Small Scale Food Store at former Aldham Bridge Services Site, Wombwell Lane, Barnsley

Design and Access Statement

March 2014

Rev A - 12/03/2014
Rev B - 20/03/2014
Rev C - 03/04/2014
Rev D - 07/04/2014
Rev E - 16/01/2015
Rev F - 06/02/2015

Michael Hyde & Associates
11 Leopold Street
Sheffield
S1 2GY

t: 0114 272 7123
e: sheffield@mhaarchitects.com
w: www.mhaarchitects.com

Contents

1.0 The Process
1.1 Assessment
1.1.1 Physical
1.1.2 Social
1.1.3 Economic
1.1.4 Planning Policy
1.2 Involvement
1.3 Evaluation
1.4 Design

2.0 Use

3.0 Amount

4.0 Layout

5.0 Scale

6.0 Landscaping

7.0 Appearance

8.0 Access

9.0 Conclusion

Appendix 1 Application Drawings

Appendix 2 Consultants assessments, surveys, statements and tests

Introduction

This design and access statement is to support an application, on behalf of Riseholm Investment Limited, for full planning approval for the development of a new small scale food retail unit to the former Aldham Bridge services site located on Wombwell Lane, Barnsley.

This document provides statements relating to the site and its surroundings, the identification of issues which have influenced the proposals and a site layout covering pedestrian and vehicular access, site layout and the relationship between pedestrian routes and vehicular access.

1.0 The Process

1.1 Assessment

1.1.1 Physical

The site is located in Wombwell, with the end of A633 Wombwell Lane leading to A633 Barnsley Road, immediately to the South West; Old Farm Lane to the North West; the River Dove forming the South East boundary and a tree lined path forms the North East Boundary. The site sits within the administrative region of Barnsley Metropolitan Borough Council (BMBC) in South Yorkshire.

The site is currently partially occupied by rundown red brick, grey cladding panelled and glazed retail units, a temporary car wash facility and areas of hard standing. Part of the remainder of the site was previously occupied by a petrol filling station and associated store, canopy and forecourt. Overall the site is felt to be unattractive in appearance and not offering good quality or modern retail accommodation.

