

**Small Scale Retail Scheme at former
Aldham Bridge Services Site,
Wombwell Lane, Barnsley**

Design and Access Statement
March 2014

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Preface

This revision (G), of the design and access statement to support an application at the former Aldham Bridge services site, has been prepared and amended to reflect the current design submitted to Barnsley Metropolitan Borough Council for a total of 3no retail units.

It was confirmed during May 2015, that Barnsley Metropolitan Borough Council Planning Department would not be able to support the original scheme, submitted under application number 2015/0097.

Over the past 12 months, consultation with the Local Planning Authority has taken place to review concerns, adapt the design and incorporate comments where possible. A scheme has subsequently been developed alongside consultants from Strategic Growth and Regeneration, Trees, Ecology and Highways which aims to address all concerns and provide a robust and successful design to submit to the Local Planning Authority for consideration.



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 1no new food retail unit and 2no new non-food retail units 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 row of semi-detached stone built house. Opposite the site is a red brick and grey cladding panelled car tyre specialist outlet.

Representation has been made to have the site excluded from the Green Belt within the Local Plan, this has been outlined within the Evaluation section of this report for information.

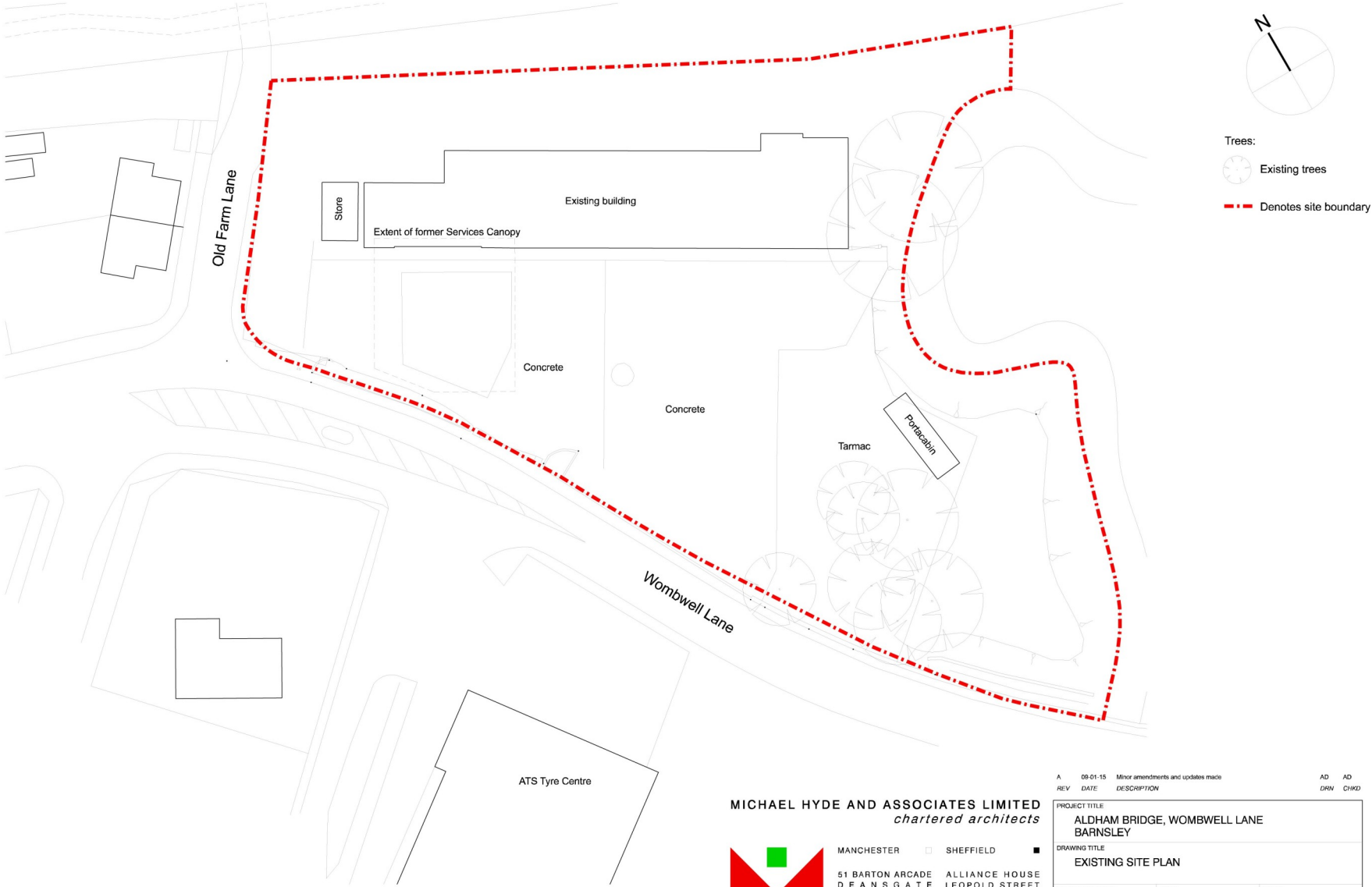


Aerial photograph of Wombwell, site highlighted in red



Aerial photograph, detail of site and red line boundary

Site Plan with Red Line Boundary (NTS)



DO NOT SCALE FROM DRAWING

3R11
March 2014

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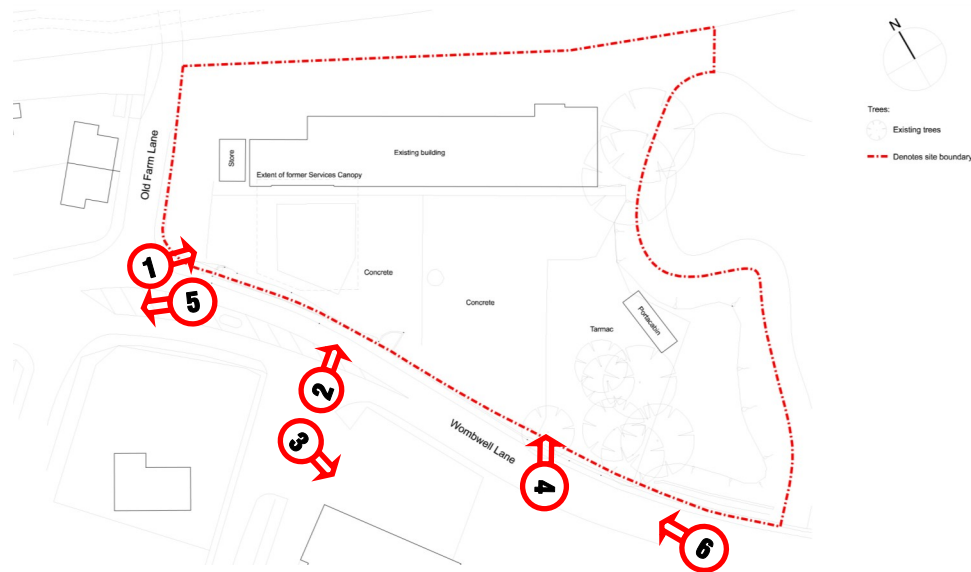
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A	09-01-15	Minor amendments and updates made	AD	AD
REV	DATE	DESCRIPTION	DRN	CHKD
PROJECT TITLE				
ALDHAM BRIDGE, WOMB WELL LANE BARN SLEY				
DRAWING TITLE				
EXISTING SITE PLAN				
DRAWN / CHECKED		DATE	SCALE	
JJ / AD		FEB 2014	1:500 @ A3	
JOS No		DRAWING	REVISIONS	
3R11		3R11-0-001	A	

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Site Plan and Photographs surrounding the site



