Design and Access Statement

In Respect of:
Construction of regional office and distribution centre with associated access and parking.

At Goldthorpe Industrial Estate

On Behalf of:
Aldi Stores Ltd



Perspective view of proposed regional office and distribution centre at Goldthorpe

LRQ 400 3060

Date:
September 2007

Reference:
847307/R003wm

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Contents

1.0 Introduction

2.0 Context

- The Site
- Social and Economic Context
- Setting
- Planning Policy
- Public Involvement

3.0 Design Vision

- Design Objectives and Principles
- Prototype Design
- Landscaping
- Scheme evolution
- Use and Amount
- Layout
- Scale
- Appearance
- Summary

4.0 Access

- Car
- Servicing Vehicles
- Operational Vehicles
- Public Transport
- Pedestrian Access
- Cycle
- Access for All
- Emergency Access
- Summary

5.0 Sustainability

- Water
- Energy
- Waste
- Environment

6.0 Conclusion

1.0 Introduction

1.1 This Design, Access and Sustainability Statement has been prepared to support a planning application submitted to Barnsley Metropolitan Borough Council for the construction of a regional office and distribution centre. The development also proposes new vehicular accesses from Dudley Drive and pedestrian access points from Dudley Drive and Billingley View.

1.2 The statement is required as a consequence of Section 42 of the Planning and Compulsory Purchase Act 2004 and has been prepared in accordance with advice set out in Department of Communities and Local Government (DCLG) Circular 01/2006, and follows the Commission of Architecture and Built environment (CABE) guidance.

1.3 This Statement has been prepared jointly by the design team comprising Aldi, DPP, KZA architects, Arup, Gillespies and Ingenieurburo Brunnenkant.

1.4 The Statement should be read in conjunction with the application documentation. In particular:

- ◊ Application form and covering letter
- ◊ Plan drawings
- ◊ Planning Statement
- ◊ Landscape Statement
- ◊ Statement of Community Involvement
- ◊ Transport Assessment
- ◊ Travel Plan
- ◊ Archaeological assessment
- ◊ Acoustic Survey
- ◊ Lighting Assessment
- ◊ Ecological survey
- ◊ Geotechnical and Geoenvironmnetal Report
- ◊ Flood Risk Assessment

1.5 This Statement is structured as follows:

Section 2: Context

Provides a summary of the background to the application proposals. This includes an assessment of the site, its setting, national and local policy considerations and public involvement.

Section 3: Design vision

Provides a summary of the prototype design, design evolution and the principles of the scheme in respect of the landscaping, use, amount, layout, scale and appearance.

Section 4: Access

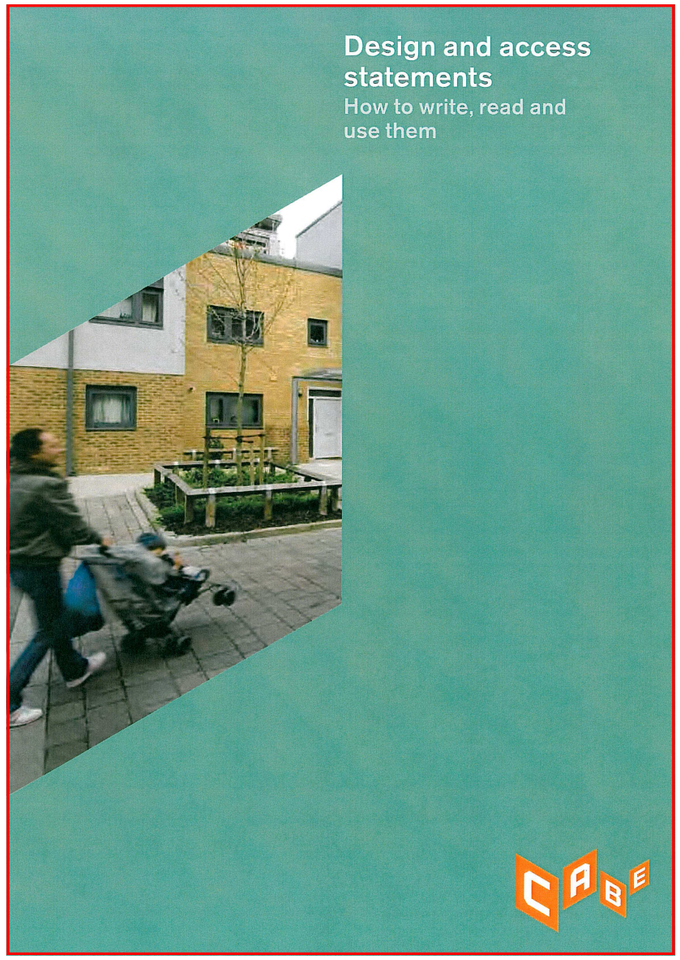
Provides a summary of the principles for securing good access to and within the site, and how the development has responded to the location and site constraints.

Section 5: Sustainability

Provides a summary of the key elements of sustainable design that will be applied or considered at Goldthorpe. This is within the context of current and emerging technologies as they are currently understood and in the knowledge that these may have developed further by the time construction commences on the new distribution centre, subject to planning permission being granted.

Section 6: Conclusion

Provides a brief conclusion.

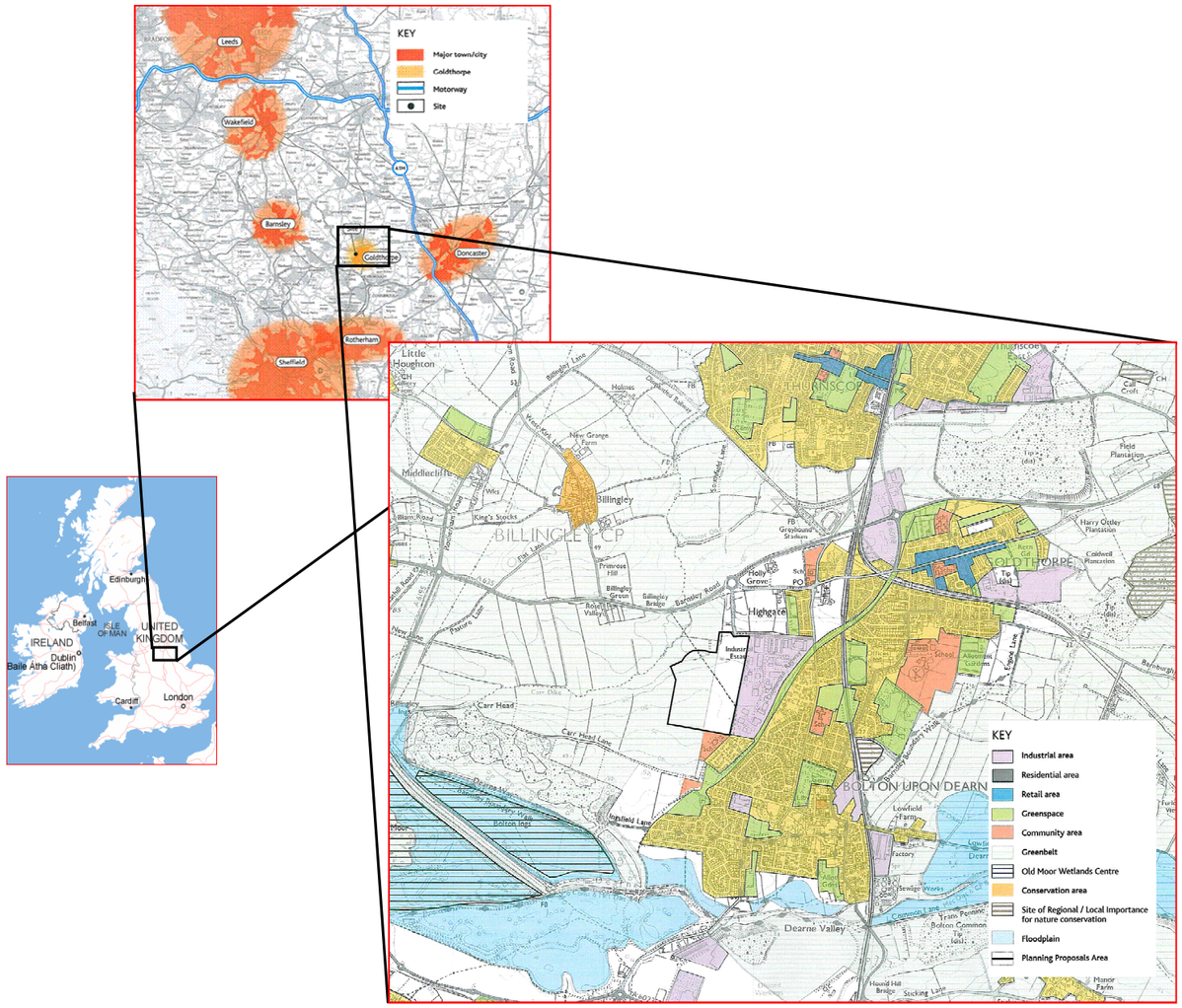


2.0 Context

2.1 This section demonstrates that the application proposals are informed by a clear understanding of the site's characteristics and its context. Context relates to environmental, social and economic characteristics of the area, together with the policy context insofar as it relates to design and access issues.

