

Our Ref.: 10-0080

15th April 2011

DRIVE THRU (DT) RESTAURANT
Wakefield road
BARNSELY
SOUTH YORKSHIRE
S71 1NG

QFM

EXISTING A3/A5 DRIVE THROUGH RESTAURANT EXTENDED TO
ACCOMMODATE NEW A3/A5 RESTAURANT UNIT AND EXTERNAL
REFURBISHMENT

DESIGN AND ACCESS STATEMENT



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Aerial view of the Existing unit

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(PART A)- DESIGN STATEMENT

INTRODUCTION

The existing site is located on the eastern side of Wakefield Road (A61) opposite the junction with Smithies lane. The site consists of an A3/A5 restaurant unit with Drive through facility and car parking.

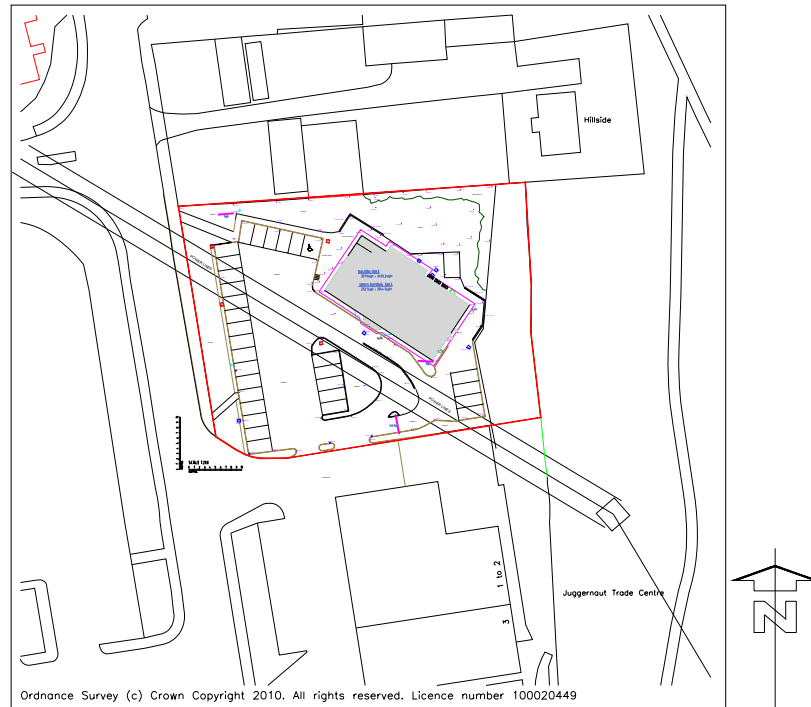


FIGURE 2

Existing site plan (Red Line indicates the area of site application)



FIGURE 3

Photograph of the Existing site

EXISTING UNIT

The existing unit has a GEA (Gross external area) of approx 320.6sqm, split into a customer seating area with 64 covers, serving counter, kitchen, customer toilets, staff areas, office and storage. The unit operates a Drive Thru service through one existing pay window.

