

Food Store
New Street, Barnsley

Design and Access Statement
December 2011

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REV A 14th February 2012

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1.00 Introduction

1.01 Objectives

This design and access statement if to support an application for full planning approval for the development of a new food store on New Street, in Barnsley town centre. The application has been submitted by RED Property Services as lead consultant on behalf of their client Barnsley Retail Partnership.

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 issues such as pedestrian and vehicular access, integration and permeability, site layout and the relationship between dwellings, pedestrian routes and car parking provision.

1.02 Project Team

Client
Barnsley Retail Partnership

Applicant
RED Property Services

Architects
Michael Hyde and Associates Ltd.

Structural and Civil Engineers
ROC Consulting

Planning Consultant and Project Manager
Red Property Services

Quantity Surveyor / CDM Coordinator
Appleyard & Trew LLP

Services Engineers
Robinson Engineering Design Services Ltd.

Transport Engineers
CBO Transport











Fig. 1: Barnsley masterplan
Fig. 2: Barnsley Interchange
Fig. 3: Proposed Barnsley market development
Fig. 4: Gateway Plaza
Fig. 5: Digital Media Centre

2.00 Assessment

2.01 Site Description

The site is located in Barnsley town centre, immediately south of the A628 West Way, with New Street and Upper New Street forming the west , Heelis Street the east and Princess Street the south boundaries. Barnsley is a market town within the administrative region of Barnsley Metropolitan Borough Council (BMBC) in South Yorkshire.

The site is currently occupied by a number of vacant commercial and industrial units as well as some car parking. The site sits on the fringes of the town centre, with Barnsley's main retail area, and the Alhambra shopping centre, to the north across West Way; the southern and eastern edges of the site are flanked by residential areas and a supermarket sits opposite the site on to New Street.

2.02 Opportunities

It is intended that the new food store will compliment the anticipated Barnsley Markets scheme by providing a further focal point which helps to bring people in to the town centre (see fig. 18); by anchoring a retail store to the south of West Way and therefore just south of the main town centre and Transport Interchange, people will be encouraged to walk through the town, promoting passing trade.

It is expected that the new food store will create many new permanent jobs upon opening as well as opportunities for local trades during the construction period.



