



fortitudo

PLANNING DESIGN & ACCESS STATEMENT

Land off Barnsley Road
Goldthorpe
Barnsley
S63 9PJ

Mixed Use Commercial Development

July 2024

CONTENTS

1. INTRODUCTION

2. BACKGROUND

- The Site
- The Surroundings

3. POLICY & DESIGN RESPONSE

- Policy Background
- Use
- Amount
- Scale
- Appearance
- Landscaping
- Layout
- Access
- Sustainability

4. CONCLUSION

INTRODUCTION

DOCUMENT TYPE

Design and Access Statement (required by Town and Country Planning (Development Management Procedure) (England) Order 2015)

SITE ADDRESS

Land off Barnsley Road, Goldthorpe, Barnsley, S63 9AP

PROPOSAL

Development of a drive thru coffee shop/restaurant, drive thru restaurant, EV charging, landscaping and associated development

APPLICATION TYPE

Full Planning Permission

ARCHITECT

ARC Architects

AUTHOR

Simon Ible MRTPI

DATE

July 2024

BACKGROUND

THE SITE

SITE AREA

2.27 Acres / 0.92 Hectares

TOPOGRAPHY

The site drops away from Barnsley Road, sloping from the south east corner, to the north west corner.

USE

The site is currently vacant.

BUILT FORM

The site is a vacant piece of land, which is bordered to the west by an Aldi supermarket which is within a large building, to the east two storey residential properties, to the north by the A635 with Green Belt beyond, and to the south by Barnsley Road, with agricultural fields subject to an allocation for residential development.

LANDSCAPE

The site contains limited landscaping and is currently within an unmanaged state, with some trees to the east and west boundary, and along the northern boundary.

ACCESS

Vehicular, pedestrian and cycle access is provided from the access road constructed for the Aldi supermarket, which links onto Barnsley Road.

THE SURROUNDINGS

CHARACTER OVERVIEW

The character of the wider area is mixed, with a range of commercial and residential uses. As set out above an Aldi supermarket with surface parking is located to the west, and residential to the east. To the south is allocated agricultural land, and to the southeast commercial uses. Further to the south is the Goldthorpe Industrial Estate.

USE

Immediately to the west is a class E retail use, and to the east is residential C3 uses. To the south at Goldthorpe Industrial Estate are a range of commercial uses.

AMOUNT

There are large format buildings with a large footprint directly adjoining the site, and also small scale C3 dwellinghouses.

LAYOUT

The layout of the area surrounding the application site has been driven by the location of Barnsley Road to the south, and the A635 to the north.

SCALE

The scale of development within the locality range between 1 (commercial storey) and 2 (residential) storey's.

APPEARANCE

The appearance of the area is very mixed with commercial buildings with grey cladding and mono pitch roof, and the residential areas being a mix of brick buildings with pitched roofs.

LANDSCAPE

The landscaping of the area is varied, with grass verges, sporadic tree planting and some hedgerow planning.

ACCESS

Foot	A footpath runs along the site frontage, providing pedestrian access to Goldthorpe.
Cycle	Access for cycles is accommodated on road.

Public Transport	There are westbound and eastbound bus stops immediately south of the site. This provides access to regular services, 3-4 an hour to Barnsley, a half hourly service to Rotherham and an hourly service to Doncaster.
Car	Good existing access to highway network via the surrounding transport network.

