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Contents – Design & Access Statement

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Introduction

This Design and Access Statement has been prepared to accompany a planning application by Windsor Life Assurance Company Limited to reconstruct and amend the layout of the existing Wickes car park.

This statement responds to the requirements of the Town and Country Planning (General Development Procedure)(Amendment) (England) Order 2006 for applications for development consent to be accompanied by a Design and Access Statement which explains the design concepts and principles which have been applied to the development and how access has been dealt with.

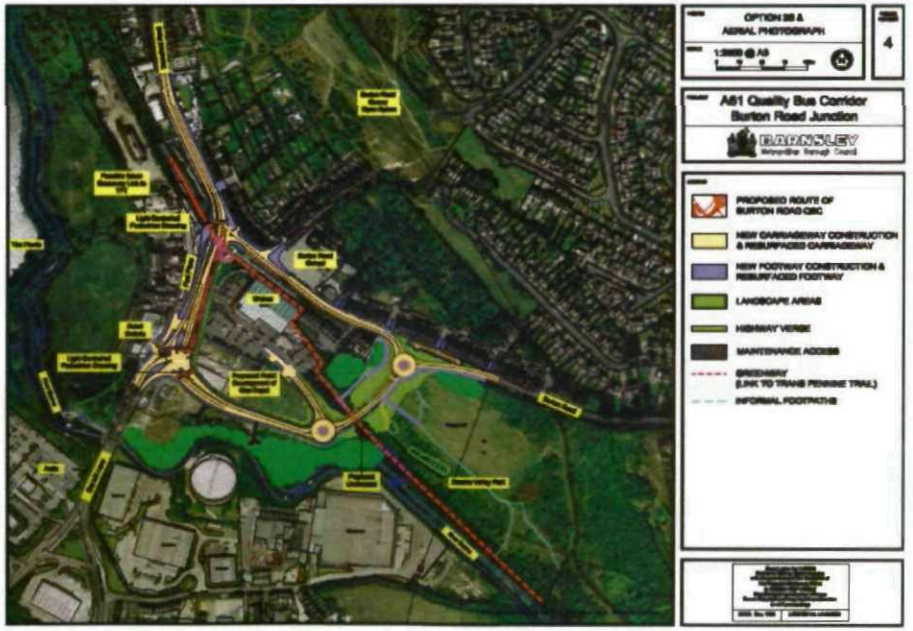
The structure and content of this statement has been based on DCLG guidance on information requirements and validation (March 2010) and "Design and Access Statements; how to write, read and use them". (CABE 2006).



Development Overview

An application was submitted in 2006, reference 2006/1509, by Barnsley Metropolitan Borough Council for the construction of new highway, pedestrian/equestrian underpass, landscaping and associated works to create A61 Wakefield Road/Burton Road Quality Bus Corridor Phase 3 at the junction of A61 Wakefield Road, Burton Road and Old Mill Lane. Subsequent planning application, reference 2009/1010, for revisions to the footway network was also submitted. The wider site was also the former gasworks and British Gas Depot (Reference 2006/1911) which was required to enable both the development of the link road and an adjoining development for retail warehousing (Reference 2006/1616).

The quality bus corridor on the A61 is considered to be a major improvement to traffic congestion, poor cyclist and pedestrian provision, excessive vehicle emissions and poor air quality. The area of highway is the source of significant problems due to poor traffic management and increasing pressure on the highway network. The route is identified as a priority public transport corridor in the Barnsley Unitary Development Plan. This development requires the construction of a new vehicular access to the Wickes site, alterations to the car parking layout and circulation areas, and the closure of the existing vehicular access.