Fig. 6: Aerial photograph of Barnsley, site highlighted



Fig. 7: Aerial photograph, detail of site

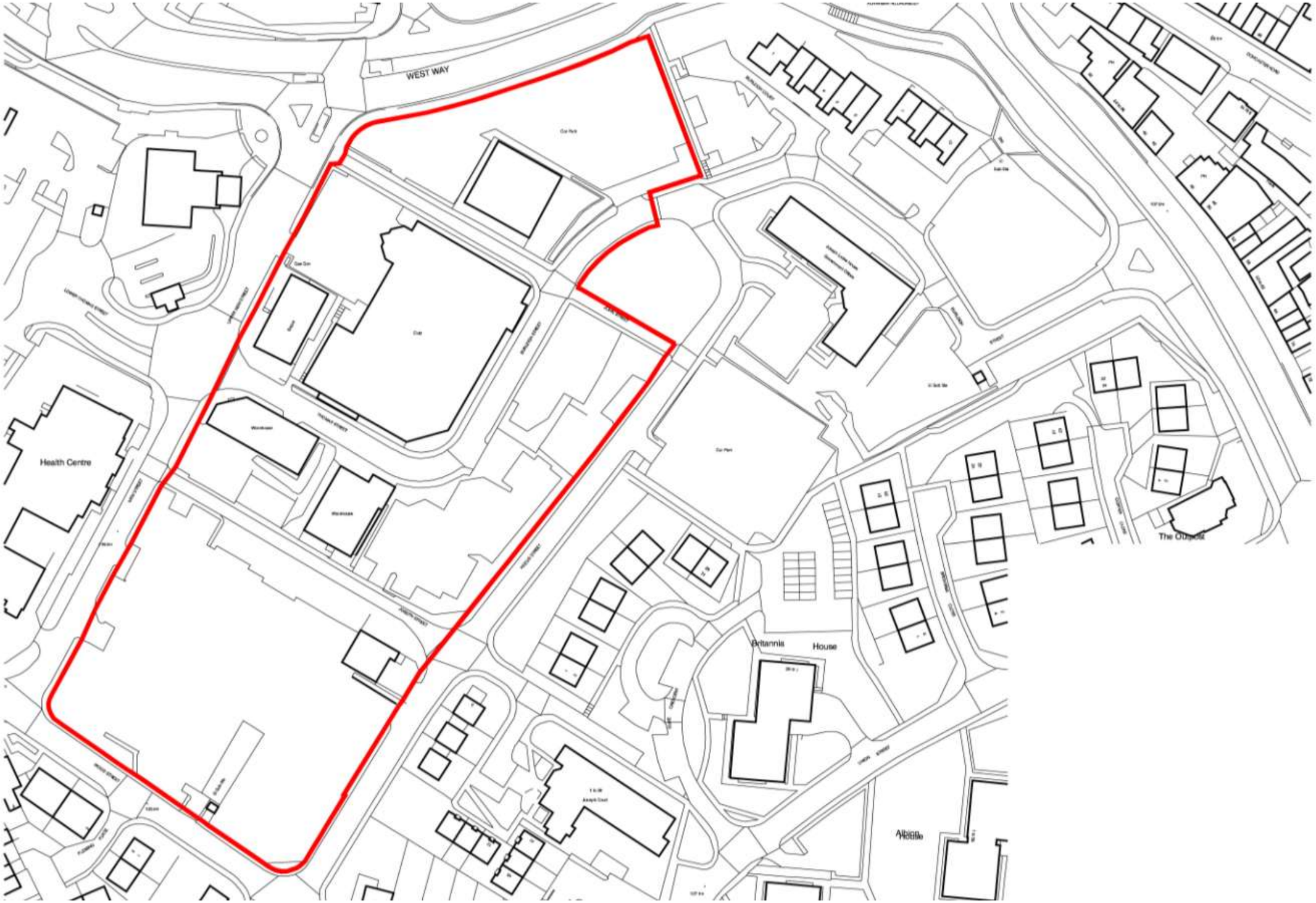


Fig. 8: Location Plan and Red Line Boundary—1:1250

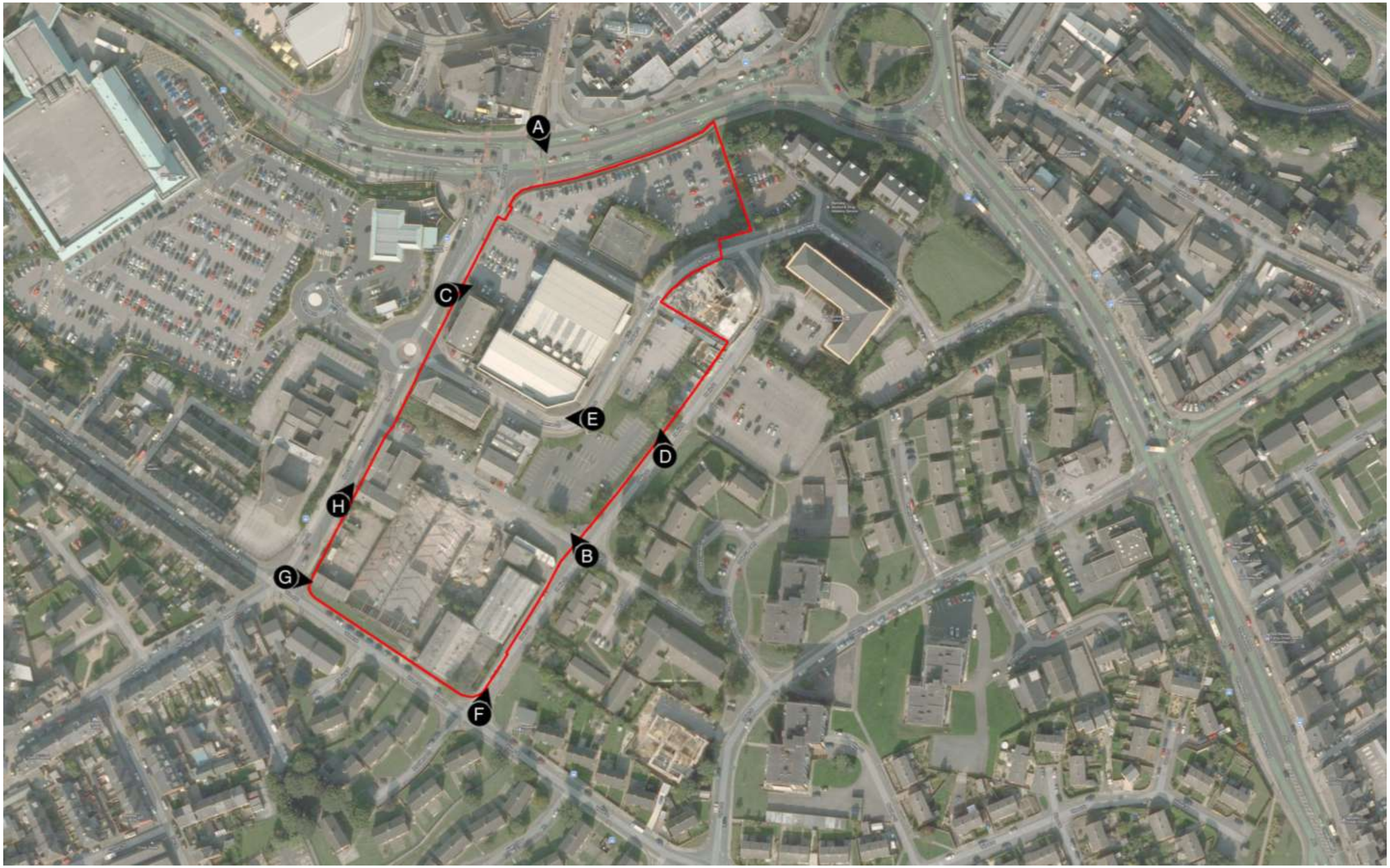


Fig. 9: Site Plan—Location of Photographs

Fig. 10: Photo A



Fig. 11: Photo B



Fig. 12: Photo C



Fig. 13: Photo D





Fig. 14: Photo E



Fig. 15: Photo F



Fig. 16: Photo G



Fig. 17: Photo H

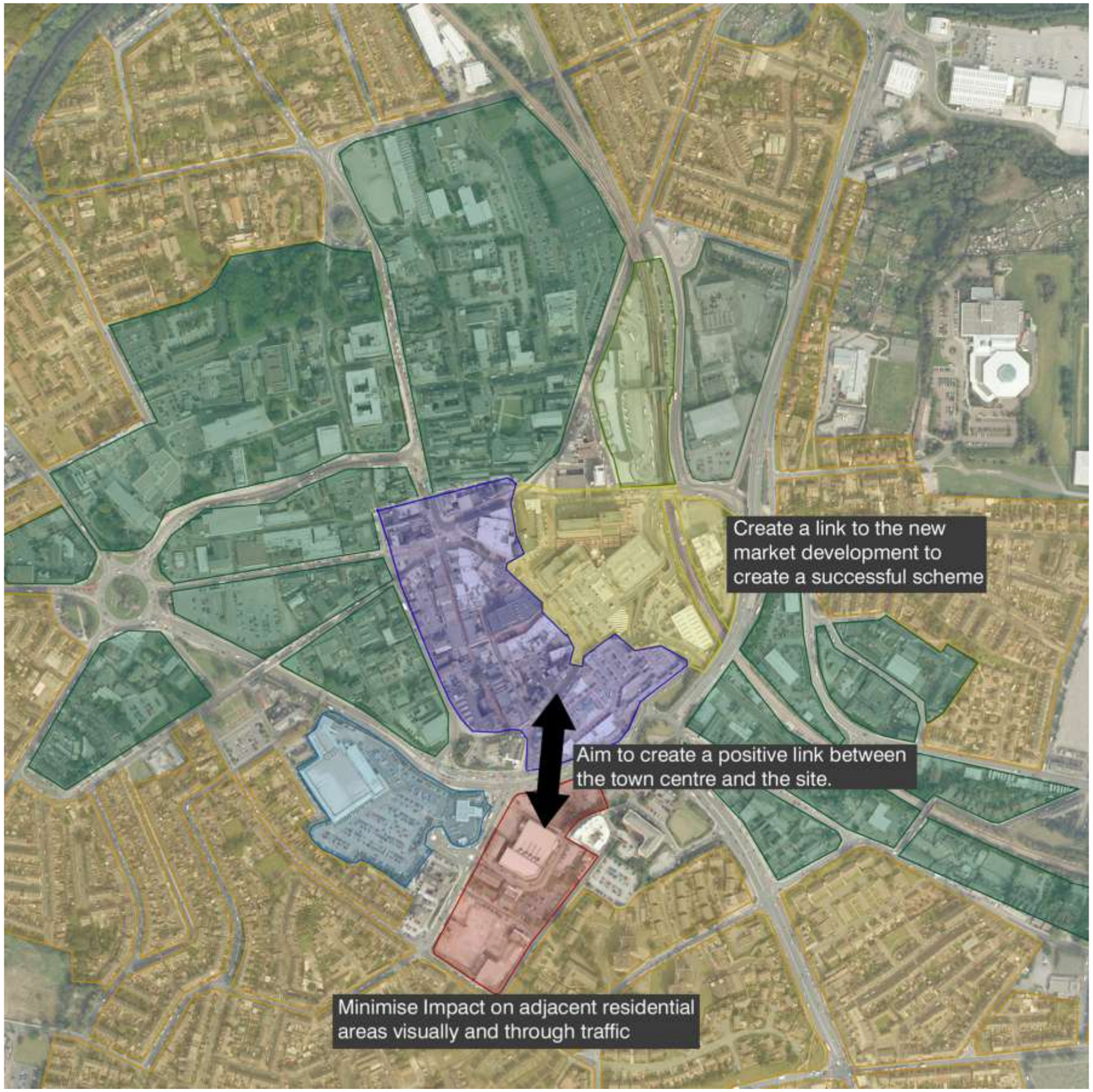


Fig. 18: Site Analysis—Land Use

2.03 Zoning and Key Areas

- Site
- Residential
- Mixed Use Zone
- Transport Hub
- Main Shopping District
- Barnsley Market Development
- Morrisons Supermarket

Residential areas surround the south and east of the site. The impact of the new food store on these will be kept to a minimum. The sloping site will assist with this by providing the opportunity to set the store at a low level in relation to the south and east boundaries which will allow long distance sight lines to be maintained. The topography will naturally assist with the enclosure and screening of service yard, car park and PFS functions.

The proposed new market development to the north east of the town centre will create a new anchor point. The proposed new food store will have a similar effect at the southern end of the town centre, thereby strengthening footfall between the two anchor points to the benefit of the town centre generally.

A meaningful relationship is to be created between the site and the town centre by creating positive new and enhanced existing links. Views from the main pedestrian streets will be focused on the key public parts of the foodstore and the main circulation areas, café and entrance to the new food store will connect visually and physically with the wider town centre.

3.00 Planning Statement

3.01 Introduction

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

- The Core Strategy (adopted September 2011);
- The saved policies of the Barnsley Unitary Development Plan (adopted December 2000);
- Government Guidance, in the form of Planning Policy Guidance (PPG) or Planning Policy Statements (PPS).

Whilst not adopted policy, the Draft National Planning Policy Framework was published for consultation in August 2011. This document is the Government's attempt to put in place a clearer, more consistent National Planning Policy Framework and seeks to consolidate more than 1,000 pages of national planning policy, in 47 documents, into 1 document. Although not adopted due regard needs to be given to the thrust of emerging policy in this document.

3.02 National Guidance

The principal sources of national planning policy guidance relevant to the proposed development are:

- Planning Policy Statement 1: Delivering Sustainable Development and Supplement on Climate Change;
- Planning Policy Statement 4: Planning for Sustainable Economic Growth;
- Planning Policy Guidance Note 13: Transport;
- Planning Policy Statement 22: Renewable Energy;
- Planning Policy Statement 23: Planning & Pollution Control;
- Planning Policy Guidance Note 24: Planning and Noise; and
- Planning Policy Statement 25: Development and Flood Risk

3.03 Local Guidance

UDP

The adopted UDP covers the period 1986-2001 and sets out the policies and proposals relating to a range of economic, social, environmental and housing matters. A number of the UDP's policies were 'saved' beyond September 2007 by way of Direction from the Secretary of State.

The application site is identified as being located within the UDP Town Centre Boundary, and therefore the most pertinent planning policies relevant to the application site are those found within the Barnsley Town Centre volume of the UDP (Volume 3).

Whilst the site is located within the Town Centre Boundary as identified on the UDP Proposals Map, for retail purposes the Draft Barnsley Town Centre Area Action Plan considers the wider Southern Fringe Area, within which the site sits, to be in an edge of centre location. The edge-of-centre designation is also reflected in ID Planning's PPS4 Assessment which concludes that the site is clearly an edge-of-centre location in retail policy terms.

Within the UDP the site lies within designated Policy Area Boundary 5 – Southern Development Area. The UDP outlines this area as being, 'characterised by substantial sites and industrial/commercial/ warehousing uses some of which have become disused. It is an area which because of its proximity to Westway represents an area of major potential for new uses. Accordingly, emphasis is placed on high density high profile employment use and on large sites capable of sustaining their own parking requirements. The area contains residential property on George Street/ Castlereagh Street and borders a major residential area. Both should be respected'.

The following saved Town Centre policies are relevant to the application:

TC1 – Retail Development
TC13 – Employment Development Sites
TC20 – Design and Materials
TC25 – Public Space
TC35 – Cyclist Provision
TC39 – Car Parking
TC43 – Consideration of Residential Properties
TC51 – Policy Areas
TC58/22 and 23 – Individual Development Sites
TC60/3 – Castlereagh Street/Burleigh Street

The majority of the application site (apart from a section bounded by Thomas Street, John Street and New Street) is allocated as two 'Individual Development Sites' and Policy TC58 therefore applies. The northern section of the site is identified as TC58/22 – Burleigh Street/John Street. Potential uses of the site include Business B1 (a)(b)/Retail (A2/A3). The accompanying text states that whilst this site in itself is not substantial, it does offer the opportunity to continue along Westway the quality development already established to the north east. Development would be required to unify this frontage in this prominent location.

The southern section of the site is identified as TC58/23 – New Street/Heelis Street. Potential uses include Business B1(a)(b). The accompanying text states that the area consists of substantially old industrial and warehousing premises which are regarded as having the potential to fulfil the needs of the centre for long term development. The area should be developed comprehensively recognising both its links to the highway network and its relationship with adjacent residential areas.'

Policy TC58 also recognises that the application site is located within the wider area designation TC60. This identifies areas to be considered as Comprehensive Employment Development Areas subject to:

- Assessment of economic benefits
- Environmental considerations
- Traffic considerations
- Parking requirements for development and the town centre itself

Policy TC60/3 – Castlereagh Street/Burleigh Street specifically applies. It outlines that the area contains a number of sites regarded as having potential on a comprehensive basis to unlock the employment potential. However, to unlock the employment potential it may become necessary to consider the disposition of uses and proposals within the wider area, in the context of the general policies in the Plan.

3.04 The Core Strategy

Following public consultation and examination by an Independent Planning Inspector Barnsley's Core Strategy was adopted by Full Council on 8th September 2011.

The Core Strategy advocates that most redevelopment should take place in the Urban Barnsley area in order to enhance Barnsley's role as a sub-regional town, with this affording the greatest opportunities to make the best of previously developed land which is accessible by public transport. The Core Strategy defines the Urban Barnsley area as the most accessible place in the Borough in terms of public transport, benefiting from the new Barnsley interchange as a hub for bus, rail and taxi services, and with the town centre being the main focus for new retail, leisure, cultural and office development to create a uniquely distinctive 21st Century market town.

Reflecting this, the Core Strategy Policy CSP8 prioritises Urban Barnsley for development and identifies it as the main focus for housing, employment, shopping, health, leisure, business and public services in the region. CSP 31 goes on to state that Barnsley Town Centre is the dominant town centre in the borough and that development will be directed towards it in order to ensure it continues to fulfil its sub regional role. In addition, all retail and town centre development will be expected to be appropriate to the scale, role, function and character of the centre in which they are proposed.

Other relevant policies include:

CSP 1 - Climate Change
CSP 2 - Sustainable Construction
CSP 4 - Flood Risk
CSP 5 - Including Renewable Energy in Development
CSP 25 - New development and Sustainable Travel
CSP 26 – New Development and Highway Improvement
CSP 29 – Design
CSP 40 – Pollution Control & Protection
CSP 41 – Development and Air Quality Management Areas

3.05 Design Review Panel

Throughout the design process the project team has been consulting with the Local Authority to develop the design. A series of Design Review Panels have been attended at which the proposals were reviewed and comments offered as to changes and improvements that could be made; these have formed an important aspect of the design development.

Dates of Design Review Panels:

1. 13th September 2011
2. 1st November 2011

Further detail of how the design developed with the comments of the panel can be found in Section 9.

4.00 Proposals

An analysis of the site was undertaken to understand the conditions and context of the site, these are explored below.

4.01 Constraints

- West Way to the north is a busy thoroughfare and may create a barrier to pedestrians
- Steep changes in level across the site, rising to the south east corner from the north
- Massing of existing buildings, particularly the Alhambra to the north and housing to the south
- Existing urban grain and street patterns
- Existing routes through the site to be maintained in some capacity
- Views from the town centre looking south down New Street
- Views from residential areas to the south towards the town centre
- Proximity of adjacent properties, particularly the building under construction on Heelis Street
- Pedestrian access from West Way and New Street into food store
- Public vehicular access to be from existing roundabout on New Street
- Service yard access and food store deliveries to be from Wood Street

4.02 Opportunities

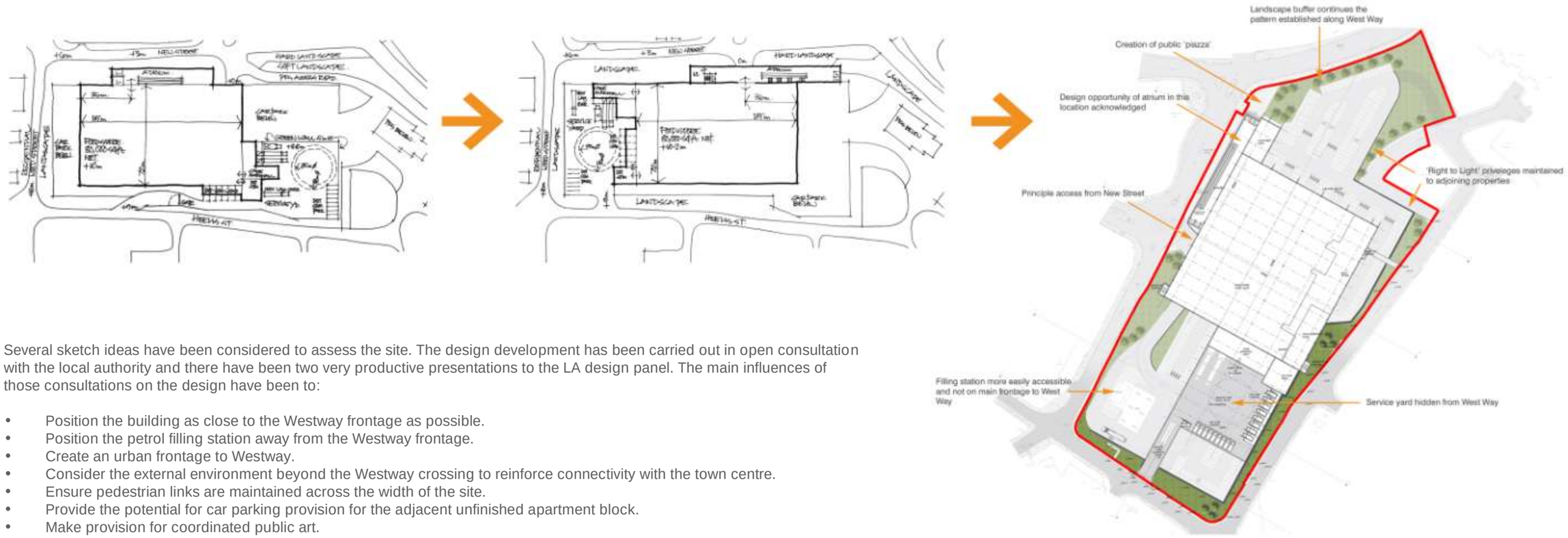
- Provide strong anchor point to compliment new Barnsley Markets development
- Public realm improvements to connect new development with West Way and the town centre
- Levels of the site to be utilised to lessen the scale of the building
- Strong views from the new building towards the town centre
- Quality architecture through careful design and selection of suitable materials
- Opportunity for large piece of public art to West Way frontage

4.03 Design Objectives

- To provide a new high quality food store to widen the choice available to local residents
- To create a building of high quality that enhances the local built environment
- Based on ‘environmental-store’ specification with car parking underneath the food store
- To create a building that utilises technologies to lessen it’s impact on the natural environment
- To improve existing public spaces and create a new public ‘piazza’ to West Way
- To provide ‘kiosk’ spaces within the piazza that compliment the new food store and town centre



Fig. 19: Initial Concept Sketch



Several sketch ideas have been considered to assess the site. The design development has been carried out in open consultation with the local authority and there have been two very productive presentations to the LA design panel. The main influences of those consultations on the design have been to:

- Position the building as close to the Westway frontage as possible.
- Position the petrol filling station away from the Westway frontage.
- Create an urban frontage to Westway.
- Consider the external environment beyond the Westway crossing to reinforce connectivity with the town centre.
- Ensure pedestrian links are maintained across the width of the site.
- Provide the potential for car parking provision for the adjacent unfinished apartment block.
- Make provision for coordinated public art.

