

Burger King
Barnsley

Design & Access Statement

May 2024

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Revision	Comments	Date
P00a	Issued to design team for comment	15.05.2024



Introduction



▲ Photograph of the proposed location of the development

Introduction

This Design & Access Statement has been prepared by Urban Edge Architecture on behalf of Burger King UK Group Limited and is submitted to Barnsley Metropolitan Borough Council in support of a planning application for the proposed construction of a drive to pod and subsequent site works at Tesco Extra car park, Wombwell Lane, Barnsley.

Scheme objectives

- To enhance the existing uses of the site by providing a new pod unit.
- Provide employment opportunities for local people during construction and in completion.

Location

Lat 53°54'094"N

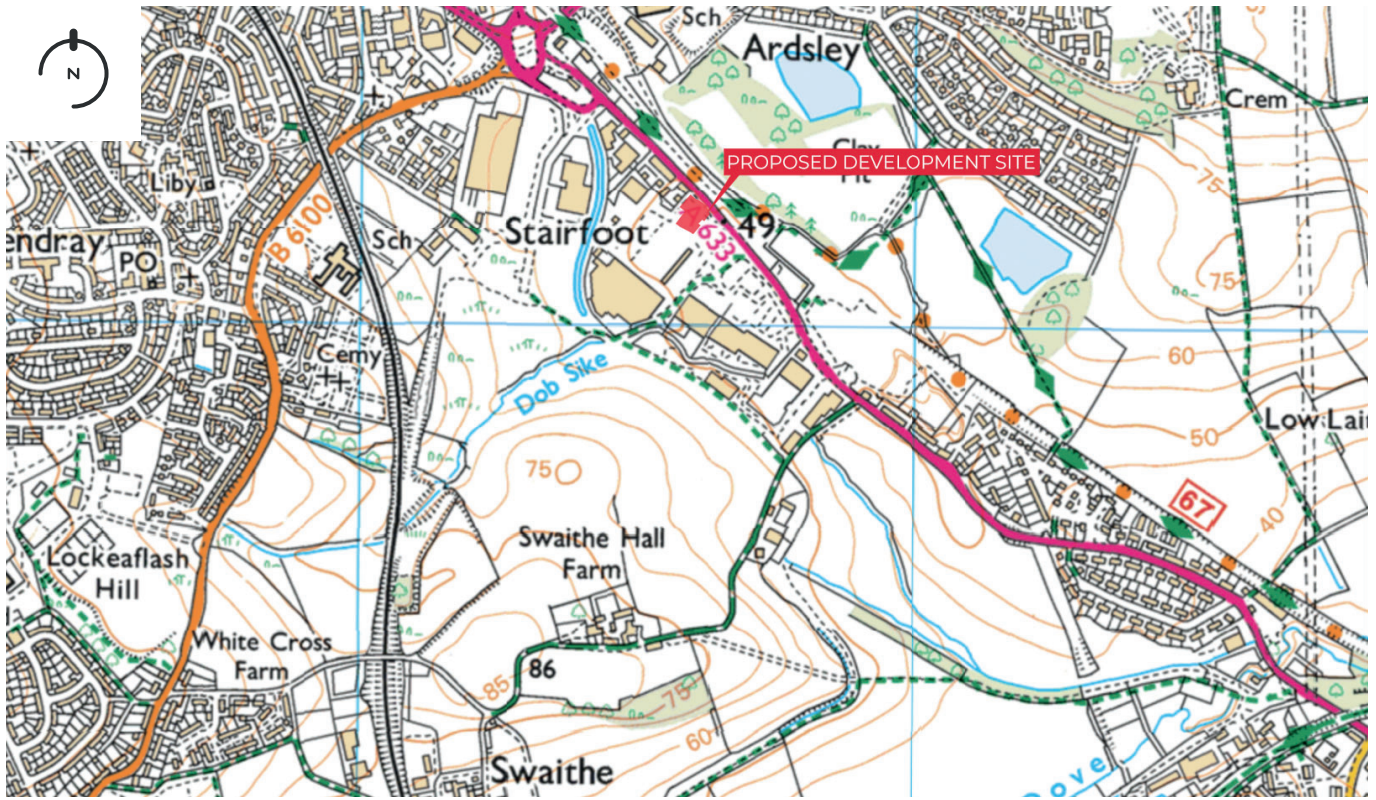
Long -1°43'555"W

Wombwell is a town in South Yorkshire, located just South East of Barnsley. It is located approximately 15 miles North of Sheffield, and 30 miles South of Leeds.

