

Proposed Development by Hartwood Estates at
Birdwell, Barnsley

Addendum Design and Access Statement
March 2015



This addendum Design and Access Statement is undertaken in order to follow the design evolution through the planning application process. The original Design and Access Statement was submitted in support of the planning application for mixed use development on land at the Dearne Valley Parkway.

The application sought approval for the erection of the following uses: -

- 497m² class A1 retail units;
- 498m² class A2 office;
- 304m² class A3 café;
- 669m² class A4 public house;
- 336m² class A5 fast food unit with drive-through;
- 2588m² class B2 industrial units;
- 689m² class D1 day/healthcare;
- 2166m² 80-bed hotel;
- 466m² petrol filling station (PFS) with retail area.

The Application was registered on the 17th November 2014 under application reference 2014/1452.

This document therefore reviews the consultation responses obtained and explains how the design evolves through the formal planning process.

The layout opposite identifies the layout which was originally submitted as part of the original submission.

- CLASS A1 - RETAIL
- CLASS A2/D1 - RETAIL/DAY/HEALTH CENTRE
- CLASS A2/D1 - CAFE/DAY/HEALTH CENTRE
- CLASS A2 - OFFICE
- CLASS A3 - CAFE
- CLASS A4 - DRINKING ESTABLISHMENT
- CLASS A5 - TAKEAWAY
- CLASS B2 - GENERAL INDUSTRY
- CLASS D1 - DAY/HEALTH CENTRE
- OTHER
- DRAINAGE EASEMENT
- PEDESTRIAN ROUTES



Additional planting along the periphery of the development softens the built form and provides a pleasant environment

Left in / Left out access provided to the Dearne Valley Parkway incorporating signalised pedestrian crossing facilities. This prevents congestion and ensures pedestrian safety

New pedestrian crossing across the entrance of the Dearne Valley Parkway from the Birdwell Roundabout.



Upon reviewing the proposed Site Layout, comments were received. The comments received towards the proposal are identified here: -

Trees

I have a couple of issues with the scheme proposed. I appreciate that the scheme is indicative at this stage apart from the access but it is the access roads that I mainly have an issue with. The trees in the main are situated along the boundaries and as such I feel that these should be retained as they provide a useful screen between this and neighbouring sites. There is no issue with removing the trees under the power lines but as the remainder of the site is unconstrained by trees I feel that every effort should be made to retain trees where possible. There are some reasonably well established trees on the boundary with the former highways depot which are quite prominent, however the proposed access road is so close to the trees that it appears they would have to be removed which does seem counterproductive when screening would be required on that boundary. Some of the trees surveyed are outside the boundary and again the proximity of the access road means it would be difficult to install them without damaging the trees. It is of course inappropriate to allow a scheme to damage trees belonging to someone else. I would therefore ask that the access layout be looked at in conjunction with the tree constraints plan to try and minimise the loss of trees which are otherwise suitable for retention. Given that some of the trees are situated off site and may be implicated in the scheme I would ask that an arboricultural impact assessment be produced dealing with any potential issues which may arise.

Planning Policy

The access to the site is contentious, the left in left out proposal needs Highways DC involvement. Alternatively access to the site has been included in the planning application for Harworths adjacent site - but this provision may need to be strongly controlled by a planning condition to ensure it is provided early on development of the Harworth scheme so it doesn't preclude the development of Hartwood's employment land.

The application refers to the draft development framework for sites around Hoyland. We have not seen this framework but it is clearly draft, has not been adopted by the Council and carries no weight with regard to the determination of planning applications.

The application contains a number of uses which are defined by the NPPF as main town centre uses. Retail, leisure and office proposals over a threshold of 2500 square metres should submit an impact assessment as laid out in the NPPF at paragraph 26. The proposal includes uses which fall within these categories (retail and office) but they do not exceed the threshold and no impact assessment is necessary.