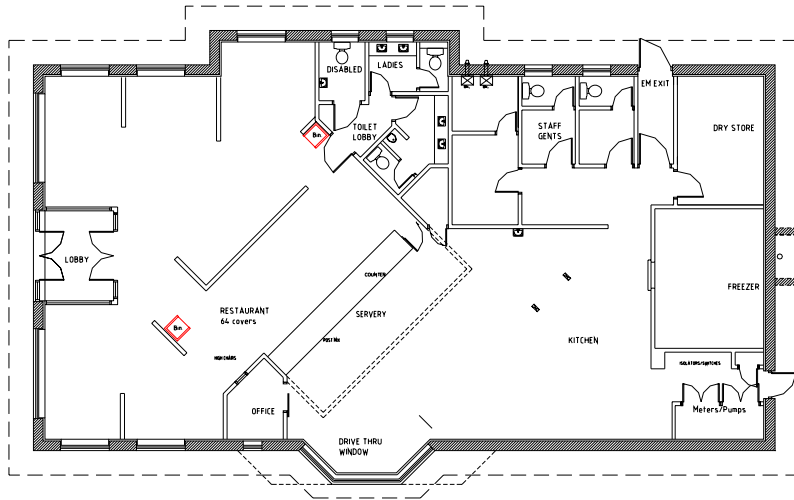


FIGURE 4
Existing Ground floor plan

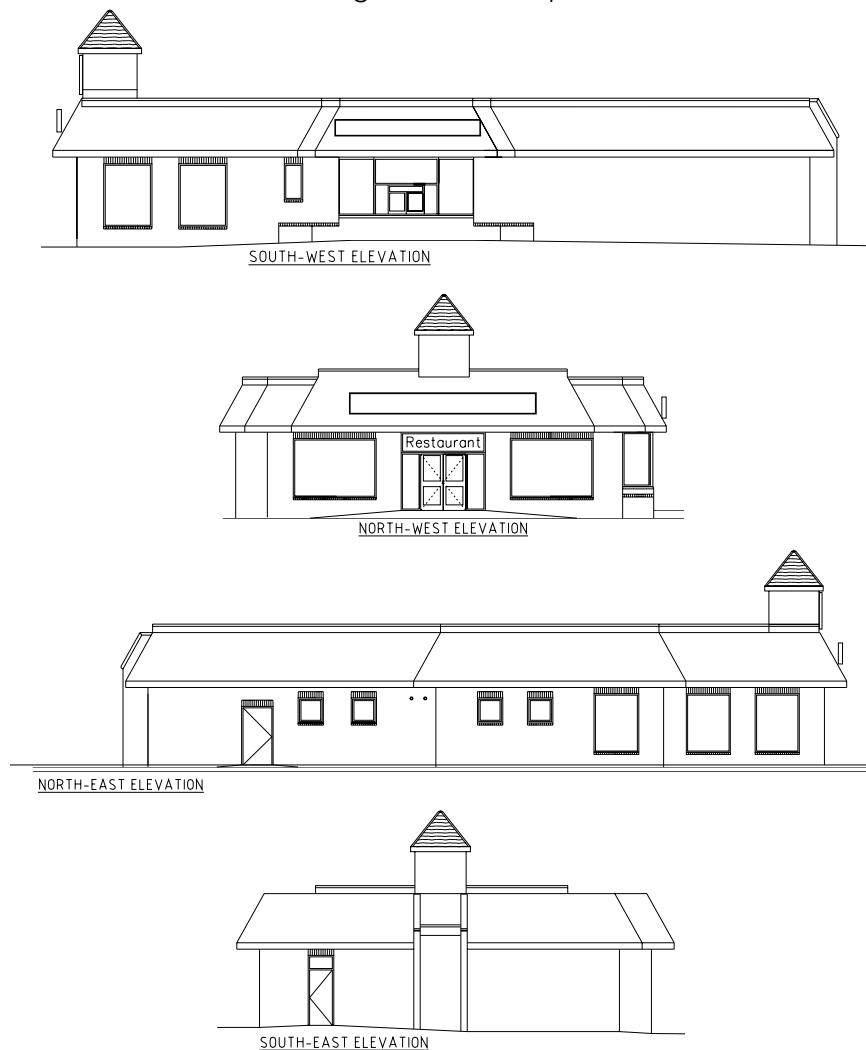


FIGURE 5
Existing elevations

The building is constructed in Brick/block cavity walls over a steel frame. The red brick outer skin is similar to that used in other units within the local area. The unit features a tower with a pan-tiled cupola roof with a mansard pan tiled roof running around the unit at high level which helps to conceal the mechanical plant on the roof. There is a red and white capping to the top of the mansard. The existing windows and doors are Aluminium and powder coated in Blue.

SUMMARY OF PROPOSALS

The proposal is to submit a full planning application for the extension of the existing drive through restaurant to accommodate a new A3/A5 Restaurant with new external refurbishment, revised carparking layout and servicing (see figure 6).

The full planning application relates to a site of approx 3008.02sqm (0.3008 hectares) of development land.

There is already vehicular access to the site from The A61 in the form of a shared access road between the proposal and the opposite site.

The design access statement (Part A) explains the architects design objectives behind the proposal. Part B of the access statement explains the architect's design objectives relating to site access.

The design aim is to compliment the existing Restaurant unit with a new Extension housing a new A3/A5 restaurant unit with external patio area. The exterior of the unit will be an integrated one extending the existing brick construction at low level and new cladding metal cladding to the upper/roof level.

DESIGN CONCEPT

The proposed building retains its rectangular (although extended) form with architectural emphasis on the two main entrances in the form of the large Aluminium Portal features that extend above the roof line. The Colour palette of the building is Red brick/red/light Grey/White with the windows to the units being of different colours to signify the separate uses in what is a uniform shell.

OVERALL LOCATION PLAN

The site location plan indicates how the proposal sits within the overall site.



FIGURE 6

Proposed site plan (Red Line indicates the area of site application)

ASSESSMENT

SITE ANALYSES

A topographical study has been produced which indicates that the site is relatively flat on two sides but does have a large banked area of grass along its northern and eastern boundary which reaches up to approx six metres above the car park level in the most North easterly corner of the site.



FIGURE 7

Banked area behind proposed site

SURROUNDING BUILDINGS

The surrounding buildings adjacent to the site are as follows:-

- i) On the opposite side of the site access road (Southern direction) is a large industrial/retail unit with associated carparking.
- ii) On the opposite side of Wakefield road (A61) is large Ford car dealership with extensive forecourt
- iii) Diagonally across from the site are some residential housing
- iv) North of the proposal sites the area number of small car dealerships, some residential housing and a former public house (unoccupied).



