Design & Access Statement

Harborough Hill Road, Barnsley



FOR RWE npower

THE HARRIS PARTNERSHIP

6935 08/10/08

1.0 Introduction

1.1 This document accompanies the application for Reserved Matters pursuant to the Outline planning permission (ref B/05/1339/BA) for a Retail Development at Harborough Hill Road / Schwabisch Gmund Way, Barnsley.

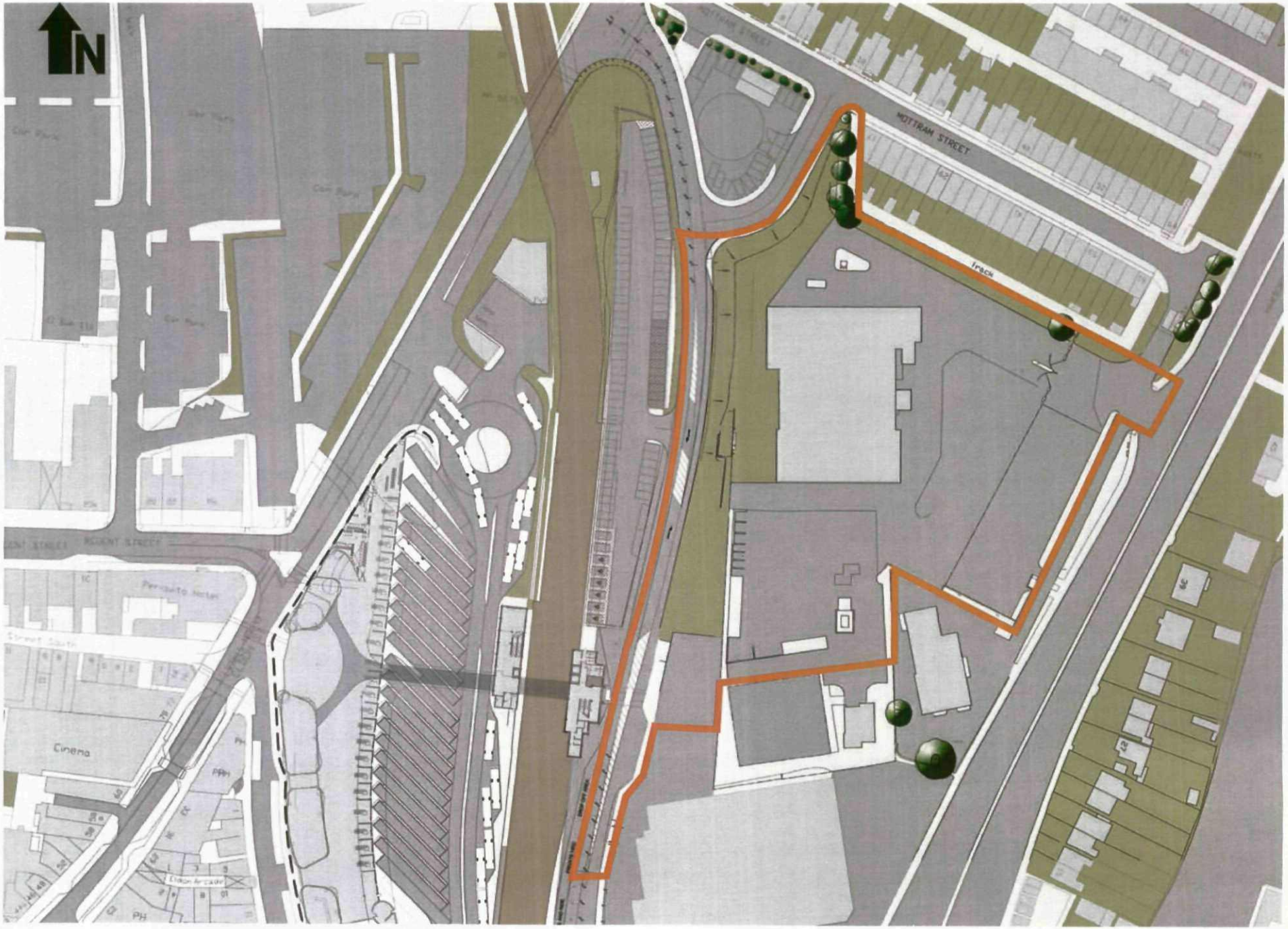
1.2 The Application is submitted on behalf of RWE npower by Indigo Planning. This document is to be read with all other supporting documentation and the design drawing information prepared by The Harris Partnership and Vector Landscapes.

1.3 The Outline Application was approved in Oct 2005 with means of access determined at that stage. The following Reserved Matters as set out in Condition 2 in the Planning Approval as well as Condition 4 (Green Sprint) are referred to in this Design Statement:

- Siting of the Development
- Design
- External Appearance
- Landscaping and The Green Sprint

DATE OF SUBMISSION: OCTOBER 2008

Existing Site Plan



2.0 Site & Context Analysis

Location

2.1 The site is located on the fringe of Barnsley Town Centre. The site lies between Harborough Hill Road to the east and Interchange Way to the west. The site is currently vacant however it has most recently been used for industrial accommodation. There are no structures of Architectural, Historical or Topographical significance within the site.

2.2 The existing access into the site is taken from Harborough Hill Road.

2.3 The site is located adjacent to a vacant single storey brick building to the south, formerly occupied by the NHS. This building shares an access position with the existing site.

2.4 *Also located to the south of the site is a large electricity sub station.* This facility currently has access located within the site. The sub station has a right of way across the site and the access position is to be retained within any new development.

2.5 The existing site extends across the east boundary of the sub station. Adjacent to this portion of the site is a secure long stay car park for SYPTE. There is an agreement to provide an access to this facility from within the site

2.6 The north of the site is bounded by a small private road which provides access to the rear of a residential terrace facing Mottram Street. The residential buildings are 2 storey buildings. Some of the dwellings include converted roof space. The terrace is approximately 15 to 20 metres from the site.