Main town centre uses should be subject to a sequential approach as required by the NPPF. Recent case law and appeal decisions indicate that complex mixed use schemes that include enabling and ancillary development should be considered in their entirety when applying the sequential approach and disaggregation should not be considered especially when it is likely that in the real world the separate elements of the scheme would not, on their own, be delivered if split on to smaller in or edge of centre sites. The application is accompanied by a sequential approach, based on a ten minute drive time catchment, which has led to the identification of three sequentially preferable sites. It is submitted that none of these sites are suitable or available because existing uses have to be moved first and the site is not large enough or in as desirable location (YEB site), because there are questions about suitability, availability and viability (Heelis Street) and because there are questions about suitability and availability (Stocksbridge)

The application sets out a justification for those elements of the proposal which are in conflict with CSP19. This amounts to a submission that the proposal offers significant economic benefits and an analysis that, because the site proposes uses which the NPPF defines as 'economic development' we should allow them on a site allocated for employment use. This is not a convincing argument to justify those uses which conflict

with CSP19. Since those uses amount to in the region of 70% of the floor area of the proposed buildings, it is submitted that the conflict is very significant.

It is not clear from the submission exactly how the non-employment uses would enable the employment development. Without this link, the application appears to be a speculative submission that may not secure the employment development for which the site is allocated. Again, this is a significant conflict with adopted planning policy.

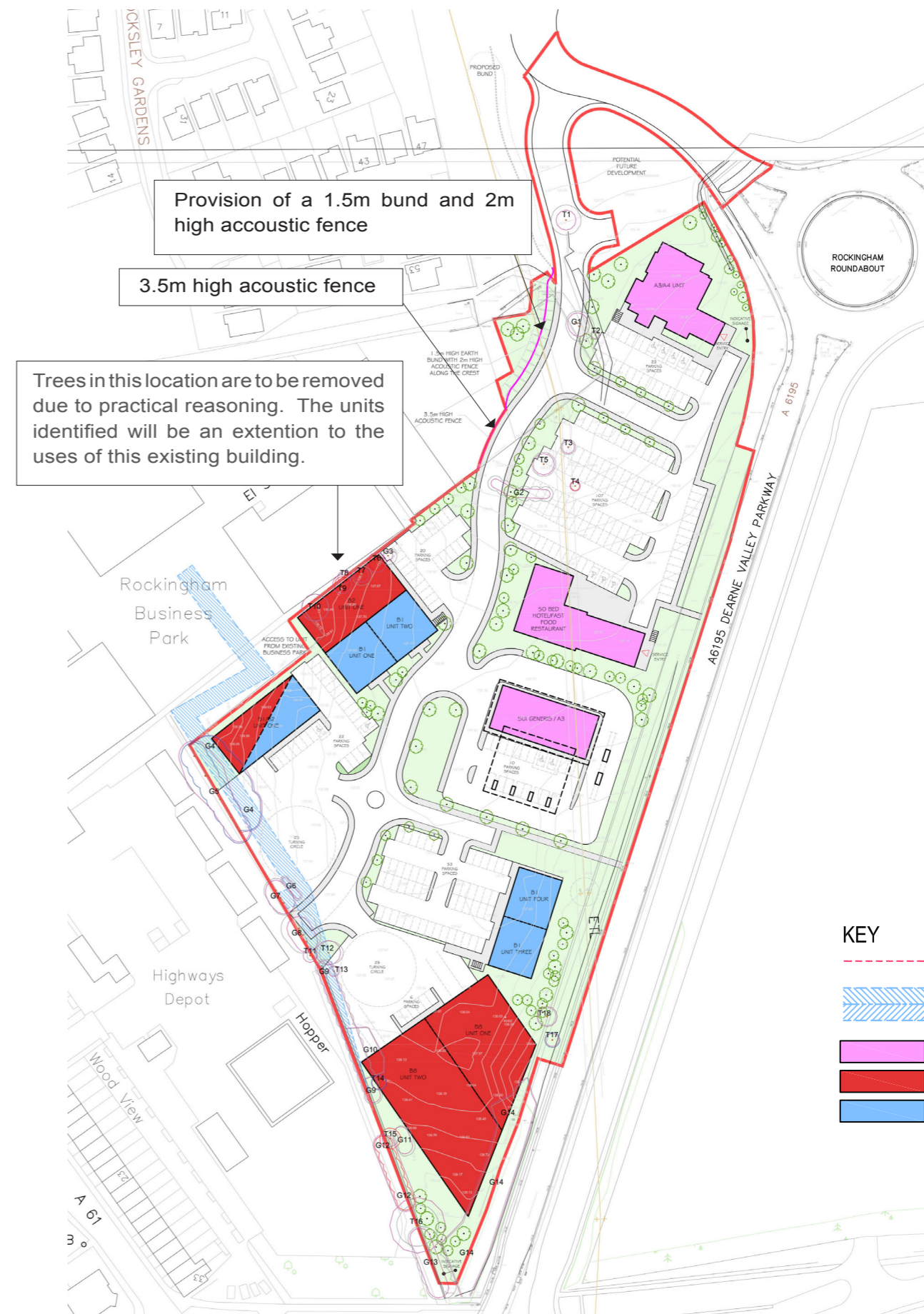
Finally, it would appear on the face of it to be appropriate to invite the applicant to comment on the adjacent planning application which offers a similar mix of non-employment uses.