FIGURE 8

Unit on the opposite side of access road (South) (i)



FIGURE 9
Large car dealer ship (ii)



FIGURE 10
Diagonally across from the site is some residential housing along Smithies lane (iii)

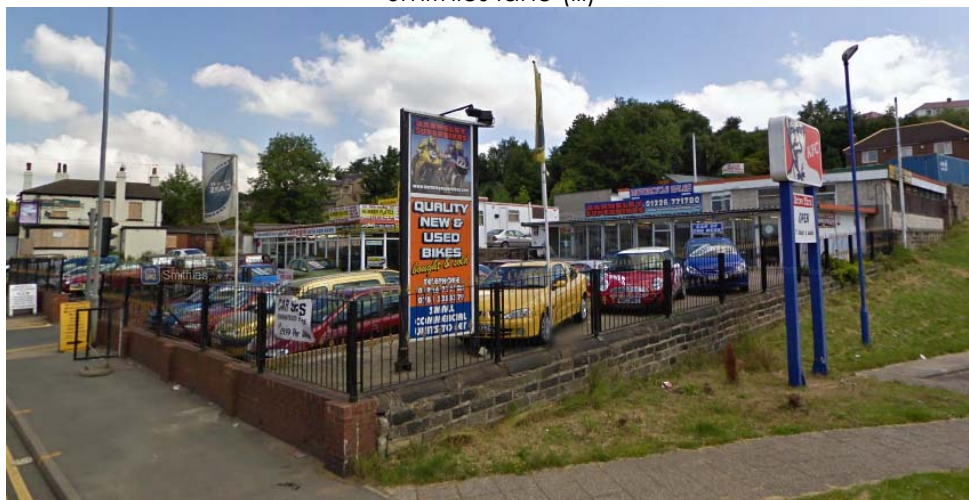


FIGURE 11
Car dealerships, some residential housing and a former public house situated north of the proposed site (iv)

The proposal is situated in an area of industrial/retail units and is one of a number of such areas separating the various residential enclaves along the length of Wakefield Road (A61)

SITING

The existing unit is situated towards the rear of the site. The extension will provide the unit with a more prominent frontage when viewed from Wakefield Road).