Fig. 20: Site Layout—Sketch Development

5.00 Architecture

5.01 Layout

Initial sketch designs (see fig 20) were based on an approximately 80 000sqft (7500sqm) food store, with associated service yard, car parking and petrol filling station. At first the store was positioned towards the south of the site, with the petrol filling station fronting West Way.

At Design Review it was commented that the store should be pushed closer to West Way, this would allow the architecture of a town centre development to present the frontage of the store directly to the pavement and also mean that pedestrians accessing the store from the town centre would not have to do so across a car park.

These comments were duly taken on board and have informed the scheme which is being submitted. The building is pushed towards West Way with the filling station and service yards to the south of the site; this has the added benefit of simplifying the new roads which are needed to provide access to the store's car park and filling station (see fig 22).

As part of the development John Street and Joseph Street, which both currently cut across the site in an east-west direction, will both need to be stopped up. These are seen as important pedestrian routes which should be maintained; this is done through the inclusion of public access points as indicated on fig 22.

Access to the food store is to be through a glazed atrium on New Street, it also has direct access from the new public piazza. From the food store atrium customers can use stairs, lifts or travelators to move from street level up to car park and food store levels.

A public cafe projects out from the north facade of the building, this can be directly accessed from the atrium space with no need to enter the food store. This creates a dramatic architectural feature and will provide views across the town.

It is proposed to create a new public 'piazza' between the new food store and West Way, directly adjoining the crossing which leads to New Street and the town centre. This space will provide a new urban public space with direct access to the food store as well as a small number of kiosks. A wide external stair will provide access from the public space to car park level, allowing non-food store customers access to and through the car park without going in to the store.

5.02 Scale

One of the major factors in determining the scale of the building has been the steep changes in levels which exist across the site and how these work with the operator's minimum space and height requirements.

Alongside this there is the scale of existing buildings to consider; the smaller residential properties to the south demand a less obtrusive scale, whilst to the north frontage to West Way and facing the town centre the scale should be more in-keeping with that of a significant town centre building. In this respect the levels of the site and the position which the building occupies help.

The Design Panel commented on a previous iteration of the design (see fig 21) that the apparent scale of the building may be reduced by using 'podiums' to express the different levels across the site and building This has been adapted into the submitted scheme; the floor levels of the building are expressed externally through the detail of the external facade.



Fig. 21: Early Design Proposal

5.03 Appearance

The main food store building is a simple, timber clad building with a shallow duo-pitch roof occasionally broken up by windows to staff areas.

The main architectural statements are the atrium and cafe to New Street and West Way respectively. The atrium was originally conceived as an angled curtain wall system (see fig 21) which played on the rise of the ground level up New Street to give the impression that the building was climbing out from the ground. Following comments from the Design Review Panel this approach was dismissed as perhaps inappropriate and instead a sleek, contemporary aesthetic was sought which also incorporated the ideas of 'podiums'.

The result is a frameless, sleek and contemporary glazing system to the full height of the atrium. The glazing is composed of 6 standard modules which are arranged across the facade to give a seemingly 'random' appearance. The majority of panels are the same size (except where cut to follow ground and roof lines) but has a different pattern incorporating a translucent finish as a series of vertical lines. Whilst this may somewhat represent the pattern of barcodes, it's subtlety will prevent this from becoming pastiche.

Instead of literally exposing the floor slab depth as part of the main elevation, a more subtle approach was taken; a thin horizontal metal rail accents the floor level and forms a break in the glazing. The floor slab will be visible through the glass and also, to a lesser extent, the translucent elements thus still giving the impression of the floor slabs but in a less obvious manner. It is anticipated that at night the edge of the floor slabs would be lit internally to create a more dramatic interpretation of the podiums.

The main entrance to the building is expressed through the use of colour in the translucent strips on the glazing. These run the full height of the atrium space for the width of the entrance; the colours are taken for the store operator's branding.

The atrium is 'held down' by a large timber canopy, which, as well as adding visual weight to the elevation, functions as a shading device to the large areas of glass. The canopy rises up inversely to the slope of New Street, emphasising the New Street/West Way corner of the building as the key architectural focal point.

The glass facade continues round to the projecting customer cafe, although here the translucent elements are dropped in favour of completely open glass. As well as occupying a prominent position for views out across the town centre, the cafe will offer a strong architectural element which captures the attention.

5.04 Sustainability

The site is currently un-used brownfield land and its redevelopment and location in the centre of town is in keeping with sustainability guidelines; the site has excellent local public transport and pedestrian links and a low risk of having a negative ecological impact.

The food store is based upon the operator's 'environmental-store' specification and incorporates technologies, strategies and materials which aim to reduce it's impact on the natural environment, achieve greater efficiencies and reduce waste. The store is to achieve a BREEAM rating of "Very Good' . Some of the means to achieving this are:

- All timber used is to be sourced from well managed forests/plantations in accordance with the laws governing forest management in the producer country or countries and international agreements.
- To prevent over-heating in the glazed atrium the canopy projects 5m to provide shading, this is complimented by the application of a solar-veil film which reduces heat gain.
- Air leakage is to be reduced to a maximum of level of 3m^3 per hour per m^3 at a pressure of 50 Pascal's; this will reduce heat lost through the building fabric and reduce heating demands.
- The scheme will incorporate a rainwater harvesting system collecting rainwater from the roof.
- Sustainable Drainage System (SUDS) to be used to reduce water run-off and reduce risk from flooding.
- Considerate Contractor's Scheme



STATISTICS

Building Gross Internal Areas:		
Store	8859m²	95,358ft²
Atrium - Entrance Level	349m²	3,714ft²
Atrium - Car Park Level	537m²	5,780ft²
Atrium - Store Level	552m²	5,942ft²
Cage Marshalling	314m²	3383ft²
Dot Com	242m²	2,606ft²
Cafe	315m²	3391ft²
Car Park: (constant gradient 1:66)		
Standard Parking Spaces	484	
Disabled Spaces	23	
Parent & Toddler spaces	19	
Total	526	
Trolley Bays	13	
Cycles Spaces	50	
Petrol Filling Station:		
Pumps	6	
Kiosk	1	
Air/Water/Vacuum	1	
Recycling Bay	1	
Service Yard 26m diameter min.	1	
Dot Com Vans:		
Docked	8	
Undocked	9	
Total	17	

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PROPOSED NEW FOOD STORE
NEW STREET, BARNSLEY

PROPOSED SITE PLAN
CAR PARK LEVEL

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Fig. 22: Proposed Site Plan—Car Park Level



STATISTICS

Building Gross Internal Areas:		
Store	6859m²	95,358ft²
Atrium - Entrance Level	349m²	3,714ft²
Atrium - Car Park Level	537m²	5,780ft²
Atrium - Store Level	532m²	5,942ft²
Cage Marshalling	314m²	3383ft²
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Cycles Spaces	50	
Petrol Filling Station:	84m²	
Pumps	6	
Kiosk	1	
Air/Water/Vacuum	1	
Recycling Bay	1	
Service Yard 26m diameter min.	1	
Dot Com Vans:		
Docked	8	
Undocked	9	
Total	17	

Fig. 23: Proposed Site Plan—Food Store Level



New Street Elevation



Heela Street Elevation

Materials Key

1.00 Roof
1.01 Single ply membrane
1.02 PPC aluminium concealed gutter system
1.03 Rooflights

2.00 Walls
2.01 Timber cladding
2.02 Structural sealant curtain wall glazing system
2.03 Green 'living' wall
2.04 Concrete retaining walls
2.05 Ceramic mosaic
2.06 Metal 'art' panels

3.00 Windows and Doors
3.01 Grey aluminium double glazed windows
3.02 Aluminium door

4.00 Miscellaneous
4.01 Timber canopy
4.02 Windcatchers
4.03 Timber columns to canopy
4.04 Timber fascia to canopy



Fig. 24: Proposed Elevations



West Way Elevation



Wood Street Elevation

Materials Key

1.00 Roof
1.01 Single ply membrane
1.02 PPC aluminium concealed gutter system
1.03 Rooflights

2.00 Walls
2.01 Timber cladding
2.02 Structural sealant curtain wall glazing system
2.03 Green 'living' wall
2.04 Concrete retaining walls
2.05 Ceramic mosaic
2.06 Metal 'art' panels

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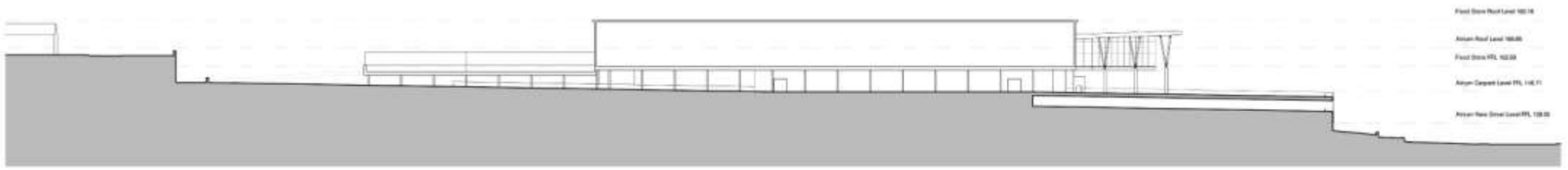
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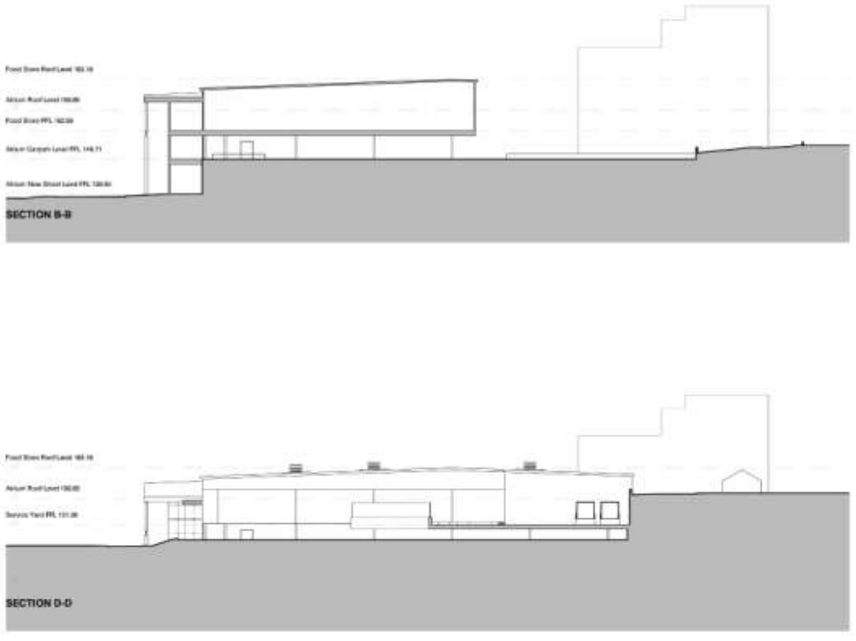
PROPOSED NEW FOOD STORE
NEW STREET, BARNSLEY