Harbourough Hill Road and Schwabisch Gmund Way

2.7 Harborough Hill Road runs along the boundary to the east and provides an existing access point into the site

2.8 The area of Harborough Hill Road surrounding the site is lined with residential dwellings. To the North is the Peel Retail Centre, and to the South the route joins links to the Town Centre. The dwellings are raised circa 3 metres above the Harborough Hill Road level and a high retaining fronts the footpath. The result is Harborough Hill Road has no active frontage or visual or physical permeability

2.9 Schwabisch Gmund Way (formally Interchange Way) is a new infrastructure created to provide access to the Barnsley Transport Interchange. The road provides an immediate link from the Interchange through to the residential area at the North. There is a large level difference of circa 7 metres across the site which creates a raised plateau to the site.

Mottram Street

2.10 Mottram Street to the North of the site is a small residential street with terraced housing overlooking the site to the rear. The site currently extends to the limits of the boundary and a 2 metre security fence lines the rear of the properties. There is currently no quality visual amenity to the site for the residents.






















2.0 Site & Context Analysis

Context

2.11 The site is surrounded by a number of different contextual influences. The immediate context includes a mix of different scales and architectural types. Barnsley Interchange is a new landmark to Barnsley and provides a large scale transport node adjacent to the site. Situated to the West of the site on Schwabisch Gmund Way, The Interchange provides a physical entrance into Barnsley Town Centre. The building is a bold contemporary form that is unique to Barnsley.

2.12 In contrast, to the North and East of the site are established residential areas consisting of traditional brick two storey terraced houses. The North boundary to Mottram Street is the most sensitive and the visual and acoustic treatment of the site should reflect this boundary.

2.13 To the south beyond the sub station site is a large commercial building currently occupied by Gala Bingo. This building is predominantly brick clad with areas of metal cladding to the front. The rear of the building faces the site with no frontage.







2.0 Site & Context Analysis

The Site

2.14 The site itself is a 1.4 hectare site which is currently vacant. A 3 storey industrial building is located at the centre of the site within large areas of concrete hardstanding. The topography of the site forms a raised plateau with which the existing building sits.

2.15 The boundaries of the site have no definable edges. There currently is a 2 meter perimeter metal security fence which marks the site boundary. To Harborough Hill Road is a low level retaining wall to the access road to Harborough House. Lining this wall are a series of self seeded trees which provide a visual screen to the Town from Harborough Hill Road.

2.16 The site sits at a higher level than Schwabisch Gmund Way and a landscaped embankment accommodates the level difference. This landscaped area is not maintained and there is no physical permeability through to the site from this point.

2.17 The existing site currently provides no active frontage or physical landmark to Harborough Hill Road identifying either the site or the gateway to the Town.

2.18 The site is currently a void in the urban fabric of the area, with no identifiable structures, definable boundaries or permeability.

Remaking Barnsley

2.19 The site is identified on the fringe of the Town Centre Regeneration Plan within the Eastgate boundary in the "Remaking Barnsley" strategy. The document identifies the inclusion of the Green Sprint through the site. The Green Sprint is a pedestrian desire line generated to provide an accessible route through the Town to link the outlying Dearne Valley Country Park, Metrodome Leisure Centre and Barnsley Football Club.

2.20 Pre-planning consultation with Barnsley MBC has identified destination points A and B which are to be achieved by the Green Sprint through the site. Drawing 6935-200B indicates the proposed route through the site as a direct link between these two markers. The location of the route is designed to have minimal vehicular/pedestrian conflict.

2.21 The planning brief identified that a high level link from The Interchange and a footbridge link over Harborough Hill Road were desired to enhance accessibility. These would be developed by the local authority and space should be allocated within the site to accommodate these structures.

2.22 During the design process, detailed consultation was carried out with structural engineers Arups, to determine whether a ramp could extend through the site in a continuous run towards Harborough Hill Road. It was determined that this was not feasible due to level and access constraints and a vertical circulation core would provide a much more suitable means of access.

2.23 As identified, a location within the site design has been allowed to accommodate any future structures. The submitted scheme indicates the location, design and specification of the surface level route to be developed a suitable standard as the rest of the Green Sprint, which meets the requirements of Condition 4.

Planning Brief

2.24 The development has been granted Outline Planning Permission for a retail development of up to 7060sqm over two levels with associated parking from Schwabisch Gmund Way, formally Interchange Way.

2.25 The development of the Outline consent should identify the details of the Green Sprint route through the site in relation to the outlying sites and the destination points given. The points A and B are included on the Proposed Site Plan 6935-200B.

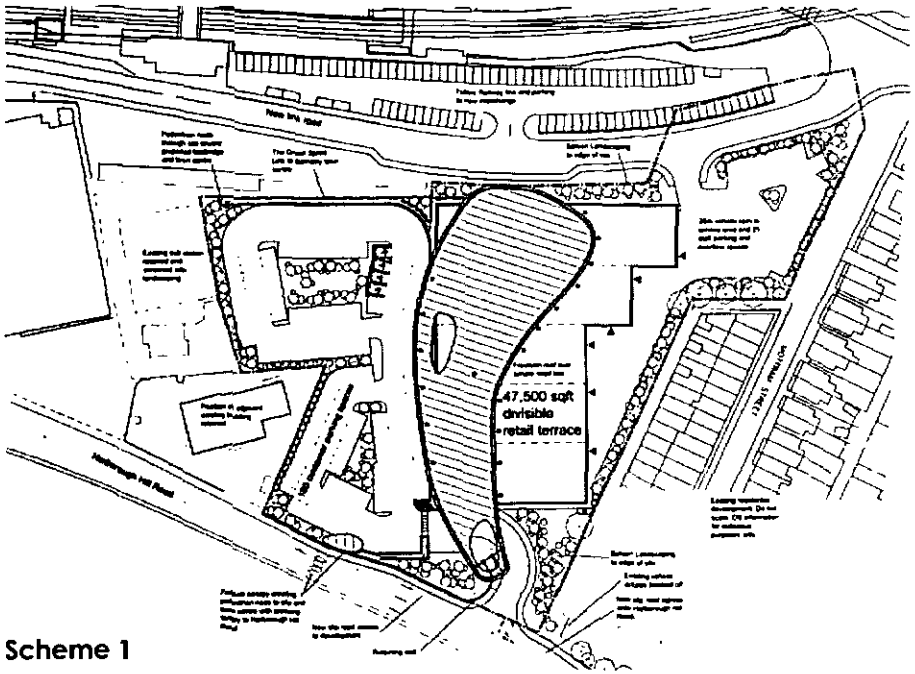
2.26 The development should respond to the regeneration proposals in Barnsley and the ongoing development work around the Town.