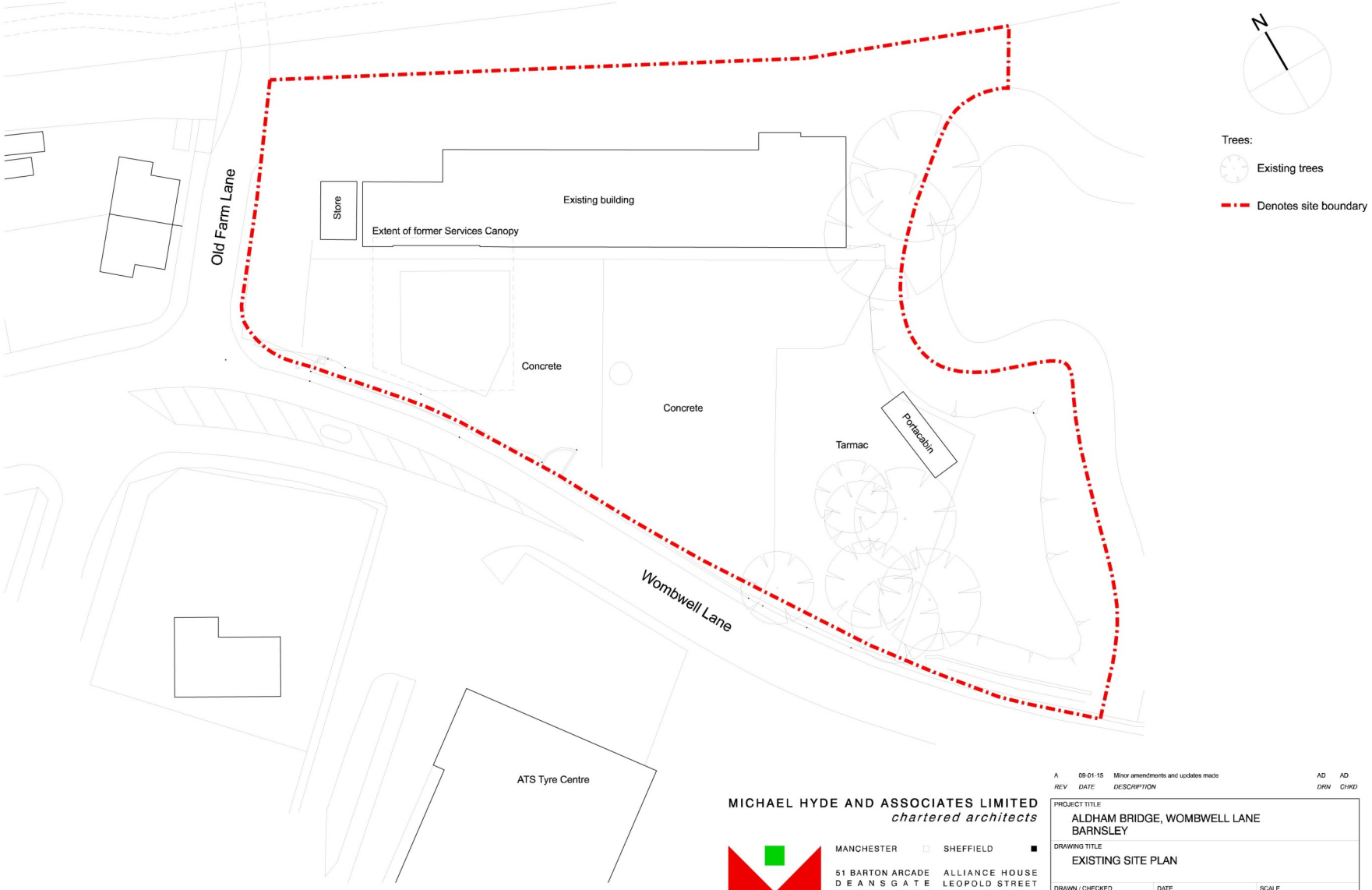
Existing residential buildings near to the site are predominantly red brick and the site is flanked on Old Farm Lane by a semi-detached stone built house. Opposite the site is a red brick and grey cladding panelled car tyre specialist outlet.

The site is located within the Green Belt, UDP policy GS8/WW7 and is currently proposed to remain in the Green Belt as set out in the current draft of the Development Sites & Places Development Plan document (DSAP).

Aerial photograph of Wombwell, site highlighted in red

Aerial photograph, detail of site and red line boundary

Site Plan with Red Line Boundary (NTS)



DO NOT SCALE FROM DRAWING

MICHAEL HYDE AND ASSOCIATES LIMITED
chartered architects

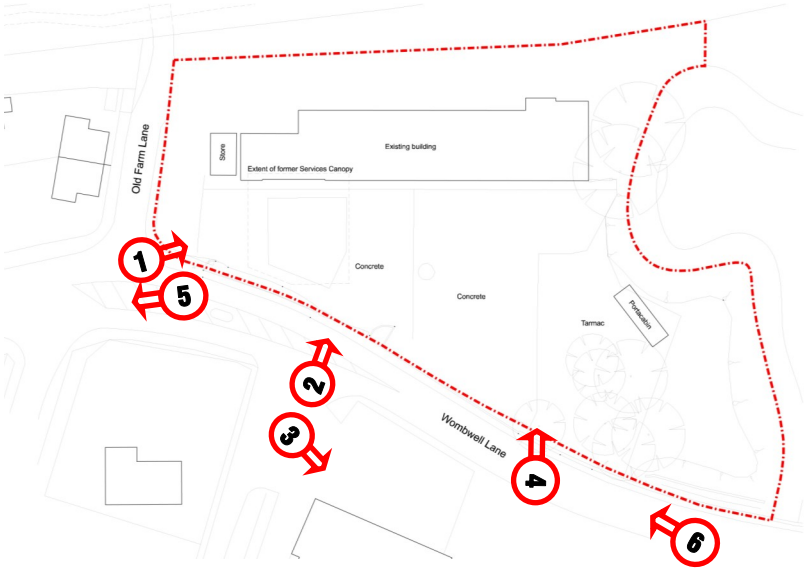
MANCHESTER
51 BARTON ARCADE
DEANSGATE
MANCHESTER M3 2BJ
TEL 0161 834 1018
FAX 0161 834 4798
Manchester@MHA
architects.com