A separate response will be provided by WYG with regards to the policy elements of this application. This statement therefore seeks to address the comments raised towards the design of the scheme, namely the access position, existing trees and the breakdown and type of development being proposed.

In light of the design comments obtained, the plan opposite was developed which sought to address the various concerns raised. The following points highlight the areas which have been altered: -

1. Access to the development has now been altered in line with LPA comments. The left in / left out approach was contentious. The layout identified opposite reflects the access solution identified within the adjacent application by Harworth Estates.
2. Trees have been retained where possible particularly along the boundaries of the site. Those trees are identified on the plan opposite. Some areas of trees are however identified for removal however these are due to the quality (category C) which will be replaced elsewhere within the site, or due to practical reasoning as demonstrated opposite.
3. The amount of retail on the site has been reduced in line with policy requirements. The B1/B8 uses have been increased in order to achieve the 70/30 split required.
4. Pedestrian routes have been developed within the site and provide connections from this scheme to the Harworth Estates site.
5. Development is sited further away from existing residential areas compared to the originally developed scheme in order to protect amenity value.
6. In addition to the LPA comments, additional work has been undertaken with regards to the impact of noise of HGV movements to the rear gardens of properties in the vicinity of the site, particularly along Locksley Gardens. In light of this, mitigation measures are now proposed in order to alleviate this. This includes the provision of a 1.5m bund and 2m high acoustic fence to part of the site along the western boundary and a further 3.5m high acoustic fence. This is identified opposite. This solution would appropriately mitigate against the noise raised by HGV movements within the site.

Schedule				
Name	Total SqM	Total SqFt	Comments	Car Parking
RETAIL				
50 BED HOTEL / FAST FOOD RESTAURANT	1300 m ²	14000 ft ²	Two Storey Unit	60 spaces
A3 / A4 UNIT	600 m ²	6450 ft ²	Single Storey Unit	70 spaces
SUI GENERIS / A3 UNIT	500 m ²	5380 ft ²	Single Storey Unit	10 spaces
CLASS B2				
UNIT ONE	500 m ²	5380 ft ²	Single Storey Unit	N/A
CLASS B2/B1				
UNIT ONE	1000 m ²	10760 ft ²	Single Storey Unit	22 spaces
CLASS B1				
UNIT ONE	250 m ²	2700 ft ²	Two Storey Unit	10 spaces
UNIT TWO	250 m ²	2700 ft ²	Two Storey Unit	10 spaces
UNIT THREE	750 m ²	8070 ft ²	Two Storey Unit	27 spaces
UNIT FOUR	750 m ²	8070 ft ²	Two Storey Unit	26 spaces
CLASS B8				
UNIT ONE	927 m ²	9980 ft ²	Single Storey Unit	3 spaces
UNIT TWO	1360 m ²	14630 ft ²	Single Storey Unit	3 spaces
TOTALS				
TOTAL RETAIL AREA	2400 m ²			
TOTAL B1, B2, B8	5787 m ²			
TOTAL FLOOR SPACE	8187 m ²			
Total Parking			24	
4% Disabled Parking			12	
Cycle Parking			24	