PROPOSED FOOD STORE ELEVATIONS
(SHEET 2 OF 2)

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Fig. 25: Proposed Elevations





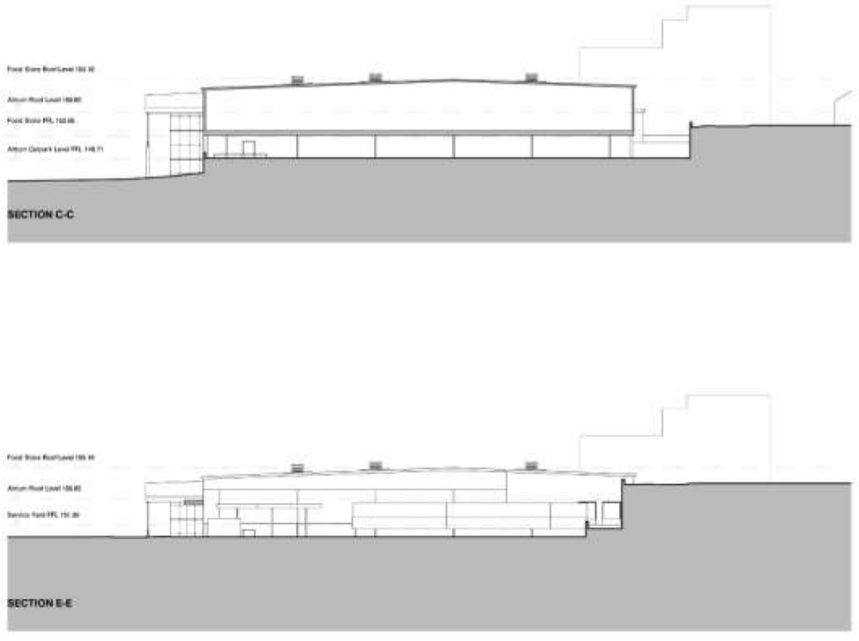




Fig. 26: Proposed Sections

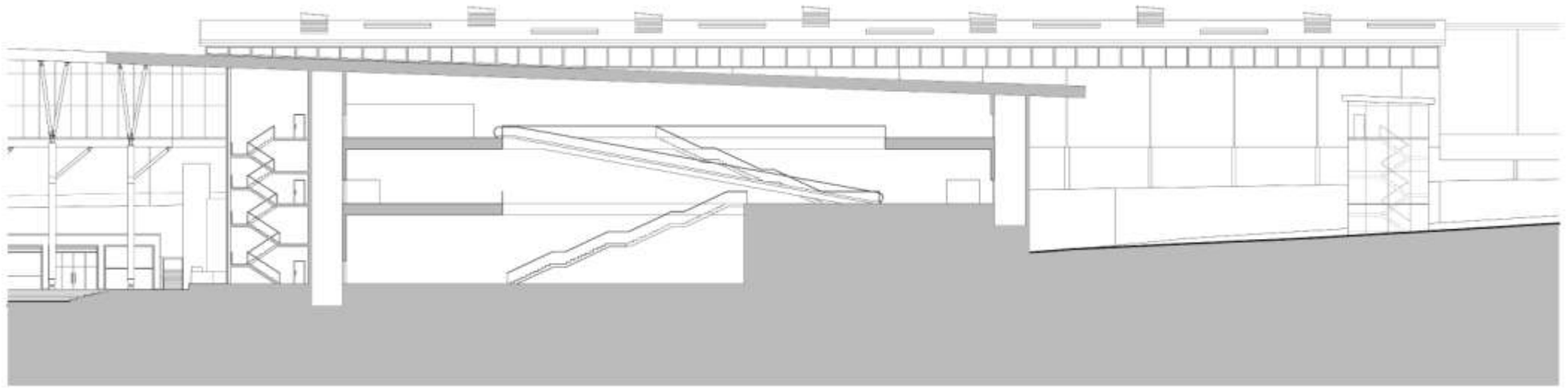




Fig. 27: Proposed Section Through Atrium



Fig. 28: Visual from New Street



Fig. 29: Visual from New Street

6.00 Landscaping

The landscaping proposals incorporate the external works to the building as well as improvements to the public realm.

To all sides of the new food store, the landscaping has been designed to create simple, clutter-free streetscapes, softened with areas of planting, grass and trees as appropriate.

The new public ‘piazza’ is designed as an urban space and as such is open with wide steps leading up to it from West Way. This is an area of predominantly hard materials, to provide the robustness required in what is likely to be a busy space; a simple palette of greys and natural colours will be used. The cafe which project over the space provides shelter from the weather. Consideration will be given to the surface materials used here, contrasting textures will need to be used to discourage the piazza from being used by skateboarders and rollerbladers.

A large retaining wall defines the rear of the piazza, this has been designed as a ‘living wall’ - it is to be made up of a mixture of attractive, robust and low-maintenance planting which promotes local ecological habitats as well being a striking architectural feature.

The retaining wall returns on to West Way, although the ‘living’ aspect does not continue for it’s full extents. Where the green wall ends, a public art installation is proposed (see section 6.10 below) and in front of that the street level is redeveloped to create more interaction between pedestrians and the building. Here a low wall follows a flowing, organic shape that opens into a series of small spaces which incorporate benches. This allow for people to get closer to the public art as well as improving the character of this busy road. It is intended that the wall and benches here will be finished in a ceramic tile mosaic.

The public realm improvements continue across West Way down New Street towards the town centre through small off-site works. Here, the language of the landscaping opposite is continued with a run of benches fronting a raised planted bed which is again finished with ceramic mosaic.

7.00 Public Art

Following recommendations from the Design Review Panel it was decided to incorporate an element of public art along the West Way retaining wall fronting the car park. This is to take the form of a series of panels which extend up from the ground beyond the car park level; a precedent for the style of these panels can be seen in fig 30.

The public art is to be commissioned by way of competition, the detail of this is yet to be resolved.



Fig. 30: Public art precedent study

8.00 Access

8.01 Pedestrian

The site benefits from excellent connections to the town centre to the north, within 5 minutes walk, and is the residential areas to the south and east.

The site occupies a key position on the pedestrian routes from the south through to the town centre and it is important that provision is made to retain existing routes where possible, particularly those along Joseph and John Street.

Pedestrians will enter the food store via the atrium on New Street, this can be accessed either directly from street level, from the car park or from the new public piazza. Once within the atrium customers will have the option to use lifts, stairs or travelators to move between floors, the sections in fig. 27 show the vertical arrangement of the building.

Pedestrians not wishing to access the food store are able to use the external steps on the public piazza to access the car park from where they can use the defined public routes underneath the building to pass to Heelis Street on the east. There is also the option of using an external lift to move between these levels.

Pedestrians not wishing to access the food store are able to use the atrium to change level and access the car park from where they can use the defined public routes underneath the building to pass to Heelis Street on the east.

8.02 Public Transport

Barnsley Interchange is approximately half a mile and less than 10 minutes walk to the north, this affords access to the majority of major bus and rail services to Barnsley and the surrounding areas. A new bus stop is to be provided on Upper New Street to service the food store directly and compliment the existing stop on the opposite side of the road.

8.03 Cars

The site is well serviced by the A628 West Way to the north, this is one of the major inner ring roads around Barnsley town centre and connects with the A61 Sheffield Road to the east and is less than 2 miles and 5 minutes drive to the M1 to the west.

As part of the proposals the existing roundabout will be improved as will the link between the roundabout and the West Way junction. This will provide a dedicated left turn lane into the store from Upper New Street and 2 full lanes, one for left turning traffic and one for right between the West Way junction and the roundabout. There will also be a new bus stop. In addition a secondary access will be provided from Sheffield Road to reduce the amount of store traffic using West Way.

The car park will accommodate a total of 542 spaces, 23 (4.25%) of which are designated disabled spaces and 19 (3.50%) parent and toddler spaces. All of the disabled and parent and toddler spaces are located close to the main entrance to the food store.

8.04 Cycles

Cyclists can access the site and use cycle parking facilities either adjacent to the atrium entrance on New Street or within the car park.

50 cycles spaces have been allocated in total.

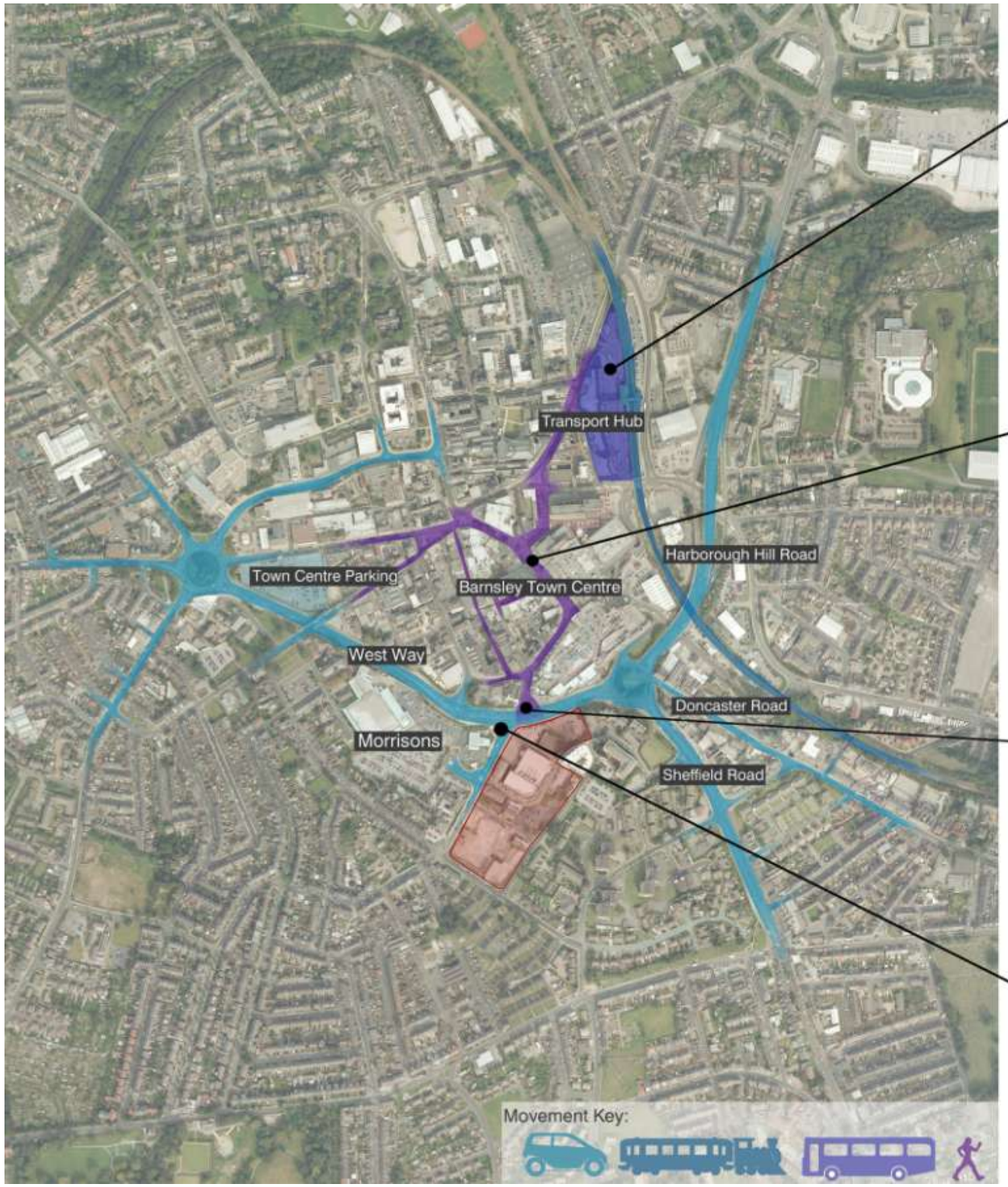


Fig. 31: Access—Current Circulation




Existing public transport infrastructure already creates easy access to the town centre.