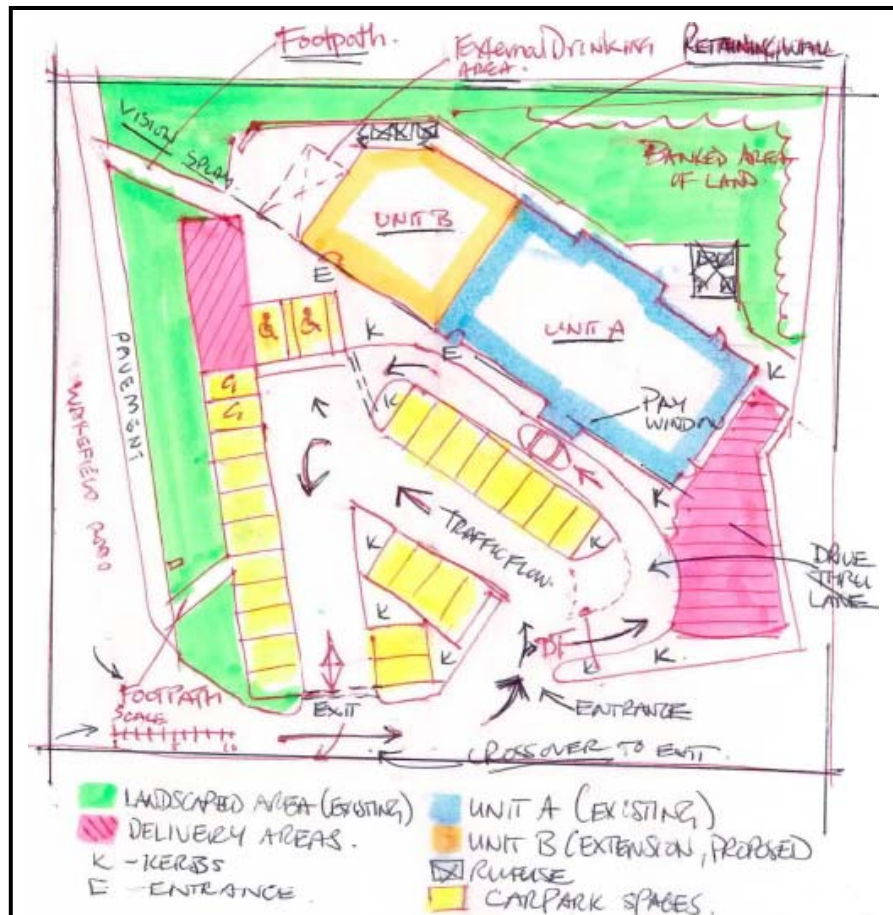


FIGURE 12
Site analysis

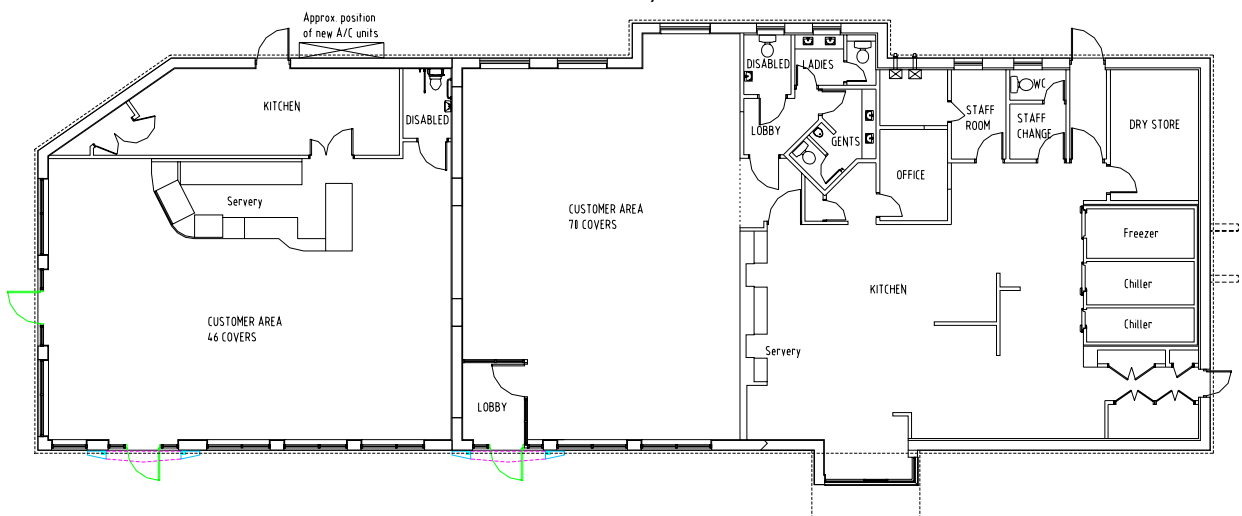


FIGURE 13
Proposed Ground floor Plan layout

ROAD INFRASTRUCTURE

The access and egress roads already exist and will be adapted to accommodate the new layout including widening at the entrances. The roads are accessed by a service road off Wakefield Rd and this service road feeds both the proposal site and the Industrial unit opposite. There is an existing permitted (and arrowed) right hand turn from the North-bound lane on Wakefield road to allow for cross traffic into the site (see fig 16).

STATUTORY AUTHORITY'S SERVICES

All statutory authority's services including water, telecommunications, gas and drainage are already available within the existing infrastructure road system and will be utilised as necessary.



FIGURE 14
Proposed Elevations

ACCOMODATION SCHEDULE

The proposed extension increases the overall GEA of the unit to 482.2 sqm (an increase of 161.6sqm). It is proposed that the existing restaurant unit will be refurbished and with the increased area will now accommodate 70 covers within the customer seating area. The new A5 unit within the extension will accommodate 46 covers within the customer seating area and will also house a serving counter, kitchen and disabled toilet. The carparking allocation is 31 spaces in total (includes 4 staff spaces, 2 disabled parking bays and 2no. waiting bays). The proposal also allows for a delivery vehicle area, bin storage and external patio area as well as retaining the Drive through element.

EVALUATION

THE ORIENTATION OF THE BUILDING

The proposal is an extension to the existing unit and is therefore based upon the existing orientation of the building. The extension has been located to maximize the site whilst utilizing the existing access and egress to the site, the internal car parking flows within the site and the take away and servicing requirements.

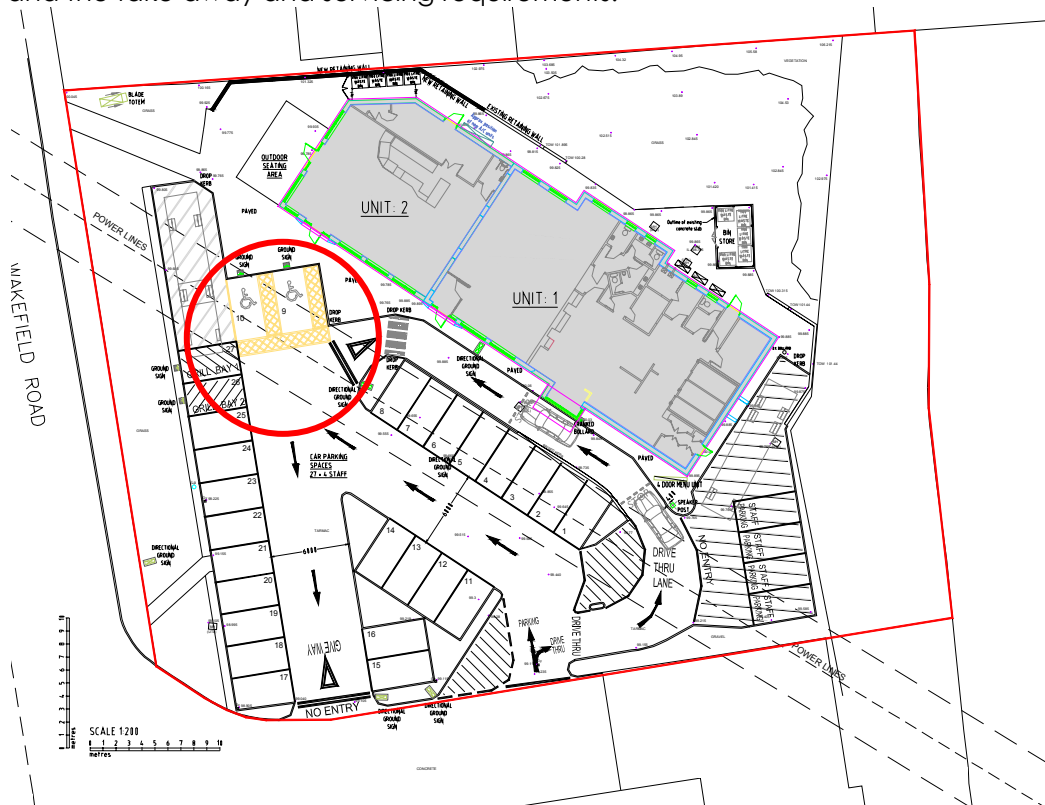


FIGURE 15

Proposed site plan indicating the building and proximity of accessible car parking spaces directly in front of the main entrances (See red Circle)

SCALE

The extension has increased the area of the unit considerably but within the context of site location, the proposal has very little impact as it uses a part of the land that causes minor alterations the existing layout and very little impact upon the surrounding units. In relation to the units on the surrounding sites, the proposal remains small in comparison and its impact is further diminished as it is shrouded by the banked area of landscaping to the northern boundary and the high level wooded area that dwarfs the unit on the western boundary.