The Site

2.2 The application site is a 24.6 hectare plot of undeveloped land located directly adjacent to the western boundary of the existing settlement of Goldthorpe. The site is directly bordered by the existing Goldthorpe Industrial estate to the east, by a school and open fields to the south, by residential properties to the south east and by open green belt land to the west and northwest.



2.3 The site is located in the western fringe of the Dearne Valley, an area of rural and urban settlements encompassing the towns of Thurnscoe, Goldthorpe, Bolton-on-Dearne and the surrounding countryside. The Dearne Valley is located between Barnsley, Doncaster and Rotherham in South Yorkshire.

Social and Economic Considerations

2.4 The proposed regional office and distribution centre will create jobs for local people and will boost the local economy in an area in need of social and economic regeneration.

2.5 Historically Barnsley's economy has been centred around coal mining, at it's height 85% of male employment was in the industry, however the industry rapidly decline in the 1980's and 1990's with the last pit in the Dearne Valley (situated in Goldthorpe) closed in 1994.

2.6 The 2001 census identified that 5% of working age were unemployed significantly higher than the district average (3.9%) and the national average (3.3%) with a significant proportion of these classed as low skilled (34.5%).

2.7 The regional office and distribution centre will initially create 150 jobs, rising to 230-250 once the centre is fully operational with an additional 50 jobs created by phase 2 of the development.

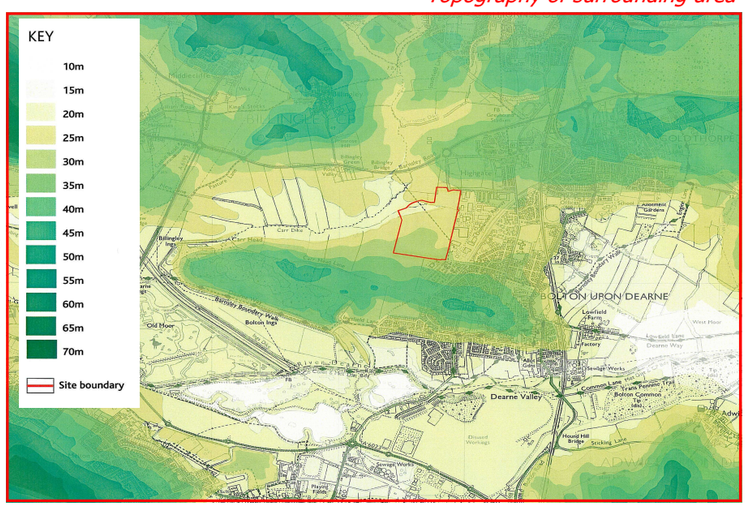
2.8 Aldi are strongly committed to creating jobs for the local workforce and are involved in ongoing discussions with Barnsley Development Agency with regard local recruitment and training initiatives.

2.9 Section 5 of the Planning statement contains further details on the Social and economic considerations of this application.

Setting

2.10 The proposed development site is mainly located between 25-30m Above Ordnance Datum (AoD). To the south the ground rises to approximately 45m AoD. To the north it rises to approximately 40m AoD. The lowest point in the local area is close by in Bolton-upon-Dearne at 15m AoD.

Topography of surrounding area



2.11 The surrounding area is full of landscape contrast:

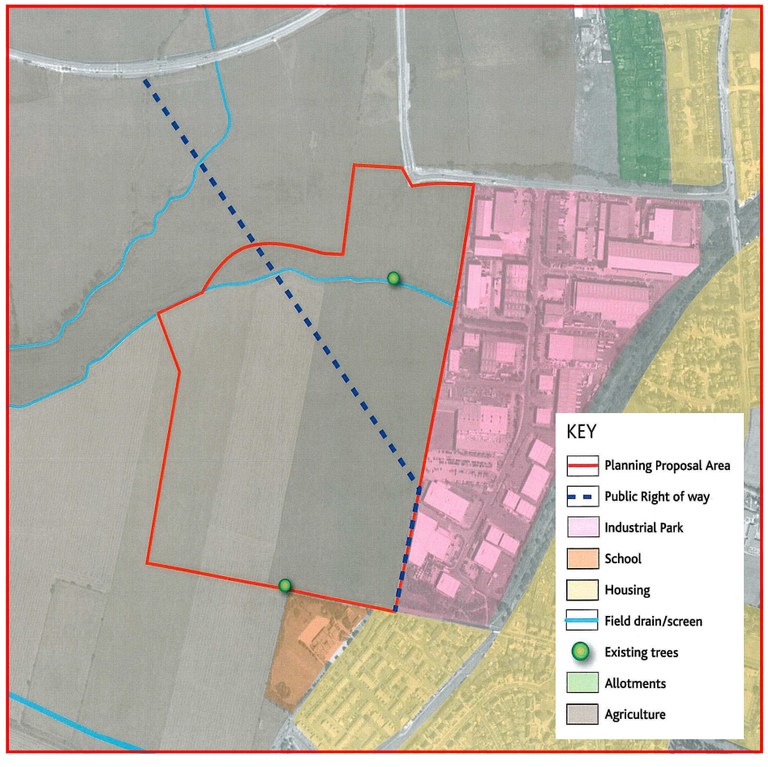
- To the northwest are gently undulating arable fields that separate Goldthorpe and Bolton-upon-Dearne from its neighbours
- To the immediate east is the industrial park
- To the south and northeast are areas of housing. In some places these are screened from views by the industrial park and the topology of the local area. In others (such as Carr Field Lane/ Billingley View to the south) views take in most of the proposed area for development.

2.12 The townscapes of the urban centres of Bolton-upon-Dearne and Goldthorpe are predominantly Victorian in character, and turn of the previous century, brick shops and houses. The suburban areas are predominantly two and three storey small scale housing; with a number of new build developments on green spaces within the existing urban fabric. The continuous built form along Furlong Road / Goldthorpe Road, which runs southwest to northeast, connects the town centres of Bolton-upon-Dearne and Goldthorpe; to the west of this road the suburban morass fuses into one. Most recreational and leisure facilities are shared by both towns. Despite this, the settlements have separate identities, engendered by their separate economic pasts; and due in part to the strong cultural identity of towns in this area in general.

2.13 The proposed development site has a number of physical attributes which require a considered design response:

- The character of the rural area to the west and north, and wooded area to the southwest
- The Public Right of Way which traverses the proposed development site
- The beck which cuts through the proposed development site, running east to west
- The immediate sloping topography of the proposed development site
- Open views to the site from surrounding fields, roads and residential properties
- Long distance views from surrounding high points

Landscape features of the site and surrounding land uses



2.14 The proposed development site is transacted by a small beck that is responsible for the sloping ground formation. This forms the natural boundary between north and south segments of the site, the beck is required to be accessed at all times for maintenance. The area to the south will therefore house the distribution centre; and the area to the north, the access road, and possible future development. There are no hedges or field boundaries within the area for the proposed development and only two tress of any significance.

Accessibility

2.15 The site is located close to the main national and regional highway network which provide good vehicular access. The adjacent village of Goldthorpe is provided with both bus and rail public transport connections which provide alternative access options for employees at the site.

Vehicular Links

2.16 The site is readily accessible by vehicle from the recently completed Dearne Valley Parkway which passes to the north of the site and bypasses the village of Goldthorpe. The Dearne Valley Parkway connects to the M1, nine miles to the west and the A1 four miles to the east.

2.17 From the Dearne Valley Parkway, vehicles turn south at a roundabout onto Dudley Drive to access the site. Preparatory works for a road connection to the site have already been incorporated in the construction of Dudley Drive.