The site itself sits within the South Eastern area of Barnsley. Bordering the site to the North are some industrial units, as well as large expanses of green fields of a park. To the East of the site is Barnsley Retail Shopping Park, and other retail-based developments. Wombwell Lane, a roadway, borders the site to the North, acting as the primary route of transport. Further South of this are large expanses of green fields. West of the development site is a retail-based development, industrial unit and a residential area further west.

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Site analysis



▲ Ordnance Survey map showing the location of the development (image courtesy of Microsoft)

Site

The existing site is currently comprised of a larger Tesco Extra Supermarket, car parking, petrol station and a gym. The supermarket itself is located along the North Eastern border of the site, with the petrol station fronting Wombwell Lane in the site's Eastern corner.

There is currently one vehicular entrance point into the site, this is located mid-way along the site's Eastern border, stemming from Wombwell Lane. This access road links into the car park, gym, petrol station and a service vehicle road along the site Eastern border.

Wombwell Lane is the only roadway to border the site, and it is flanked on both sides by pedestrian paving. This paving links into the site along the access road, with additional points of access on the sites North Eastern border, linking with the adjacent

Barnsley Retail Park. Traffic light-controlled crossing points are located just adjacent to the site, providing a safe means of travel across Wombwell Lane. Zebra crossings, and pedestrian paving are currently utilised across the internal service road, for safe passage to and from the adjacent retail park.

The proposed development site is located to the site's Northern corner, adjacent to the exit road and Wombwell Lane. This site is currently an area of the car park, relatively level with tarmac.

Context

Wombwell Lane is the only road to border the site. Views from this road are largely clear, with low level vegetation and spaced-out trees planted adjacent to the petrol station. Some low vegetations are located on the North of the proposed development which provide clear views of the proposed development.

02_

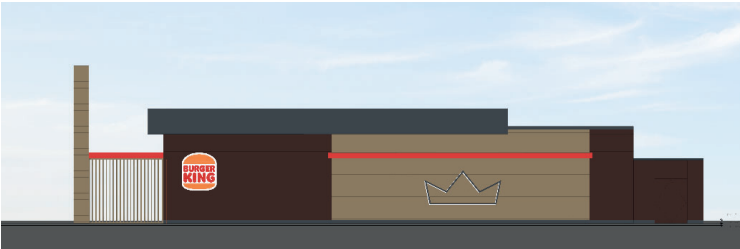
Design



▲ South West elevation



▲ South East elevation



▲ North East elevation



▲ North West elevation

Use

The existing site is made up of a solely retail based unit, a gym, a petrol station and car parking. With the proposed class E drive to pod unit, the site will have a more diverse range of attractions, enhancing its appeal to the public.

Area of proposal

The application proposal is for a standalone drive to pod unit with a gross internal floor area of approximately 232 sq.m with an adjoining bin store/ plant room.

The proposals also include modifications to the existing car park to allow access for customers and deliveries into the development area. In addition, the works will include dedicated disabled parking, click and collect bays, hard landscaping for pedestrian access and an external seating area.

Site layout principles

Careful consideration has been given regarding the overall height and siting of the pod unit as to not adversely impact upon the visibility of the other tenants in the retail park. The pod will be located in the area of the site which is currently only car parking. Views of this area of the site from Wombwell Lane are relatively clear, with low level vegetation and few spaced out trees and shrubs along the site boundary.

Therefore, locating the pod unit in this area will ensure there is minimal impact on the views of the supermarket from the site access road, whilst giving the intended tenant good visibility from the adjacent roadway. The pod will benefit from its proximity to Wombwell Lane and the site entrance, with signage and a new totem positioned as to utilise the views from neighbouring traffic routes.

02_

Design

The existing entrance route into the site will be maintained, with the proposed pod unit located to the North East of this. The existing car park will be reconfigured slightly as to accommodate the proposed development, with new road markings directing visitors upon entry to the car park, towards the proposed unit which is located along the site North East.

