Oakwell Filling Station

Design and Access Statement

prepared by

AXIS Architecture

December 2010 Issue 1

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1. Introduction

1.1 Type of application and address

This Design and Access Statement has been prepared on behalf of Kings Lodge Estates to accompany its application for detailed planning permission for Change of Use

The application site is: Oakwell Filling Station, Pontefract Road, Barnsley

The Site area is approximately 0.33Ha in area.

Proposals: Application for Change of Use for Use Classes A1, A3, to facilitate the development of the site.

1.2 Information submitted as part of the planning application

Application Forms (4 copies)

Drawings (4 copies)

- Site Plan 25039/COU 10/01 Rev -
- Site Layout 25039/COU 10/03 Rev –

Reports
N/A

Fee
Fee amount and method of calculation.

2. Assessment and Evaluation

2.1 Assessment

The site lies on Pontefract Road some 500m from the A61 Inner Ring road, the site area is approx. 0.33 Ha. It is bound by Lambra Road to the left, a retail warehouse to the right and the main railway line from Sheffield to the rear. The area consists of various uses including retail, offices car sales and housing. The uses proposed for the site are in context with surrounding area.







Views along Pontefract Road

2.2 Involvement

Due to the minor changes proposed within the application and the current usage of the site it is felt that there is little to be gained from a pre-application consultation with neighbours.
An initial consultation with the planning department (Steve Kirkham) regarding the proposals has been received positively. – dwg 25039/CO 2010 was issued.

2.3 Evaluation

BACKGROUND / EXISTING BUILDINGS
The development site comprises 0.33Ha formerly occupied as a garage unit with forecourt and canopy, shop unit, open topped building (former carwash) and store to rear. Currently the site is being used as a car wash for which a change of use was granted. (ref: pp-00569560)
We propose some minor changes to the buildings in order to maximise the site usage and facilitate the creation of additional units and subsequent employment.

SCHEME OVERVIEW
The proposed development comprises of the refurbishment of the existing shop unit to form two retail units and associated staff facilities. The original drive through carwash will be enclosed to form a further workshop/retail unit. The current carwash will remain and be serviced by the inclusion of a temporary office unit (Porto cabin) to the rear of the site, a further temporary unit will act as an office unit for the workshop.
A new ramp will be formed to give access for cars to the rear section of the site, this will be used as a car sales area with temporary sales office.
The scheme follows the principles of the existing uses in the vacinity and will help in the creation of employment opportunities in the area.
A range of possibleuses including sandwich shop, motor factors, car repair garage and car sales.
Initial discussions with Planners indicates there support for the scheme but also highlighted a concern regarding the overall appearance of the site. Subsequently we have reviewed the initial proposals and made some changes to the layout to help create a landscaped area to the upper section of the site. General refurbishment of the site will also be undertaken Including: Tarmac repairs to forecourt area currently covered with crushed hardcore, repairs and redecoration of existing shop unit and canopy including installation of new shop front, repairs and painting of existing fences.

URBAN DESIGN
We believe the proposals are in accordance with the overall use currently within the area.

3. Design

3.1 Use

The proposal is to reinstate the original shop unit to form two smaller units together with the creation of a third unit (workshop) in the area formally used as a drive through carwash. The rear of the site will be used to display vehicles whilst the forecourt will remain as a car wash.

3.2 Amount

The scheme proposes little increase in building foot print. The proposal to infill the existing carwash will produce a floor area of approx 40sq.m. and the proposed temporary offices will add a further 40sq.m.

3.3 Layout

The existing layout will govern the proposals as it is intended to use all the existing buildings. Options have been reviewed as to the location of the proposed ramp to the area at the rear of the site. It was concluded that the right hand side (as viewed from the road) would be most suitable as the change in level is far less than on the left hand boundary. The location of the car sales pitch has been considered with regard to the existing gradient of the bank, setting the spaces to the rear of the area will allow the inclusion of a landscaping area at the top of the retaining wall to improve the overall appearance of the site as requested in the consultation.

3.4 Scale

The proposals are in keeping with the site and in our opinion do not constitute in any way the over development of the site.

3.5 Landscaping

Generally the site area will be hard landscaped in keeping with the current layout. The area to the left of the canopy will be tarmac to bring it inline with the remainder of the area. The upper area which will form the car sales area will be landscaped to the front (see site layout) consisting of

either a grassed embankment or low level shrubs, exact layout to be confirmed. The car standing with be formed in crushed aggregate contained within a defined area.

