

# **DESIGN & ACCESS STATEMENT**

**Conversion of  
Existing Building to  
Drive Thru Coffee Shop &  
Erection of Hot Food  
Delivery Hub**

**at**

**Doncaster Road  
Barnsley, S70 3PE**

**for**

**Four Oaks 5 Property  
Investment Limited**

**Date: 27.10.20**

**Ref: 1974-P-DAS1**



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<b>CONTENTS</b>	<b>PAGE</b>
1.0 <b>INTRODUCTION</b>	1
1.1 <i>General</i>	1
2.0 <b>LOCATION &amp; ENVIRONS</b>	1
2.1 <i>The Application Site</i>	1
3.0 <b>THE PROPOSALS</b>	2
3.1 <i>The Application Drawings</i>	2
3.2 <i>The Brief</i>	3
3.3 <i>The Application Proposals</i>	3
3.3.1 <i>The Existing Building</i>	3
3.3.2 <i>The New Pod Unit</i>	3
3.3.3 <i>Externally</i>	3
4.0 <b>DESIGN</b>	3
4.1 <i>The Existing Building</i>	3
4.2 <i>The New Pod Unit</i>	4
4.2.1 <i>Layout</i>	4
4.2.2 <i>External Appearance &amp; Materials</i>	5
4.3 <i>Hard and Soft Landscaping</i>	5
4.4 <i>Building Signage</i>	5
4.5 <i>Waste Management</i>	6
5.0 <b>SUSTAINABLE DEVELOPMENT</b>	6
5.1 <i>The Principles</i>	6
6.0 <b>ACCESS</b>	6
6.1 <i>Generally</i>	6
6.2 <i>Disabled Persons</i>	6
6.3 <i>Pedestrians</i>	7
6.4 <i>Car Access and Parking</i>	7
6.5 <i>Bicycles and Powered Two Wheelers</i>	7
7.0 <b>CONCLUSION</b>	7

## 1.0 INTRODUCTION

### 1.1 General

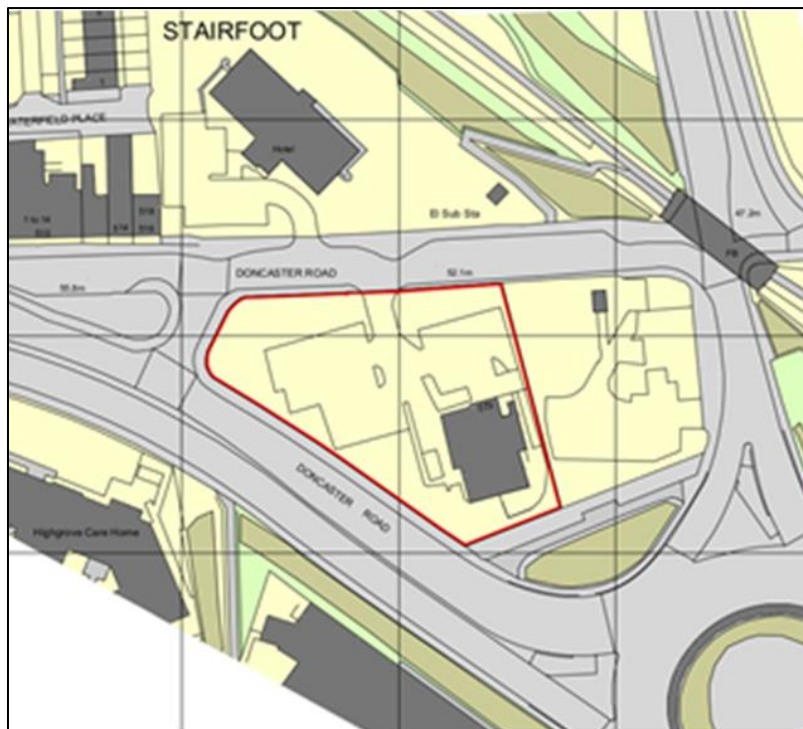
Saunders Architects LLP was commissioned in the summer of 2020 to prepare proposals in support of an application for planning permission for the conversion of the former Frankie and Benny's building to a drive thru coffee shop and the erection of a new hot food local delivery hub at a site on Doncaster Road, Barnsley, S70 3PE.