FIGURE 16

Illustration indicating the scale of the proposal (see red pin) in relation to the other adjoining sites

HARD AND SOFT LANDSCAPING

The structural landscape of the site will be altered. The inclusion of the new extension will require removing some of the banked landscaping to the North boundary and the building of a new retaining wall.

There will be an increase in the block paving around the unit and the existing kerbs will be adapted to accommodate the altered car parking/services scheme.

The proposal also allows for the tidying up of the existing landscaped areas.

VEHICULAR SITE ACCESS

The vehicular access points already exist within the site, however the proposal allows for reforming the access ways to better accommodate delivery vehicle access and site traffic.

PEDESTRIAN AND CYCLE LINKS

Pedestrian access to the proposed site already exists as public footpaths. Whilst there is no strategic cycle link to the proposal, it is company policy to promote environmentally friendly transport to the site and therefore the company provide cycle racks within the scheme.

SERVICING

The unit has existing access for a service vehicle which is to be retained. The proposal allows for a further delivery bay for the new A5 unit (within the extension). The servicing and refuse arrangements are to be achieved out of hours. A transport plan is being prepared that provides further information.

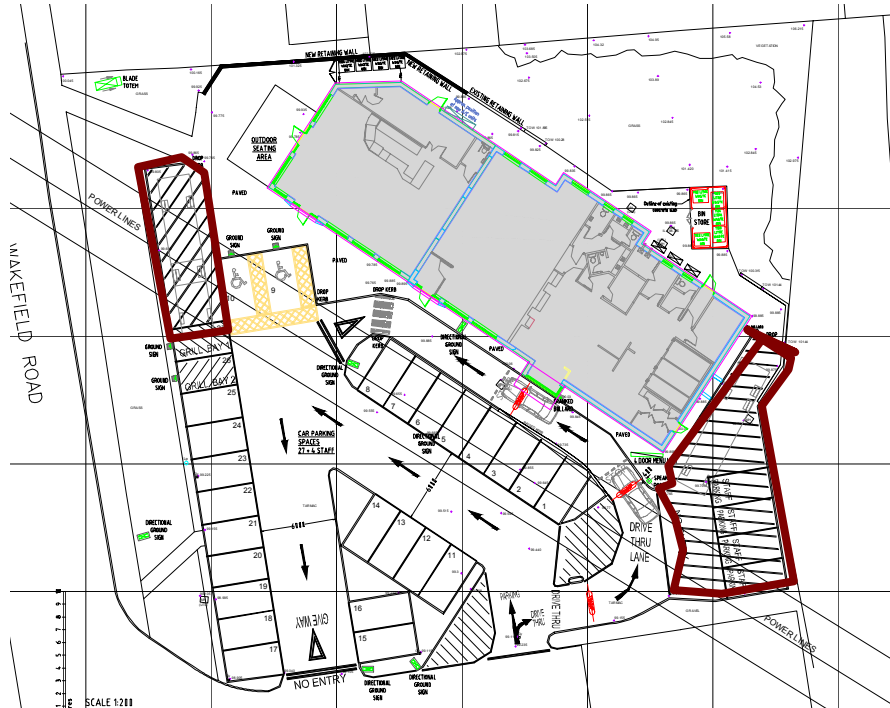


FIGURE 17

Refuse/delivery vehicle parking (marked in heavy red line)

EXTERNAL SIGNAGE

The proposed external signage scheme will form part of a separate application as stated elsewhere in this document. The External signage will assist the visitor in navigating the site and will also provide the unit with its corporate identity. The External signage will also act as advertising display for the DT Restaurant food offer. (See figure 18).



FIGURE 18

Typical site Signage

EXTERNAL LIGHTING

The site has existing building and site column lighting, which may be supplemented if necessary. Street column lighting already exists along Wakefield Road

VISUAL IMPACT

The visual impact of the unit is achieved its closer proximity to Wakefield road, the increased mass of the unit, the large windows to the elevation (which will open up the internal activity to passing traffic) and the two large Red Aluminium entrance portals, which dominate the façade and provide focus points for the end user.

New site signage (not part of this application) and an outdoor seating area complete the overall improvement and impact of the unit.

MATERIALS

The existing external facing red brick walls are to be extended onto the extension walls with new aluminium framed windows and doors sprayed Grey/silver.

The two Customer entrances are expressed by the free standing aluminium portal features.

The upper elevation will be a made up of insulated 'Box profiled' insulated panels by finished in Anthracite (Ral 7016).