2.18 These road connections to/from the site via high capacity highways which link directly to the national road network whilst avoiding residential areas; is one of the key attributes of this site making it suitable for a regional office and distribution centre development.

2.19 The impact of vehicular access to the development has been assessed in detail in the Transport Assessment (TA) which accompanies this Planning Application. The impact of the proposed development is considered to be acceptable and the TA has identified mitigation measures to reduce any potential negative impacts.

Public Transport

2.20 The village of Goldthorpe is well served by public transport. Regular bus services connect to Rotherham, Barnsley and Doncaster and the rail station lies on the Sheffield to Leeds line. Further details of the public transport connections is given in section 4 and in the Transport Assessment which accompanies this Planning Application.

Pedestrian Links

2.21 The site is crossed by an existing public right of way. This appears to be a historical route linking to the centre of Goldthorpe from settlements to the north west

2.22 The construction of the new regional office and distribution centre will include for the realignment of the public right of way around the southern and western boundaries of the site. A more direct connection will be made to the residential areas and the school to the south of the site which should improve footpath access from the town to the countryside. Improved and more varied planting will improve the amenity value of this footpath.

2.23 The diverted and improved public right of way will provide pedestrian access to the regional office and distribution centre from the residential areas to the south. Pedestrian access will also be provided on a new footway running to the side of the access road from Dudley Drive and Commercial Road to the north of the site.

Planning Policy

2.24 A full review of planning policy relevant to the proposal is provided in the Planning Statement which accompanies this planning application. The following provides a brief summary of those policies and guidance that relate to the form of development on the site.

2.25 *Planning Policy Statement 1 – Delivering Sustainable Development* sets out central government's approach to the delivery of sustainable, inclusive and well designed development.

2.26 *Planning Policy Guidance 2 - Green Belts* sets out the purpose of the green belt and the policy regarding appropriate uses, the policy states that green belt boundaries may be subject to modification in special circumstances.

2.27 *Planning Policy Guidance 13 – Transport* gives guidance on the integration of planning and transport at a strategic and local level. Its key objectives, as set out at paragraph 4, are to

> "PROMOTE MORE SUSTAINABLE TRANSPORT CHOICES; PROMOTE ACCESSIBILITY TO JOBS, SHOPPING, LEISURE FACILITIES AND SERVICES BY PUBLIC TRANSPORT, WALKING AND CYCLING, AND; REDUCE THE NEED TO TRAVEL, ESPECIALLY BY CAR"

2.28 *Planning Policy Guidance 16 - Archaeology and Planning* states the importance of archaeological remains and the need for their preservation.

2.29 *Planning Policy Guidance 17 - Planning for Open Space, Sport and Recreation* states in regard rights of way that Local authorities should seek to provide better facilities for walkers, cyclists and horse-riders.

2.30 *The Regional Spatial Strategy for Yorkshire and Humberside* sets out the need for sustainable development in line with PPS1. Policy S2 states that the regional regeneration will be focused on South Yorkshire and the Coalfields (particularly the Dearne Valley Enterprise Zone).

2.31 The *Barnsley Unitary Development Plan* gives its strategic objectives for employment as:

A) PROVIDE EMPLOYMENT OPPORTUNITIES FOR LOCAL COMMUNITIES,

ESPECIALLY WHERE THERE ARE HIGH LEVELS OF UNEMPLOYMENT

B) REDUCE JOURNEY TO WORK DISTANCES

C) LINK TO PUBLIC TRANSPORT AND LORRY ROUTES

D) USE DERELICT, DEGRADED OR VACANT LAND, OR WHERE SUCH LAND IS

UNAVAILABLE GREENFIELD SITES

E) MEET THE NEEDS OF MAJOR EMPLOYMENT CREATING INDUSTRIES

2.32 The relevant policies in Barnsley UDP to consideration for the proposal, include:

ED1: Site for New Development
ED2: Uses on Employment Sites
DE3: Proposed Employment Sites
DE7: Green Belt
GS6: Extent of the Green Belt
GS7 and GS8: Development within the Green Belt
GS9: Visual Amenity
G24: South Yorkshire Forest Area
GS22: Woodland Hedgerows and Trees
GS26: Recreational Routeways and Networks
BE3: Archaeological Sites

BE6: Design Standards

T14: Public Transport access to development

T22: Car Parking Standards and Contributions

T24: Traffic Management

T26: Facilities for Cyclists

T27: Walking

2.33 The Barnsley Local development framework has released the preferred option for Development Control Policies Development Plan document (DPD) and Employment sites DPD, were first published in October 2005 for consultation, it is anticipated that further preferred options will be published in June 2008.

Public Involvement

2.34 The form of the application has been informed by engaging with the Council, key consultee groups (including Highways Agency and Barnsley Development Agency) and the general public in respect of the proposed regional office and distribution centre in Goldthorpe.

2.35 Responses have raised issues that have already been addressed through the application package and / or are being addressed through further negotiation and information provision. This process has sought to ensure that all of the issues raised to date have already been dealt with satisfactorily or can be addressed appropriately through the on-going consideration of the scheme by Barnsley Metropolitan Borough Council.

2.35 The submission of the Statement of Community Involvement has been provided simultaneously to the submission of the application.

Extract from the Barnsley Chronicle



NORTH EAST | 9.30 am to 10.30 am | Great Houghton Methodist Church | Councillors North

ROCKINGHAM | 6.00 pm to 7.00 pm | Meadow View Comm. Centre, Cloughfields | Councillor M. B. Bran

For further information regarding Councillors Surgeries please cont telephone no. 01226 773052. email publicnotices@barnsley.gov.uk or to contact your Councillor view our web page at http://www.barnsley.

PUBLIC EXHIBITION

ALDI STORES LTD will be holding an exhibition of their proposed plans for a regional office, storage and distribution centre at Goldthorpe Industrial Estate, on **Saturday, 18th August** from 9.30 to 12.00 at **Goldthorpe Library.**

Project representatives will be available to answer any questions.

The exhibition material will then remain available for viewing and comments at Goldthorpe Library from the 18th August to 24th August, during normal opening hours.

www.barnsley-chronicle.co.uk

GLADYS ROEBUCK RAMSDEN

née Harrison, deceased

Died 10 March 2007, late of 14b Ryburn Street, Sowerby Bridge HX6 3AZ

Would anyone with information concerning the family of Mrs Ramsden please contact **Kin, 12 Curzon Street, London W1J 5HL.**

Tel: 020 7647 9977.

Reference 70613.

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WORRIED about your

LEGAL NO

The Insolvency A W & J HANWELL (In Creditors Voluntar Company No: 0

NOTICE IS HEREBY G O'Hara of Wesley House Road, Birstall, Batley, WF17 9EJ was appointed said Company by the C August 2007. Peter O'Hara, Liquidator

EMERGENCY DENTAL ADVICE FOR BARNSLEY RESIDENTS AND VISITORS

This service can be accessed between 6.30pm and 9.30pm Monday to Friday and 1.30pm to 5pm on every Saturday, Sunday and Bank Holiday by ringing the following number.

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For extreme emergencies only, arrangements for treatment will be made.

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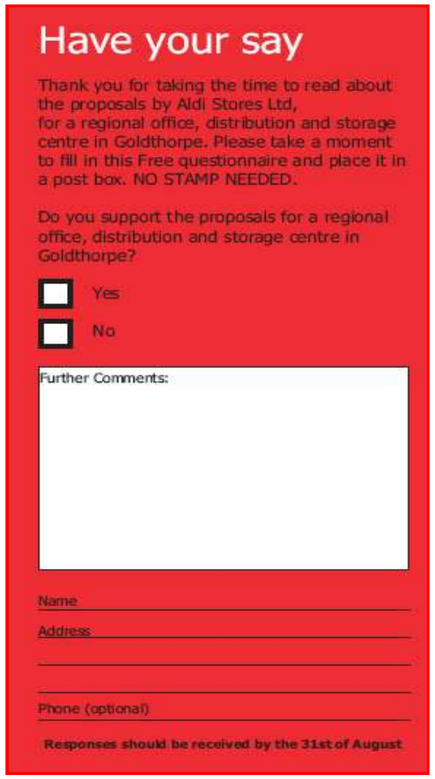
Click www.barnsley-chronicle.co.uk

2.36 A public consultation event was carried out in order to allow members of the public the ability to view plans and talk with representatives. Responses generated from this event and a leaflet drop of adjacent properties showed that 46% were in favour of the development.