Client Brief

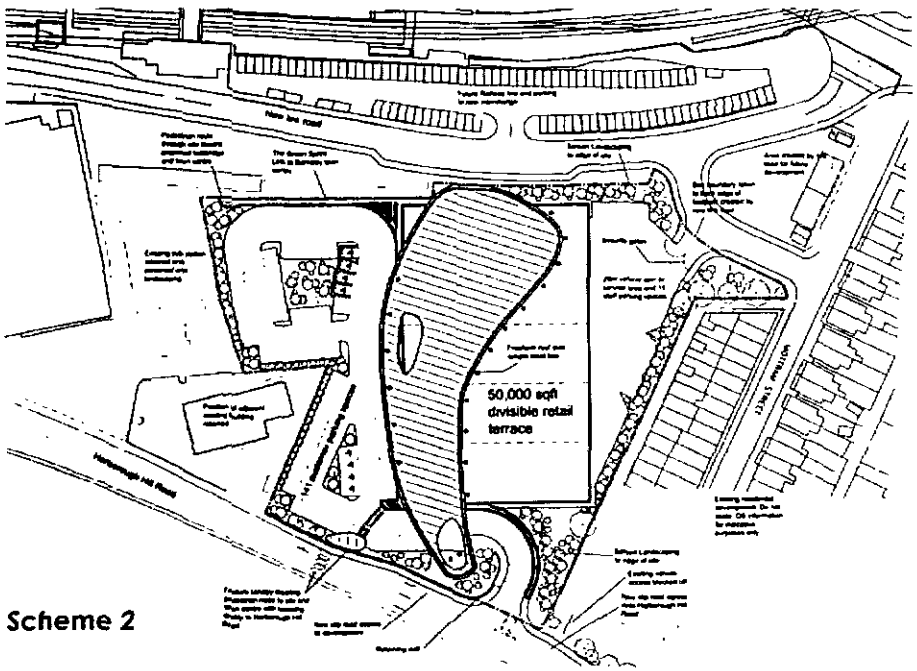
2.27 The brief from the client is to provide a flexible retail development of a circa 40000sqft 3716sqm footprint with mezzanine capability and associated parking and service areas.

2.28 The development should include a strong access relationship with Harborough Hill Road where it is anticipated the scheme will pick up on passing traffic towards the Town Centre.

2.29 The design should respond to the adjacent Interchange and where possible face the building to enhance visual links with the established town centre.



Scheme 1



Scheme 2

Design Development

2.30 Various possible design layouts were considered prior to the Outline application submission. These include:

2.31 **Scheme 1**

The proposal includes a 4412 sqm footprint across the Northern aspect of the site. The scheme was developed before the construction of Schwabisch Gmund Way, however includes provision of the route through the site.

The main access into the site is from Harborough Hill Road. It was later confirmed through consultation that an additional access should be taken from Schwabisch Gmund Way.

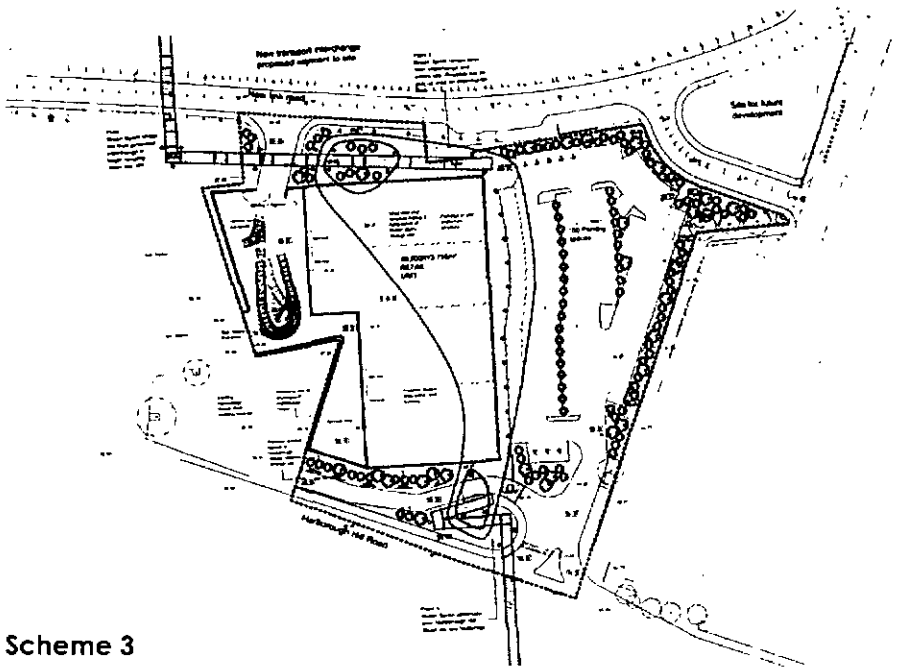
The location of the Green Sprint ran across the front of the building, however the form was not direct and it was not clearly defined.

