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Planning Development

Planning Supporting Statement: Petrol Filling Station with ancillary convenience store at Mitchells Way/Barnsley Road, Wombwell

Site Description

The site which was formerly occupied by a hotel and public house is now vacant and has been so for approximately 10 years. The site is relatively flat and located just off the roundabout between Mitchells Way (A633) and Barnsley Road.

The land to the south and west is largely residential and the land directly to the north and east is largely industrial and commercial. The site is situated north west from the centre of Wombwell.



The Development site – Photo taken facing north west

Planning History

There is no recent planning history on the site.

Site Designation

The site is allocated in a Housing Policy Area in accordance with Barnsley Unitary Development Plan, while the Draft Local Plan provisionally allocates the site as 'urban fabric' (no specific allocation) - Policy GD1 (General Development) therefore applies.

The Proposal

The proposed development is for a petrol filling station including a retail convenience store with associated parking and landscaping. The site would be accessed from Barnsley Road.

Four fuel islands and a HGV fuel point lane are proposed for vehicle use, and there are designated areas for air, water and vac servicing. Seven parking spaces including one disabled space would be provided adjacent to the convenience store.

The convenience store itself would have a footprint of 375 sq.m (net sales area 290 sq.m) and would be constructed of facing brickwork and composite wall and roof cladding. Areas of landscaping are also proposed within the site boundary.

The following paragraphs highlight the appropriateness of the proposed development in accordance with the relevant policies in the Barnsley Core Strategy, Barnsley UDP, and the National Planning Policy Framework.

Assessment

Brownfield Site

The proposed development would be located on brownfield land. Paragraph 17 in the NPPF outlines the 12 core planning principles, one of which states that planning should,

*"encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value."*¹

The site is not of high environmental value and there are no specific ecological constraints that would affect its development.

Economic sustainability

The proposals will create a valuable PFS facility where currently there isn't one serving the urban settlement of Wombwell. This will assist local residents and workers access a convenient source of fuel, helping the local economy keep moving.

In addition, the proposals will create six full time and six part time jobs – therefore nine FTE.

Retail sequential test

A separate report accompanies this application to address retail policy matters.

¹ Paragraph 17 point 8

Land allocation: Housing Policy Area

Policy BA2 in the UDP states the following:

“In accordance with policy H8, the areas shown on the proposals map as housing policy areas will remain predominantly in residential use.”

Paragraph 2.7 in the UDP goes on to state that, *“Whilst housing policy areas will remain predominantly residential, small scale, non-residential uses may be allowed provided that they do not adversely affect residential or visual amenity or highway safety.”*

The proposed development is relatively small scale and is a compatible use within the predominantly residential area. It is considered that residential and visual amenity and highway safety would not be adversely affected by the proposed development. These issues will be dealt with more fully in the following sections.

Design and visual amenity

CSP 29 Design states that development should:

- Contribute to place making and be of a high quality
- Help to transform the character of physical environments that have become run down and are lacking in distinctiveness
- Enable all people to gain access safely and conveniently
- Contribute towards creating attractive, sustainable and successful neighbourhoods

The importance of good design is also emphasised in paragraph 56 of the NPPF which states that,

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”

The development site is currently an unattractive derelict area of land, often used for litter dropping (see below). The proposed development would vastly improve the visual appearance of the site, whilst providing a local benefit for motorists and residents. The site would remain largely open with a canopy constructed over the petrol pump area.



Landscaping around the site would provide contrasting textures and colour. The ancillary convenience store is modern in design, largely constructed of glass on the front/main elevation, with a mono pitched roof. At 4.5 metres in height, the building would not be unduly dominant or out of keeping with surrounding buildings.

As part of the Small Centres Study, the Place quality assessment for Wombwell (p 248) states that the town centre provides: "Good amenity and leisure offer and attractive gateway on arrival to the eastern end of centre with Victorian buildings and new development, however more could be made of the gateways on accesses to the settlement off the A633. "

It is considered that the proposed development would help regenerate one of the key gateways from the A633 into the town, and also fulfil the requirements of Policy CSP 29.