SHEFFIELD
ALLIANCE HOUSE
LEOPOLD STREET
SHEFFIELD S1 2GY
TEL 0114 275 9666
FAX 0114 275 7751
Sheffield@MHA
architects.com

REV	DATE	DESCRIPTION	DRN	CHKD
A	09-01-15	Minor amendments and updates made	AD	AD

PROJECT TITLE: ALDHAM BRIDGE, WOMBWELL LANE BARNSLEY		
DRAWING TITLE: EXISTING SITE PLAN		
DRAWN / CHECKED: JJ / AD	DATE: FEB 2014	SCALE: 1:500 @ A3
JOB No: 3RI1	DRAWING: 3RI1-0-001	REVISIONS: A

Site Plan and Photographs surrounding the site



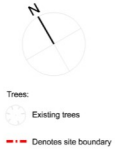


Image 1

Image 2

Image 3

Image 4

Image 5

Image 6

KEY

1 Location of camera and direction of photograph

Site Plan and Photographs within the site

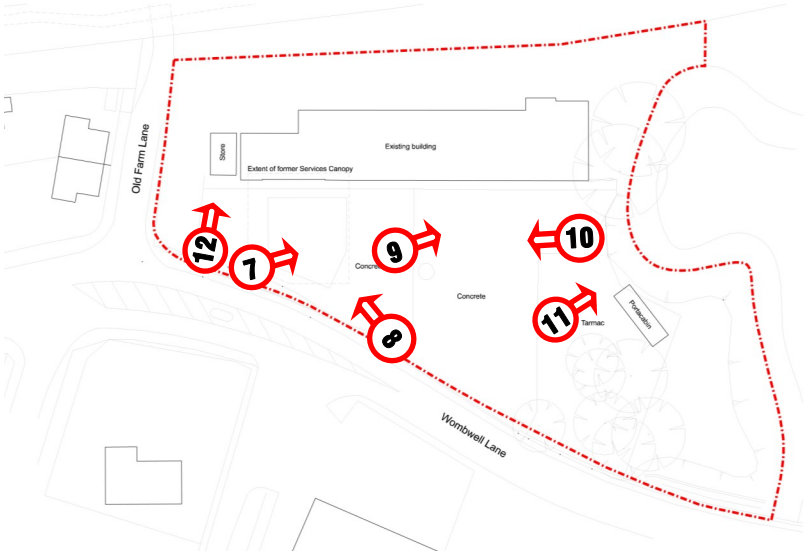


Image 7

Image 8

Image 9

Image 10

Image 11

Image 12

KEY

1 Location of camera and direction of photograph

Panoramic of site on Wombwell Lane facing North West

Panoramic of site on Wombwell Lane facing North East

Panoramic of site North East corner of the site facing South towards Wombwell Lane

1.1.2 Social

The provision of a new food retail store within the area provides a welcome amenity for local residents, improving local services and range of facilities easily accessible. At the opposite end of Wombwell other main retail facilities are accessible or in Barnsley town centre. The only provision of this kind, located at the North West of Wombwell is a Tesco store located off Wombwell Lane over 15 minutes walk from the proposed development. The existing parade will provide additional retail facilities to the area again greatly benefiting the residents.

1.1.3 Economic

The new food retail store creates a number of full and part-time job opportunities for local residents, enhancing the local economy and job prospects, particularly in a time of economic downturn. The development offers further great opportunities for potential future growth and job opportunities through the anticipated occupation of the existing units, as well as during the potential construction work for local trades. The location of the new food retail store will attract further business development to the site and bring economic benefit to the site area.

1.1.4 Planning Policy

The policy framework for this site and its surroundings is set out in the following documents:

- Barnsley Metropolitan Borough Council Local Development Framework Core Strategy (Adopted September 2011);
- The saved policies of the Barnsley Unitary Development Plan;
- Consultation Draft of the Development Sites & Places Development Plan Document (DSAP);
- National Guidance, in the form of Planning Policy Guidance (PPG) or Planning Policy Statements (PPS);
- BDR Joint Wasted Plan (Summer 2010);
- LDF Supplementary Planning Document, Parking (Adopted March 2011).