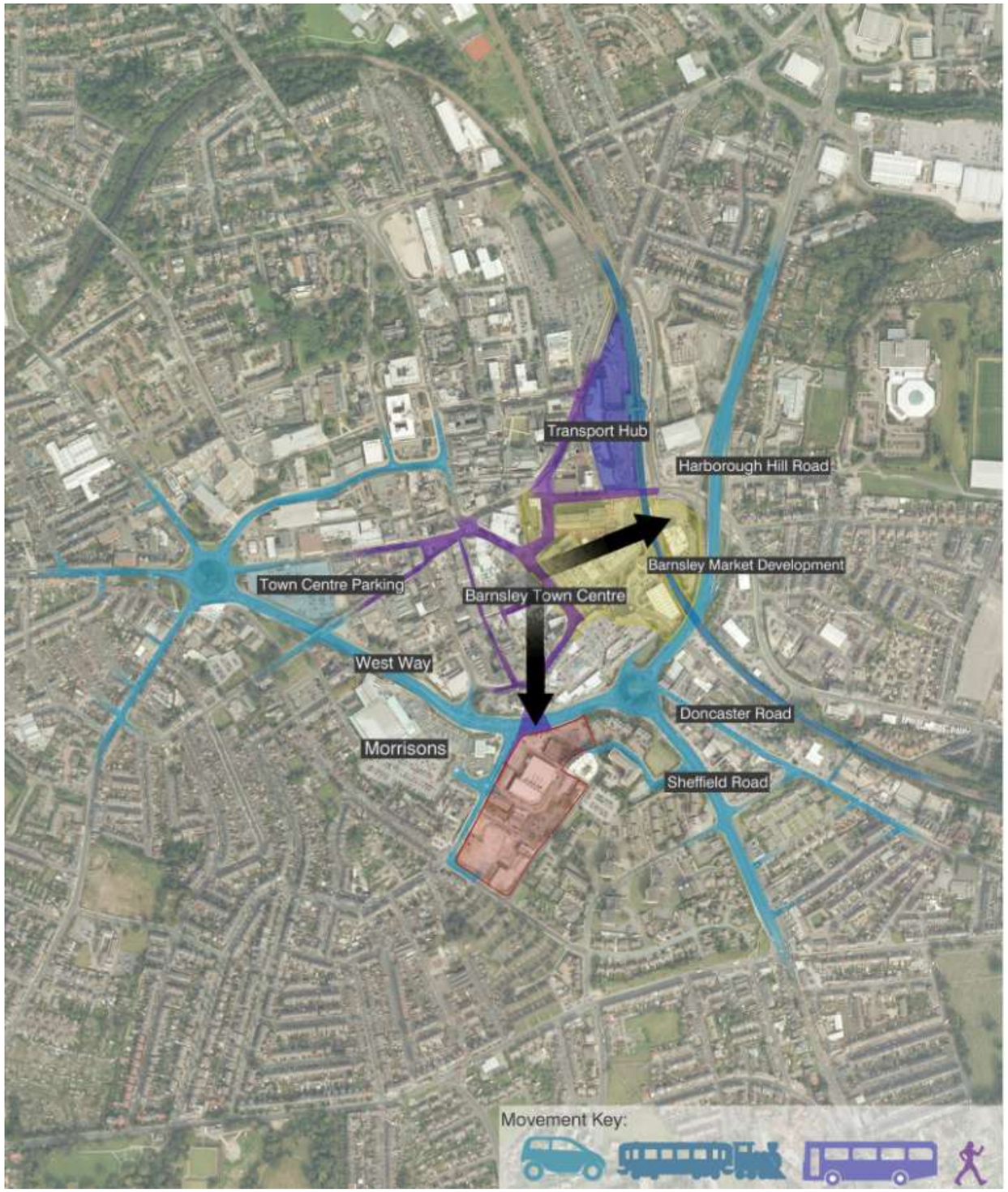

Current pedestrian thoroughfares run north to south through the town centre, creating easy connectivity between the transport hub to the north and areas to the south. It is important to maintain and strengthen these to ensure a thriving town centre environment for businesses and the community.




Existing frequently used pedestrian crossings to Morrisons connect the site to the town centre. These have been monitored by video survey to gather information to support the designs for improvement of the pedestrian links.




Strong vehicle routes run close to the north and west of the site. A transport analysis has been undertaken to inform designs for improvement of junctions etc.





The new market development will draw people to the north of the town centre. The proposed new food store on the New Street site will create an additional draw to the south. This will maintain and is expected to strengthen the existing pedestrian thoroughfares throughout the town centre.

The existing access is shown below. As part of the proposals the existing roundabout will be improved as will the link between the roundabout and the West Way junction. This will provide a dedicated left turn lane into the store from Upper New Street and 2 full lanes, one for left turning traffic and one for right between the West Way junction and the roundabout. There will also be a new bus stop. In addition a secondary access will be provided from Sheffield Road to reduce the amount of store traffic using West Way.



Future pedestrian pull

Fig. 32: Access—Proposed Circulation

9.00 Consultation

The general approach to, and content of, this application has been discussed with Senior Officers of Barnsley Metropolitan Borough Council on a number of occasions prior to its submission. These discussions have influenced the evolution of the scheme into its final form and the supporting information accompanying the application. A formal pre-application meeting was held on the 20th July 2011 with Council Officers where the proposed scheme and supporting documentation was discussed. Officers then provided a written response highlighting the range of issues that the proposal should seek to address. The table below summaries the issues identified and indicates within which supporting document the issue has been addressed.

Key issue to be addressed	Addressed by:
Traffic Impact, Access, Car Parking, Pedestrian Linkages	Transport Assessment
Residential Amenity	Design & Access Statement Noise Assessment Planning Statement
Design, Public Spaces, Landscaping	Design & Access Statement
Flood Risk	Flood Assessment
Sustainability, Carbon Reduction, Energy Efficiency	Sustainability Report
Environmental Impact, Contaminated Land, Air Quality	Phase 1 Desktop Study Air Quality Assessment
Mining	Coal Report
Surface Water Drainage	Drainage Report
Retail Impact	PPS4 and Sequential Assessment

A screening opinion was also submitted to seek the Council's formal screening opinion in respect of an Environmental Impact Assessment.

In addition to pre-application discussions with Officers throughout the design process, the applicant has presented the scheme on two occasions to the Barnsley Design Review Panel (13th September 2011 and 1st November 2011). The Panel is independent of the Council and its Members have had the opportunity to make comments and design recommendations relating to the proposed scheme. The comments received through this process have influenced the evolution of the scheme's design.

Consultation with Council Members, key stakeholders and local interest groups has also taken place throughout the design process culminating with a special consultation event prior to the public consultation exhibition. This event was held on Thursday 5th January 2012 at The Core and gave Members, key stakeholders and local interest groups the opportunity to view the proposed scheme prior to submission and to discuss the proposals with the Design Team. Key stakeholders included, South Yorkshire Police and the South Yorkshire Passenger Transport Executive, Barnsley Access Select Committee, Barnsley Voice and Barnsley Civic Trust.

The applicant has also recognised the value of involving the public within the planning process. Prior to submission of the application a public consultation event was held on the Friday 6th January 2012 at The Core. The event was advertised in the local press. Members of the public and other interested parties were invited to view the proposed plans and ask questions about them or any other related matters.

The Highways department have been consulted as part of the collective pre-application meeting but also specifically on the 1st June and 13th September 2011. The details of these consultations have helped to resolve any potential issues, further information can be seen in the accompanying transport assessment.

In summary, the following pre-application consultation has taken place:

- A formal pre-application meeting with Senior Offices of Barnsley Council on 20th July 2011
- Two presentations to the Barnsley Design Review Panel (on the 13th September 2011 and 1st November 2011)
- A Consultation Event for Council Members, key stakeholders and local interest groups held on Thursday 5th January 2012 at The Core.
- Highways meetings on 1st June and 13th September 2011
- A Public Consultation Exhibition open to members of the public on Friday 6th January 2012 at The Core

10.00 Conclusion

The proposals submitted set out a clear strategy for the re-development of an existing brownfield site in to a new food store.

It's location on the edge of the town centre will aid the regeneration which is currently taking place by providing a major retail anchor in an easily accessible location that compliments other new developments.

The design has had to contend with numerous issues such as the step changes in level and massing and these are dealt with to create a building that responds to its context.

The new store promotes sustainability through the need to reach a BREEAM level of 'Very Good'.

Public realm improvement enhance the streetscape and help to make the building fir into its landscape.

Whilst existing roads will be lost to the development, care has been taken to maintain public access routes through the site.

In conclusion it is our belief that the proposals adhere to the planning guidelines currently in place and through a series of design reviews, meetings and consultations a design has developed that adheres to the demands of all interested parties.



Fig. 33: 3d Visualisation from West Way



Fig. 34: 3d Visualisation from New Street

Appendix 1

Public Consultation

Sheets presented at public consultation held at The Core in Barnsley on 5th and 6th January 2012.

01_Site Location















Site location:

The site is located on New Street, just South of Barnsley Town Centre, bordered by Wood Street, Heelis Street, West Way & New Street.









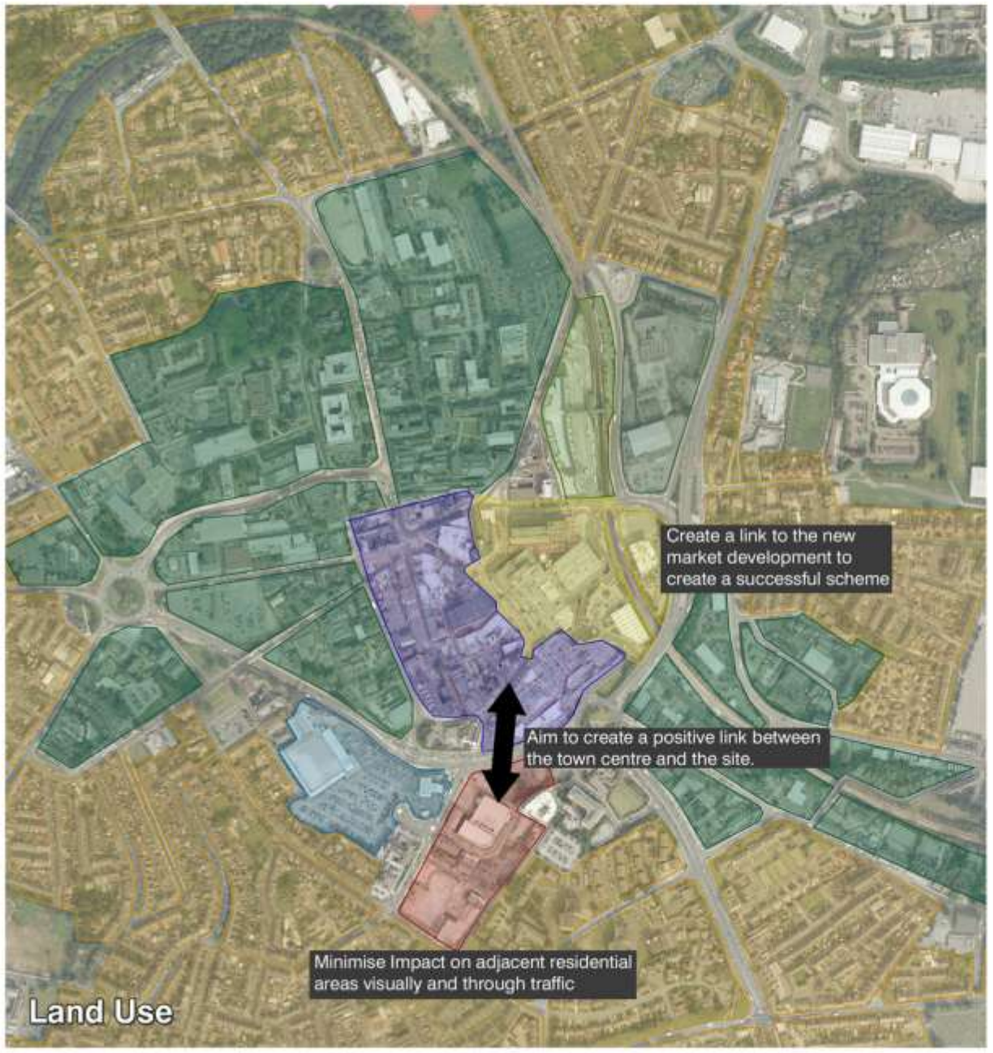








02_Site Analysis



Zoning and Key Areas

- Site
- Residential
- Mixed Use Zone
- Transport Hub
- Main Shopping District
- Barnsley Market Development
- Morrisons Supermarket

Residential areas surround the south and east of the site. The impact of the new food store on these will be kept to a minimum. The sloping site will assist with this by providing the opportunity to set the store at a low level in relation to the south and east boundaries which will allow long distance sight lines to be maintained. The topography will naturally assist with the enclosure and screening of service yard, car park and PFS functions.