2.37 The most frequently raised response in favour of the application was the creation of jobs.

2.38 The matters of concern raised (predominately by adjacent residents to the site) relate to:

Response form



Have your say

Thank you for taking the time to read about the proposals by Aldi Stores Ltd, for a regional office, distribution and storage centre in Goldthorpe. Please take a moment to fill in this Free questionnaire and place it in a post box. NO STAMP NEEDED.

Do you support the proposals for a regional office, distribution and storage centre in Goldthorpe?

☐ Yes

☐ No

Further Comments:

Name

Address

Phone (optional)

Responses should be received by the 31st of August

- Loss of long distance views
- Pollution and noise during construction
- Increased traffic
- Problems with anti-social behaviour in the area (especially concerning motorbike use)

2.39 Resolutions to these issues and concerns are reviewed in detail in the Statement of Community Involvement document. Measures which have been incorporated into the scheme following the public event and the responses are:

- Consideration of construction phasing to allow the mounding and planting to the south of the site to be undertaken prior to the main construction phases
- All traffic accessing the site will use Dudley Drive only pedestrian and cycle access from other points of the site.
- Increased security measures at site adjacent Carr Field Lane/Billingley View.

Development Constraints

2.40 Below is a summary of the development constraints associated with the site :

- An open land drain crossing the site east – west, which has to remain accessible for maintenance.
- A public sewer coming from Barnsley Road discharging into the land drain
- A public footpath crossing the site diagonally
- A primary school and housing area adjacent to the south of the development
- The only vehicle access for the site is from the north, off Dudley Drive / Commercial Road
- The greenbelt framing the site on the west

Development Opportunities

2.41 Below is a summary of the development opportunities that have influenced the design of the application:

- The creation of a defined boundary to the western edge of the site, the current visual approach to Goldthorpe from the west is poor and the transition zone to the greenbelt is inadequately developed. The proposed development will incorporate new landscape and screening mounds which will provide a quality edge to the green belt and should screen the existing industrial park to enhance long views of the rural setting to Goldthorpe and Bolton-upon-Dearne.

- The position of the proposed development relative to the A635 and the local topography of the area, presents the opportunity to create a *gateway feature* of the elegant office building at the north west corner of the development, by creating a vista between mounded screens of vegetation (which hide the ambient and chilled areas) when viewed from the road.

- The development will create quality green areas of water, woodland, long grass and wildflowers which could create a landscape of diverse wildlife value and provide green areas for Aldi staff to go during their breaks, improving the working environment.

- Exploiting the topography to settle the building into the landscaping and using a recessive colour, this also enables minimal disposal by balancing cut and fill within the site.

Perspective view from offices looking West



3.0 Design Vision

3.1 This section describes the proposed development and outlines how it responds to the site's constraints and opportunities.

Design Objectives and Principles

3.2 The main factors which have influenced the shape and form of the current proposals are:

- The logistics of an Aldi regional office and distribution centre are very specific, with efficiency and speed being the primary factors of the design. Due to their specific and unique requirements, Aldi have therefore developed a prototype design for their regional office and distribution centres in order to ensure that they operate with maximum efficiency. The centre will primarily deal with food and convenience goods and a fast turnaround is essential in order that fresh produce can be sorted and delivered to Aldi stores. This need to ensure a free flowing movement of goods through the centre, is what has essentially dictated the size and layout of the building required to serve existing and proposed stores within the region.
- All goods within the centre are stored at ground level as stacking goods would be both labour and time intensive, particularly given the rapid turn around of produce. Although this arrangement is 'space hungry' it has the advantage, of resulting in a low level building which is much less intrusive in terms of massing.
- Creation of a defined Green Belt boundary to the west of the site, whilst setting the building into the landscape with naturalistic planting and use of mounds.
- The creation of access to and from and within the site which connects with the existing industrial park and minimises disturbance to local residents and existing businesses.
- The control of views into the site; the contrast between enclosure, filtered views and mitigation, with creation of a glimpsed vista which defines the industrial park as a whole.
- The importance of vehicular and transport links; as well as public transport provision

Prototype Design

3.3 The Design Study started in 2004. After reviewing the standards for each building unit and a look at costs and qualities, KZA Architects and a group of engineers were commissioned with the development of a new prototype. It was part of the study to analyze recently completed buildings, review the design concepts, invent new and more efficient structures, suggest new, durable and cost efficient materials. The prototype was engineered specifically with the operational requirements of Aldi in mind.

3.4 During this process over 50 improvements to the design of architecture , mechanical, electrical engineering, thermal engineering and refrigeration were made.

3.5 Examples of a few of these improvements have been detailed below:

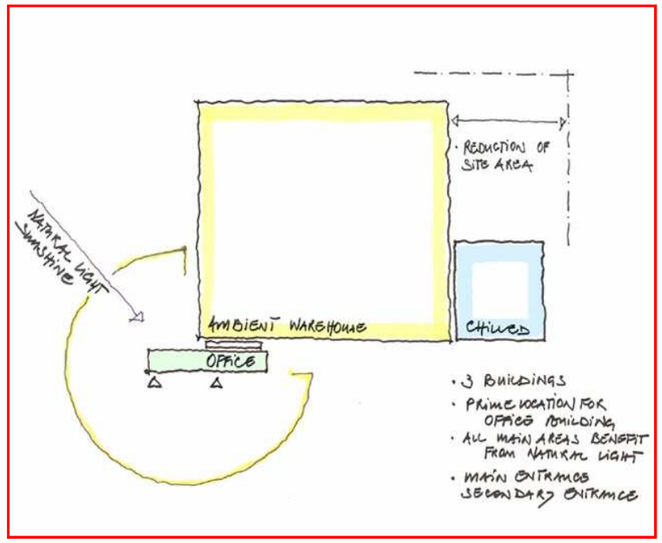
General Arrangement

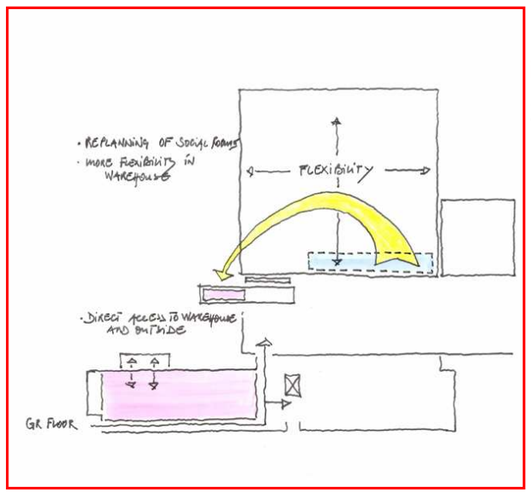
3.6 New arrangement of building units. With the new arrangement of the building units the site was able to have only three building elements located on site.

3.7 The ambient area is the main building unit. The office building is linked to this area so that all main office areas have the benefit of natural daylight. At the far end of the goods out area the chilled area is located. Integration of the technical plant area in the office building meant that the overall building footprint was reduced.

Office building

3.8 During the design progress KZA investigated 1-, 2- and 3-storey office solutions. The finally agreed design shows a 2-storey building. On the ground floor technical plant rooms and rooms for staff are located. Also the section manager with direct access to the ambient area and the security room with all important monitoring equipment are located on the ground floor. Two entrances, to the staff area and the office floor, are provided. On the 1st floor all offices, meeting and training rooms are located. This means that at both floors to have an effective functional operation.





Flexibility of the ambient area by locating the staff area into the office

3.9 To increase the flexibility of the ambient area the 1st floor above the goods out area was replaced. The rooms for the staff were then provided on the ground floor of the office building, so that the flexibility of the area in both directions, goods in and goods out zone, is much better. Access for the staff to enter the building would be more direct and an outside communal area could be provided.

Landscaping

3.10 The Landscape scheme comprises a number principles and elements which are listed next;

3.11 The creation of naturalistic planting screens, and mounds, to merge the western and northern boundaries of the site (and therefore the western edge of the existing industrial park) to create a definitive green edge to the green belt

3.12 The use of ground level 'cut', particularly at the southern end of the site, to sit the regional office distribution centre within the landscape, thereby further integrating it with the landscape through concealment and reducing any visual impacts on surrounding sensitive residential areas to the south.

3.13 Proposed mounds will utilise the fill created by the earth works required to set the development within the landscape. The resulting fill will provide material to create sloping earth mounds, with 1 in 4 max. sloping sides, around the built form, which will be planted with a woodland mix of trees and shrubs.