POLICY & DESIGN RESPONSE

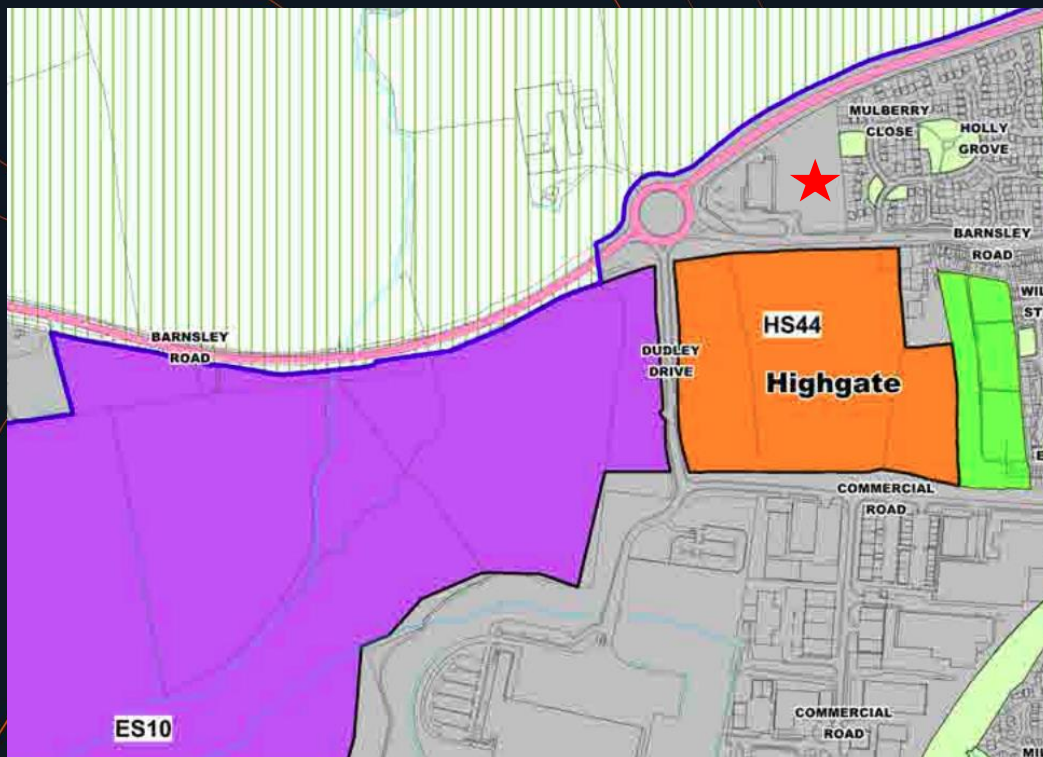
POLICY BACKGROUND

The key local policies of relevance to the design response are contained within the Barnsley Local Plan adopted in 2019.

The top priority set out in the local plan vision is 'Provide opportunities for the creation of new jobs and protection of existing jobs'.

Goldthorpe is identified as one of the Principal Towns in the settlement hierarchy. The supporting text at paragraph 5.5 states 'Given the number of Principal Towns within the borough it is considered that this spatial strategy, based on spreading growth between these important settlements, is necessary to ensure the continued viability of our places and communities. Locating growth in all the Principal Towns is considered necessary not only to maintain the viability of those settlements but also to accommodate the growth anticipated for the borough'.

The site is not specifically allocated for any use, and is within the Urban Fabric, which is land within the settlement with no specific allocation.



Extract from policies map with site identified with red star

A summary of the relevant policies is set out below, and referred to as relevant.

Policy SD1 Presumption in favour of sustainable development

The policy sets out that when considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development in the NPPF. It also states that the council will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Policy GD1 General Development

Policy GD1 sets out a number of criteria which development must abide by to be approved. These are set out below:

Policy criterion	Assessment
There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;	The application is supported by a noise assessment which confirms adjoining residents to the east will not be adversely impacted.
They are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land;	The land use is entirely appropriate in the context of the Aldi supermarket to the west, and will not adversely impact the residential allocation to the south.
They will not adversely affect the potential development of a wider area of land which could otherwise be available for development and safeguards access to adjacent land	The Aldi supermarket developed part of the parcel of land, with the proposal offering a complimentary use, whilst facilitating access to the remaining parcel of land for another use.
They include landscaping to provide a high quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape;	The northern boundary of the site retains a substantial landscape buffer to the A635 and planting retained along the eastern boundary. Detailed soft and hard landscaping and details of boundary features can be conditioned to ensure a high quality scheme.
Any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated;	The environmental credentials of the proposed use, and how waste is minimised are set out further below.
Adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas;	The site is not proposed to be developed for residential purposes, but the proposals are supported by tracking information confirming that access can be safely achieved.