The proposed new market development to the north east of the town centre will create a new anchor point. The proposed new food store will have a similar effect at the southern end of the town centre, thereby strengthening footfall between the two anchor points to the benefit of the town centre generally.

A meaningful relationship is to be created between the site and the town centre by creating positive new and enhanced existing links. Views from the main pedestrian streets will be focused on the key public parts of the foodstore and the main circulation areas, café and entrance to the new food store will connect visually and physically with the wider town centre.





Existing public transport infrastructure already creates easy access to the town centre.



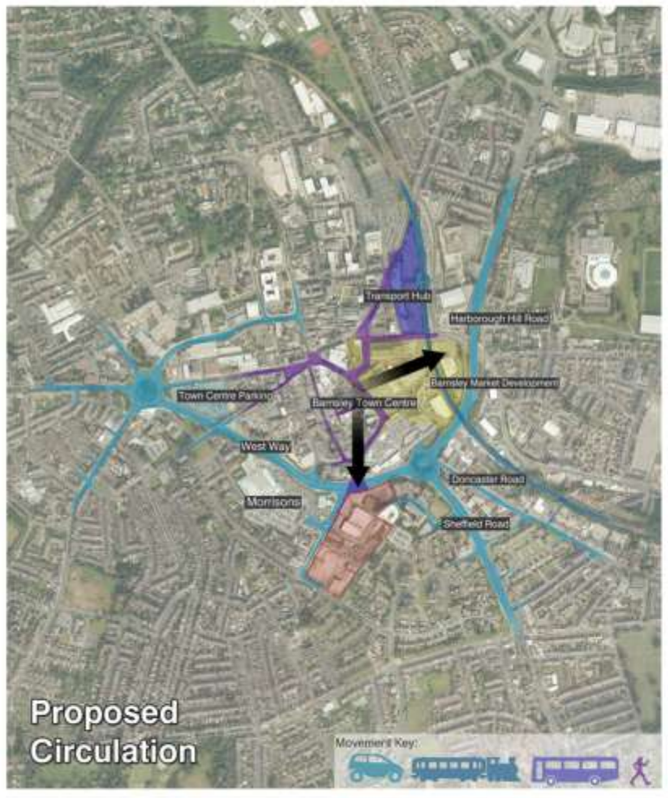
Current pedestrian thoroughfares run north to south through the town centre, creating easy connectivity between the transport hub to the north and areas to the south. It is important to maintain and strengthen these to ensure a thriving town centre environment for businesses and the community.



Existing frequently used pedestrian crossings to Morrisons connect the site to the town centre. These have been monitored by video survey to gather information to support the designs for improvement of the pedestrian links.



Strong vehicle routes run close to the north and west of the site. A transport analysis has been undertaken to inform designs for improvement of junctions etc.





The new market development will draw people to the north of the town centre. The proposed new food store on the New Street site will create an additional draw to the south. This will maintain and is expected to strengthen the existing pedestrian thoroughfares throughout the town centre.

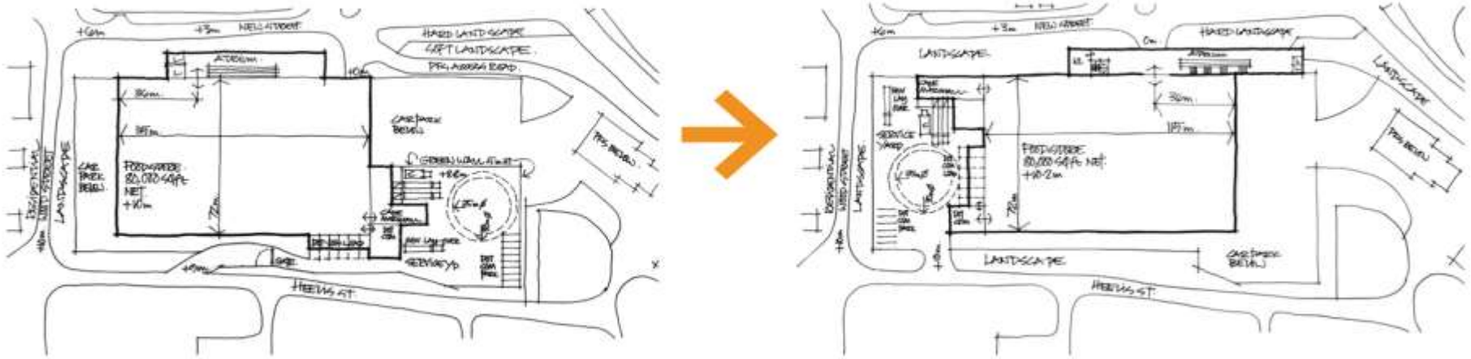
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Future pedestrian pull

SPECTRUM

03_Precedents & Design Development





Several sketch ideas have been considered to assess the site. The design development has been carried out in open consultation with the local authority and there have been two very productive presentations to the LA design panel. The main influences of those consultations on the design have been to:

- Position the building as close to the Westway frontage as possible.
- Position the petrol filling station away from the Westway frontage.
- Create an urban frontage to Westway.
- Consider the external environment beyond the Westway crossing to reinforce connectivity with the town centre.
- Ensure pedestrian links are maintained across the width of the site.
- Provide the potential for car parking provision for the adjacent unfinished apartment block.
- Make provision for coordinated public art.

















The new atrium entrance to the foodstore will create a focal point for the design. It is consciously positioned at the lower end of New Street with access via a new public space adjacent to the Westway crossing, thereby emphasising and reinforcing the connection to the town centre. An extensively glazed atrium will create transparency between internal and external spaces and provide views over the town. This links to an over-sailing roof structure and café space which create a distinctive frontage and viewpoint as well as creating some cover for the public piazza below.

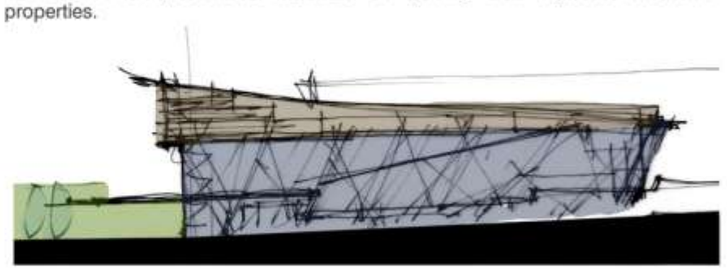


'Green' technology and materials will be utilised where appropriate to create an environmentally responsible building which will be constructed to BREEAM 'Very Good' standards, incorporating timber, natural lighting to the foodstore, sun pipes to staff areas, wind catchers and the like .

The car parking will be developed to 'secured by design' standards with generous headroom and an open and airy environment. The paving will be nominally 'level' (1:60 gradient max) with no kerbs. Trolley bays will be distributed throughout the car park and special needs parking will be focused on the area nearest to the foodstore and town centre access points. Existing pedestrian routes across the width of the site have been maintained to allow nearby residents to filter through the site using existing desire lines to reach the town centre.

The petrol filling station is positioned on the entrance to the car park so that it is readily accessible for foodstore shoppers or for those wishing to use the PFS only.

The service yard will be elevated above the car park, accessed from Wood Street, but as a result of the development being 'dug in' to the site, the service yard will sit below adjacent street levels and will be naturally screened from adjacent residential properties. Notwithstanding this, the service yard has been positioned as far north as possible to maximize the spacing from adjacent residential properties.





With an overall aspiration to achieve a BREEAM rating of at least 'Very Good' the careful selection and detailing of materials and technologies is very important. The main building will incorporate natural heating and lighting through appropriate use of glazing, sun pipes and wind catchers.

These are shown on the drawings and similar examples are illustrated here.

Areas surrounding the building will be landscaped in a mix of hard and soft standing of a high quality, incorporating planting, grass and trees. An urban landscape buffer will be created to West Way, enhancing the street scene and continuing the principles set by the adjoining Morrisons site.



Wind catchers









Timber

Promotes the new store's 'green' credentials and is a softer, more natural material than the metal alternatives usually associated with foodstore cladding.



Colour

Colour will be introduced in small modules within the glazed areas and the cladding.









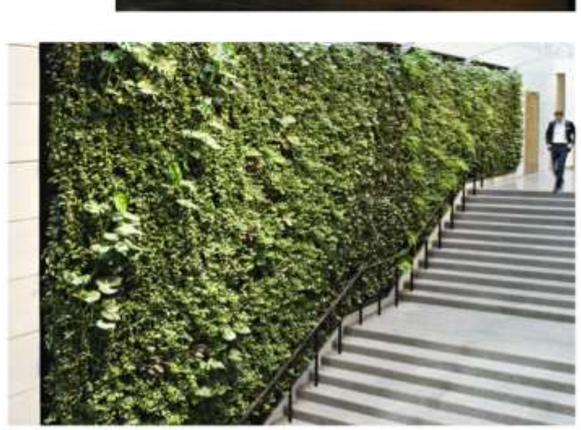
It is the intention that the proposed materials will strike a balance between practicality and robustness and issues of maintenance and economy, ensuring that the new store is of a scale and appearance that is appropriate to its edge of town centre location.



Curtain wall

Areas of glazing to the atrium and facing West Way will create a focal point to the design, providing interest and activity from its transparency day and night and connectivity between the new building and its surroundings. The café and central atrium space will provide these main features to the new store.