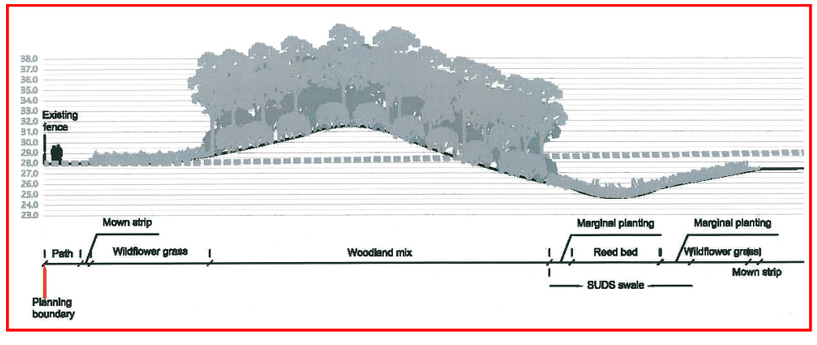
3.14 The existing topsoil in particular will create an excellent growing medium for a dense screens of trees and woodland shrubs. The planting will include native deciduous and occasional evergreen species to provide bulk to the screening; and deciduous native shrubs for density at the edges. Hedgerows will be used where extra dense screening is required and space is limited.

3.15 Planting will be augmented by rough wildflower grassland to further maximise the wildlife value of the landscape. Short amenity grass will be limited to edges of roads, parking areas and paths to create a cared for neat appearance in highly visible areas.

3.16 Sustainable Urban Drainage System (SUDS) provides for a primary flood attenuation lagoon which will take water from the roof and hard standing and will slowly seep precipitation into the ground and beck, preventing the inundation associated with episodes of extreme rainfall over large areas of hard surfaces. The lagoon will be combined with secondary wetland areas (swales) to absorb and flood water levels during extreme periods of rainfall. The lagoon will provide a permanent water feature near to the office block and within the view window. This water feature and swales create still water shallow margins and associated ecotones; pond habitats for amphibious species, aquatic vertebrates, and plants; and marsh type grasses.

Section through Western boundary of site

3.17 Respecting the local topography has created a separate development plot to the north which creates the opportunity for the industrial to expand within a green setting as the Aldi regional office and distribution centre planting will start to screen this plot prior to development.

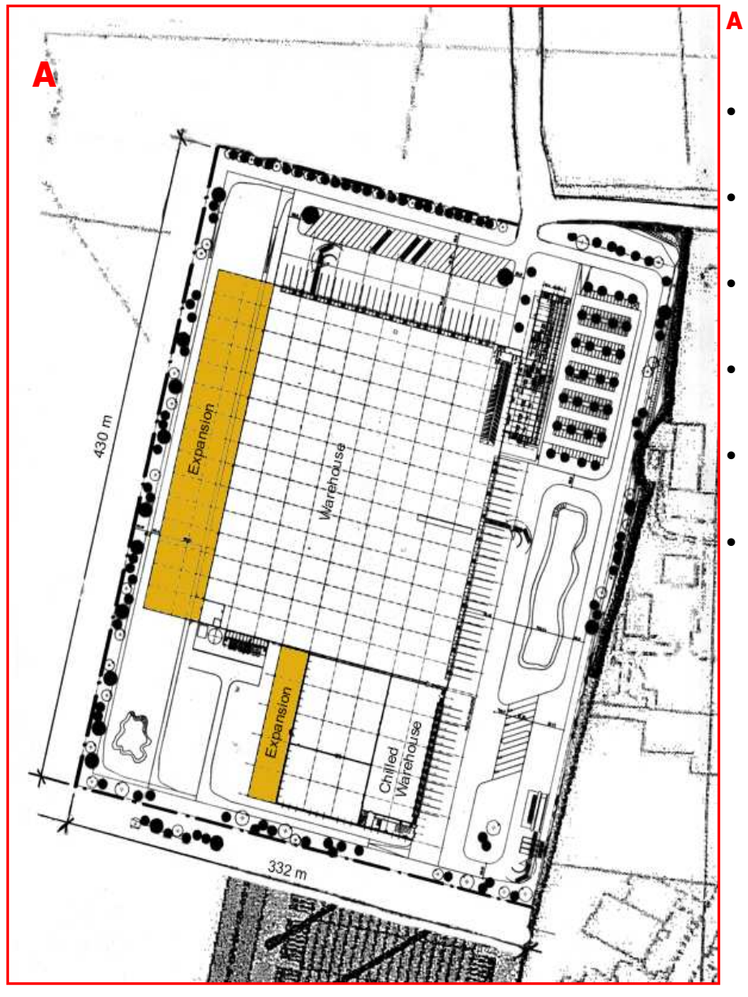


3.18 To enhance the Public Right of Way. The path way will be realigned but stay part of the green belt. A fork in the route will connect to the regional office and distribution centre allowing access on foot and by cycle. The mounds and planting will be set away from the path to create an open airy feel. This will provide open views, important to lone walkers and cyclists.

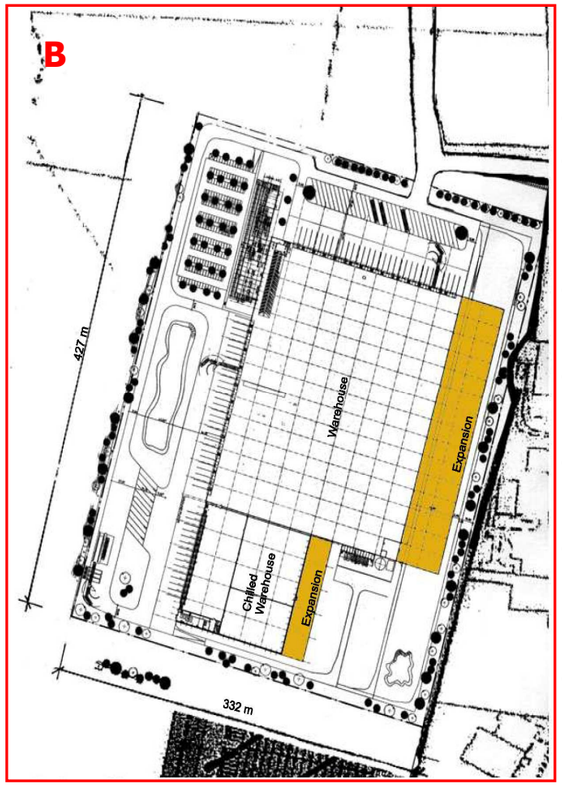
3.19 Limited culverting of the beck, only at the point where the access road will cross over, will reduce any impact on ecosystems which may colonise the beck in future

Scheme Evolution

3.20 The principles and design evolved through the design study were taken and applied to the site specific constraints and opportunities of the site. During this time various options were drawn up and improved upon or altered.

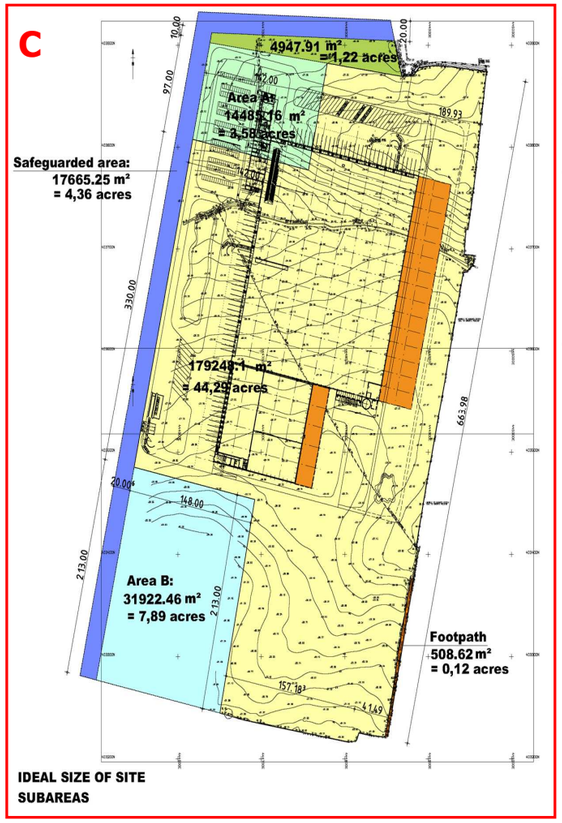


- Site entrance from the north straight onto the goods-in freight yard.
- Goods-out area orientated to the commercial area (east)
- Chilled area also orientated to the south / east
- Rear of the building facing the Greenbelt
- No opportunity for landscaping
- **Reason for rejection/ adaptation:** The rear of the distribution centre not appropriate entrance to town and greenbelt. In addition noise emitting areas facing housing areas