The following policies in particular are relevant to the site:

Local Guidance:

- CSP 1 Climate Change
- CSP 2 Sustainable construction
- CSP 3 Sustainable Drainage Systems (SuDS)
- CSP 4 Flood Risk
- CSP 25 New development and sustainable travel
- CSP 26 New development and highway design
- CSP 29 Design
- CSP 31 Town Centres
- CSP 34 Protection of Green Belt
- CSP 36 Biodiversity and Geodiversity
- CSP 39 Contaminated Land
- CSP 40 Pollution Control & Protection
- Barnsley UDP GS6
- Barnsley UDP GS8

National Guidance

- National Planning Guidance (NPPF)

1.2 Involvement and Consultation

No direct consultation with local residents or businesses has taken place due to the nature surrounding the current use of the site but it is felt the new unit and refurbishment of the rear units along with demolition of the canopy will be welcomed, particularly visually, to the area

The following consultants and planning departments have been involved in developing the proposals and analysing the site in regard to the proposals. The findings of each consultant with full statements, assessments, tests, and surveys can be found at the rear of this document in Appendix 2:

Planning Statement (I D Planning)
In summary, the Planning Statement considers the proposed development against relevant national and local policies. The findings of the report concludes no material conflict with the adopted plan and relevant policies and proposals therein.

The planning statement considers the redevelopment of the site would be in line with NPPF's presumption in favour of sustainable development. Please refer to the Planning Statement found in Appendix 2 for the full report.

Flood Risk Assessment (Weetwood Services Ltd)
The site is situated within Environment Agency Flood Zone 2 (25%) and Zone 3 (75%), as such finished floor level is set at a minimum 37.30m AOD and not less than 300mm above adjacent ground level. A flood warning plan is to be developed. Compensatory flood storage of 1.9 cu. m is also to be provided in accordance with the Flood Risk Assessment as well as all detailed drainage design. Please refer to the complete Flood Risk Assessment found in Appendix 2.

NPPF Sequential Testing (I D Planning)
Both national and local planning policies aim to focus new retail development within existing defined centres (CSP 31 Town Centres)

Although not situated in Wombwell Centre the sequential testing applied shows there are no suitable and sequentially preferable sites in or on the edge of Wombwell District Centre. Neither is it considered that the trading impact of the proposal would adversely impact on Wombwell centre significantly. Please refer to the full NPPF Sequential Testing report found in Appendix 2 for details.

Transport Assessment (Eastwood & Partners)
Detailed consideration of the effect of the development on the highway network has been given, with particular reference to cyclists, parking for customers, staff and delivery vehicles, pedestrian access, and public transport links. Please refer to complete Transport Assessment in Appendix 2 for details.

Arboricultural Survey (Smeedan Foreman)
The site has many trees within the boundary that are in decline and have defects. Previous development of the site has compromised the long term contribution of many of the trees. Eight trees within the site are subject to a Tree Preservation Order, four of which are subject to a previous felling order (T4—T7), the health of which is outlined in the complete Arboricultural Survey in Appendix 2. T8 has been recommended to be felled and T3 previously recommended for felling within Smeedan Foreman assessment 31/10/13. With the exception of T11, the remaining trees in question are of an equal quality assessment to the trees included within the felling order. The development works provide an opportunity to improve the longevity of the trees to the site which has been noted in the Arboricultural Survey.

Ecology Report (Whitcher Wildlife)
An ecology report accompanies the application and advises in respect of fauna. There are no badger sets or badger field signs identified within the survey area and the watercourses surveyed do not provide suitable habitat for water voles or otters. There is low potential for white clawed crayfish and there are no bat field signs identified on any of the buildings and therefore limited bat roosting potential was found. A copy of the report is submitted as part of the suite of documents accompanying the application in Appendix 2.

Geo-environmental Report (Haigh & Huddleston)
The site was developed for use as a garage/filling station with associated fuel storage tanks beneath the site. Little development has taken place since and as such the report recommends that all storage tanks be inspected and if no contamination found filled with concrete. Testing should take place to ensure no contamination of the surrounding area. For the full report, findings and conclusions please refer to Appendix 2.