3.6 Appearance

The proposals do not intend to redefine the look of the site, but simply to enhance its appearance by a scheme of refurbishment and minor works. Over the last few years the site has deteriated due to a lack of maintenance and generally being under utilised, creating additional uses on the site will bring much needed life back to the area.

4. Access

4.1 Policy Approach

No changes are proposed to the access of the site within the scheme. It is felt that the current access and egress arrangement is more than adequate for the proposed use, sight lines are good along Pontefract Road and the frequency of traffic generated by the scheme is unlikely to be more than when the site was used as a filling station with associated shop.

With regard to DDA access it is proposed to make the two retail units accessible via a level entrance.

5. Sustainability Statement

5.1 Economy

Developing and stimulating local economic growth is a key component of sustainability, providing local employment opportunities and services and reducing the need to travel.

Planning can assist in achieving this through ensuring that businesses and industry are located where they can be effectively reached by a range of transport modes; and where they can help consolidate or revitalize existing centres or neighbourhoods.

A sustainable economy means providing opportunities for local work. This provides choice for the local community and offers options for part-time or flexible working. Local employment also reduces the average journey time to work, thereby helping to reduce pollution and emissions.

5.2 Neighbourhood and community

Reinforcing and supporting neighbourhoods and communities is a fundamental element of sustainability, promoting social cohesion and providing local facilities and services locally.

Planning can assist in achieving this through supporting local centres, encouraging balanced communities through providing a good residential mix with appropriate infrastructure.

The development of neighbourhoods and locating development in the right places is an important element in achieving sustainability; creating places that people want to live in, and ensuring that there is sufficient access to services and facilities within the local area to reduce the need to travel.

Having an appreciation and understanding of the qualities and characteristics of the surrounding area is important in contributing towards retaining local identity and a sense of place.

5. Summary

The proposals have been considered carefully with regard to the existing site layout and how additional uses can be incorporated without over developing the site.
Prior to the closure of the original garage, the shop unit supplied the local community with an esily accesible facility for essential supplies which had a regular clientle, it is hoped that the scheme will reintroduce such facilities as well as producing a number of employment opportunities.

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Appendix 1

Photographic Survey













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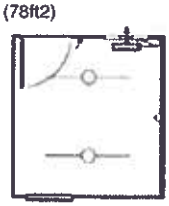
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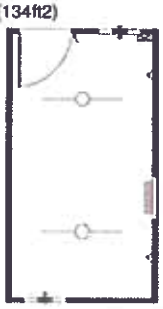
PORTAKABIN SOLUS	SL031	SL051	SL062	SL071
External length (m)	3.09	5.09	6.09	7.49
External width (m)	2.90	2.90	3.27	2.90
External height (m)	2.61	2.61	2.61	2.61
Floor area (m2)	7.28	12.46	17.18	18.68
PORTAKABIN SOLUS	**SL072**	**SL082**	**SL102**	**SL122**
External length (m)	7.49	8.64	10.24	12.24
External width (m)	3.27	3.27	3.27	3.27
External height (m)	2.61	2.61	2.61	2.61
Floor area (m2)	21.32	24.87	29.60	35.52

* Specification changes are required for three-storey buildings.
** Dimensions shown are applicable for Portakabin Solus buildings without legs fitted.

SL031
7.28m2
(78ft2)



SL051
12.46m2
(134ft2)



SL062
17.18m2

SL071
18.68m2





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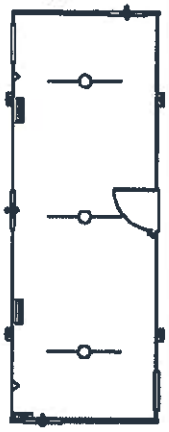
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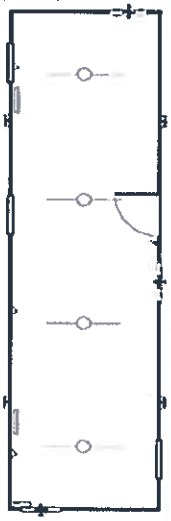
SL072
21.32m2
(229ft2)



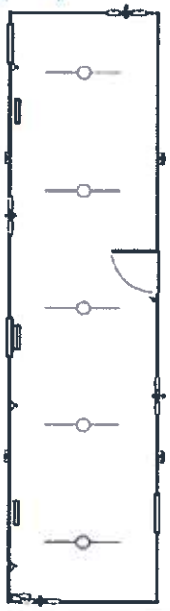
SL082
24.87m2
(268ft2)



SL102
29.60m2
(319ft2)



SL122
35.52m2
(382ft2)



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