There is currently no link between Schwabisch Gmund Way and Mottram Street.

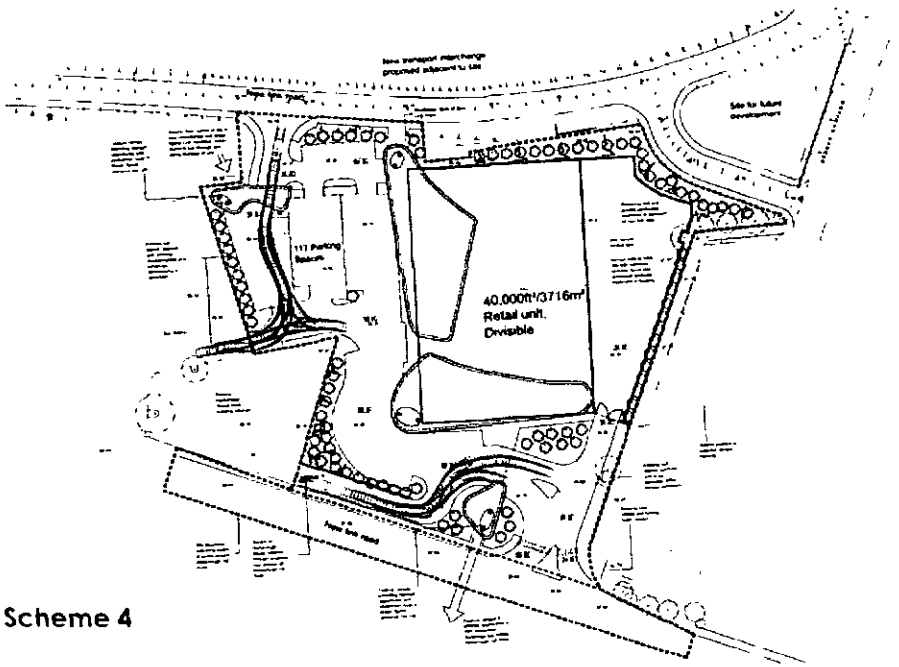
2.32 ***Scheme 2***

As per scheme 1, however the proposed link between Schwabisch Gmund Way and Mottram Street is identified by Barnsley MBC and included in the plan. The inclusion of this route severs the site and creates a smaller development opportunity.

The orientation of this design does not face the Town Centre.



Scheme 3



Scheme 4

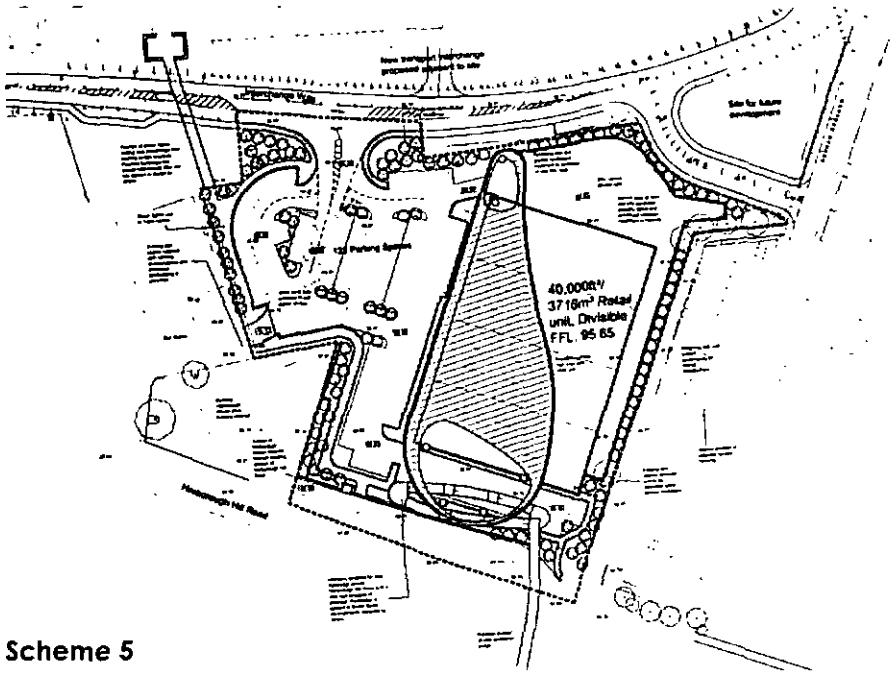
2.33 **Scheme 3**

This option looks at reconfiguring the unit to face North, opening the development onto the access from Harborough Hill Road. Service Access is included from Schwabisch Gmund Way to mask the required access to the sub station.

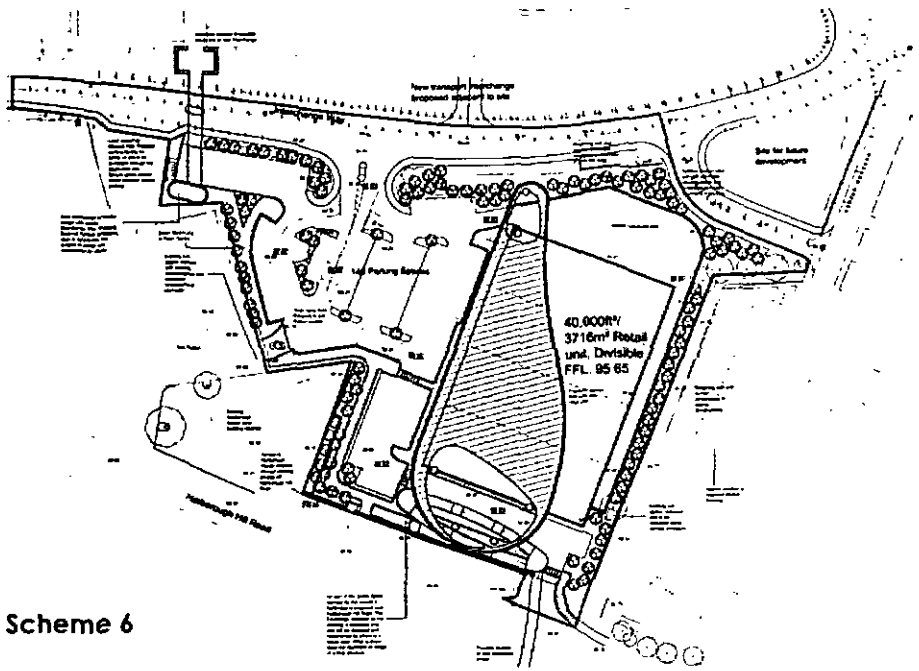
The Green Sprint forms a continuous ramp from The Interchange into the site. The route is very complex and runs the risk of appearing to large and complicated that users would merely cross the road rather than use the facility.