A small separate area of car parking is proposed to the front the new unit, located just to the South of the unit. This car park will have designated DDA bays, click and collect, as well we an area for deliveries.

Accommodation has also been made for a service vehicle bay to the South of the unit, for maintenance of the substation.

Road markings and signs are proposed throughout the development, directing visitors around the site and through the new development.

Building layout principles

The proposed unit is of a standard design for Burger King and has been orientated with a focus on the remainder of the site and adjacent roadways. The proposed entrance is South facing, with glazing providing views out into the adjacent external paving, car park and site access road. The glazing location allows for natural surveillance of the surrounding areas, whilst also being positioned so that visitors to the park have clear views into the unit, heightening tenant presence.

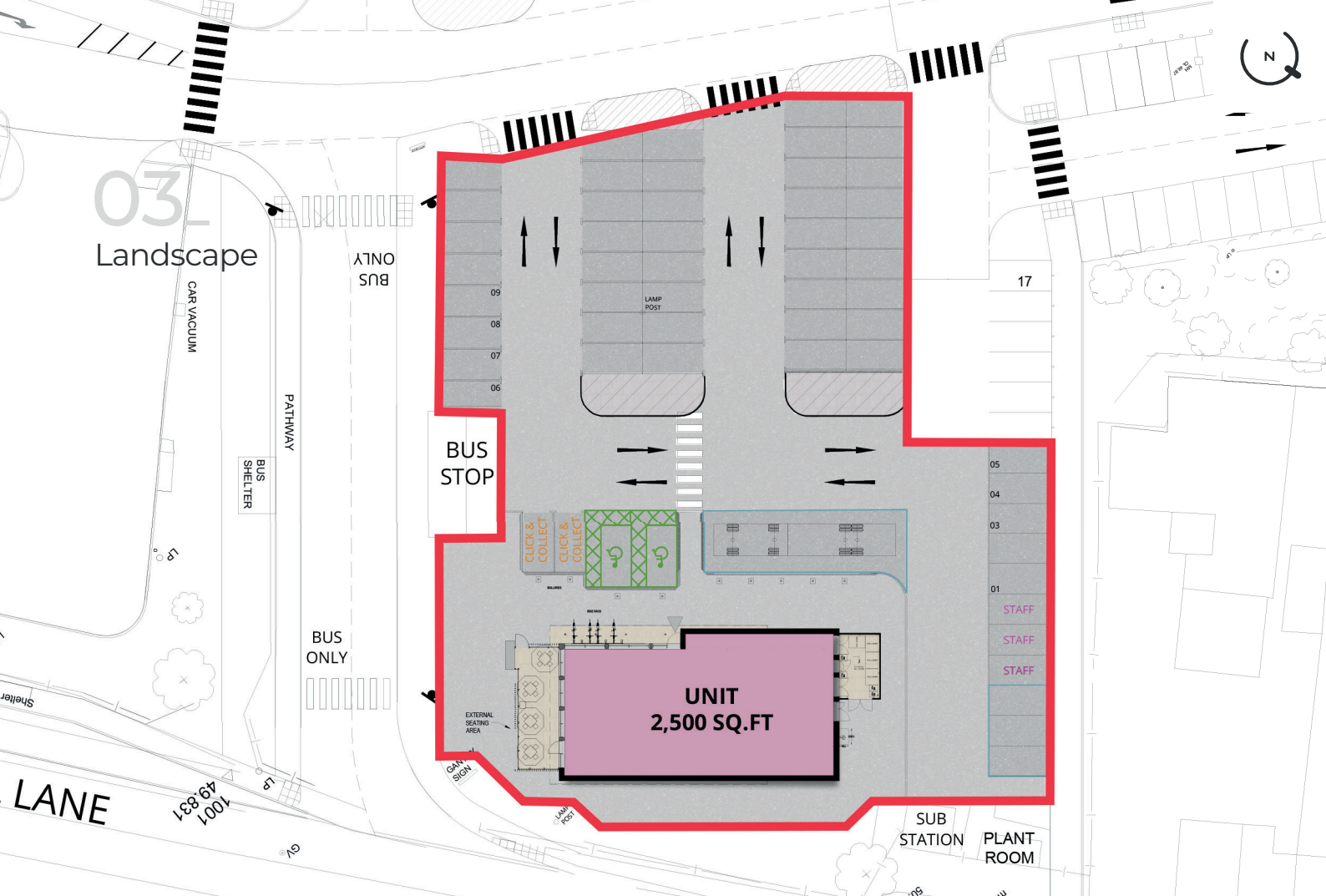
The back of house area is located within the Northern portion of the proposed unit, closely linked to the proposed external bin store.