Any drains, culverts and other surface water bodies that may cross the site are considered;	There is drainage infrastructure on the northern boundary, where no development is proposed , so therefore has been properly considered
Appropriate landscaped boundaries are provided where sites are adjacent to open countryside;	The site does not adjoin open countryside directly, but the northern boundary adjoins the A635 with countryside beyond. A landscape buffer is provided to this boundary so that an appropriate landscape boundary can be provided
Any pylons are considered in the layout; and	There are no pylons on the site that need to be considered.
Existing trees that are to remain on site are considered in the layout in order to avoid overshadowing.	Existing trees are to be retained, and do not represent an overshadowing concern for the proposed use.

Overall the proposals are therefore in accordance with this policy.

Policy LG2 The Location of Growth

The policy sets out that priority will be given to development in urban Barnsley and the Principle Towns, which includes Goldthorpe. The proposals therefore comply with the policy.

Policy T3 New Development and Sustainable Travel

The policy sets out that new development will be expected to reduce the need to travel and be accessible to public transport, and meeting the needs of pedestrians and cyclists. The proposed development being located in Goldthorpe reduces the need to travel by being well located within the existing town. Footpaths are provided and there are bus stops on Barnsley Road providing access to the residential areas and train station to the east.

The proposal also requires minimum levels of parking, which are provided for as set out in the transport statement.

The proposals therefore comply with the policy.

Policy D1 High Quality Design and Place Making

The policy sets out a number of design principles which are expected of development. These are:

“Design Principles:

Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley, including:

- *Landscape character, topography, green infrastructure assets, important habitats, woodlands and other natural features;*
- *Views and vistas to key buildings, landmarks, skylines and gateways; and*
- *Heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality.*

Through its layout and design development should:

- *Contribute to place making and be of high quality, that contributes to a healthy, safe and sustainable environment;*
- *Complement and enhance the character and setting of distinctive places, including Barnsley Town Centre, Penistone, rural villages and Conservation Areas;*
- *Help to transform the character of physical environments that have become run down and are lacking in distinctiveness;*
- *Provide an accessible and inclusive environment for the users of individual buildings and surrounding spaces;*
- *Provide clear and obvious connections to the surrounding street and pedestrian network;*
- *Ensure ease of movement and legibility for all users, ensure overlooking of streets, spaces and pedestrian routes through the arrangement and orientation of buildings and the location of entrances;*
- *Promote safe, secure environments and access routes with priority for pedestrians and cyclists;*
- *Create clear distinctions between public and private spaces;*
- *Display architectural quality and express proposed uses through its composition, scale form, proportions and arrangement of materials, colours and details;*
- *Make the best use of high quality materials;*
- *Include a comprehensive and high quality scheme for hard and soft landscaping; and*
- *Provide high quality public realm*

In terms of place making development should make a positive contribution to achieving qualities of a successful place such as character, legibility, permeability and vitality”

Policy TC1 Town Centres

The policy sets out that support will be given to maintaining and enhancing the vitality and viability of the hierarchy of centres, with Barnsley the main Town Centre, with Goldthorpe containing a District Centre.

The policy confirms all retail and town centre developments will be expected to be appropriate to the scale, role, function and character of the centres in which they are proposed.

The policy states a sequential approach will be used to assess proposals for new retail and town centre development, which is in accordance with the NPPF, to help achieve the spatial strategy for the borough and will focus development on identified centres in the first instance. Edge of centre and out of centre development will only be allowed where it meets the requirements of NPPF.

The proposals are supported by a sequential test, which confirms there are not available town centre sites to accommodate the proposed development.

Policy TC3 Thresholds for Impact Assessments

The threshold for an impact assessment is set out in the policy for 1,000 square meters where the site is within the catchment of a district centre. Goldthorpe is identified as a district centre as set out above.

The proposed development is for two units, a McDonalds of 355 sqm and a Starbucks of 171 sqm. Therefore an impact assessment is not required.

USE

The planning application seeks permission to develop the vacant site with two no. drive thru units, one drive thru restaurant, (to be occupied by McDonalds) and a drive thru coffee shop (to be occupied by Starbucks).

AMOUNT

The amount of development on the site has been informed by the site-specific opportunity and constraints, alongside the operators requirements in respect of the drive thru restaurant and coffee shop. The floorspace proposed is:

- Drive thru restaurant – 355 square metres (McDonalds)
- Drive thru coffee shop – 170 square metres (Starbucks)

Associated with these uses are 56 parking spaces, plus three waiting bays and eight cycle parking spaces per restaurant.