2.34 **Scheme 4**

This proposal includes an access onto each highway to maintain the access points required in the site. The scheme becomes very vehicular driven and there are no identifiable pedestrian routes. The Green Sprint becomes too complex a route.



Scheme 5



Scheme 6

2.35 **Scheme 5**

The scheme adopts a softer vehicle access position from Schwabisch Gmund Way and the Green Sprint is identified as a separate route from the development. The scheme provides a much stronger pedestrian desire line by doing so, and a potential footbridge facility is indicated over Harborough Hill Road.

The site boundary does not include the area of land required to support a connection between The Interchange and the site.

2.36 **Scheme 6 Outline Submission**

Legal arrangements resulted in the portion of land at Schwabisch Gmund Way to be incorporated into the site on the basis that an access be included to provide a secure car park facility for the SYPTE within the site. This provides a much stronger link with the Town Centre and a more direct Green Sprint.

Proposed Site Plan



Use

3.1 The site benefits from an Outline planning permission application to develop 7060sqm of Retail accommodation with associated parking; 5660 sq m for non food and 1400 sq m for food.

Accommodation

"The vision is of a Modern Town at the heart of Barnsley which provides employment, high quality public realm, culture and the arts, places to live, a range of leisure options and a strong retail base."

"Remaking Barnsley – Strategic Development Framework 2003-2033"

3.2 The scheme proposes the following Retail accommodation within the site:

Ground Floor 3716sqm Gross Internal

First Floor 3099sqm Gross Internal

Parking 148 Spaces

Layout

3.3 The scheme is designed to provide flexible retail accommodation which can be sub divided to suit prospective occupiers. A mezzanine level is included with a double height entrance area.

3.4 The building is located to the North of the site facing into the scheme. The location of the building in this position ensures that there is an active presence on the site to provide frontage to the Green Sprint desire line through as identified in the Planning Brief. Various site layout options have been explored as indicated previously and the current scheme provides the following positive responses to the brief.

- Active Frontage within the site
- Clear, legible route of the Green Sprint from identified points A to B through the site
- Approved access position from Schwabisch Gmund Way
- Presence on Harborough Hill Road
- Access to the central Sub Station facility
- Access to the SYPTE secure car park
- Minimal pedestrian / vehicular conflict

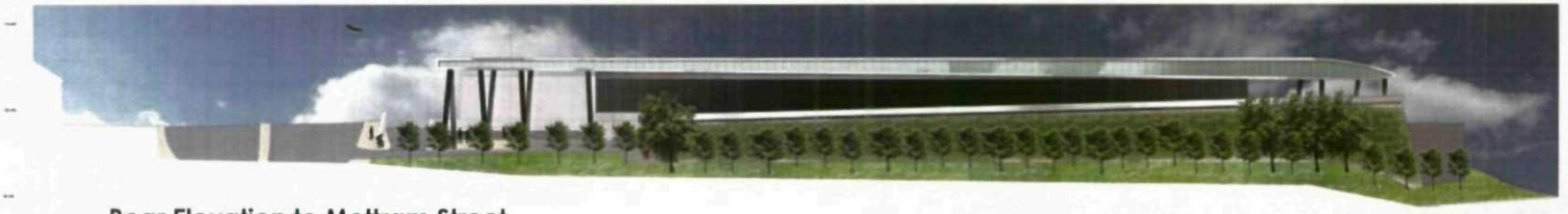
Service areas are located to the Northwest corner of the site. Positioning the servicing in this area will have minimal impact on circulation through the site and the surrounding context.

3.5 The layout of the parking areas and the Green Sprint ensures that the conflict between pedestrian and vehicle movement through the site is minimised. The concept of the Green Sprint and the proximity of the Interchange create an opportunity for large amounts of pedestrian movement to and across the site, therefore the scheme has been designed to ensure that there are clear, legible routes across the scheme linking the building to the parking areas and the Sprint.

Proposed Elevations



Entrance Elevation



Rear Elevation to Mottram Street



Side Elevation to Harbrough Hill Road



Schwabisch Gmund Way Elevation

3.0 Architectural Stratergy

Scale

3.6 The scheme is designed to suit the challenging topographical landscape of the site. The finished floor level is set approximately 1 metre lower than the existing building. The reduction in the entrance level across the site results in a more accessible site from Schwabisch Gmund Way to Harborough Hill Road.

The scale of the building is suitable to a building of this type and is comparable to the existing building currently on site.

3.7 As indicated in the site analysis, there is a lack of frontage and architectural presence to Harborough Hill Road. The design responds by providing a high level Aerofoil roof detail above the entrance. This extends over the Green Sprint to the pedestrian access point on Harborough Hill Road. The Harborough Hill Road elevation is designed to minimise the scale at the Mottram Street axis, and rise upwards towards the entrance, drawing the eye to the Aerofoil at the roof.

3.8 The Schwabisch Gmund Way elevation is treated in a similar vain, with the Aerofoil roof extending over the public entrance to the site, and the elevation visually reducing in scale towards Mottram Street to enhance the visual amenity of the dwellings.