FLOOD RISK

There is no flood risk in relation to this site (See Figure 19)

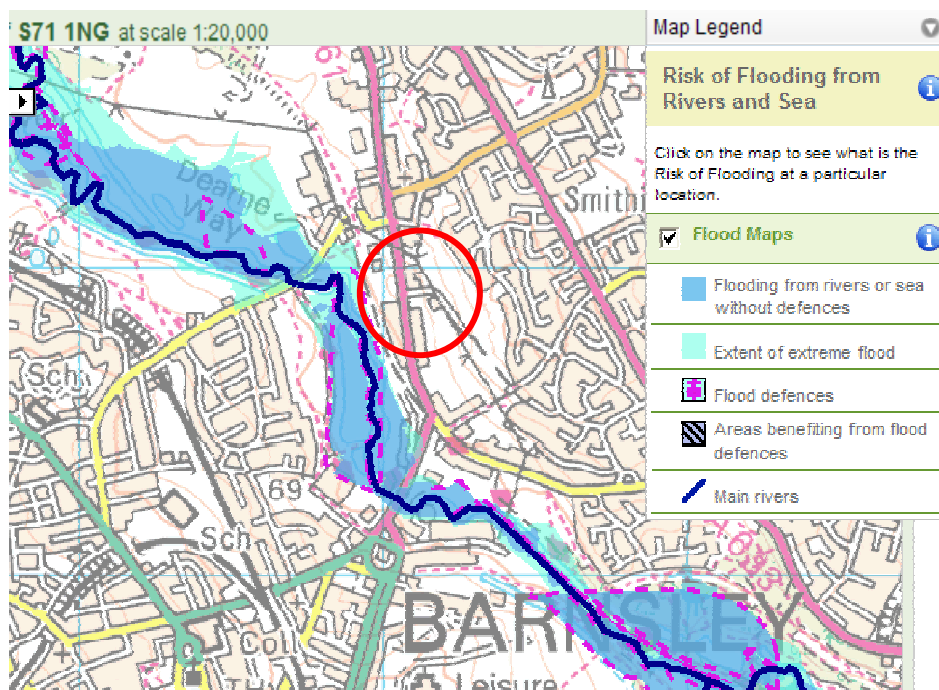


FIGURE 19

Flood Risk site plan (Site in circular red boundary)

LAND FILL

This map indicates there is an historical landfill sites within a radius of 105m of the site. This means that the proposal may require a methane barrier and that soil tests will be required (see fig 20-21). Previous landfill documentation relating to the planning permission for the existing unit on this site is being investigated.

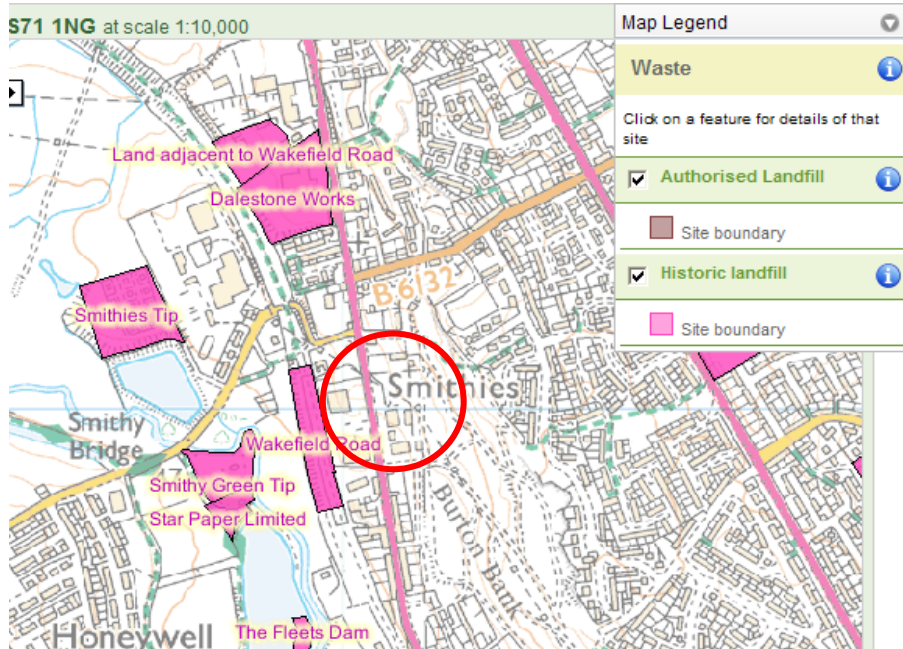


FIGURE 20
Land Fill site plan (Site in circular red boundary)



FIGURE 21
Aerial of the site indicating the proposed site (indicated in the small red circle),
Closest historic landfill sites indicated in white.

MINING AREA

This map indicates the location of the historical underground mining areas surrounding the proposal site. Previous site mining area site documentation relating to the planning permission for the existing unit on this site is being investigated to provide data for structural engineer's ground works (See Fig 22).