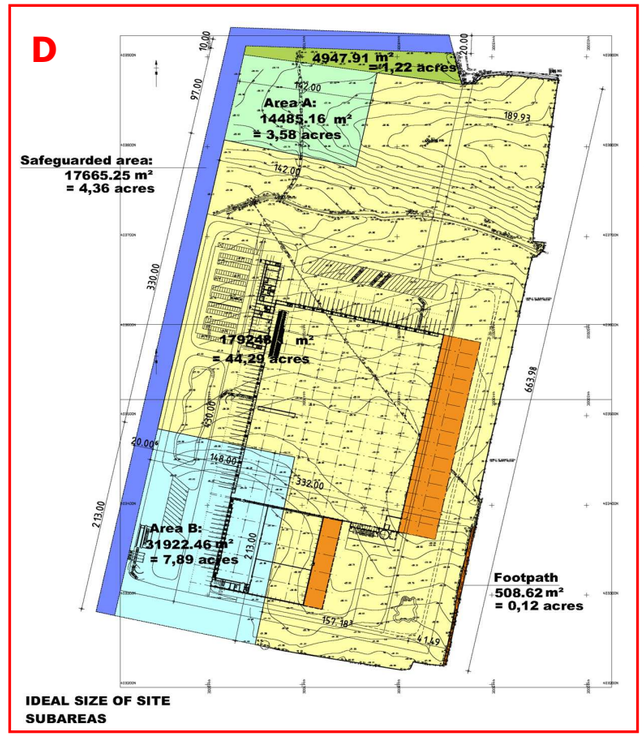
B

- Mirrored option A:
- Site entrance from the north (directly from the Dudley Drive / Commercial Road onto the goods-in freight yard).
- Office and Goods-out area orientated to the west / Greenbelt.
- Rear of the building towards existing commercial zone.
- Opportunity to provide a nicer aspect from the Greenbelt and from Barnsley Road.
- Noise emission not towards residential and commercial area.
- **Reason for rejection/adaptation:** Additional areas included into the site. An additional strip to the greenbelt for landscaping and the rerouting of the Public Right of Way was integrated.



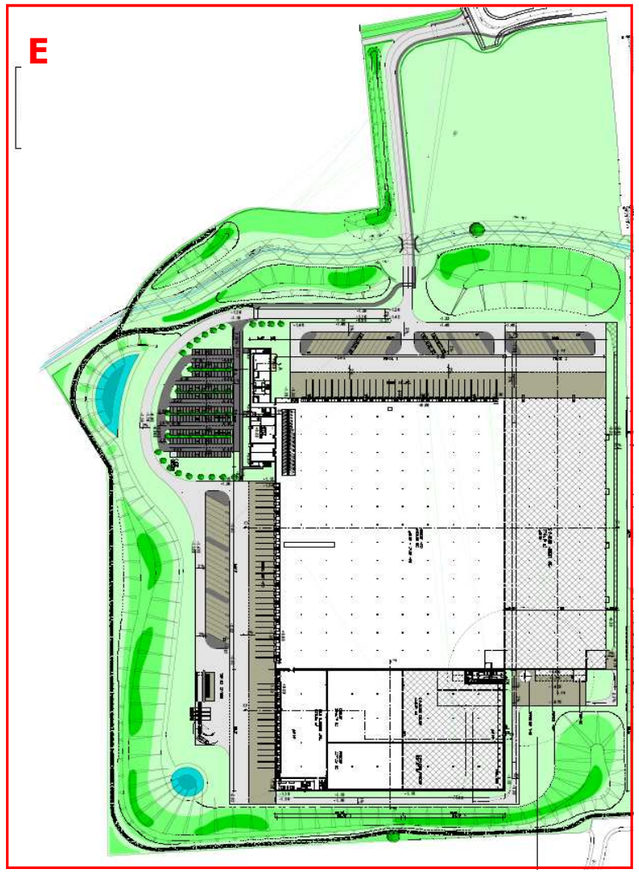
C

- Like option B and incorporating a 20 metre zone of safeguard area for landscaping towards the Greenbelt and for rerouting the public footpath.
- **Reason for rejection/adaptation:** Requirement to move the regional office and distribution centre approx 200m south, in order to avoid culverting the drain and allow access for the drain to be maintained



D

- Move the entire regional office and distribution centre approx. 200 m to the south to avoid contact with the drain and the necessity to culver the drain.
- Hjsdbgf
- **Reason for rejection/adaptation:** Increasing the landscaping strip from 20m to 40m, site aligned to follow line of drain and field boundaries.



E—Final Concept

- Like option D but extension of safeguard area from 20 metres to 40 metres and orientating the site boundary along the land drain as a result of dialogue with Barnsley MBC.
- Including landscaping (planting and mounding) around the regional office and distribution centre to create a improved transition to the Greenbelt and aid screening of building.

3.21 The sizes and dimensions presented in the following sections show the final sizes of the extended building.

3.22 The proposed regional office and distribution Centre is split into the following building units:

- Office building including offices, amenity areas and technical plantrooms
- Ambient area including a workshop
- Chilled area including chiller, freezer and cold handling area
- Refuse Area
- Service Station
- Car Parking Area
- Access Roads and Lorry Parking

Layout

3.23 The ambient area with its final gross floor area of 58,984.27 m² is the central unit. Along the angle of goods in and goods out area the office building is located. The chilled area is located next to the goods out area. A refuse area and space for an optional fuel and lorry-washing place completes the regional office and distribution centre.

Site Layout

3.24 The external areas on the site can be classified as follows:

3.25 **The freight yard** is 36m in depth and is located in front of the goods in/out docks freight yards are located. The surface up to 21m in front of the docks is made of in-situ concrete or as an option in asphalt concrete *(Densiphalt)*. The access road in front of the 21m line is in asphalt. Additional parking lots for lorries in inclined position are provided at the freight yards in front of the docks. These benefit from a direct view to the docks for drivers waiting.

3.26 A **car parking** area with 161 spaces for staff is located in front of the office building.

3.27 **Access roads** of 8m width lead to the freight yards on the goods in and goods out area.

3.28 For the emergency services an access road along the extension area and the refuse area is provided. Grass pavers for the emergency services are included in the design.

3.29 The **refuse area** is arranged for 5 containers and an additional 3 in reserve. Platforms in precast concrete elements define the connection to the area and the placed containers. A steel construction with a metal roof covers the platform and the containers. Next to the platform the external sprinkler tank and a storage for lawnmower and other equipment is located. The floor finish at the refuse area is of asphalt concrete *(Densiphalt)* which gives a very good durability.

3.30 The **service station** opposite the chilled area allows space for an additional fuel station and an open lorry wash station is provided.

Internal Layout of the Regional Office and Distribution Centre

Office building

3.31 The office is designed as a 2-storey building. On the ground floor the technical plant rooms and staff facilities are located.The 1st floor contains the offices and associated facilities and storage.

3.32 The main entrance is centrally located with a canopy covering the vestibule with automatic sliding doors. Additional entrances for staff are located on the west side of the office building.

3.33 On the ground floor rooms for security, section manager and medical rooms are located direct to the main entrance. Technical plant rooms are located on the ground floor on the east side of the building. Direct access to the Technical plant rooms from outside is possible for maintenance. A direct connection to the ambient area gives benefit for short ways of the supply services.

3.34 The office building is designed as a steel frame construction with shear walls in concrete or block work. The facade of the office building is a flat aluminium finished facade. A glazed hall on the ground floor in front of the staff area and windows with a subdivision and smaller opening windows on the 1st floor form the office design.

Ambient Area

3.35 The ambient area has a gross floor area of 58,984.27 m² . This provides a grid of 15 x 20 m which translates to 31 docks on the goods-in area and 30 docks on the goods out area which can be provided.

Perspective view from Entrance at site looking North



3.36 Within the ambient area provision has been made for a battery charging area which is located next to the office building. So short ways for the staff to the forklifts can be realised. A workshop with

access from the fire access road is situated inside the ambient area.