In accordance with the CABE guidance on Design and Access Statements, this statement provides a summary of the considerations that have been taken into account in the design for the scheme and the manner in which it is proposed to provide a design appropriate in form and scale to meet the Client's Brief and current statutory requirements.

## 2.0 LOCATION & ENVIRONS

### 2.1 The Application Site

The application site is located in Stairfoot, on the A365, Doncaster Road, Barnsley, near to Stairfoot Roundabout road interchange. The site is occupied by a former Frankie and Benny's restaurant, complete with an existing car park and soft landscaping. The building was originally purpose built for Little Chef. A drive thru lane was added following planning consent in 1998.



*The application site is located on the Doncaster Road, Barnsley.  
See drawing no 1974-P-20.*

Access to the site is from the short section of Doncaster Road which runs between the main Doncaster Road dual carriageway and Grange Lane, A633.

On plan the site is triangular in shape. To the north beyond the Doncaster Road is a Travelodge; to the east is the site of the former Black Bull pub which has been demolished and to the south west the site is bounded by a pedestrian footpath along the Doncaster Road dual carriageway.

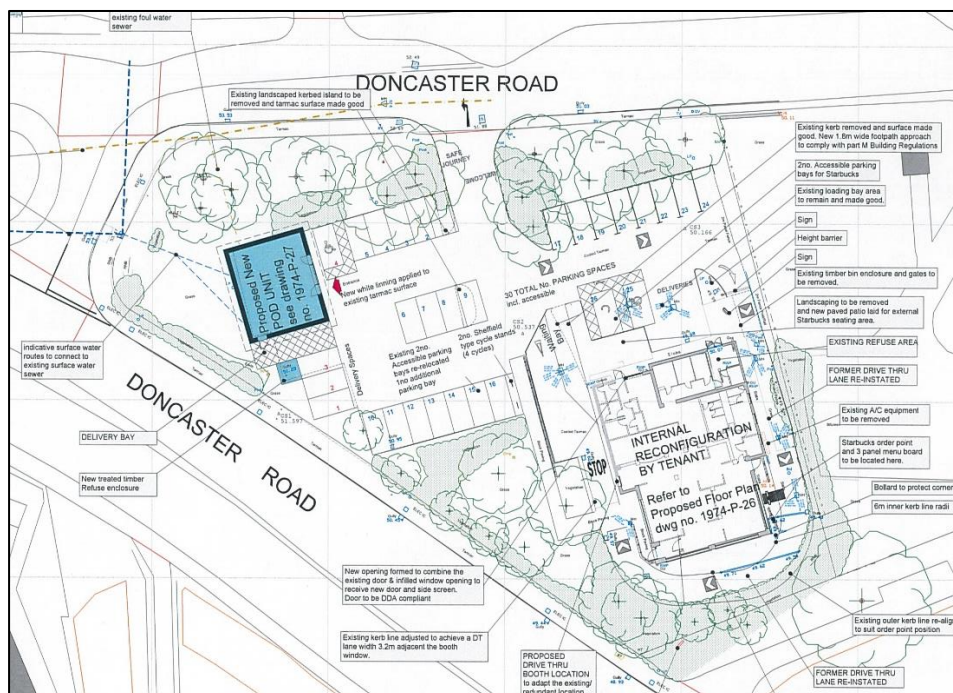
The site has the benefit of existing established statutory and drainage services.

### 3.0 THE PROPOSALS

#### 3.1 The Application Drawings

This Statement should be read in conjunction with all of the plans and other information that have been submitted with the Planning Application. The architect's drawings submitted for approval are set out below.

- 1974-P-20 Location Plan
- 1974-P-21 Existing Block Plan
- 1974-P-22 Existing Site Plan
- 1974-P-23 Existing Floor & Roof Plan
- 1974-P-24 Existing Elevations & Section A-A
- 1974-P-25 Proposed Site Plan
- 1974-P-26 Proposed Floor & Roof Plan
- 1974-P-27 Proposed Elevations
- 1974-P-28 Pod Unit Plans, Elevations & Section.