Appearance

The proposed pod unit is of a standard design for Burger King. It is modern in appearance, with clean linear features, and largely using materials that have a neutral aesthetic. This includes the use of horizontally laid timber effect cladding, referencing the adjacent area of landscaping. The timber effect cladding is largely utilised at key areas of interest, such as around the proposed entrance doors, back side of the unit, and behind proposed high level tenant signage zones.

A rendered horizontal aluminium cladding panels are also used, in the shade of 'chocolate brown', linking closely with that natural aesthetic achieved with the timber effect cladding. Brickwork powder coated aluminium skirting panel, in the shade of 'graphite grey' proposed at the lower areas of the unit façades, with white canopies providing shelter above the areas of glazing. These white canopies are then referenced with the proposed glazing, with the incorporation of white framing.

The stand-out feature of the proposed development is its band of red cladding across the top of the unit, internally illuminated. This red band of cladding works to refence the tenant branding, whilst linking with the tenants proposed signage zones across the façades.



▲ Proposed coloured plan

Landscaping

As stated, the existing development site comprises of old hard standing. This will be partially removed and reconfigured to accommodate the proposed development. Along the border of the proposed development site there are some existing trees and low-level vegetation which will be retained. Additional trees are proposed just North of the proposed unit.

New raised paving is proposed to surround the pod unit, providing level access to the unit entrances. Dropped kerbs will be incorporated at designated road crossing points, with bollards and barriers erected at key locations to protect pedestrians and the unit from vehicles.

White line markings within the development site will be introduced to benefit traffic flow, this will be in the form of new parking bays, and directional arrows. Directional arrows establishing the routes to the new proposed development unit will also be incorporated.

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Access



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The access points to the site, both vehicular and pedestrian are to be maintained as existing. The current car park roadways will be altered as to accommodate the proposed development, whilst keeping any negative impact on traffic flow to a minimum.

All of the existing units will continue to be accessible by the current transport roads, car park and footways.

Links to public transport

The site is very well served by public transport, with bus services that run along Wombwell Lane. These bus services provide travel throughout Wombwell, to Barnsley, and other surrounding areas.

The closest train station to the site is Wombwell railway station, approximately a 2.8 miles car journey to the South East and Barnsley Train Station, approximately a 3 mile car journey to the North West. Both train stations provide direct travel to different stops along the way.

Road network

As established, the site is accessed via Wombwell Lane to the North East. Travelling South East along Wombwell Lane leads in to Wombwell, whilst travelling North West leads further into Barnsley. Wombwell Lane is intersected with a roundabout, which in turn provide access Northwards onto the A633, Westwards and Eastwards onto A635 West and East, and farthest West onto the B6100.

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Sustainability



Land is a finite resource, so it is vitally important to reclaim and redevelop underutilised space to bring them back into effective and beneficial use. We aim to deliver a development that is in accordance, as far as is practicable, with best practice principles of sustainable development, and the scheme has been designed to positively contribute to long term objectives of environmental protection and resource management. Several sustainable practices are proposed to be incorporated within the shell works. These include:

- All materials will where possible be obtained from sustainable sources and contain no CFC, HCFC and HFCs.
- The Main Contractor and site are to be registered with CCS and achieve a Considerate

Constructors Scheme rating over 30 “a very good site”.

- The Main Contractor is to run the CSCS scheme on site to ensure all personnel on site are adequately trained in the relevant health and safety requirements.
- In decoration, water based/low VOC paints will be used in lieu of oil based paints where possible.

Site waste management plan

In accordance with current legislation, we will be implementing a site waste management plan as required for the contractor and all materials removed from site will be reused and recycled where possible.

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