SCALE

The scale of the proposed drive thru restaurants has been designed both taking into account the varied scales of buildings in the locality, the size of the parcel as well as in accordance with operator requirements. The proposals for the Drive Thru's therefore provide single storey buildings of an attractive design.

The scale of the proposals is considered wholly appropriate to the locality which includes a variety of scale of buildings, as set out in section 2 of this document.

APPEARANCE

The proposed development is based on a contemporary design. In terms of materials, the external walls of the Restaurant will be timber effect and dark grey cladding, with light grey aluminium windows and doors with a flat roof with aluminium profile.

The drive thru coffee restaurant will be a mixture of render and timber cladding, with aluminium windows and doors, with a single ply membrane roof.

The proposed development will contribute to a high-quality design solution which will make a positive contribution to the built environment, fitting in well with the established development in the area. Therefore, it is considered that the proposal, will be an appropriate design.

LANDSCAPING

The site plan indicates the western boundary will be retained, and the landscaping scheme that is proposed includes a mixture of grassed areas, tree planting and hedgerow planting across the site.

A detailed landscape scheme will be subject to condition.

LAYOUT

The McDonald's drive thru has been positioned on the north of the site. An outdoor seating area is provided to the east. The Starbucks is located centrally to the west of the site, with the EV charging located on the eastern boundary.

This layout ensures the commercial uses are located closest to the Aldi supermarket to the west rather than the residential uses to the east.

We consider this provides an optimum high quality layout that takes account of the site specific constraints and opportunities, appropriately addressing the wider context of the area.

ACCESS

Vehicular and pedestrian access is taken from that approved and formed with the construction of the Aldi supermarket. This is considered acceptable.

SUSTAINABILITY

As set out above, each restaurant will have eight cycle parking spaces in the form of four cycle stands near the respective entrances.

The provision of electric vehicle charging facilitates above the minimum policy requirements ensures suitable provision and encouragement for electric vehicles.

The proposed occupier for the coffee unit, Starbucks has a greener stores framework and is seeking to increase energy efficiency, support the growth of green renewable energy and reduce waste from product and packaging, as well as donating unsold food to local foodbanks.

Starbucks 2030 preliminary targets are for a 50% reduction in carbon emissions, a 50% reduction in water used in global operations, packaging and agricultural supply chain through conservation or replenishment and a 50% reduction in waste sent to landfill.

In terms of the proposed restaurant, the occupier McDonalds, places sustainability at the heart of its operations.

The scale of the business means McDonald's have an opportunity to have a positive impact on some of the biggest challenges facing the world today. The threat of climate change is one such challenge and McDonald's are proud of the investment they have made to reduce their carbon footprint in the UK.

McDonald's was the first restaurant chain to set science-based greenhouse gas reduction targets at a global level. Working with all franchisees, their aim is to reduce greenhouse gas emissions related to all restaurants and offices by 36% by 2030. Additionally, McDonald's are committed to a 31% reduction in emissions intensity (per metric tonne of food and packaging) across the supply chain by 2030.

To meet these targets, McDonald's buy 100% renewable electricity and have invested in long term partnership agreements to develop the renewable energy infrastructure in the UK.

The absence of on-site fossil fuel use, together with McDonald's electricity procurement agreements, eliminates the production of greenhouse gases from on-site operations. In recognition of global warming potential (GWP) associated with refrigeration gases, McDonald's have moved to the latest reduced GWP air conditioning refrigerants ahead of any legislation in this regard.

McDonald's are challenging themselves to reduce carbon emissions in construction and use, and work with their suppliers to find solutions that will set high standards for the industry. Building materials are sourced locally where possible and carbon-intensive materials have been replaced with alternatives made with recycled car tyres, plastic bottles, and white goods. This includes the following:

- Restaurant timber effect cladding panels: 47% recycled content
- Restaurant dark grey cladding panels: 47% recycled content
- Corral grey cladding panels: Recycled IT equipment
- Plant parapet: Recycled plastic

Materials for the building are selected to provide the required aesthetics combined with maximum durability and robustness. The requirement for replacement, maintenance and repair

will be minimal during the building lifecycles, thus providing a good low level of energy input over the whole lifecycle. Many of the materials used in the construction of the building are recyclable at the end of life, including the grey cladding panels to the corral, steel and rubber seals from the security doors, restaurant cladding panels, timber and aluminium window and door frames and the black cladding panels to the plant parapet.