Site Layout as proposed – see drawing no 1974-P-25

### 3.2 **The Brief**

The Client's brief was to undertake a minimal number of external alterations to the existing building, together with the re-instatement of the former drive thru lane to allow occupation by Starbucks, and for the provision of a new small unit in the car park to act as a local delivery hub for Dominos.

The new coffee shop with a drive thru facility will provide a local facility and serve passing trade on the A roads. The new pod is intended to serve as a dispatch point for customer's telephone and internet orders.

### 3.3 **The Application Proposals**

#### 3.3.1 **The Existing Building**

1. The removal of the existing security shutters and a.c. units.
2. The painting of the existing brickwork; the existing windows; the fascia and soffit boards, and the retained steel security bars, colour Black.
3. North Elevation – the installation of new powder coated aluminium frame and glazed door and windows.
4. East Elevation – the replacement of the existing glazed and hardwood door with a new steel security door.
5. West Elevation
  - a) The replacement of the existing glazed and hardwood entrance door with a new powder coated aluminium frame and glazed door and surround.
  - b) The installation of an aluminium frame and glazed pay booth window.

#### 3.3.2 **The New Pod Unit**

The erection of a single storey pod unit with a GIA of 83.6m<sup>2</sup>.

#### 3.3.3 **Externally**

1. The re-instatement of the former drive thru lane.
2. Minor alterations to and reconfiguration of the existing car park.
3. Minor alterations to the existing soft landscaping.
4. Minor alterations to the existing foul and storm water drainage.

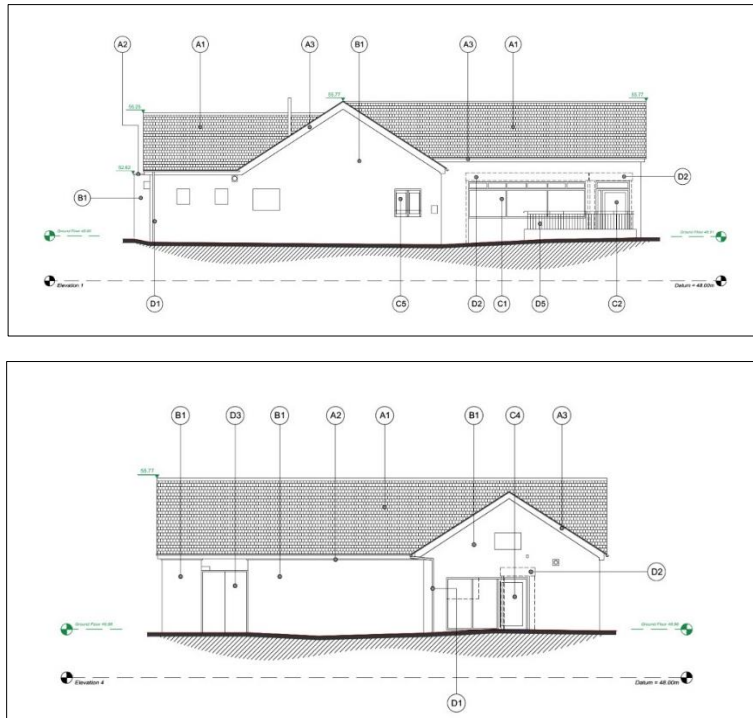
### 4.0 **DESIGN**

#### 4.1 **The Existing Building**

As indicated on the drawings the proposals essentially retain the overall layout and form of the existing single storey building except for the minor alterations

consequent upon re-instating the former drive thru lane that was used previously by the Little Chef.

Externally, the existing building is to be decorated to in accordance with Starbucks house style.



*Proposed West & North Elevations – see drawing no 1974-P-26*

## 4.2 The New Pod Unit

### 4.2.1 Layout

The new is located in the north west corner of the existing car park with beneficial easy access from Doncaster Road. It should be noted that the delivery hub is not expected to be mainly used by visiting members of the public but is predominantly for delivery drivers, and therefore the area features dedicated parking areas for delivery vehicles, cars and powered two wheelers.