3.37 The ambient area is a steel construction with film roofing. The cladding of the ambient area is a metal panel system. At the docks the external wall is designed in concrete up to approx. 4.00m to allow higher durability. The height of the ambient area up to its parapet is 8.15m, this is determined by the operational need of the internal ceiling height to be 5.00m. The inside temperature over the year is about 13 C. Natural daylight is provided by smoke vents and/or by a vertical glazing in the external wall. The floor finish of the ambient area is either a steel fibre concrete slabs or DFT industrial flooring.

Chilled Area

3.38 The design of the chilled area includes the chiller, freezer and a cold handling zone. The final dimensions are as follows:

- Cold handling zone: 3,300.81 m²
- Chiller: 7,578.25 m²
- Freezer: 5,575.47 m²

3.39 Each zone is enclosed by insulated panelwork. The internal height of chiller and freezer is 6,70 m, the internal height of the cold handling zone 5,00m. Like the design of the ambient area the docks are integrated into the cold handling zone. High speed insulated section doors in a panel dock will build an air locked situation while the lorry is docked.

3.40 All refrigeration engineering technical plant facilities are integrated in the chilled area. At the far end of the cold handling zone the technical plant rooms are located. A warm-up room and toilets for the staff of the chilled area are integrated.

3.41 The compressor and suction accumulators are installed in the plant room in two levels, and the condensers are mounted on the roof above the plant room. The piping serving the air coolers is located in the ceiling space above the cold handling in a mezzanine area. Refrigerated supply air and return air will be circulated via ducts between the air-handling units and the refrigerated areas.

Scale

Schedule of Accommodation

	Ground Floor	First Floor	Total
Office Building	1,798.01m²	1,798.01m²	3596.02m²
Ambient Area	58,984.27m²		58.984.27m²
Chilled Area	18,310.90m²	1830.81m²	20141.71m²
Refuse Area	400.60m²		400.60m²
Cycle Shelter	25.00m²		25.00m²
Total			**83,147.60m²**

3.42 Dimensions (grid)

- Main Offices 16.485 m x 98.25 m
- Ambient area 260.99 m x 225.99 m
- Chilled area 180.785 m x 101.27 m

3.43 Gross Floor Area/ Parking

- Car Parking 161 spaces
- Disabled Parking 8 spaces
- Lorry Parking 58 spaces
- Load docks 76 docks

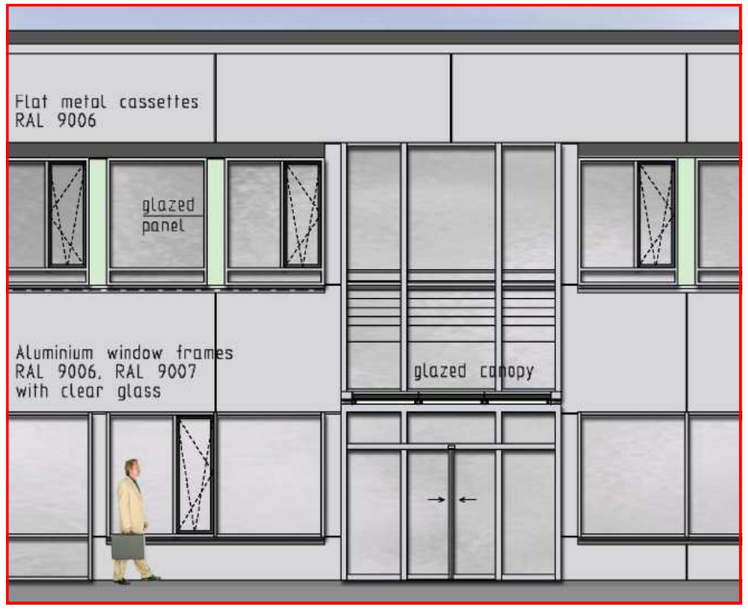
Appearance

Office Building

3.44 Specifications:

- Steel construction, partial with fire protection
- Steel composite floor slabs roof
- In-situ concrete walls and masonry for stability
- Metal windows with noise-insulation class 3
- Internal walls as dry partition walls
- Flat metal cassettes

Part elevation of office building



Ambient and Chilled areas

3.45 Specifications

- Steel construction
- Docks in precast concrete elements
- Masonry for fire compartment walls
- Facade material; sinuous insulated metal panel system and precast concrete sandwich elements for the docks
- Corrugated metal sheet roof

Part elevation of ambient area



External Areas

3.46 The external areas will be made up of various forms of hard standing and soft landscaping. The forms of hard standing will include asphalt for the access roads and various concrete's for parking areas.

Summary

3.47 The prototype design was developed over a 16 month period with the operational requirements being the driving force of the project. This produced the most efficient and sustainable design for a regional office and distribution centre, which was economically viable.

3.48 The application site and surroundings were then analysed to allow for the site opportunities and constraints to be explored in relation to the prototype design. The prototype design and principles were then adapted to enable the most appropriate use of the site in the context of it's physical and social aspects.

3.49 Through this process several schemes came forward and were investigated, until the final development scheme evolved.

3.50 The landscaping has been done to mitigate any negative effects of the proposed development may cause and to create a more formal edge to the green belt. This has been achieved by careful siting, planning and integrating the landscaping into the overall design.

3.51 The final landscaping scheme not only effectively screens the developments and the existing industrial estate to create an improve edge to the green belt, but also allows for the elegant office building to been seen from the Dearne Valley Parkway which provides a gateway feature to the west of Goldthorpe.

Assessment Against Related Design Policy

3.52 All of the below Design Policy objectives are contained within policy BE6 of the Barnsley UDP.

Design Policy Objectives	Comment
Parking areas and garage courts should be well lit and in a location visible from the highway, not screened by walls or planting.	The staff parking will be well lit with little and visible from the office and other areas of the site.
Walls and planting along public routes should be designed to avoid blind corners and hiding places	The proposed Public Right of Way which will run within the site boundary has been designed to ensure there are no blind corners or hiding places.
Developments should be separated into public and private areas. Security of private areas must not be reduced by such things as footpaths between rear gardens	The proposed development has ensured that the site remains secure at all times.
Wherever possible, new development should be sited and designed to make it easily accessible to public transport users	The proposed site is within close vicinity to bus stops, which connect with the two railway stations in the area.
In the design of new developments, refurbishments and change of use involving non-domestic buildings, good provision must be made for disabled workers, visitors and customers to gain access to, and move within, all buildings.	The building has been designed to comply with the latest building regulations, the building incorporates appropriate facilities for disabled workers.
An appropriate number of over-sized car parking spaces must be provided close to non-domestic buildings and permanently set aside for the use of those with mobility handicaps.	The development proposes 8 disabled space within the site these will be sited adjacent the main entrance of the office.



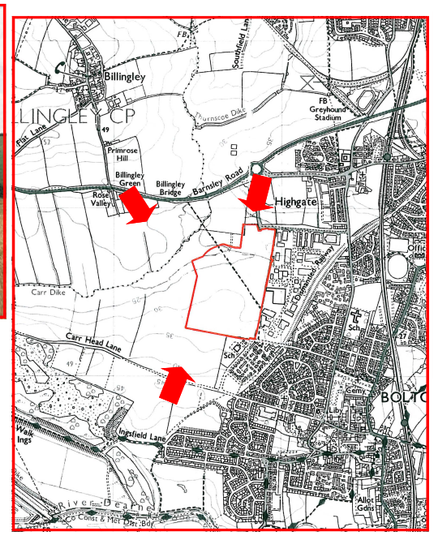
5 years



5 years

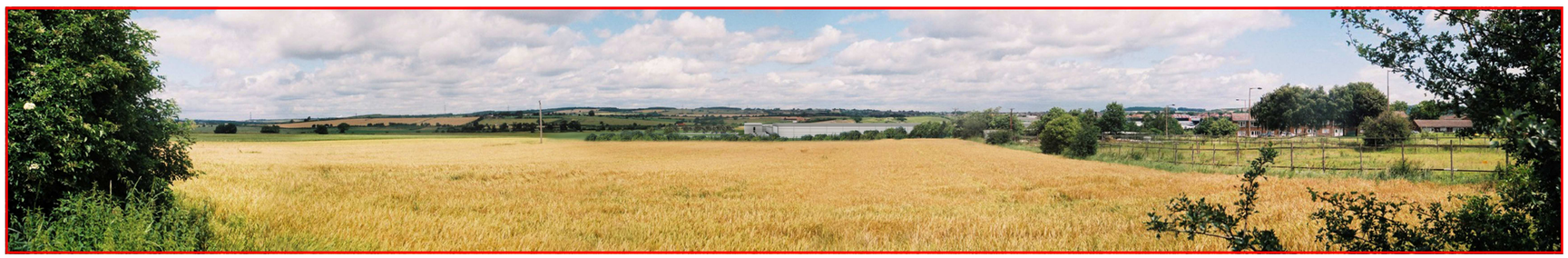


15 years





15 years



5 years



15 years

4.0 Access

4.1 This section sets out how the proposed development has responded to its location and context in terms of access to and within the site. Details of access to the site by all modes of transport is considered in the Transport Assessment for the proposals.