3.9 The service area on this elevation is designed to ensure there is minimal acoustic impact upon the context from the service area. The service wall rises to achieve a 5.5 metre screen. This takes the form of a living wall system which is planted to blur the edges of the building.

3.10 The Mottram Street elevation includes a stepped living wall and sedum roof against the building to cover service access. Set back beyond a 5 metre soft landscape buffer zone, this element provides a 9 metre green strip between the edge of the main building and the site boundary. The stepping in the elevation breaks down the mass of the building visually.

3.11 The landscape proposals within the site ensure that a change in scale is incorporated within the soft landscape treatment. Further details are included in this document.

3D Visuals





Appearance and Materials

3.12 The proposed scheme is designed to create a contemporary response to the site in keeping with the aspirations of the Remaking Barnsley initiative. The building will provide a structure that is synonymous with the site and Barnsley.

3.13 As previously indicated, the scheme is designed so that the scale of the building appears to rise out of the Northern boundary towards the entrance of the building where the feature Aerofoil roof provides a colonnade and an architectural focal point. To create the sloping lines, a flat metal rainscreen cladding in metallic silver is introduced against a black vertical profiled cladding. The silver rainscreen is fixed at a 4 degree angle rising towards the Aerofoil. The Aerofoil will be clad in the same material to provide a continuous element that draws the eye toward the front of the building.

3.14 The entrance elevation will include large areas of glazed active frontage to support the retail use. The Aerofoil roof above will be supported on CHS steel columns. The columns will be pre-finished in a gloss black colour to contrast the metallic silver. The columns are to be constructed at varying angles to break down the vertical lines across the building, visually breaking down the mass of the building.

The columns and the Aerofoil roof will be illuminated to enhance the architectural element. The lighting will be subtle and identify the site. A green colour may be used to respond to the site's inclusion on the Green Sprint.

3.15 The building will maintain the contrast between the two cladding treatments throughout to provide continuity in the design.

3.16 The living wall to the rear of the building is an important element to soften the edges of the scheme to the more sensitive aspect. The element provides a step in scale but also improves the visual and acoustic amenity of the dwellings. The structure will take the form of a Betoconcept Green Wall. This includes a wall of concrete blocks laid at a 15 degree angle. The blocks create voids within the wall which are planted and support a number of trailing and climbing planting. The appearance will create a soft embankment type structure which will integrate with the 5 metre landscaped buffer zone created.

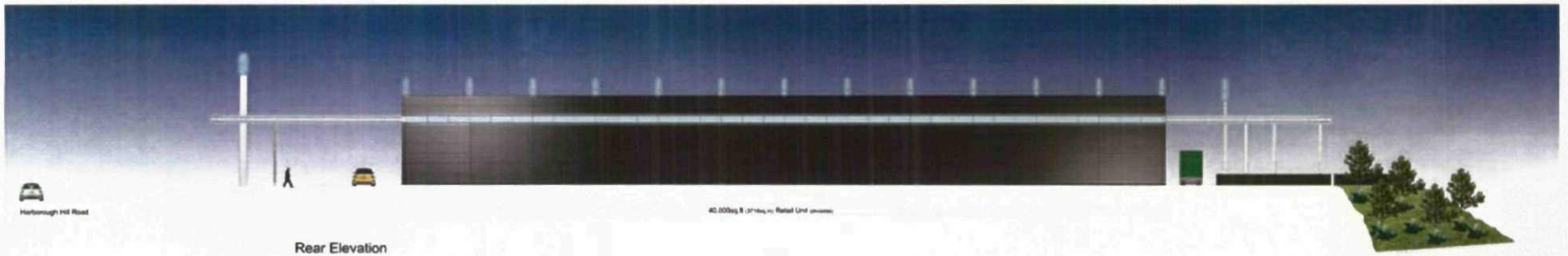
Previous Scheme Elevations



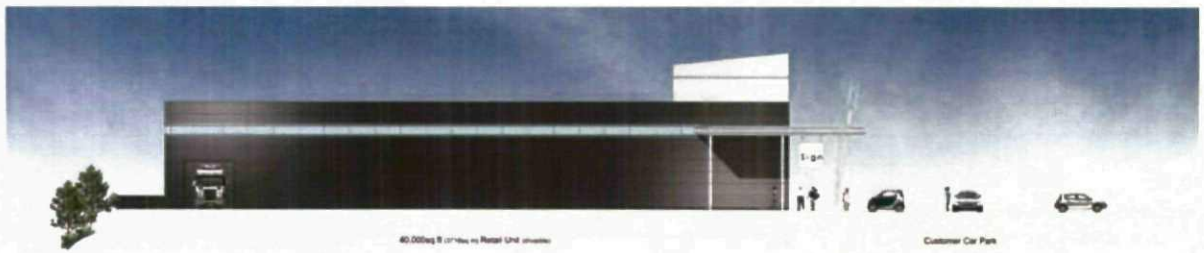
Front Elevation



Left Elevation



Rear Elevation



Right Elevation

Barnsley Urban Renaissance Design Advisory Panel 9th September 2008

3.17 A consultation with the Design Review panel was carried out on September 9th 2008. The concluding comments received from the panel based on the scheme previous to this submission were as follows:

1. Provide an Urban Design Analysis to study the site in context, to enable the building to sit more comfortably in the context and improve connections.

2. Explore several different site layout options.

3. Improve the design of the building – for example reconfigure the mass and articulation. Break down the scale and add more interest and detail to the elevations.

4. Improve the pedestrian experience through and across the site, both along the Green Sprint and through the Car Park.

5. Investigate sustainability issues, including the potential for a Green Roof.

6. Provide a more robust landscaping scheme with more tree planting.

3.18 The following design responses have been implemented into the submission.

1. A comprehensive site analysis section is included within this document which identifies the key characteristics of the context. The following design chapters indicate the response of the design to the contextual influences. The design has been revised since the Review Panel meeting to provide a more considered response. Connections through the site to the Green Sprint and to the surrounding context have been improved.