Amount of Development

The indicative site layout identifies the provision of the following uses which could be accommodated for at this site: -

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CLASS B8				
UNIT ONE	927 m ²	9980 ft ²	Single Storey Unit	3 spaces
UNIT TWO	1360 m ²	14630 ft ²	Single Storey Unit	3 spaces
TOTAL RETAIL AREA		2400 m²		
TOTAL B1, B2, B8		5787 m²		
TOTAL FLOOR SPACE		8187 m²		
Total Parking		241		
4% Disabled Parking		12		
Cycle Parking		24		

The indicative development is reflective of the buildings uses in terms of scale and form. The final detailing will be a matter dealt with at the Reserved Matters Stage. This however gives an indication of the type of building which would be considered appropriate. Key buildings are situated at the key corners of the site along the Dearne Valley Parkway yet the remainder of the built form is set back to allow higher level landscaping.



Scale and Appearance

An assessment of the existing industrial built form within the locality has been undertaken where it was determined that a wide range of styles and type of unit are provided. The scale of the existing buildings reflect the needs of the occupiers. No distinguished style is established and so there is no clear form and style in which to draw inspiration from.

This application is in outline form and so the scale and appearance of the development is not for consideration at this stage. There is a key aspiration to raise the design quality in this key gateway location and the plan opposite provides height parameters and indicates a higher limit for the development.



Access to the development has now been altered and is taken from the north as identified within the Harworth Estates Development proposals.

Key gateway entrance to the site

Existing landscaping retained providing a pleasant back drop to the development. This can be further enhanced through additional landscape proposals particularly along the Dearne Valley Parkway.

A mixture of storey heights provides visual interest particularly along the Dearne Valley Parkway.

Prominent building situated to the edge of the site providing some presence.

- Building height up to 10m
- Building height up to 6m
- Building height up to 4m

Landscape and Green Infrastructure

It is important to ensure that landscape including all external works from the building envelope to the site boundary, and the setting of the development in the context of the surrounding environment is considered fully from the outset as part of site layout planning and design development. Amongst other considerations, it is important that proposals demonstrate biodiversity gain; maintain, extend and enhance green infrastructure; and help plan for climate change. It will be important to establish and to clearly set out what the scheme is trying to achieve and how it will deliver this. A successful scheme will:

- Make the most of existing landscape, vegetation or habitat, and topography;
- Integrate the development with its surroundings in a sympathetic manner and be appropriate to the character of the area, contributing to local identity;
- Promote biodiversity;
- Enhance the setting of the development, and/or provide screening to lessen visual, noise or other impacts;
- Add to the market value of the site or plot.
- Create a quality environment in which to live and play. Where landscapes for recreation are concerned, the needs of users and local residents should be a key consideration in the choice of site and its design;
- Plan for management and maintenance, ensuring this is affordable and that the benefits of the scheme can be sustained in the long-term.

Elements which would be considered when undertaking the detailed designs for the scheme are as follows: -

Biodiversity - The design of all new development must be based on an appraisal that identifies existing vegetation and habitat on the site and its surroundings and assesses the advantages and disadvantages of retention

Existing vegetation - Existing trees and vegetation can help to create a high quality environment and add value to a development. Incorporating existing vegetation, natural habitats or features within site and landscape proposals will give schemes an instant maturity and assist their integration into the local area.

Secured By Design - The provision of high quality landscape settings for new development and refurbishment, where external spaces are well designed and well integrated with the buildings, can help create a sense of place and strengthen community identity. It will be important to consider the relationship between open space and houses, roads, open water etc, as well as the layout of planting, footpaths and play areas within open spaces

Species selection and spatial requirements - Landscape considerations must inform site layout planning to ensure that the areas allocated for planting or other treatments are fit for purpose

Responding to Climate Change

The detailed landscape proposals for the site will be developed to respond to climate change adaption initiatives. The impacts of climate change for the coming century have been established through comprehensive research, these include:

- Hotter, drier summers
- Warmer, wetter winters
- An increase in the frequency of some extreme weather events such as prolonged dry spells, higher winds and increased precipitation.

