

Design and Access Statement (incorporating Parking Strategy)

**Land off Dearne Valley Parkway,
Barnsley**

Hartwood Estates Ltd

04 April 2019

Our reference: 522

Smith Jenkins Ltd

5 Warren Park, Wolverton Mill, Milton Keynes, MK12 5NW

Tel: 01908 410422

Contents

		Page
1	Introduction	1
2	Design	2
3	Access	7
4	Summary and Conclusions	8

1 Introduction

- 1.1 This Design and Access Statement has been prepared by Smith Jenkins Ltd on behalf of Hartwood Estates Ltd, the applicant. The Statement accompanies the below application:

"Outline application for employment led, mixed use, development comprising of Employment Units (B1c/B8), a Hotel (C1) and Food and Drink units (A3), with all matters reserved other than access."

- 1.2 The application seeks approval for a development consisting of:

- 1,374m² class B1(c) units;
- 4,050m² class B8 unit;
- 2,173m² 69-bed hotel; and
- 490m² class A3 units located on the ground floor of the hotel.

- 1.3 This statement responds to the requirement of the Town and Country Planning (Development Management Procedure) (England) Order 2015 for applications of this type to be accommodated by a Design and Access Statement.

- 1.4 The aims of the Statement are to ensure design is integral to the development. The Design section of this statement seeks to address the following factors:

- Context
- Amount and Use
- Layout
- Scale
- Appearance
- Landscaping

- 1.5 The Access section of this statement seeks to address the vehicular and transport links and the pedestrian access to the site. This section also incorporates the Parking Strategy for the development.

2 Design

Context

- 2.1 The site is located close to Junction 39 of the M1 and is adjacent to Dearne Valley Parkway. The local context of the site is largely commercial in nature with several industrial estates/employment areas in close proximity as well as a Highways Depot. There are a number of smaller food and drink buildings in the northern employment area which are standalone buildings with associated car parking surrounding them. This context provides a commercial character to the local area, with the application site being one of a number of vacant sites which are yet to be developed.
- 2.2 To the North West is Birdwell. This is a residential settlement which contains a mix relatively modern buildings, with dwellings dating from the 1960's/1970's and more historic terrace houses built from local stone.

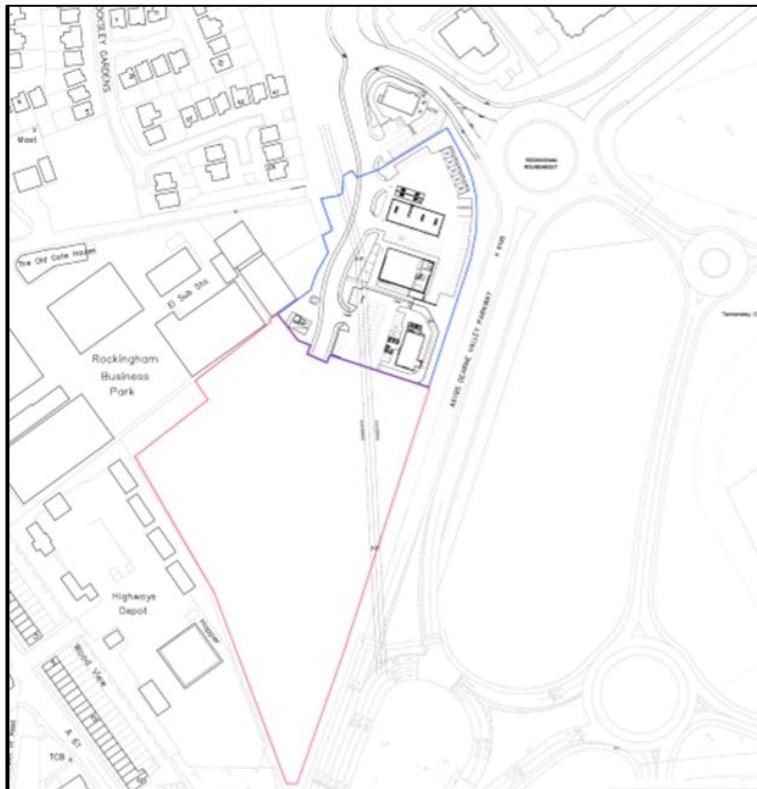


Figure 1: Site Location Plan

- 2.3 The proposed development is in outline form, with the exception of means of access, with all other matters reserved for later detailing. The current design development is largely indicative, but has been based on the local context of the site. Further detailing will be provided at reserved matters, where the design of the development will be considered in greater detail.