1.3 Evaluation

Thought and consideration has been given to all the information collated in the previous two sections, *Assessment* and *Involvement*, with the resolution to the design being informed fully by this.

CSP 1 Climate Change
The development at the site of Aldham Bridge Services, Wombwell makes use of previously developed land in a sustainable location. It also promotes the use of Sustainable Drainage Systems as well being designed to reduce the risk of flooding.

CSP 2 Sustainable construction
The re-using of existing buildings and vacant floors is maximised in the development of this site, particular when thought is given beyond Phase 1 to the refurbishment of the existing units to the rear of the site.

CSP 3 Sustainable Drainage Systems (SuDS)
The development gives consideration to Sustainable Drainage System as well as the existing connection to the combined sewer removed and a new connection to the public surface water sewer made.

CSP 4 Flood Risk
Sequential testing has been performed and the results of which have informed an FFL set at 37.30m AOD. The peak surface water runoff rate has been reduced by 50% compared to the existing. The development gives consideration to the use of Sustainable Drainage Systems.

CSP 25 New development and sustainable travel
The development reduces the need of residents to travel, is accessible by public transport and meets the needs of pedestrians and cyclists. The minimum levels of parking for cycles and disabled people has been provided and the maximum number of car-parking spaces set out in the LDF Supplementary Planning Document, Parking (Adopted March 2011) has not been exceeded. A Transport Assessment has also been provided in Appendix 2.

CSP 26 New development and highway design
The development provides safe, secure and convenient access for all road users and is suitably and appropriately served by the existing highway.

CSP 29 Design
The design transforms a run down under utilised site into a modern high quality retail development with the prospect of further high quality refurbishment of the site during Phase 2 to successfully create attractive, sustainable and successful facilities and amenities to the neighbourhood.

CSP 31 Town Centres
The site is situated outside the District Centre of Wombwell. As such a sequential assessment was carried out to ensure the development meets the required criteria. The NPPF Sequential Assessment can be found at the rear of this document in Appendix 2

CSP 34 Protection of Green Belt
The application site is an existing previously developed site within the Green Belt and therefore the site is subject to CSP 34 and relevant provisions of the NPPF.

CSP 36 Biodiversity and Geodiversity
It is noted and observed that development which may harm a biodiversity or geological feature will not be permitted unless effective mitigation and/or compensatory measures can be ensured. Therefore an Ecology Assessment has been undertaken and due consideration has been given to the findings. Please refer to Appendix 2 for the full Ecology Assessment.

CSP 39 Contaminated Land
The site is situated on the former Aldham Bridge Services site with associated petrol filling station and therefore investigations have been carried to work out the nature and extent of contamination. The Geo-environmental report provided in Appendix 2 contains the findings of the investigation and outlines the proposal for removal, treatment and protection or separation of the development from the effects of contamination.

CSP 40 Pollution Control & Protection
The develop demonstrates it is not likely to result, directly or indirectly, in an increase in pollution. The removal of any contaminated earth as outlined within the Geo-environmental report provided in Appendix 2 will mitigate the possible pollution of surrounding areas.

The site is situated within the Green Belt as defined within the proposals maps and is therefore noted to be subject to UDP GS6, GS8, and associated development control policies.

1.4 Design

The new build for the small scale food retail unit (762m² / 8202ft²) will be set in the area vacated by the hand car wash portacabin. This proposed redevelopment will be set with signage prominent towards Wombwell Lane providing good advertising and branding opportunities for the occupier.

Vehicular access makes use of the existing access to the site from Wombwell Lane, enlarging it to accommodate increased ingress and HGV deliveries, with additional pedestrian access also from the path adjacent to Wombwell Lane providing direct links to the new food retail unit as well as to the remaining existing units. Safe pedestrian walkways have been located throughout and around the car parking area ensuring safe and easy access to the units.

Materiality of the proposed design incorporates influences from the surrounding buildings and housing. The use of red and buff brickwork has been directly informed from the housing on Wombwell Lane, utilising grey/silver cladding panels takes direction from the character of the tyre centre specialist opposite the site.