All aspects of landscape at the detailed design stage will be designed to withstand these expected

impacts. Responses may include:

- Species carefully selected to reduce water demand and withstand expected drier spells
- Species carefully selected to withstand higher winds
- Species carefully selected to withstand longer cold spells, including prolonged periods of frost and lying snow
- Use of alternative grass mixes and differential mowing regimes suited to prolonged dry or wet spells (where appropriate or desirable)



Commercial Built form and general character

Description

A range of commercial uses are to be provided within the development, these buildings will by virtue of their use have varying character and architectural form. The landscape treatment surrounding the buildings is to be used as a unifying feature which creates a strong and distinct character particularly along the route of the Dearne Valley Parkway. This will be delivered through the use of a distinctive palette of both hard landscape materials and planting. Legibility of the development is to be increased by the use of feature planting at key nodal points such as entrances and junctions. Where building facades lack interest due to their internal layout bold planting schemes should be used to create a foil for the built form. This may include the use of contrasting forms/colour/texture and larger growing species. Seasonal interest should be created through the use of both evergreen and deciduous species.

Building Frontages

key building frontages are the building facades which face on to the Dearne Valley Parkway and have an important role in defining the quality of the space and the journey along the road. These frontages will have the following qualities: Key frontages will be 'active', with doors opening onto the road and/or glazing to allow a perception of views in/ out. Blank facades are to be avoided

- Interesting facades to be created by use of materials and/or changes in roof/building line
- Where internal layouts prevent the use of conventional glazing alternative forms of interest must be provided
- Legible entrances to be created to buildings by use of signage, canopies and/or changes in roof/building line.

Access

This section of the Statement will address access issues to the site, including the following aspects:

Policy – justification of the relevant national, regional and local planning policies.

Site Circumstances – how any specific issues, which might affect access to the development, have been addressed.

Vehicular and transport links - Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

Policy

At a national level, National Planning Policy Framework (March 2012) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.29).

Paragraph 32 requires that “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. “ Paragraph 39 states that a key tool will be a Travel Plan.

It directs that development should be located and designed (where practicable) to:

- Exploit opportunities for the use of sustainable transport modes
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

Manual for Streets, 2007

Manual for Streets supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement.

MfS provides a clear framework for the use of local systems and procedures; it also identifies the tools available to ensure that growth and change are planned for and managed in an integrated way.

MfS aims to assist in the creation of streets that:

- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design
- Form part of a well-connected network;
- Are attractive and have their own distinctive identity;
- Are cost-effective to construct and maintain; and
- Are safe.

Site Circumstances

Dearne Valley Parkway, classified A6195, runs in a north-south direction for approximately 380 metres, alongside the sites eastern boundary, from Birdwell roundabout to Rockingham roundabout. It is dualled in both directions with traffic flow separated by a central reserve and safety barrier along the centre of the carriageway. It is street lit, and subject to the national speed limit.

Vehicular access to the site will be provided via the construction of a new arm to the north-west on the A6195 Dearne Valley Parkway Rockingham Roundabout.

Pedestrian access will also be provided at this point via footways on both sides of the carriageway, with dropped kerb and tactile paving crossing provided at the new roundabout arm. This access will be constructed as part of the committed development on land to the north-east, planning reference 2015/0091.

Subject to local improvement schemes, the traffic likely to be generated by the development proposal can be safely and satisfactorily accommodated on the local highway network and will not result in severe impact on the operation of the network in the vicinity of the site, or likely to create conditions that are detrimental to road safety.

The nearest bus stops to the proposed development are located on the A61 and A6135 Sheffield Road, approximately 350 metres to the west and 500 metres to the east of the site. Details of the services, which are available at these stops, are provided within the accompanying Transport Statement completed by

Bryan G Hall.

There are no designated cycle lanes in the area; however there are 2 nearby Cycle Routes:

- National Cycle Route No 67 runs from Long Whatton near Loughborough to join National Route 71 near Northallerton in North Yorkshire and is located approximately 300 metres to the south of the site; and
- A timberland/trans trail travelling west through Tankersley that meets National Cycle Route 6 by Wortley.