Amount and Use

- 2.4 The proposed development will consist of an employment led mixed use scheme which incorporates the following uses and floorspace:

- B1(c) Light Industrial - 1,374m²;
- B8 Storage and Distribution – 4,050m²;
- C1 Hotel - 2,173m², 69 bedrooms including
- 490m² A3 Food and Drink located on the ground floor of the hotel.

2.5 The above land uses and the maximum quantum of development are to be fixed at outline stage. Whilst layout is a reserved matter, a proposed Land Use Plan is submitted with the application in order to establish the location of each of the proposed land uses. This plan can be secured by condition if the Council wish to fix the location of these land uses.



Figure 2: Proposed Land Use Plan

Layout

- 2.6 An Indicative Site Layout is submitted as part of the application. This layout has been informed by the development already built on the wider site, and the other employment uses to the north and west.
- 2.7 The proposed B1(c) units are designed to back onto the existing industrial units to the North West, with parking courtyards to their frontage. The B8 unit is located within the largest unrestricted part of the site with its vehicle access at the end of the central spine road providing unhindered car and HGV access.

- 2.8 The proposed hotel building is located adjacent to the recently constructed Costa unit to the north and along the Dearne Valley Parkway frontage. However, it is shown set back from the road frontage due to overhead cables that current pass over the site (overhead cables easement is shown purple hatched). This hotel location may be brought further forward at reserved matters stage, if the cables can be removed/buried. It is for this principal reason that Layout is not being determined at outline stage. It is not intended that the Indicative Site Layout is a plan to be tied into the grant of outline permission.

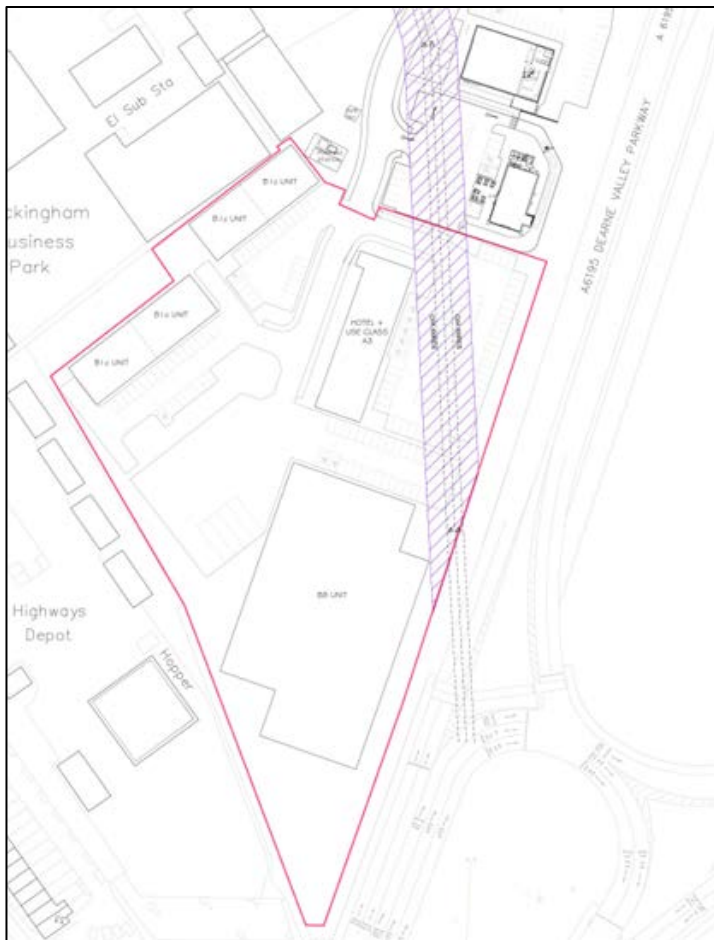


Figure 3: Indicative Site Layout

- 2.9 An illustrative Masterplan for the site and wider area, based on the above indicative layout, has also been produced. This shows the current application site within the context of a number of commercial buildings to the north that have been constructed in the past 1-2 years as part of the regeneration of the area.