2. As part of the design development, various layouts were considered. These are included within this Design and Access statement to provide further information into the thought process behind the final layout.

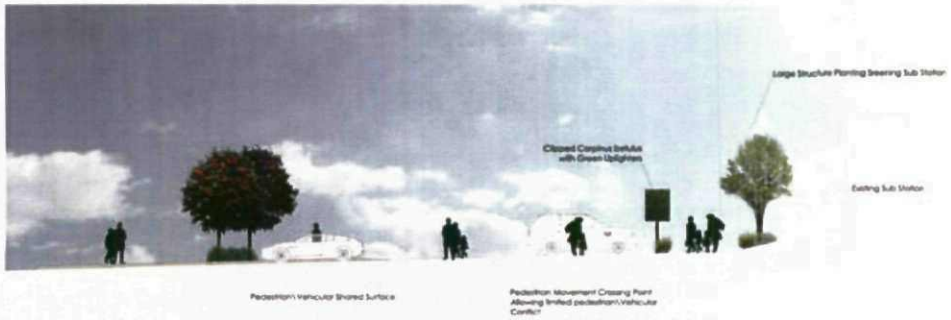
3. The proposed building has been redesigned to include further articulation to address the comments of scale and relationship to the context. As indicated in the preceding sections of this document, the building is designed to minimise the visual scale to Mottram Street and rise towards the entrance of the building where the Aerofoil roof will provide the architectural presence.

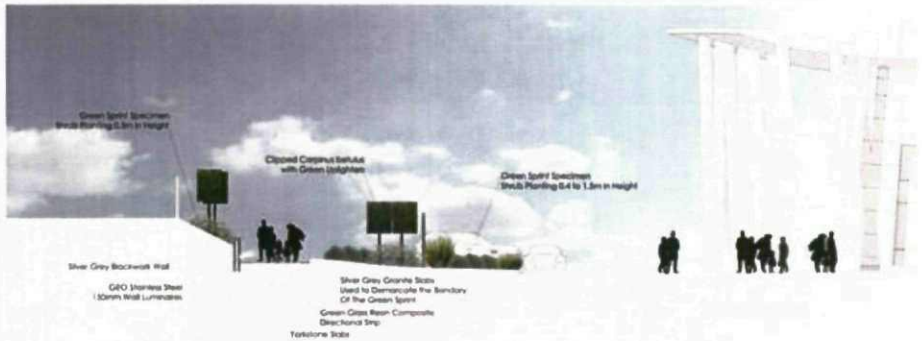
4. The Green Sprint has been configured to create a more legible route through the site in line with proposals elsewhere through the site. The route now includes a double tree line to identify the space and provide a consistent characteristic which is identifiable with the Green Sprint.
Further routes through the site have been included to provide a strong pedestrian focus and improve connections to the building, site edges and the Green Sprint.

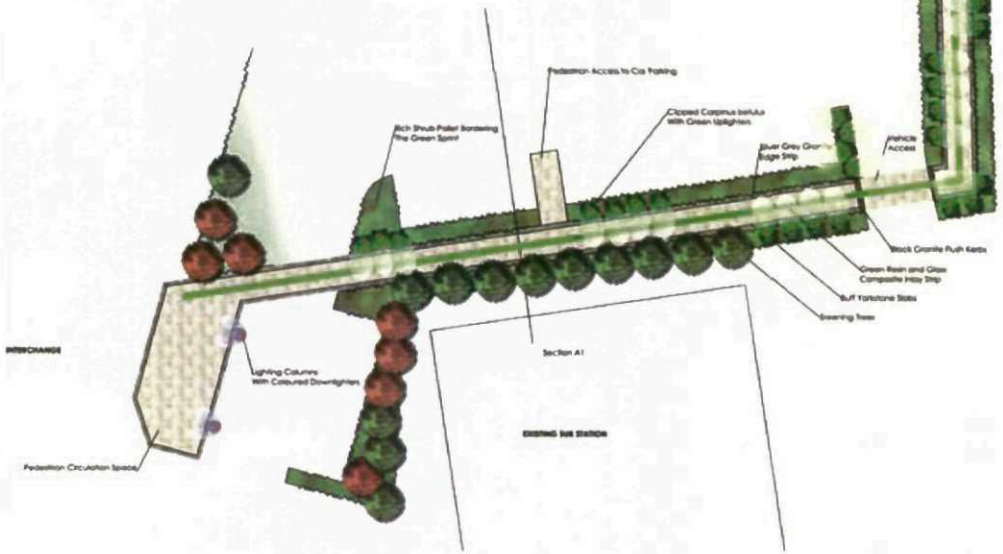
5. A sustainability Statement is included with this submission. The design has responded by including a living wall and green roof to the rear of the building to enhance the visual and acoustic amenity of the surrounding context.