In summary, the development is served by a number of bus services on the Sheffield Road corridor which will encourage both employees and customers to use public transport when travelling to/from the development. The site is also suitably located to promote trips by foot and by cycle from the surrounding residential areas and benefits from a good local network of footways.

The accompanying Transport Assessment has shown that the proposed development site will be accessible by all modes of transport, consistent with both national and local transport planning policies.

External Access

People are very different in their needs, and in the way they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone.

The principles of an inclusive environment will be:

- Easily used by as many people as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality

Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings and the buildings will be compliant with Part M of Building Regulations.

This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc, are adhered to. Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice guidance on accessibility it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.

The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

Approach to Building

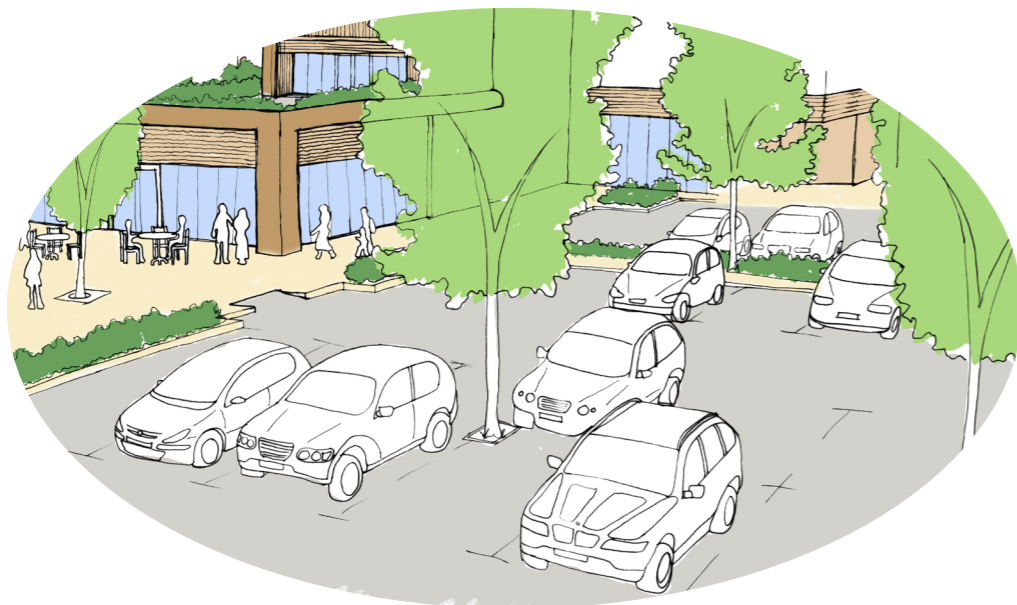
The approach to the building is the area of land within from the boundary of the site up to the building itself. Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