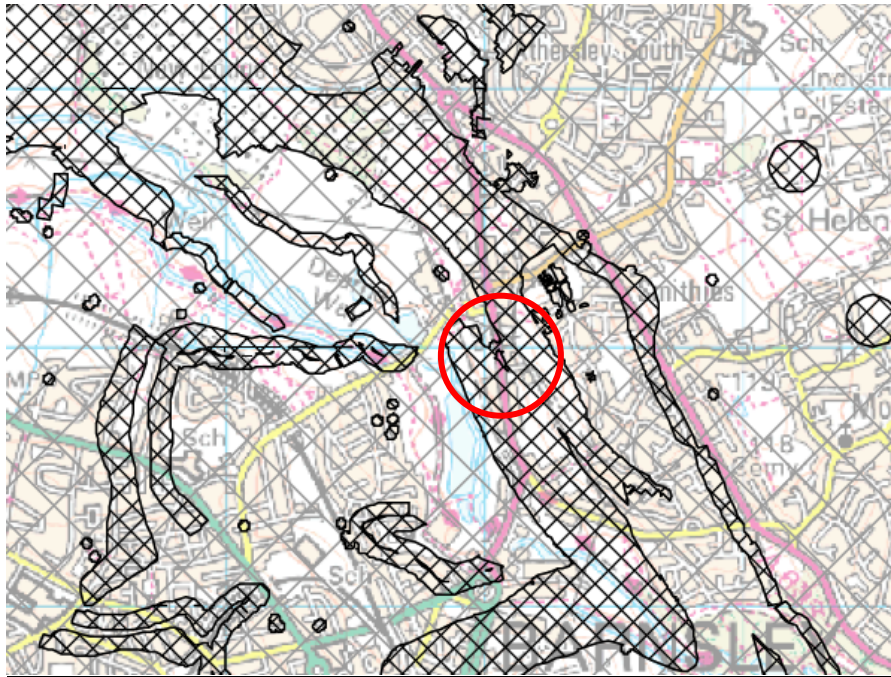


FIGURE 22

Historic mining areas (Proposal site in circular red boundary)

SUSTAINABILITY STATEMENT

The proposal attempts to promote the use of sustainability (where appropriate) through the following:

1. High Insulation Standards and efficient natural Ventilation Systems.
2. Maximum use of Natural Daylight where appropriate through full height glazing to the DT Restaurant.
3. Robust details to achieve good air tightness and avoid thermal cold bridging where possible.
4. Meeting new Building Regulation requirements for Part L with at least 20-25% reduction on the carbon emissions.
5. Potential "secured by design" discussions with the local Police to be considered.
- 6 Efficient boiler systems to enhance heating and hot water control for the DT Restaurant.
7. Dual low flush sanitary appliances would be provided. (Although these are to be part of the fit-out elements by others)
8. Rainwater harvesting.

RECYCLING

Refuse and recycling areas have been provided and screened. The end user's are to manage their own recycling facilities with the local authority. A Waste management plan will also be produced.

SUMMARY

The Extension to the existing Restaurant provides a draw to local area. This proposal would increase the retail usage of the site and increases the quality, convenience and accessibility of the usage within the area. The location of the unit on this site has been worked through to allow for maximum visual impression, with minimum impact over the surrounding properties.

The design team continue to evaluate performance against targets and strive to improve the design aspirations to further reduce their impact on the environment to create attractive, sustainable and modern buildings to complement the area.

total	5.06
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The Public Transport Accessibility Level is derived from the following table:

PTAI	PTAL
25.01+	6 High accessibility
20.01-25.00	5
15.01-20.00	4
10.01-15.00	3
5.0-10.00	2
0-5.00	1 Low accessibility

SECTION 2 – BUILDING ENVIROMENT

a) Location and Orientation of Entrances

The location and orientation of the proposed building have been developed to maximise views and entrance frontages as viewed from Wakefield road. The orientation of the entrance also assists in easy recognition of the proposed building. The main entrances for staff and customers to the unit are clearly highlighted.

b) Hard and Soft Landscape

The hard and soft landscape is designed to DDA Compliance.

c) Width / Gradients to Footways

The width of footways to be a minimum of 1200mm, the gradients of footways to be no steeper than 1 in 20 to DDA Compliance within the site after disembark from car parking areas. The fire escape door opening outwards would require a physical barrier protection and a landing.

d) External Lighting

The car parking and service yard areas are both lit from the building and supplemented by lighting column posts (if required), where it assists in good access to users and reduce risk and crime.

SECTION 3 – BUILDING OR STRUCTURE

a) Doors

The entrance doors are part of the standard glazing system.

Some glazing elements would require manifestation to assist in visual identification to avoid walking directly into the glazing. Entrances incorporate access way guarding to Main entrances, this also allows for positioning of power assisted door controls.