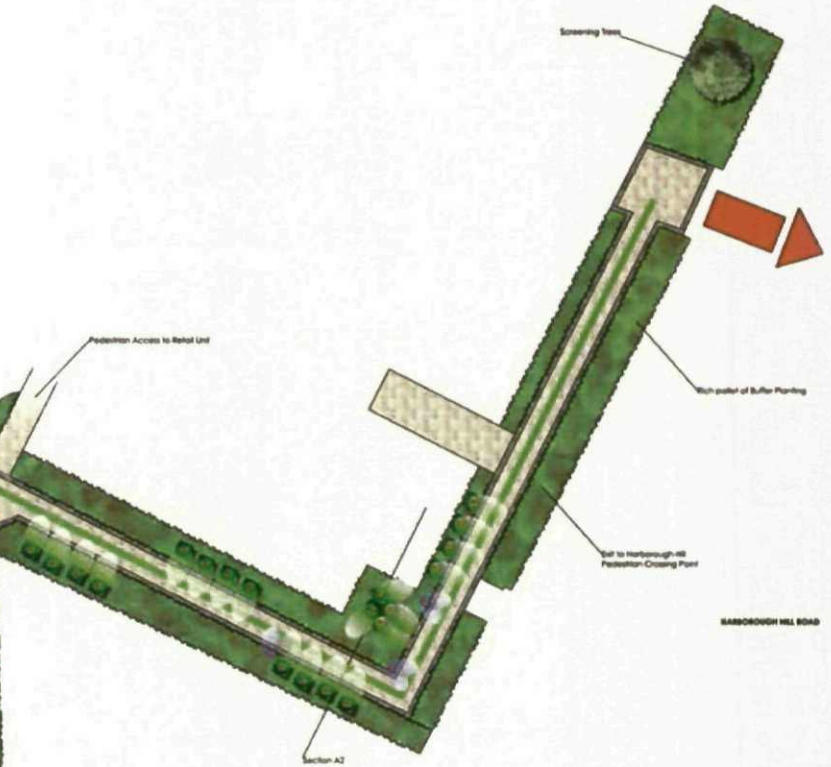
6. A revised landscaping scheme has been included which now integrates with the building design. This also includes further detail to the Green Sprint and the surrounding edges of the site. Further detail is included in the following section.

Green Sprint









4.0 Landscape & Public Realm

4.1 Within the site the Green Sprint has been designed to neatly track the southern boundary, taking what has been thought to be the most direct route without instigating major pedestrian\vehicular conflict. The green sprint will act to draw new footfall from the interchange, through the site to the level access point on Harborough Hill Road. The sprint has been designed to enable pedestrians to use the route in isolation of the site and to strengthen the concept that this is a public route. Strategic pedestrian crossing points into the site have been positioned throughout the Sprint, increasing the opportunities for site permeability and providing the possibility of interaction with the development. The limitation of access through to the development from the Green Sprint will provide a scheme that becomes a destination along the route, rather than the Sprint having no definable characteristics within a larger commercial site.

4.2 With the Green Sprint dissecting the town centre, much care has been taken in the selection of the materials pallet as to make sure that the continuation and visual link between differing sites is upheld. Yorkstone slabs have been selected for the field paving to the sprint with a silver grey granite border running along both edges of the walkway, to accentuate the route, a green glass and resin composite strip will be laid as a linear line throughout the full length of the sprint.

4.3 The planting pallet is again rich, with the use of clipped Hawthorne and Silver Birch to help define the edge and maintain an air of permeability to the route. Small to medium sized shrubs have been selected, again they are used to define the route but also, the wealth of species positioned at an intimate scale will help to emphasize the users experience throughout the site.

4.4 The use of low level luminaries, high level light stacks and green uplighters within the trees have a large impact within the route and determine that the sprint has the ability to achieve round the clock usability.

Car park planting

4.5 The prominence of the proposal site within the townscape, determines the need for a wealthy, robust planting scheme which will compliment the development and unify the site with the surrounding Landscape.

4.6 Within the car park, specific islands of planting have been introduced, emphasising the effect of the landscape bleeding into the hard surfacing. Low to medium shrubs accompanied by trees, have been selected within these areas which help to give the car park additional height and scale.

4.7 To the areas surrounding the building, a mix of both medium and large shrubs ranging from 0.5 to 3m are to be used. The gradual gradient rise from road level to building allows the development to blend and integrate within the landscape, thus improving cohesion within the town. A living retaining wall with a mix of climbers and shrubs has been chosen to bound the development to the back of the dwellings of Mottram Street. This is also accompanied with ground level tree and shrub planting which will help to soften the edges of the built form and by doing so reducing sound and visual intrusion upon the dwellings.

4.8 By removing the palisade fencing along the rear of these dwellings a 5m wide landscaping strip is being provided which will much improve the existing condition of this particular area.

Trees

4.9 The trees have been selected for this development due to their ability to establish and thrive within an in town scheme. The position of the trees surrounding the car park clearly define the site boundary whilst also providing a semi permeable visual screen, allowing partial views of the built form from outside the development.

Pedestrian movement throughout the parking areas

4.10 The car parking area has been designed to fully integrate pedestrian movement with the primary function of the space and help it coincide with no conflict. Low level flush paving dissects the parking area, providing Pedestrian crossing points at convenient locations to ensure a safe passage through the site.

5.0 Transport & Access Stratergy

Transport

5.1 The site proposes 148 parking spaces within the scheme from the approved access off Schwabisch Gmund Way, and an access off Harborough Hill Road, which is restricted to emergency use only. A detailed Transport Assessment was submitted as part of the Outline Approved Application.

5.2 Service vehicles will access the site from Schwabisch Gmund Way and enter the service area at the Northwest corner of the site. Suitable turning facilities for a large HGV vehicle have been accommodated for *to avoid any service vehicle entering the main area of the site.*

5.3 The site is in a highly sustainable location adjacent to The Barnsley Interchange. The inclusion of the Green Sprint through the site provides an opportunity to utilise this facility.

Inclusive Access

5.4 The development will encourage the use of the highly sustainable location by providing clear legible pedestrian routes through the development to the Green Sprint and Schwabisch Gmund Way. The levels around the site have been designed to ensure that there is no pedestrian route to a larger gradient than a minimum of 1in21, ensuring accessibility for all.

5.5 The frontage of the building will be designed to maintain a level threshold across the scheme.

5.6 The design of the access around the site and through the buildings will ensure:

- All entrances will be legible from the major access routes into and around the site.
- All entrances will be clearly illuminated and signs included where necessary.
- Public access routes through the site will be distinguishable from other areas and suitably illuminated.
- All paving surfaces will be well laid and stable, with tactile demarcation to indicate hazards, a change in level, or access into a building.
- Disabled access will be provided throughout the development in accordance with Building Regulations and the DDA.

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