Entrances

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

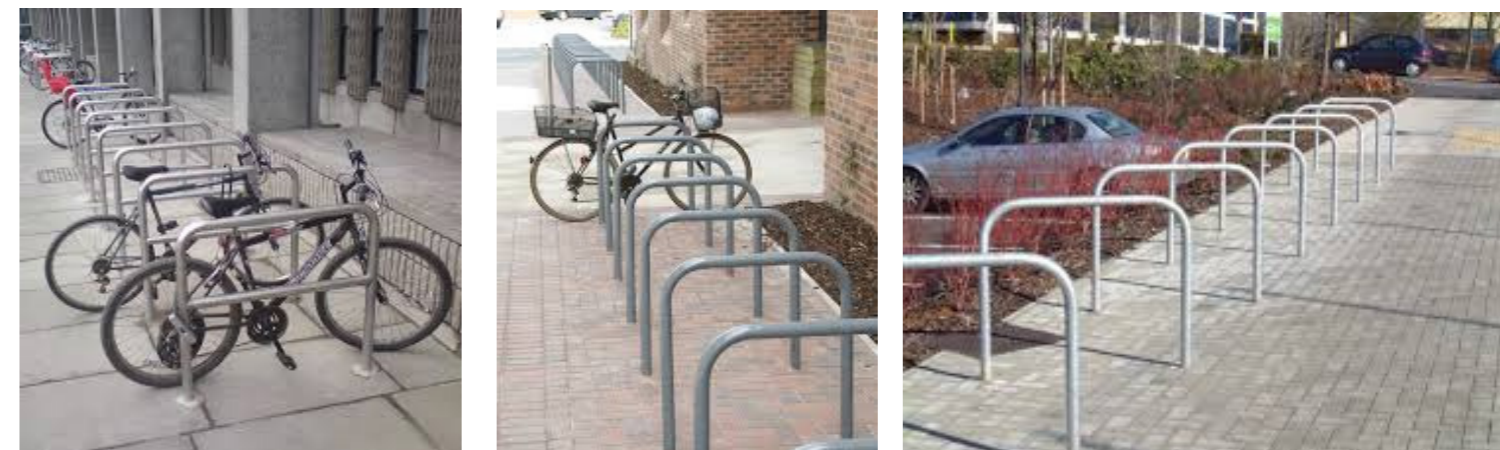
Parking Strategy

The proposals are accompanied by a total of 241 associated car parking spaces with 4% disabled bays and cycle storage spaces in line with LPA requirements. Any further detailed designs should therefore ensure that there are adequate parking facilities for their associated use. Large expanses of parking should be adequately broken up by landscaping solutions to ensure the creation of an attractive environment.



It is desirable that the parking area should be overlooked by occupiers of a building nearby or be in clear view of passers by. Properly lit facilities will also enhance personal and bicycle security.

The Sheffield Stand has become almost universally specified by groups lobbying for cycle parking. It has the virtues of simplicity and value for money. Its generic nature allows for great variation. The Sheffield Stand is a very basic form of parking which is ideal for short-term parking, though it is not always the best option for long term and high-density parking. Purpose built cycle sheds or lockers would be considered more appropriate in these instances.



Cycle Provision

Adequate cycle storage should be provided for as part of the development in line with LPA standards.

Cycle parking should be located close to any entrance to required facilities. Where parking in public places is provided, it is preferable to maximise visibility to passers-by and CCTV

All cycle parking facilities should have adequate lighting and if long-stay, protection from the weather.

Ideally the location should be one that is constantly under surveillance by the general public (and CCTV if possible) and is well lit. This reduces the opportunity for vandalism/theft and inspires confidence to cycle to that destination.

Bike parking should not be hidden away behind buildings or tucked away in the corner of a car park as this removes any convenience over driving a car and allows thieves to work out of view.

The most simple and reliable design (and therefore most common) is the 'Sheffield' type stand. Other stands, such as 'butterfly' racks, which only attach to the wheels, should not be used as they are less secure, do not support the bike and can damage it.

To promote security a cycle parking facility should make it possible for the frame, and if possible, both wheels to be locked to the fixture.



In order to comply with the recently published National Planning Policy Framework (NPPF), developments should create safe and accessible environments where opportunities for crime are designed out.

Validation requirements for planning and other applications submitted under the Town and Country Acts, states that, in respect of Design and Access Statements, crime prevention is an aspect to consider in relevant circumstances and it will be at the discretion of the Local Planning Authority to determine whether the absence of any reference to this will invalidate a particular Design and Access Statement at the outset. In any event, such information may be relevant to consideration of the application and applicants are strongly encouraged to show how measures to prevent crime and disorder have been incorporated.

NPPF, paragraph 58 states that developments “should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.”

Safer Places: the Planning System and Crime Prevention, a companion guide to Planning Policy Statement 1, focuses on seven attributes of sustainability that are particularly relevant to crime prevention. The attributes are general and descriptive. They are not prescriptive. They are not a set of rules to be applied to all situations. Instead, they should be considered as prompts to thinking about crime prevention and promoting community safety through the planning system.