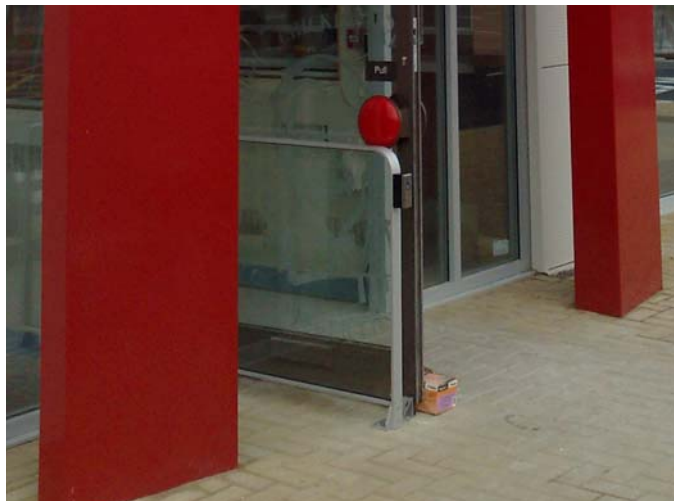


FIGURE 23
Typical Entrance barrier

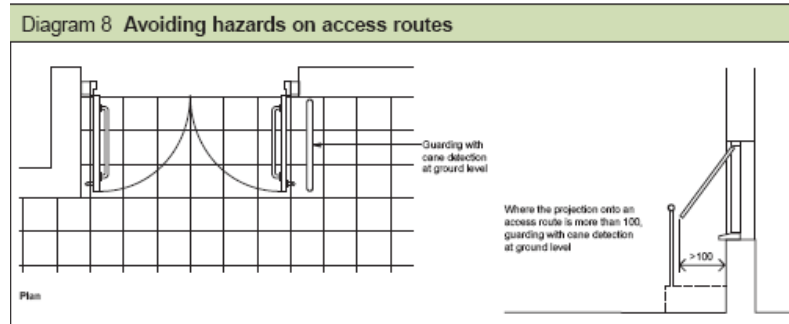


FIGURE 24

Typical barrier to Entrance doors

b) Walls

The external walls are cavity Brick/block construction over steel frame.

c) Internal Floor Surfaces

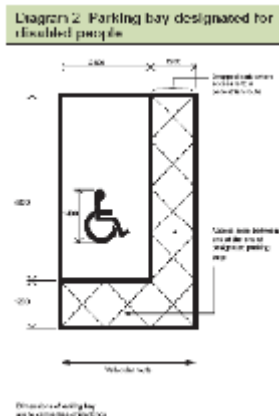
The internal floor finishes are to be provided under the fit-out. However, it is recommended that the entrance lobby floor surfaces to be finished in anti-slip ceramic flooring for the DT Restaurant unit. The kitchen areas would be finished in anti-slip antibacterial polyurethane flooring or ceramic tiles under the fit-out. The toilet areas would be finished in anti-slip ceramic flooring. Any fixings or equipment to the walls would require to be contrasting in colour.

Main Entrance

1) Level Approach

Level approach to be provided free from obstruction

a) On Site Car Parking and Setting Down



Designated accessible car spaces to be 3600 x 6000 and located close to the main entrance with dropped kerbs. 2 accessible spaces for the DT Restaurant have been provided within close reach to the respective main entrance. Waiting spaces are also provided should the orders for take away are not yet available in time.

FIGURE 25

Extract of the Part M document showing the disabled parking bays.

2) Step provision

There is no single step provision.

3) Ramped Access

Should ramp access be provided, they would be 1 in 20 for a 10m going and 1 in 12 for a 5m going.

4) Door Design

All external entrance/exit doors that are fully glazed will have manifestation so that they are easily identifiable.

The door thresholds are to be level, otherwise to be no more than 15mm if raised.

The door entry systems are accessible to deaf and hard of hearing people.

General policy is to allow for Power assisted doors with push button operation, although consideration on refurbishment is on a site by site basis.

Key Feature of Activity or Building Use (assuming fit out)

1) Specialist Equipment

There is no provision for specialist equipment within the shell construction.

2) Activities

Not applicable as the proposal are for A3/A5 uses.

3) Staff Rooms

The staff room provision for the Unit is provided under the fit-out that can be considered a good staff rest space.

SECTION 4 – MEANS OF ESCAPE

1) Design for Independent Means of Escape

On the ground floor, respective fire exits have been allocated around the proposed building to suit.

2) Provide Facilities for Physical Evacuation e.g. Places of Refuge, Staff Training and Audio-Visual Alarm System

An audio alarm system will be provided under the shell construction under agreement with the respective end-users. Should staff training be required then it would be covered under the end user and their own operational needs.

SECTION 5 – SIGN AND WAY FINDING

1) Type and Position of Signs

Signing strategy will be devised to assist in way finding. Once within the corner site demise, the respective main entrances are easily recognisable.

When within the building, toilets, escape signage etc will form part of the shell construction for the Proposed DT Restaurants.

Any special signage within the Proposed DT Restaurant areas, are to be provided legibly by the respective end users.

2) The Use of Different Tactile Materials

The external site layout will include tactile materials and dropped kerbs to cater for wheelchair access so that it can be differentiated visually or felt physically.

3) The Layout of Building

The proposed building layout on the site is based on existing topographical levels so that it matches with the surrounding buildings.

4) Internal Decoration

At the shell construction, only simple emulsion paint to walls generally. Toilet areas in the proposed DT Restaurant are fully tiled under the fit-out element. Equipment would need to be contrasting from the internal decorations so that they are easily identifiable.

CONCLUSIONS

The proposal will make a positive contribution towards the redevelopment and regeneration of the site. The proposal provides a functional and orderly building of a sufficient high quality that will compliment the existing locality.

The Access Statement is comprehensive and demonstrates that reasonable provision has been provided to cater for the ease of accessibility that identifies the design philosophy and access approach to create a user friendly site and building.

This Access Statement records the designers' intention where appropriate in compliance with Part M and Disability Discrimination Act 2004 that could supplement later acting as a compendium to Building Control Application.

Generally, this design concept, sustainability and access statement sets out the architect's intention, meeting the aspirations of all parties.