SPECTRUM

05_Public Space and Undercroft




1 Light grey concrete paving


2 Yellow / Orange / White / Red 'crazy' paving


3 Dark grey concrete paving


4 Recessed feature lights to columns


5 Green wall


6 Planted embankment

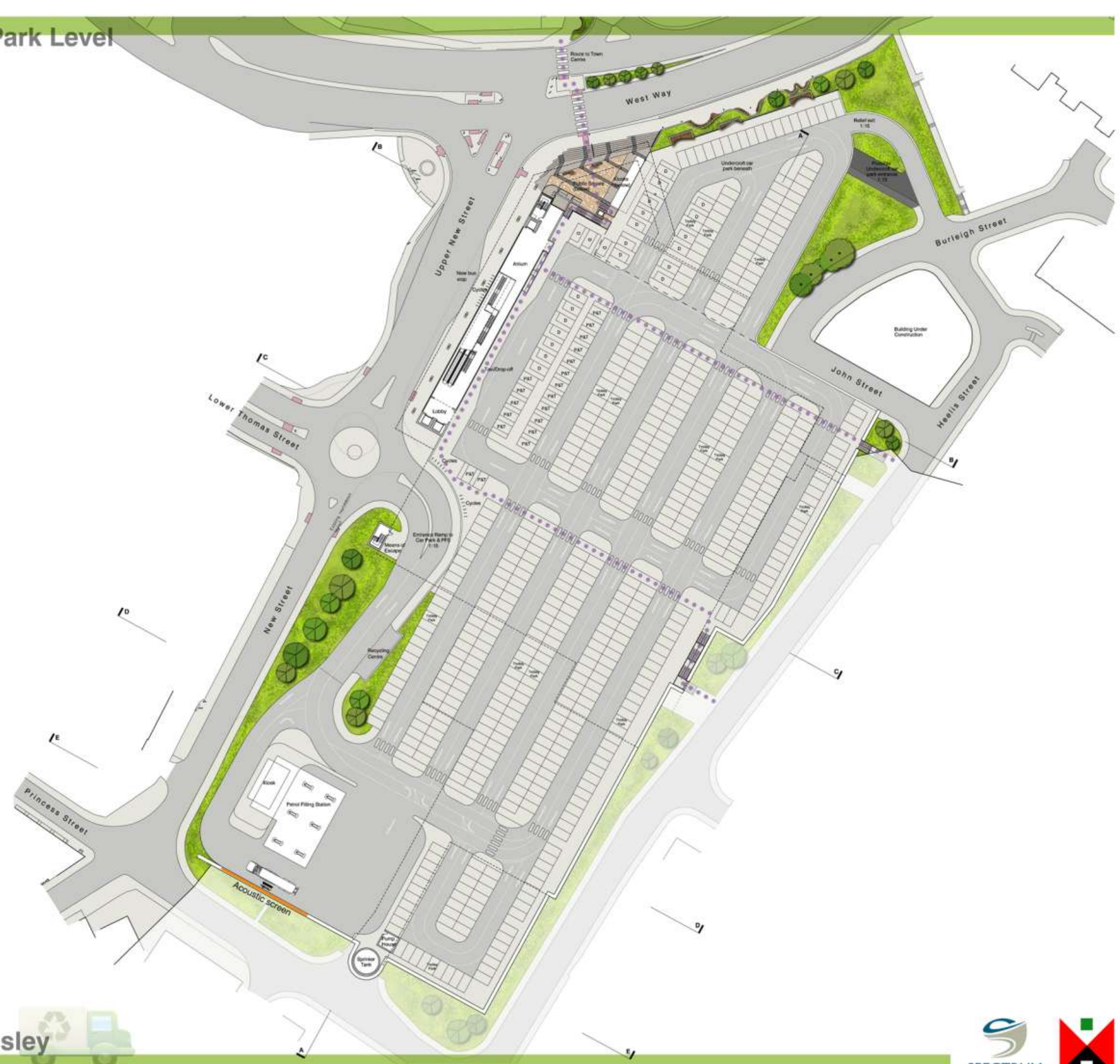

7 Mosaic finished conrete benches


8 Metal art panels

06_Proposed Site Plan - Car Park Level

STATISTICS		
Building Gross Internal Areas:		
Store	8859m²	95,358ft²
Atrium - Entrance Level	345m²	3,714ft²
Atrium - Car Park Level	537m²	5,780ft²
Atrium - Store Level	552m²	5,942ft²
Cage Marshalling	314m²	3380ft²
Home Delivery	242m²	2,605ft²
Cafe	315m²	3391ft²
Car Park: (constant gradient 1:60)		
Standard Parking Spaces	508	
Disabled Spaces	23	
Parent & Toddler spaces	19	
Total	542	
Trolley Bays	13	
Cycles Spaces	50	
Petrol Filling Station:		
Pumps	6	
Kiosk	1	
Air/Water/Vacuum	1	
Recycling Bay	1	
Service Yard 26m diameter min.	1	
Home Delivery Vans		
Docked	8	
Undocked	9	
Total	17	

Pedestrian routes through site



SPECTRUM

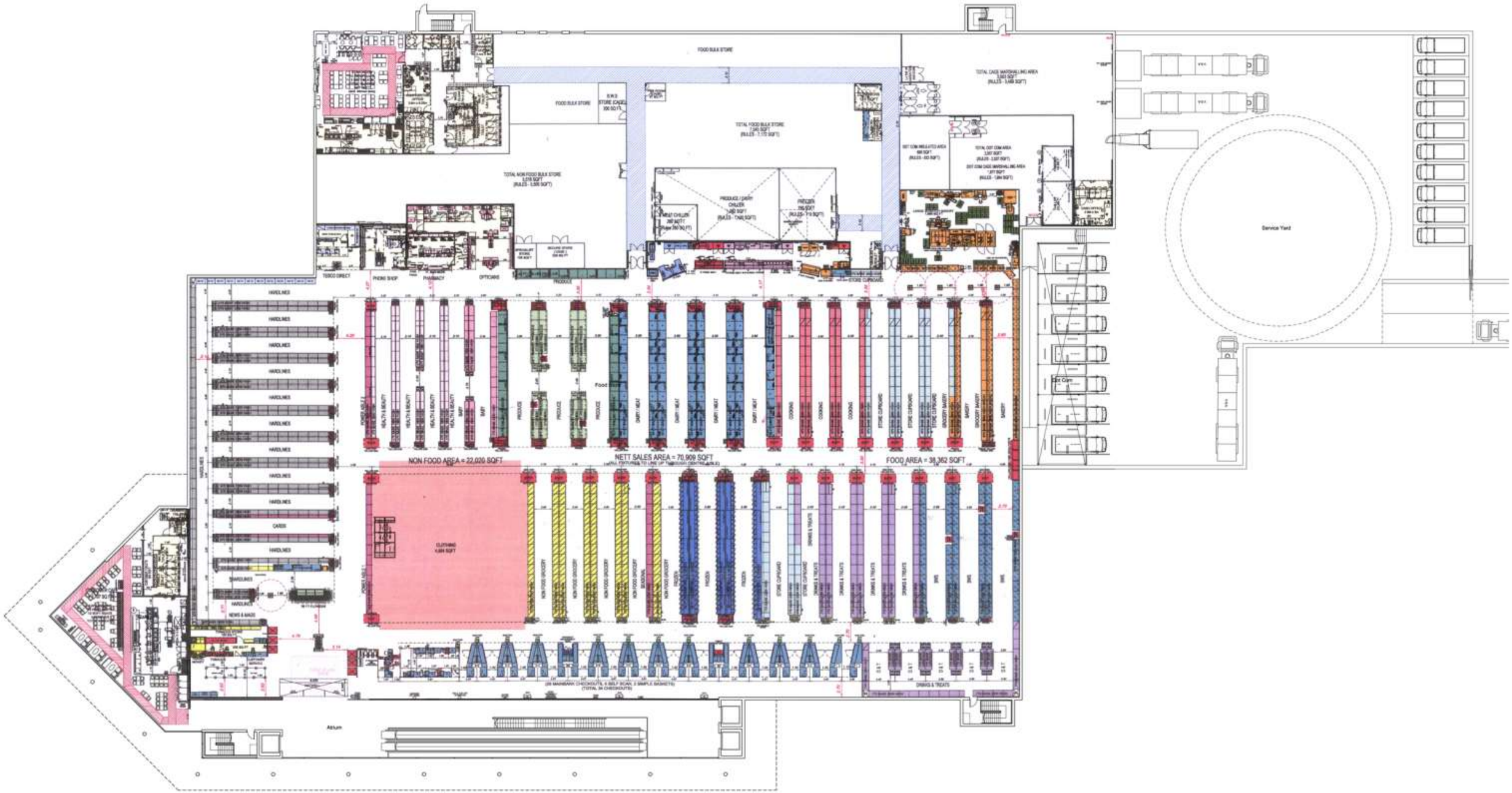
07_Proposed Site Plan - Store Level

STATISTICS		
Building Gross Internal Areas:		
Store	8859m²	95,358ft²
Atrium - Entrance Level	345m²	3,714ft²
Atrium - Car Park Level	537m²	5,780ft²
Atrium - Store Level	552m²	5,942ft²
Cage Marshalling	314m²	3380ft²
Home Delivery	242m²	2,605ft²
Cafe	315m²	33918²
Car Park: (constant gradient 1:50)		
Standard Parking Spaces	508	
Disabled Spaces	23	
Parent & Toddler spaces	19	
Total	542	
Trolley Bays	13	
Cycles Spaces	50	
Petrol Filling Station:		
Pumps	6	
Kiosk	1	
Air/Water/Vacuum	1	
Recycling Bay	1	
Service Yard 26m diameter min.	1	
Home Delivery Vans		
Docked	8	
Undocked	9	
Total	17	



SPECTRUM

08_Proposed Store Plan





View from New Street (Pedestrian zone)