KEY

1 ➔ Location of camera and direction of photograph



Image 1



Image 2



Image 3



Image 4



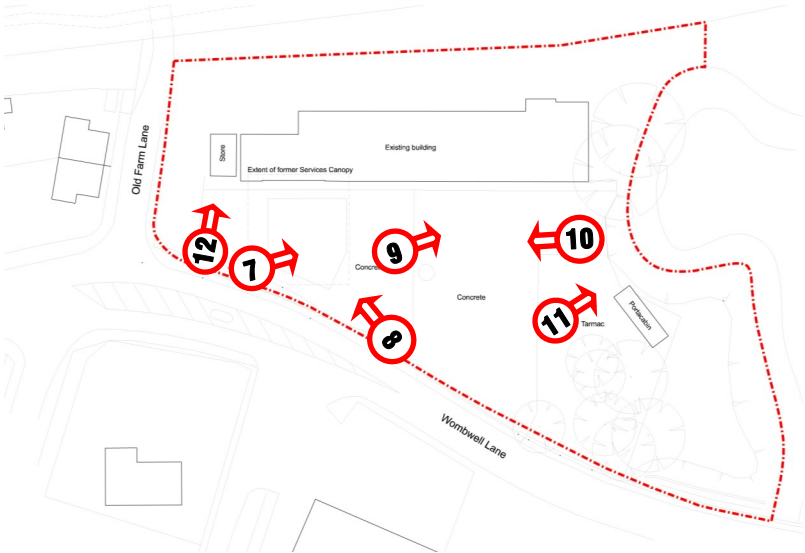
Image 5



Image 6



Site Plan and Photographs within the site



KEY

 Location of camera and direction of photograph



Image 7



Image 8



Image 9



Image 10



Image 11



Image 12



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 the new retail units within the area will provide a welcome amenity for local residents, improving local services and make the 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 retail scheme creates a number of full and part-time job opportunities for local residents, enhancing the local economy and job prospects.

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 units along with demolition of the existing buildings and associated 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 330 cu. m is also to be provided in accordance with the Flood Risk Assessment as well as all detailed drainage design. On-site flood storage will be required to compensate for this loss and could be accommodated by lowering ground levels within the South-Eastern corner of the site. 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. The remaining TPO trees on site have been retained under the revised Planning Application. The soft landscaping has been enhanced further under the proposals by Smeeden Foreman, included within Appendix 2. 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

To warrant the proposals, the revised scheme utilises the footprint of the existing building. The proposed construction of the units will achieve the parameters set out within the Building Regulations as a minimum, and have been designed to rationalise resource and energy consumption during the build.

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 FRA provided demonstrates that the peak surface water runoff rate will be significantly reduced. 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.

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 to successfully create attractive, sustainable and successful facilities and amenities to the neighbourhood. Consideration has been made to the immediate built environment to ensure a scheme in keeping with the local area is proposed.

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

Representation to have the site excluded from the Green Belt under the Local Plan has been made to the Local Planning Authority in relation to the Barnsley LDF—Development Sites and Places Consultation DPD.

The above representation is based on a number of current and historical factors which contradict the National Planning Policy Framework's (NPPF) requirements for Green Belt land; this is summarised for information within the below.

The site is a previously developed site, having been occupied by a garage. Buildings are still present on the site and it therefore does not contribute in any way to meeting objectives of including land within the Green Belt.

The NPPF is clear in that the *'fundamental aim of the green belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of green belts are their openness and their performance'*. This site does not in any way contribute to the main aim of Green Belt policy, by fact that buildings are located on the site. Further purposes of the Green Belt, stated in the NPPF, are:

- To check unrestricted sprawl of large built-up areas
- To prevent neighbouring towns merging into one another
- To preserve the setting and special character of historic towns
- To assist in urban regeneration by encouraging the recycling of derelict and other urban land

The site does not contribute to any of the requirements under the NPPF for land within the Green Belt. Buildings already occupy the site and as such cannot be seen as preventing urban sprawl.



CSP 34 Protection of Green Belt (continued)

Planning History also provides further evidence to support the above, in the fact that the site benefits from a certificate of lawfulness for A1 retail and has previously had Planning consent granted for two light industrial units.

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.