Highway Safety

A Transport Statement ² accompanies the application in accordance with paragraph 32 of the NPPF. The main findings and conclusions of the report are summarised below:

- Vehicular access and egress to/from the development would be via a new access off Barnsley Road to accommodate the largest vehicle likely to visit the site. Visibility splays are in accordance with the SDD requirements provided within Manual for Streets. To improve visibility, it is also proposed to relocate the bus stop. The proposed access should not result in any highway safety issues.
- Accident records revealed that there does not appear to be a road safety problem in the vicinity of the site that would be a cause for concern as a result of the traffic associated with the proposed development.
- The site is considered to be in a sustainable location being within walking distance of local bus stops and adjacent residential areas, and within cycling distances of many local settlements.
- Traffic generation would be largely made up of existing trip activities of low impact pass by movements associated with the PFS. The majority of demand for the convenience store would either be customers of the PFS or would be made on foot by local residents. The minor increases in traffic as a result of the development would not be discernible from the daily fluctuations in flows or occupancy of buses on the network.

CSP 26 New Development and Highway Improvement states that, "*New development will be expected to be designed and built to provide safe, secure and convenient access for all road users.*"

As outlined in the summary above, it is considered that the proposed development is in accordance with this policy and would not be of detriment to highway safety.

Flood Risk Assessment and Drainage

The site is located within Flood Zone 1. As there is a single source of flood risk which requires consideration, surface water runoff, it was considered necessary to carry out a Flood Risk Assessment to determine flood water levels at the site for the desired return periods emanating from this source.

² Paragon Highways January 2018

Consideration has also been given to the site flooding from either overland flow or ponding of localised rainfall within the site.

The report concluded that there is a low risk of flooding from the fluvial sources at the site and it is unlikely that the proposed development would have any adverse impact on the surface water drainage in the area.³

Noise

CSP 40 Pollution Control and Protection states, *“Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in noise pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.”*

Paragraph 123 of the NPPF also states the following,

“Planning policies and decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development.”

A Noise Impact Assessment has therefore been undertaken and accompanies the application.⁴

The proposals are for 24 hour use with a limited number of anticipated deliveries, typically consisting of two main store deliveries per week and four to five short shelf life deliveries per week (milk, bread, sandwiches etc.) by small van.

The noise report concludes that the ambient and background noise climate in the vicinity of the site is dominated by traffic noise on the local road network. Based on the findings of the assessment, noise is not considered to represent a constraint to the proposed development and as such fulfils the above policies, subject to the following conditions:

- Restricting deliveries to daytime hours only (07:00 to 23:00 hours) – although the report notes that it is not considered that a small van delivery prior to 07:00 hours (if required to provide fresh stock) would have a significant impact.
- selection and location/orientation of external plant to be agreed, together with localised screening if required.

Lighting

Although a lighting assessment was requested at the pre-application response stage, it is considered that this is a matter capable of being addressed in principle (i.e. there will be a solution which protects residential amenity). As such, our client has included details of the location of lighting on the proposed layout plan and that detailed matters be conditioned in the event the Council are minded to grant planning permission.

Conclusion

These proposals aim to regenerate and redevelop a longstanding vacant brownfield site in a key gateway location at the junction of the A633 and Barnsley Road. The site is essentially ‘unallocated’

³ EWE Associates Ltd March 2018

⁴ Environmental Noise Solutions January 2018

in the Local Plan and therefore the principle of developing the site should be acceptable in principle (particularly as it was previously occupied by a hotel).

The scheme will create up to nine FTE jobs and will provide a valuable local fuel station facility to serve the Wombwell population.

The proposals are considered to be compliant with local and national planning policies with regard to all key 'development control' issues: retail sequential test, highway safety, drainage, noise, lighting, and design (subject to appropriate conditions where necessary).

It is therefore respectfully requested that planning permission is granted accordingly.

Finally, we would be very happy to discuss any aspect of the proposals with the Local Planning Authority, including providing additional or amended information where required.

Robert Halstead Chartered Surveyors & Town Planners

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