From 2023, furniture is sourced from recycled or certified materials and designed to be recycled or reused at end of life, as part of the McDonald's Plan to Change.

The design of the new building has been directly influenced by sustainability and the standard practices to enable the reduction in their carbon footprint. Approximately, 90% of new restaurants are built using modular construction techniques, which use considerably less energy, inclusive of the reduction of the total number of deliveries to site during the build.

Modular construction takes place in a controlled environment, which allows a highly monitored and efficient process, where leftover materials can be used in future projects and ultimately reduce the general building waste.

The construction time is also reduced, minimising the potential disruption to neighbours.

The external shell is designed to prevent air leakage and achieve the U-value required by current building regulation standards. The walls are insulated using British sheep's wool which is 100% biodegradable and the extent of glazing has been reduced compared to previous designs. PV panels will be installed to generate renewable energy.

McDonald's utilise a sophisticated building management control system with specifically engineered energy reduction strategies to maximise operating efficiencies. McDonald's kitchen appliances have standby reminders and a metering system has been introduced which measures the amount of electricity used in every half hour of the day. Restaurant Managers receive daily graphs to help them make energy saving adjustments.

All new restaurants are fitted with standard equipment and maintenance programmes, in line with Green Building Guidelines, which were introduced as a McDonald's Europe initiative and include:

- Lighting - LED lighting is also used, resulting in a 50% reduction in energy use compared to fluorescent lights.
- Water - Auto shut-off taps fitted to wash-hand basins in addition to flow control limited to 6l/min; replacement of urinals with waterless units and WC's fitted with dual flush of 4.5l and 3l flushes (unless external drainage requires greater volume). In addition, systems are leak checked with hot water temperatures reduced to a maximum of 60 degrees C. Pipes are checked for missing insulation.
- HVAC - Automatic closures fitted to all internal doors and draft-proofing fitted or repaired to all doors and windows, including the use of energy save reminder stickers in the back of house area. Variable speed control fans are installed so that they are not required to run when ventilation is not required and room sensors installed to monitor internal air temperatures.

McDonald's reuses delivery packaging wherever possible, in accordance with food safety laws. Over 80% of kitchen waste is recycled, which equates to 40% of total waste. Staff separate corrugated cardboard, used cooking oil, food waste, clean plastic paper and tin from all back of house areas for recycling.

All restaurants aim to recycle 100% of their corrugated cardboard, which in itself accounts for 15% of a restaurant's average total waste. In addition, the delivery trays and crates are returned to suppliers for reuse.

Delivery vehicles carry recyclable materials on return trips, backhauling over 80% of all cardboard.

McDonald's UK has a long-term goal to send zero waste to landfill by reducing operational waste, recycling as much as possible, and diverting the remainder to a more sustainable solution.

To further minimise waste, McDonald's has joined the Valpak distributor take back scheme, which ensures that redundant equipment is recycled with accredited companies.

Customer recycling stations are installed in all new restaurants, to allow customers to separate paper cups, plastic bottles and cups, and decant liquids. The cups will be sent to a specialist paper cup recycler and the plastic will be recycled along with the plastic from the kitchens. With good levels of separation, McDonald's new waste procedures could generate a recycling rate of up to 65%, exceeding the European target.

CONCLUSION

The site is located in Goldthorpe Barnsley, on a vacant piece of land within the urban area.

The proposals are to develop a Drive Thru Restaurant and a Drive Thru Coffee Shop providing around 50 jobs, a significant economic benefit.

Vehicular and pedestrian/cycle access will be provided from the Road Constructed for the Aldi supermarket, and subsequently onto Barnsley Road. Electric vehicle parking is provided in excess of the council's standards for all of the uses.

As set out in this statement the proposals have been informed by the policy context, as well as the nearby recently constructed buildings, as well as the site specific constraints and opportunities. The proposal will deliver a high-quality development.