The opportunity to remove the tired and unsightly canopy greatly improves the aesthetics of the site with enhanced sight lines through and beyond the site particularly when stood on Old Farm Lane looking towards Wombwell Lane. The removal of the canopy also introduces a visual connection to the tree line behind the existing units to Wombwell Lane.

The scale and footprint of the building has been carefully considered to maximise the land available whilst maintaining a building size not out of scale with the context of the site. The height of the proposed food store is proportionate in height to the existing units situated on site at the north side rising towards Wombwell Lane to a similar height to that of the tyre centre specialist opposite.

The site offers the chance to provide a new generation of trees to replace the existing species within the site that are showing signs of deterioration and are in decline. Removal of eight trees currently within the site boundary has been compensated for with the introduction of new specimens along with the planting of several shrub, grass and bulb species. The planting introduced will provide a variation of habitats for wildlife. Development of the site allows for the treatment to eradicate the Japanese knotweed that has been noted during the ecology and landscape assessments undertaken. Overall there will be an improved aesthetic with the measures undertaken to replace the existing trees with new tree, shrub, bulb and grass species and provides a benefit to the site.

As stated in the flood risk assessment the proposal is situated within Environmental Agency Flood Zones 2 and 3, with 25% of site situated within the former and 75% the latter. The design takes this into account by setting the finish floor level of all development to be set at a minimum of 37.30m AOD and not less than 300mm above adjacent external ground levels. In addition approximately 109 cu. m of compensatory flood storage has been provided.

Overall the scheme has arrived at a resolved design that is influenced through the assessment, involvement and evaluation of the site and context. Through analysis of the current site and its potential, it is felt the proposal offers a much required opportunity for growth and improvement.

Use

The site formerly a petrol filling station with associated facilities, serving the local residents and passing trade. The petrol station has been redundant for several years resulting in ad-hoc trades and temporary uses, such as the hand car wash facility.

The provision of a new food store provides residents with access to a new local service. Currently the nearest food stores are a Tesco located off Wombwell Lane, and Co-operative Food store located on High Street, Wombwell approximately 21 minutes' walk.

The location of the site will enable residents to walk rather than use the car/bus, reducing environmental impact and increasing accessibility.

The proposal retains the existing units on site totalling 1115m² (12002ft²) which provides opportunities for the occupation of more local services which will in turn increase accessibility. Currently the nearest pharmacy is located at Tesco. 'Greggs' is the nearest bakery located on High Street approximately 1.2 miles from the site on Wombwell Lane. 'Summer Lane News', on Summer Lane is the closest newsagent approximately 1.2 miles from the Wombwell Lane site. The nearest butcher is 'Potters of Barnsley', on Barnsley Road a 17 minute walk from the site on Wombwell Lane.

3.0 Amount

The proposal is for a 762m² (82027ft²) food retail outlet and associated landscaping. The footprint of the building has been dictated by the anticipated user/occupier through the client. The new food retail unit has approximately 60% (454m²) of useable floor space dedicated to sales with the remaining 40% (308m²) dedicated storage and backup.

The remainder of the site constitutes the redeveloped hard and soft landscaping to accommodate the associated car parking requirements.

4.0 Layout

The building makes use of the existing vehicular access from Wombwell Lane, enlarging it to accommodate the increased ingress and HGV deliveries and is orientated to maximise the frontage towards Wombwell Lane. The new unit is set towards the edge of the site furthest away from Old Farm Lane allowing the existing parade to be refurbished. The development provides safe, secure and convenient access for all road users.

5.0 Scale

The proposal takes into consideration the existing neighbouring residential properties, buildings opposite the site as well as the existing units proposed for refurbishment in Phase 2. A specialist tyre centre is opposite the proposed development and the height of the proposed food store is proportionate in height towards Wombwell Lane with the tyre centre sloping downwards away from Wombwell lane to be proportionate in height to the existing units situated on site at the north side.

6.0 Landscaping

Currently the trees on site are generally mature specimens, with T8 and two groups, G13 and G18, recommended for felling. Trees T4 to T7 inclusive are subject to an existing felling order. T3 also has previously been recommended for felling, as assessed by Smeedan Foreman 31/10/2013.