These 7 attributes are:

Access and Movement – places with well defined routes, spaces & entrances that provide for convenient movement without compromising security;

Structure – places that are structured so that different uses do not cause conflict;

Surveillance – places where all publicly accessible spaces are overlooked;

Ownership – places that promote a sense of ownership, respect, territorial responsibility and community;

Physical Protection – places that include necessary, well designed security features;

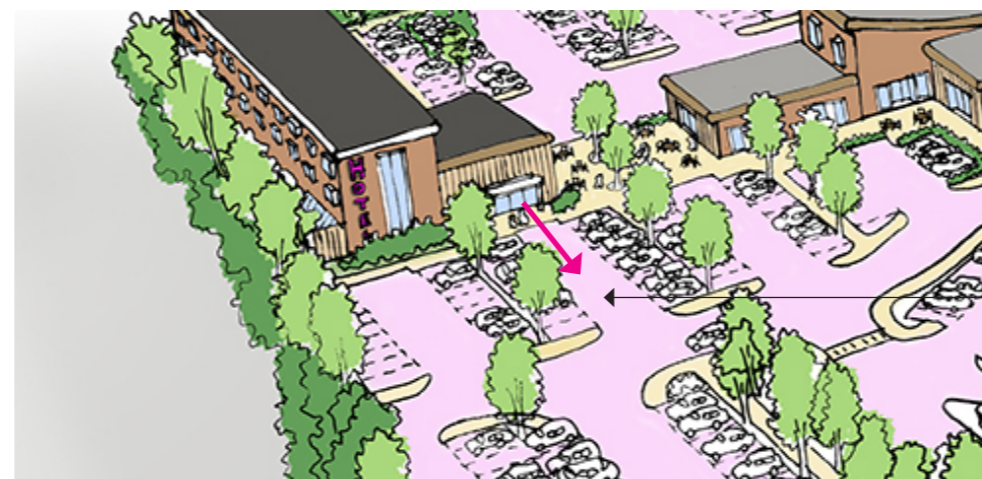
Activity – places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times;

Management and Maintenance – places that have these in mind to discourage crime in the present and the future.

The application seeks outline approval for mixed use development, the detailed layout, appearance and landscape of the development will comprise of the reserved matters submission. An indicative layout has been submitted to accompany the submission, which provides an indication of how the site could be developed.

Given the application is in outline form, it is not possible at this stage to specify how detailed measures to design out crime will be undertaken. However there are a number of measures, which should be considered in the detailed design of the reserved matters submission.

- Footpath links should be clearly and logically positioned to ensure surveillance and use.
- Parking will seek to be provided within a logical position to the use in which it serves in order to achieve elements of natural surveillance.
- Public and private spaces will be clearly defined to minimise the possibility of crime/anti-social behaviour going un-challenged. This should be through the use of a well-designed and sensitive landscaping schemes or boundary treatments which will create a high quality and attractive environment.
- The use of defensive planting will maintain clear visibilities and allowing natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.
- The proposed fenestration of the buildings will respond to the street with outward facing development, entrance doors clearly visible and located in a logical relationship to the accessible routes that serve it to ensure the creation of an active street scene. Gables will be appropriately treated with windows.
- Cycle storage to be provided within secure storage facilities and within close proximity to the building.



Entrance doors clearly visible and located in a logical relationship to the accessible routes that serve it to ensure the creation of an active street scene

Car Parking facilities naturally surveilled and the position of the doors ensure active frontages deterring anti social behaviour

This addendum Design and Access Statement has demonstrated how the scheme has evolved through the formal planning process and accords with relevant national and local planning policy and design best practice in relation to outline planning applications.

By following the set of high quality design principles, the indicative scheme blends a variety of uses with good permeability and strong links to public transport. The application site is in a sustainable location and offers a wide opportunity for utilising sustainable modes of travel. This will assist in reducing reliance upon the private car to access the proposed development.

The indicative design solution achieved carefully considers the wider employment allocation and suggests high design quality solutions for this key gateway site in the form of key buildings whilst mitigating any potential amenity issues for existing residential development within the locality. The scheme would not prejudice existing or future development.

These elements will ensure the creation of a high quality, mixed use environment.

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TOTAL FLOOR SPACE	8187 m ²

Total Parking	241
4-9% Disabled Parking	12
Cycle Parking	24