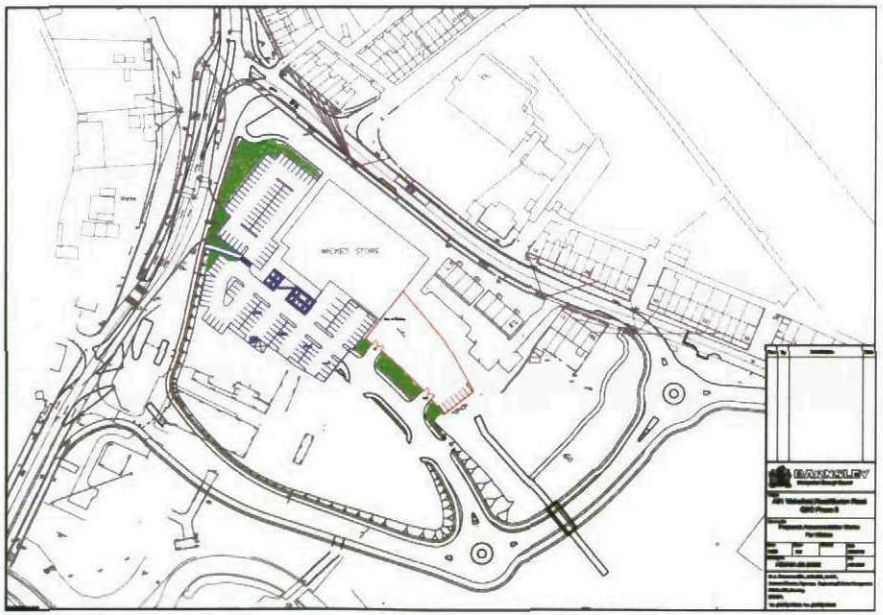
Site Description and Condition

The site is currently occupied by the Wickes store, car parking, circulation areas and a service area. Access is derived directly from Old Mill Lane via a signal controlled junction with an access road directly in front of the store segregating the store from the car parking areas. Four disabled parking bays are provided alongside the entrance to the store obviating the need to cross the main access road. The predominant areas of car parking are to the south of the store, with a smaller area to the North West and a landscaped area. The servicing area is to the south east of the store. All vehicular and pedestrian areas are hard surfaced, sealed and drained.



The Scheme

The Quality Bus Corridor requires land from this application site on the Old Mill Lane frontage and the rear car park. Some car parking and circulation areas are lost as a result and the vehicular access to the A61 is permanently closed. A new access road to the Wickes store is to be constructed from a new roundabout on the link road between Old Mill Lane and Burton Road. The access road will serve the Wickes site and another retail development on the former Gas Depot site, for which outline planning permission has already been granted. This results in a need to reconfigure the car parking, circulation areas, pedestrian and servicing areas giving rise to this planning application. The new layout has two parking spaces less than the current layout, and the disabled spaces are provided to the front of the store and two additional bays are provided. The servicing area is to be extended and will derive access directly from the new access road. This removes the current conflict between service vehicles and customers as there will be no need to enter the car parking and pedestrian areas. A new pedestrian access is to be constructed from Old Mill Lane into the car parking area.



Design

Customer vehicular and pedestrian areas will be surfaced with Asphalt Concrete to provide a smooth, even and well laid surface to avoid tripping.

The servicing area will be a reinforced concrete pad, the most appropriate material to withstand the turning manoeuvres of HGV's without incurring damage. The servicing area will also be secured with a 3 metre high security weldmesh fence. The entrance and exit to the service area will have security gates.

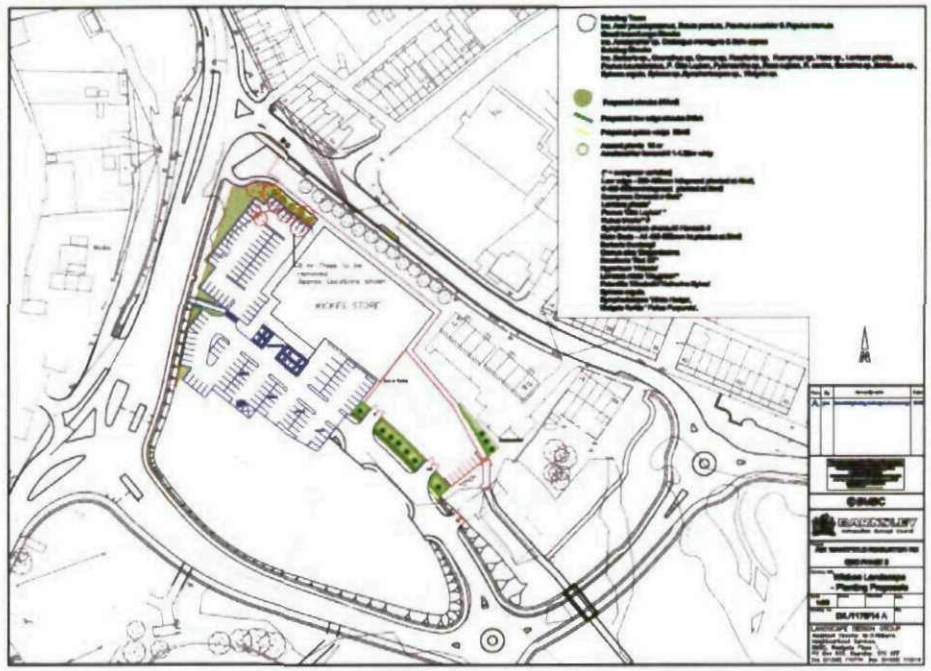
The car park and servicing area will be kerbed. Drainage of the car park and servicing area will be by a combination of gullies and combined kerb drainage blocks connected to existing carrier drains.