1.4 Design

The new build for the 3no retail units (total of 1,387m² / 14,928ft²) will be set in the area vacated by the proposed demolished existing buildings and that of the lapsed Planning Permission ref: B/03/0803/WW. The proposed redevelopment will be set with signage prominent towards Wombwell Lane providing good advertising and branding opportunities for the occupiers.

General vehicular access makes use of the existing access to the site from Wombwell Lane, enlarging it to accommodate increased ingress and HGV deliveries, the extent of these features have been explored through swept path analysis and ongoing discussion with Highways and Traffic. Further provision for servicing the units has been provided off Old Farm Lane, again this has been explored through highways investigation and agreed in principle. Additional pedestrian access has also been included from the path adjacent to Wombwell Lane providing direct links to the new retail 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 charcoal brickwork has been directly informed from the surrounding area and streetscapes on Wombwell Lane, utilising grey/silver cladding panels takes direction from the character of the tyre centre specialist opposite the site.

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. A key feature in the current design was to utilise the existing building's base and canopy extent to inform the extent of the new build. This has assisted in generating the 'U' footprint and informing a courtyard feel to visitor of the units. The height of the proposed retail units are proportionate in height to the existing buildings which currently occupy the land and a similar height to that of the tyre centre specialist opposite.

The site offers the chance to provide a new generation of trees to enhance the existing species within the site and further improve the soft landscaping. Removal of the already approved existing TPO 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.

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.

The proximity of units in relation to the existing houses on Old Farm Lane has been set at a minimum of 25m in accordance with SPD Residential Amenity and the Siting of Buildings. This ensures that this single storey building is of a satisfactory distance from habitable rooms to maintain privacy and not cause unnecessary disturbance to present or future occupiers.

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.

Additionally new non-food retail units will provide local residents and visitors to the site with a more rounded shopping experience and improve convenience, improving the chances of repeat visits and business. The location of the site will enable residents to walk rather than use the car/bus, increasing accessibility.



The proposal provides new non-food retail units on site totalling 731m² (7,876ft²) 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 new 656m² (7,061ft²) food retail outlet and 731m² (7,867ft²) of new non-food retail accommodation, along with associated landscaping. The footprint of the building has been dictated by the existing building and canopy on site. The new food retail unit has approximately 55% (370m²) of useable floor space dedicated to sales with the remaining 45% (286m²) dedicated storage, backup and administrative. Unit 02 has a useable floor area of 75%, with 25% storage. And Unit 03 has 80% useable floor area with 20% storage. Each storage area can be accessed directly off a service yard for ease of access. The remainder of the site constitutes the redeveloped hard and soft landscaping to accommodate the associated car parking requirements.

4.0 Layout

The new unit 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. Following discussion with the Highways department a right hand turn pocket has been integrated into the design to assist visitors approaching the site from the Wombwell direction. The development has significantly been improved to provide safe, secure and convenient access for all road users.

5.0 Scale

The proposal takes into consideration the existing neighbouring residential properties and buildings opposite the site. 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. Trees T4 to T7 inclusive are subject to an existing felling order. .

The proposed scheme allows for the retention of the existing trees where possible, with the remaining TPO trees about the bank of the River Dove integrated within the design. To further enhance the layout, 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 commenced April 2014.

As a result of discussions with the Environment Agency an increased buffer zone has been formed between the River Dove and the remainder of the site. This incorporates the 2m maintenance strip immediately adjacent the river, with access provided off one of the two roads servicing the parking bays (noted on site plan). The incorporation of this buffer zone assists in the green credentials of the proposal, further enhances the appearance and mitigates unnecessary change to the streetscape of Wombwell Lane. Further to this landscaping, trees have been situated at the end of car parking runs and where practicable throughout the site. 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 charcoal 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 units. 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 3R11-0-300 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 in accordance with requirements outlined by the Environmental Agency. The entrance and egress design to the service yards of Units 01 & 02 and that of Unit 03 have been discussed and agreed in principle with Highways.

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 new retail units. 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 retail units have 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 retail units will enhance the sites attraction to further businesses' and in turn bring further economic benefit to the area. The provision of new retail units 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