### 4.2.2 External Appearance & Materials

The new unit design uses understated contemporary materials to create an attractive small building unit with its own distinct and simple identity. The design also reflects the building’s specific use and function and satisfies the needs and requirements of the end user.

The proposals use a range of quality contemporary materials such as glass and coated aluminium and pre-finished metals that contribute to creating a building that

has a modern appearance. A comprehensive schedule of external materials and finishes for the proposed unit is stated on the respective drawings.



*Proposed East & South Elevations – see drawing no 1974-P-27*

The proposed materials have been selected for durability and low maintenance, to be appropriate for the circumstances in which they are to be used and to provide high quality external finishes. Manufactured with low carbon footprints and high levels of sustainability, the selected products are entirely appropriate and suitable for the proposed development.

#### 4.3 **Hard and Soft Landscaping**

As shown on the proposed site plan the tarmac car park is to be retained generally as existing subject to some minor alterations and the re-instatement of the drive thru lane. Car park bay line markings will be renewed and/or adjusted to suit.

The soft landscaping will be largely retained as existing but with the minor alterations necessary as indicated on the proposed site plan.

#### 4.4 **Building Signage**

As noted on the application drawings, any building signage is indicative only and will be the subject of separate Display of Advertisement Applications by the tenants in due course.

#### 4.5 **Waste Management**

The existing refuse facilities will be re-used for the existing building and a new fenced bin store is to be provided for the new pod unit, both of which will be large enough to allow separate storage of recyclable waste. The tenants will be responsible for the collection of their refuse using a recognised trade contractor.

### 5.0 **SUSTAINABLE DEVELOPMENT**

#### 5.1 **The Principles**

The landlord developer supports the principles and objectives of sustainable development and for the new unit the measures taken to achieve these are as follows:-

- To conserve fuel and power, the new building will be designed and constructed to meet the requirements of the Building Regulations Approved Document L2A, by the use of materials and forms of construction selected to limit heat loss and solar gains through the building fabric. Furthermore, it is envisaged that, wherever practical, the building construction will exceed the minimum Building Regulations performance requirements;
- Quality materials having low carbon footprints in manufacture will be selected and used. No tropical rainforest hardwoods will be specified or used;
- Manufactured cladding systems are to be environmentally benign, low carbon materials, utilising CFC-free and HCFC-free insulation materials and blowing agents;
- Materials are also to be selected having regard to their potential for end-of-life recycling;

### 6.0 **ACCESS**

#### 6.1 **Generally**

The proposals do not affect the established pedestrian, bicycle and car access arrangements for the site which remain unchanged.

#### 6.2 **Disabled Persons**

Access for disabled persons within the site will generally remain as existing but the accessible car parking spaces associated with the existing building are being located to a better location near to the new door to be installed in the north elevation.

The entrances to both the existing and the new building will have a level approach and a flush threshold and they will comply with the requirements of both the Equalities Act 2010 and Part M of the Building Regulations.

### 6.3 **Pedestrians**

Pedestrian access is available directly from the Doncaster Road as existing.

### 6.4 **Car Access and Parking**

Car access will remain as existing from Doncaster Road. The existing customer car park will be reconfigured as indicated on the drawings with the appropriate provision of accessible spaces for use by disabled persons. Spaces will be provided for use by delivery drivers for the new hub.

As indicated on the plans the drive thru lane is to be re-instated to the existing building as required by the new tenant.

### 6.5 **Bicycles and Powered Two Wheelers.**

Parking is being provided for bicycles generally and for powered two wheelers in particular for the new hot food delivery hub.

## 7.0 **CONCLUSION**

7.1 The proposed alterations to the existing former Frankie and Benny's building are of a relatively minor nature and are necessary to satisfy the commercial requirements to convert the building to a drive thru coffee shop for Starbucks.

The design proposals for the new unit have due regard to the particular location within the site and to meet the relevant functional requirements of the building and end user. The new building has been designed to be attractive and modern in appearance and robust and durable materials have been selected for aesthetic quality, low maintenance and sustainability.

The development is accessible to pedestrians and all forms of transport.

The overall design proposals meet all relevant considerations as to layout and means of access and it is entirely appropriate in scale and form for the site and its environs and we recommend its approval to the Council.