T2 is considered to be of the same quality as T3 and T1 is of category C2, therefore Trees T1 to T8 inclusive are all considered to be of low quality. T11 is the only specimen of moderate condition. The remaining trees within the site boundary are of Tree Retention category B or lower. It is felt that the site will benefit from the introduction of a new generation of trees as many of the trees currently within the site are in decline and have defects as per the Arboricultural Survey in Appendix 2.

The proposal requires the removal of eight trees currently within the site boundary. To compensate, the introduction of new specimens along with the planting of several shrub, grass and bulb species has been provided.

Development of the site allows for the treatment to eradicate or reduce the extent of Japanese knotweed located in proximity to the River Dove to prevent further spread, this will commence April 2014.

The main area for the new introduction of planting will take place towards Eastern edge of the site with the planting of extra heavy standard trees, hedging, bulbs and grasses situated in between the front of the development and Wombwell Lane. Further to this trees have been situated at the end of car parking runs. Please refer to the Landscaping Proposals and Ecology Report in Appendix 2.

7.0 Appearance

The proposed development incorporates design influences from the local materiality whilst accommodating practical design and form for the proposed use.

The building incorporates a mixture of red and buff brickwork, silver/grey cladding and a mix of aluminium and grey roofing materials. A steel supported glazed canopy covers the entrance and exit to the new unit. Signage sizes and materials have yet to be determined but will be compliant with the specification as required by the tenant whilst not detracting from the overall design.

It is felt that the landscaping proposals, as outlined previously, will also greatly benefit the sites aesthetics, as noted under 1.4 Design.

Drawing 3RI1-0-300 appended at the rear of this document, outlines the details of materials proposed for the new unit and where they are used and can be found in Appendix 1.

8.0 Access

The following policies have been adopted:

- CSP 25 New development and sustainable travel
- CSP 26 New development and highway design

Access to the site has been fully considered. Required and suitable access to the River Dove for maintenance purposes has been included within the design and layout of the service yard to the rear of Unit 03 in accordance with requirements outlined by the Environmental Agency.

Pedestrian
The site is approximately 1.4 miles and 25 minutes' walk from Wombwell to the South East.

Public Transport
The number 22 bus, connecting Barnsley Interchange to Rotherham Interchange, is the main service to the area, with stops on Wombwell Lane less than 2 minutes' walk to the West; there are also other, less regular bus routes.

Wombwell is served by a train station on Hough Lane which is approximately 1.6 miles and 30 minutes' walk to the South, connecting to Sheffield, Barnsley, Huddersfield and Wakefield. The station is also serviced by multiple buses linking to the stops on Wombwell Lane.

By Road
The site has good road links and is accessed from the A633 Wombwell Lane/ Barnsley Road. The A633 is connected to the A6133/A635 Doncaster Road to the West and A6195 to the East, linking the site with other smaller local communities of Kendray, Worsborough, Stairfoot, Darfield, Brampton an Hoyland.

The existing vehicle entrance from Wombwell Lane has been retained allowing continuity and familiarity with the existing site to be maintained. New pedestrian access has been added to allow pedestrians into the site without congesting the vehicular access point. Movement across and through the site has been developed to be fully inclusive, with the required number of accessible parking areas as well as safe pathways that allow all users to safely negotiate their way to and from the store.

9.0 Conclusion

It is felt the proposal submitted sets out a clear strategy for the redevelopment of an existing site in to a new food store. The location of the development will provide a high standard, modern, alternative food retail accommodation. The proposal respects the existing context in scale, layout and appearance.

The location of the food store has been assessed and no preferential sites are situated within or on the edge of Wombwell District Centre and is the only viable option in order for the proposed redevelopment of the site to proceed. The proposed scheme provides the opportunity for a sensitive redevelopment of the site whilst at the same time providing long term aesthetic improvement and economic benefit for the local area.

It is considered that the new food retail store will enhance the sites attraction to further businesses' and to the retention of the existing units to the rear of the site, bringing further economic benefit to the area. The provision of a new food retail store within the area provides a welcome amenity for local residents, improving local services and range of facilities easily accessible.

It is our belief that the proposal adheres to the planning guidelines currently in place and that through ongoing design reviews and discussions with the planning department a design has developed that adheres to the demands of all interested parties.

Appendix 1

Selected application drawings

Appendix 2

Consultants assessments, surveys, statements and tests