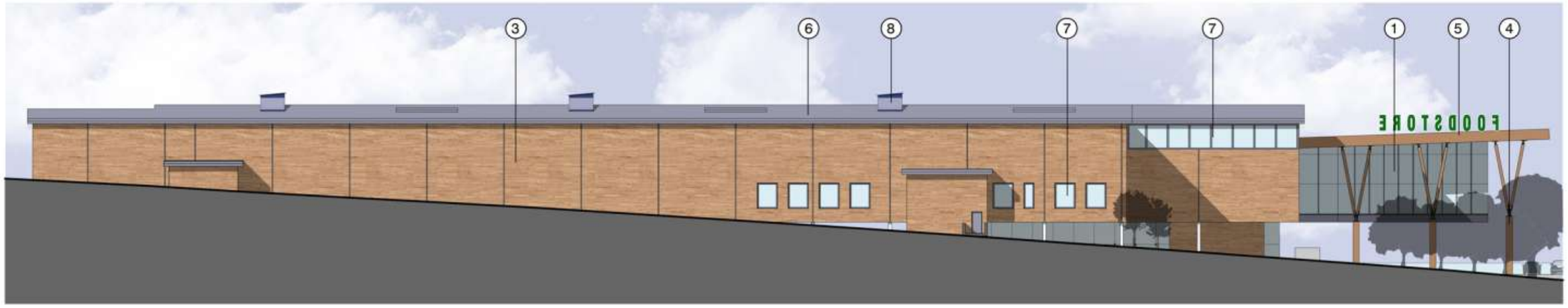


View from West Way

10_Elevations



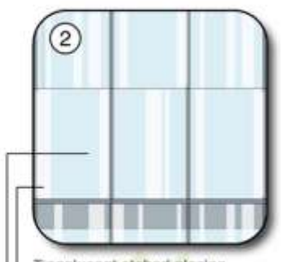
New Street Elevation



Heelis Street Elevation



Structural sealant framed curtain wall glazing system



Translucent etched glazing

Clear Glass

Etched Strips



Larch cladding



Timber columns



Larch finish to canopy frame



Trocal roof



Grey PPC aluminium frames



Windcatchers

SPECTRUM

11_Elevations



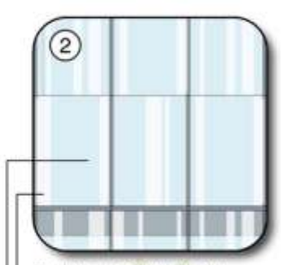
West Way Elevation



Wood Street Elevation



Structural sealant framed curtain wall glazing system



Translucent etched glazing

Clear Glass

Etched Strips



Larch cladding



Timber columns



Larch finish to canopy frame



Trocal roof

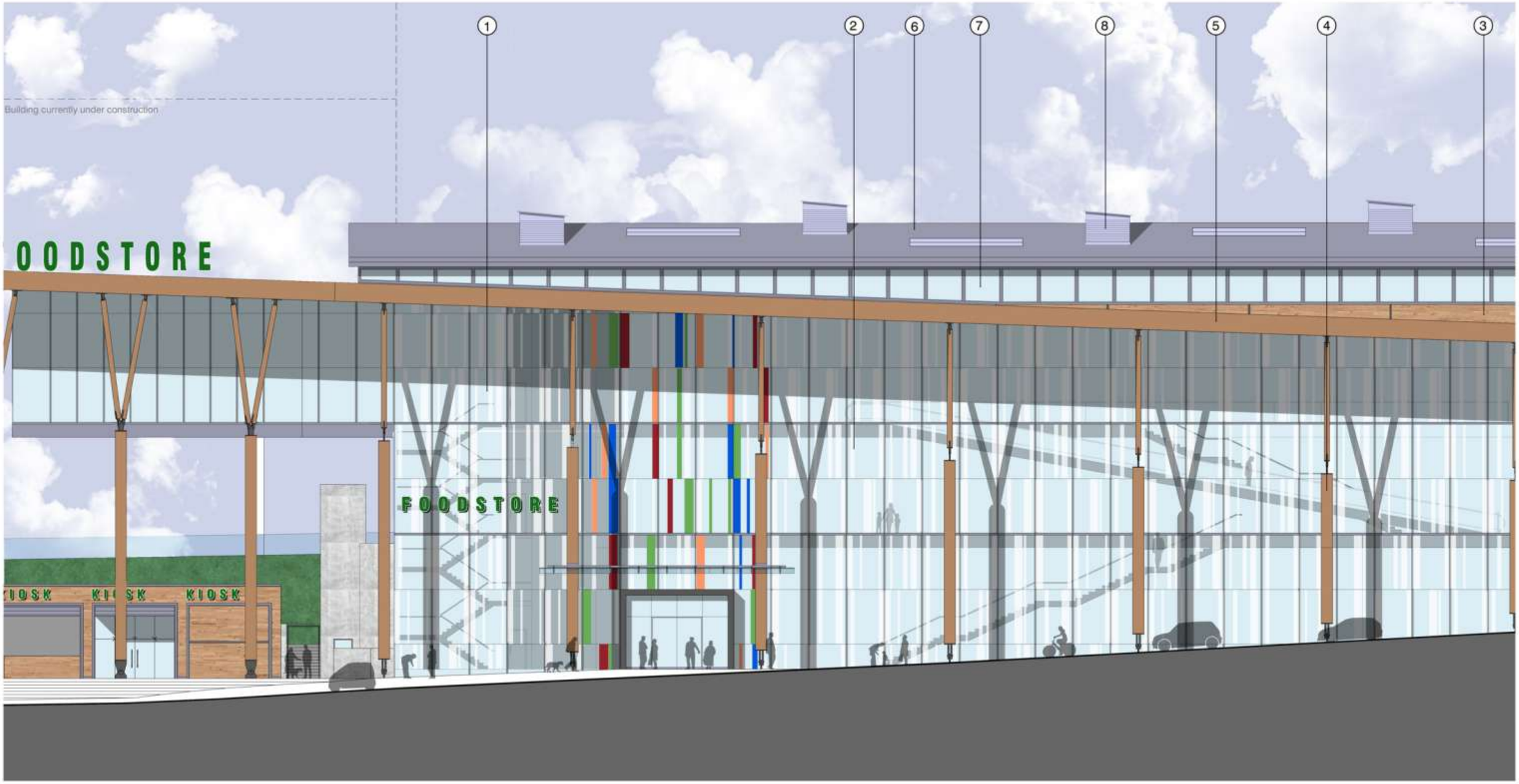


Grey PPC aluminium frames



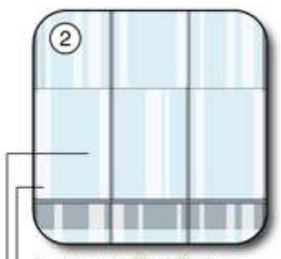
Windcatchers

12_New Street Elevation





Structural sealant framed curtain wall glazing system



Translucent etched glazing
Clear Glass
Etched Strips



Larch cladding



Timber columns



Larch finish to canopy frame



Trocal roof



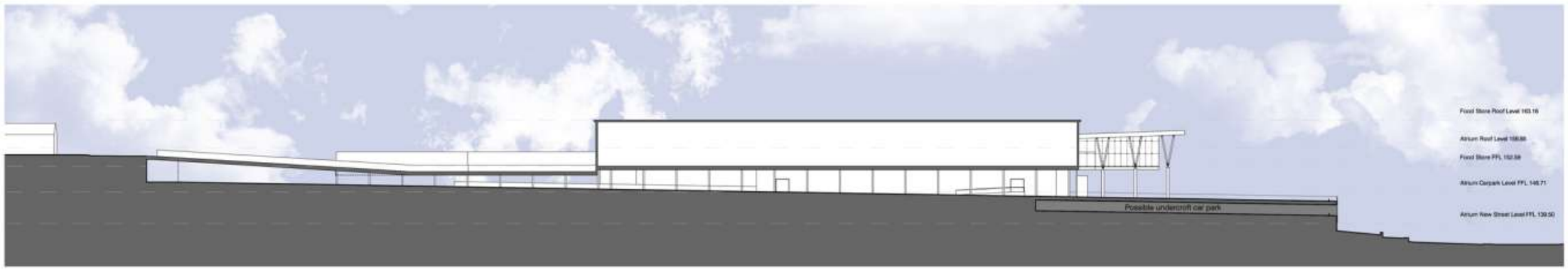
Grey PPC aluminium frames



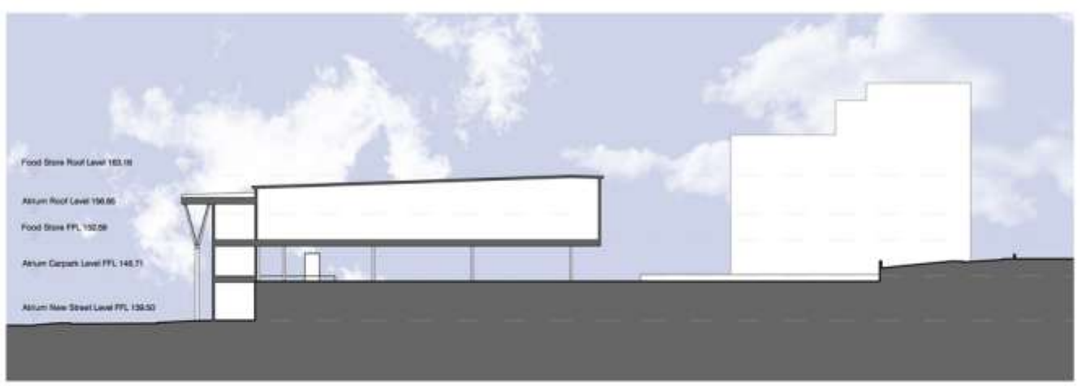
Windcatchers

SPECTRUM

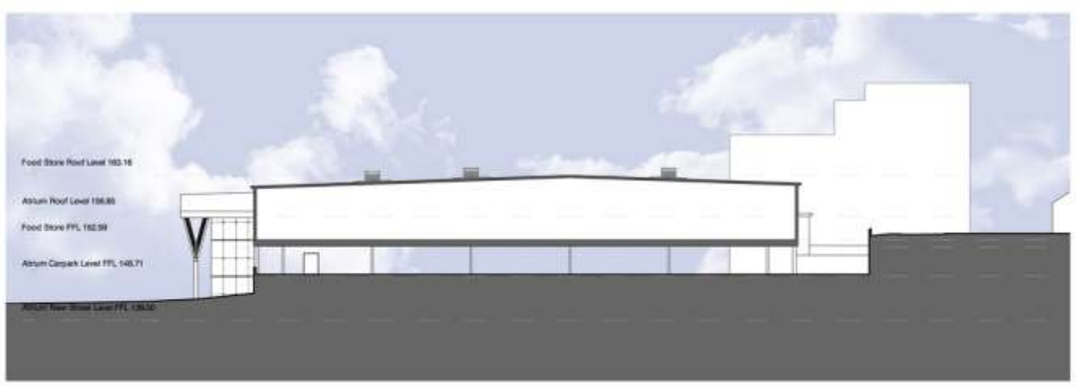
13_Proposed Sections



SECTION A-A



SECTION B-B



SECTION C-C

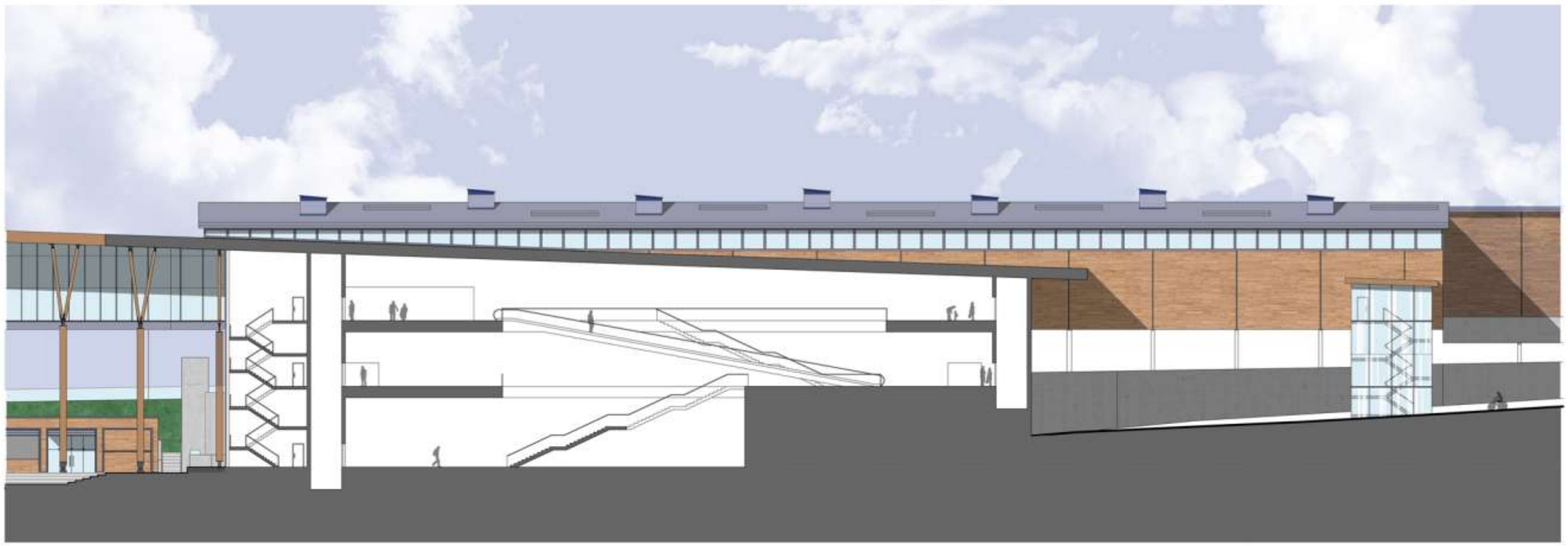


SECTION D-D



SECTION E-E

SPECTRUM

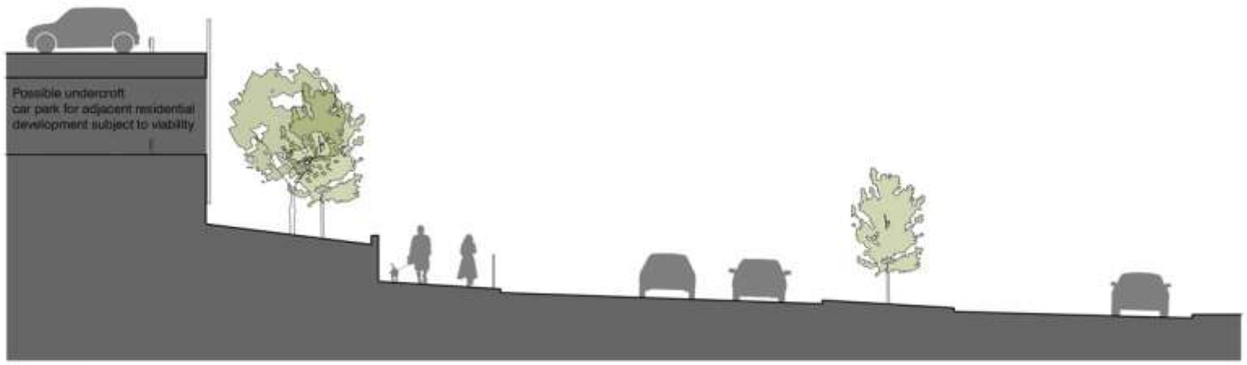


Atrium Section 1:200

15_West Way Frontage



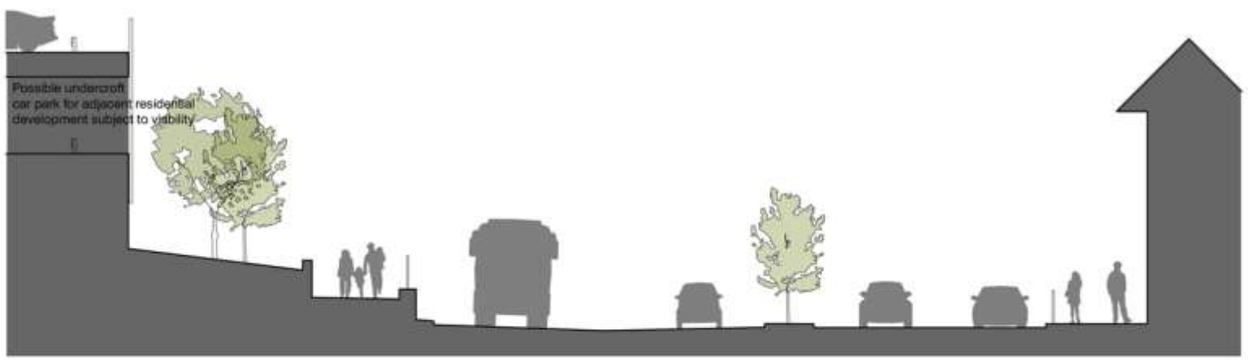
West Way Elevation



Section G-G



Steel mural screen example



Section H-H