Figure 2: Wider Site Masterplan

Scale

- 2.10 The overall scale of each building will be set out in the reserved matters stage, with heights of buildings likely to be between 1 and 4 storeys depending on the use. The B8 Storage and Distribution building will be the largest in terms of footprint given the needs of businesses that are likely to occupy this use. The hotel is likely to be the tallest development, at 4 storeys, in order to accommodate the A3 uses at ground floor and the necessary number of bedrooms to make the hotel viable.

Appearance

- 2.11 The appearance of the buildings will form part of the reserved matters stage, with individual buildings being designed to respond to the needs of the development and the character of the wider area. The B1(c) Light Industrial and B8 Storage and Distribution buildings will be designed to relate to each other and the other surrounding employment based buildings.

Landscaping

- 2.12 Whilst landscaping will be designed at the reserved matters stage, the general principles of the development allow for landscaping along boundaries as well as within the proposed development. The

eastern boundary with Dearne Valley Parkway is relatively free of landscaping other than a few trees, the proposed development will seek to enhance this boundary with planting which will soften the appearance of the buildings along this boundary. The southern boundary of the site has a number of existing trees, some of which will be retained, the proposed development will provide an opportunity to supplement this vegetation and offset any loss of trees along this boundary. Internal landscaping is likely be low level vegetation and strategic planting to respond to the design and layout of the site.

3 Access

- 3.1 Dearne Valley Parkway (A6195) runs in a north-south direction for approximately 380 metres, alongside the site's eastern boundary, from Birdwell roundabout to Rockingham roundabout. It is duelled 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.
- 3.2 The proposed vehicular access from the public highway has already been constructed as part of works under the previous outline permission and subsequent reserved matters, and already serves the petrol filling station and drive-thru. The road currently terminates at the northern edge of the application site and simply needs to be extended into the site to form the estate road.
- 3.3 The traffic generated by the proposed development can be safely accommodated on the local highway network and will not result in severe impact on the network in the context of the site. Given the proposal can accommodate sufficient parking, it is not likely to create conditions that are detrimental to road safety by way of on street parking in the local area.
- 3.4 Pedestrian access will also be provided as part of the reserved matters application, by continuing the existing footways into the site from the existing road. This existing road has footways on both sides of the carriageway, with dropped kerb and tactile paving crossing provided at the roundabout arm. The footways then connect to footways on Dearne Valley Parkway so that the site is accessible from the wider area by walking and cycling.
- 3.5 The bus stops that are nearest to the proposed development are located on the A61 Sheffield Road, to the west of Birdwell roundabout, circa 700 metres walking distance. This is considered an acceptable distance given the provision of high frequency and quality services. Details of the bus services available at these stops are provided within the accompanying Transport Statement prepared by Bryan G Hall.
- 3.6 At the reserved matters stage, the proposed development will be designed to fully take into account the needs of creating an inclusive environment for disabled guests and all members of the community. The development will be fully accessible to all and as such has been designed to meet the requirements of Approved Document Part M of the Building Regulations and other relevant legislation.
- 3.7 The submitted Indicative Site Layout indicates that a total of 125 parking spaces and 10 disabled parking spaces can be provided within the proposed development, along with providing sufficient space for cycle parking. At the reserved matters stage, the proposed development should be designed to provide sufficient levels of parking to meet the requirements. Parking areas should have an element of natural surveillance to prevent potential areas for crime and provide security for those using the car parks when dark. Large expanses of parking can be broken up by landscaping solutions to ensure the creation of an attractive environment.
- 3.8 Cycle parking should be located close to the entrance of building or areas that are visible from within the development. All cycle parking facilities should have adequate lighting and if long-stay, protection from the weather.

4 Summary and Conclusions

- 4.1 This Design and Access Statement has established how the proposed development has been designed using best practice in relation to outline planning applications.
- 4.2 By using the context of the site and good design principles, the proposed development will be a high quality mixed use development. The reserved matters stage will carefully consider matters such as layout, scale and appearance to ensure the development relates well to the context and local area of the site. Landscaping will be designed to soften the appearance of the development and create an attractive environment.
- 4.3 The application site is in a sustainable location and will create opportunities for utilising sustainable modes of travel including walking, cycling and public transport. This will assist in reducing reliance upon the private car to access the proposed development. The proposed development will connect to the existing access road and will be designed to accommodate the likely traffic and vehicular movement the development will produce. This will protect the local road network and ensure the proposal creates overcapacity of the network.