people to travel horizontally conveniently and without discomfort in order to make use of all relevant facilities.

All internal doors have been designed to provide a minimum effective clear width of 800mm in accordance with ADM Table 2 with an unobstructed space of at least 300mm to the pull side of the door between the leading edge and any return wall.

Door with vision panels to provide a minimum zone of visibility between 500mm—1500mm above floor level. All door furniture is to be contrasting visually with surface colour of the door.

Any fire doors to the corridor areas are to be held open with an electro magnetic device.

Corridors are to be of a minimum unobstructed width of 1.2m with passing places at reasonable intervals of at least 1.8m at junctions.

Facilities

All people will have access to and the use of all facilities provided within the building.

Switches, sockets, outlets and controls are to be provided in accordance with ADM Section 4.3.

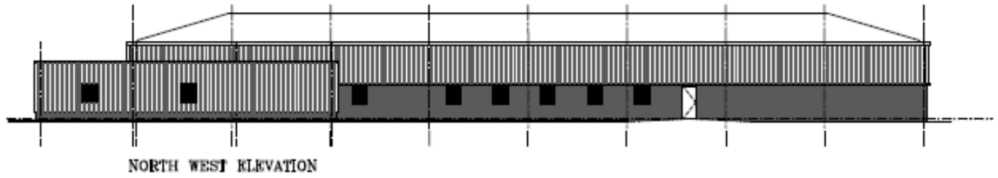
The final design of all internal wall, floor and ceiling surface materials and finishes will be undertaken to help the visually impaired appreciate the boundaries of rooms or spaces and identify access routes.

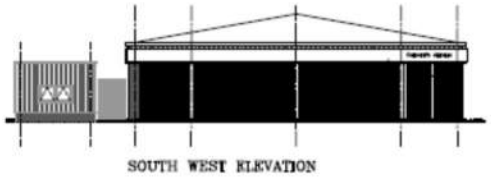
Artificial lighting throughout the development will be designed to give good colour rendering of all surfaces without creating glare or pools of bright light and strong shadows.

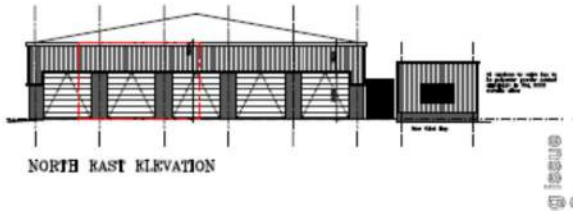
Sanitary Accommodation

All sanitary accommodation designed for wheelchair users is to be in accordance with ADM diagram 18.









5) MATERIALS AND APPEARANCE

The main building shall remain in its current form with very little alteration proposed.

The new valet bay materials shall remain constant and honest with the existing building.

Walls: Composite cladding panels Kingspan MR1000 (or similar) - colour RAL 9006 metallic silver.

Plinth brickwork to match existing.

Windows: Polyester powder coated aluminium system in colour RAL 9006 to provide a cohesive design.

Shutter door: to be Crawford 543 (or similar) with a polyester powder coated finish in a colour to be agreed, along with glazed vision panels.

The proposed materials are entirely appropriate for this site.

6) SUMMARY CONCLUSIONS

This report has been prepared to outline the design approach taken by the Professional Team. It has identified the existing site context and urban grain of the area and how it fits with the existing architectural environment.

As previously stated, this is an existing building which is to be refurbished, external display space improved and a new valet bay added

Having reviewed the above we therefore feel that the scheme has now a greater sense of coherence and will make a positive contribution to the character and appearance of the local community.

Assessing quality of design is to a large extent a subjective process. Some questions come down to matters of individual taste or preference, but we believe we have addressed the matters that are important in deciding whether a development, judged in the round, is a good one.

We believe that the building designs are of a high quality, which will significantly add to the architectural character of the area and enhance the surrounding environment.