The existing lighting system to the car park and servicing area will be retained and enhanced by additional lighting installed as part of the Quality Bus Corridor scheme.

The scheme requires the removal of several mature trees from the existing landscaped area adjacent to the junction of Old Mill Lane and Burton Road. The report of a tree survey of this area has been prepared to accompany the planning application.

Additional planting will be provided around the revised car parking area access ramp adjacent to the Old Mill Lane/Burton Road junction.

A new area of planting will be provided between the servicing area and the new access road.



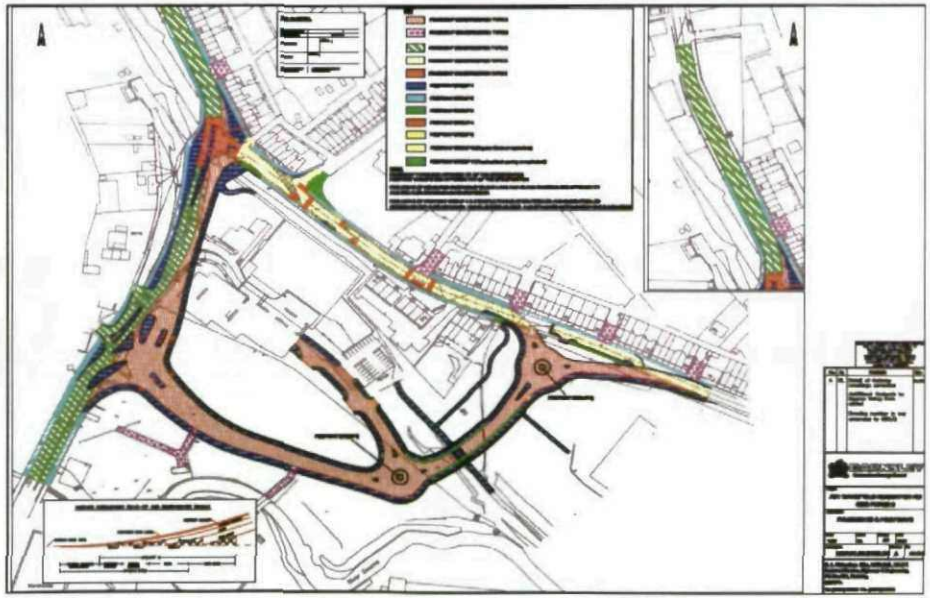
Access and Transport

Access and personal safety have been given a high priority within the design process. Routes to the main entrance have been developed to be clearly legible to pedestrians and motorists with appropriate separation and clear demarcation. Vehicular and pedestrian access will be derived from a new access road which will be constructed to adoptable standards including street lighting. Pedestrian access from Old Mill Lane will be via a ramped footway with a gradient of approximately 1 in 14. Access for disabled visitors will also be available from the footways associated with the proposed new highway.

Disabled parking bays are provided directly outside the main entrance with dropped kerbs from the parking area.

All external spaces will be compliant with current DDA regulations to allow "access for all".

Servicing vehicles will be segregated from the public areas confined within their own service area. All manoeuvres will take place off the public highway removing any conflict between other vehicles and pedestrians. Visibility to current standards will be provided at the egress from the servicing area.



Relevant Planning Policy

Supplementary Planning Document 32 – Parking, Transport Assessments and Travel Plans.

This Supplementary Planning Document (SPD) was produced to supplement the adopted Unitary Development Plan (UDP) and future Local Development Framework (LDF) in accordance with both PPG12 and PPS12.

This SPD offers guidance when submitting a planning application. It supplements Policy T22 of the UDP and explains how the Council intends to implement aspects of government guidance in Planning Policy Guidance Note 13 (Transport) which was published after the UDP was prepared.

UDP Policy T22 requires no more parking, servicing and manoeuvring space than is necessary. At least 4% of the total parking provision should be disabled car parking.