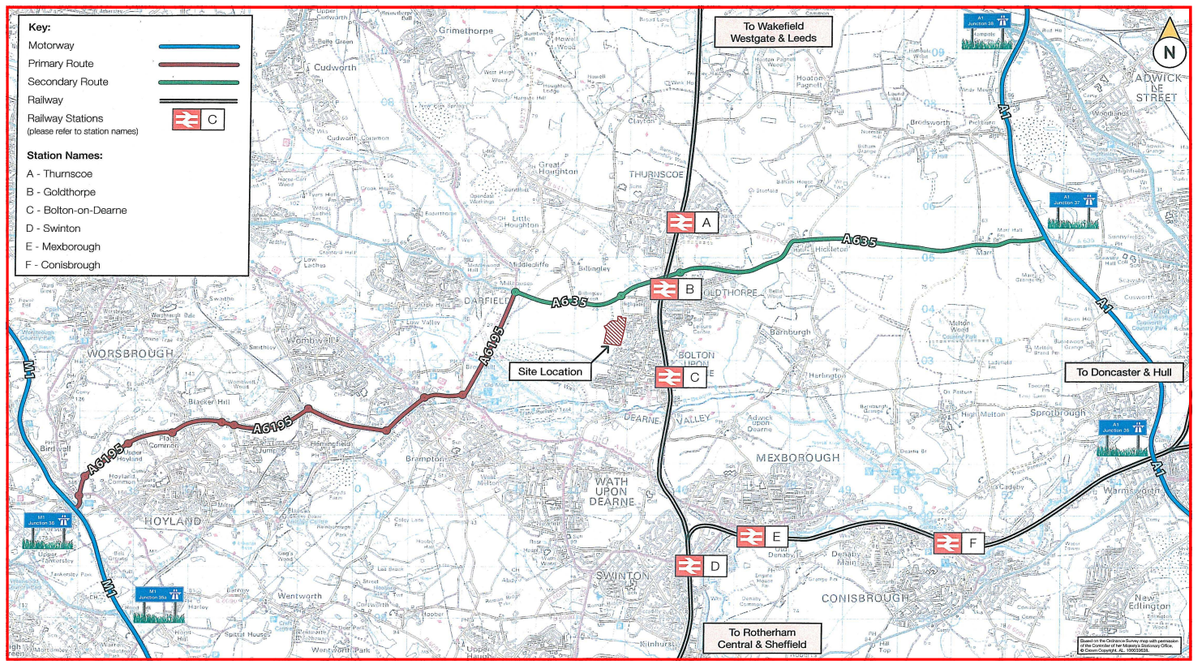
Car

4.2 A 161 space car park is proposed to be provided for employees and visitors with four parking spaces allocated for people with disabilities. The car park is located adjacent to the office building to the west of the site.

4.3 Car access to the site will be via a new ghost-island priority junction formed at the bend where Dudley Drive meets Commercial Road. A new access road will provide access into the site and the internal road network will deliver vehicles to the proposed car park.

Servicing Vehicles

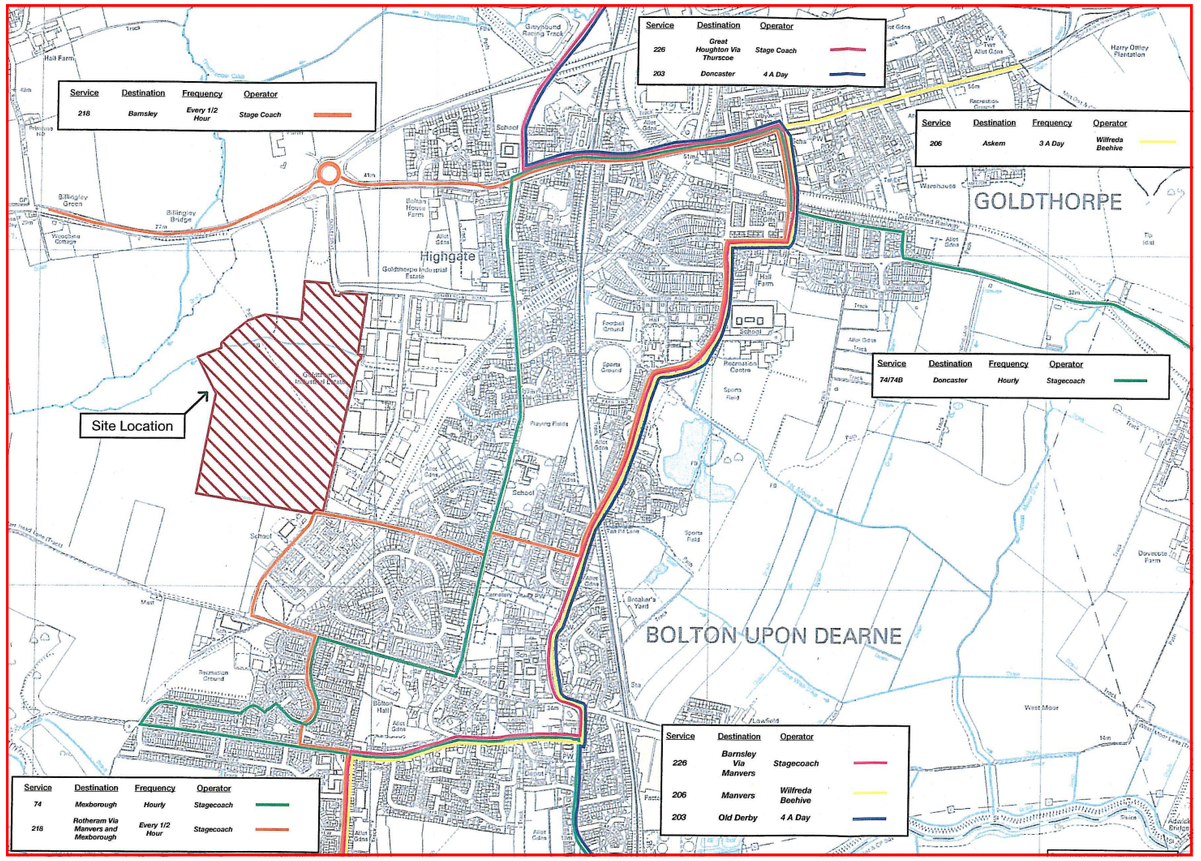
4.4 Service vehicles will access the site via Dudley Drive and will travel around the perimeter of the site via the internal road network to a dedicated service area yard on the south side of the proposed ambient area. Service vehicles will access the service yard in forward gear, turn around within the yard and exit the site along the same route in forward gear.



Operational Vehicles

4.5 Large goods vehicles (LGVs) associated with deliveries to the distribution centre will access the site via Dudley Drive and wait for a free delivery bay using the facility provided on the northern side of the regional office and distribution centre. The waiting area can accommodate 36 LGVs. The delivery vehicles then proceed to reverse into one of the 30 delivery bays. Once all goods have been unloaded, the delivery vehicles egress the site via Dudley Drive.

4.6 LGVs associated with the distribution of goods to Aldi stores wait in the area provide to the west of the distribution centre. The waiting area can accommodate 22 LGVs. Vehicles then proceed to reverse into one of the 28 loading bays for ambient goods or one of the 14 loading bays for chilled and frozen goods. Once all goods have been loaded, the delivery vehicles egress the site via Dudley Drive.



Public Transport

4.7 There are four bus stops within the vicinity of the site. Two bus stops, one for travel in each direction, are located at the northeast corner of the industrial estate at the junction of Commercial Road and Highgate Lane, approximately 1.0km walking distance from the office building. The bus stops are

served by bus number 74 which provides connections to Mexborough and Doncaster at an hourly frequency.

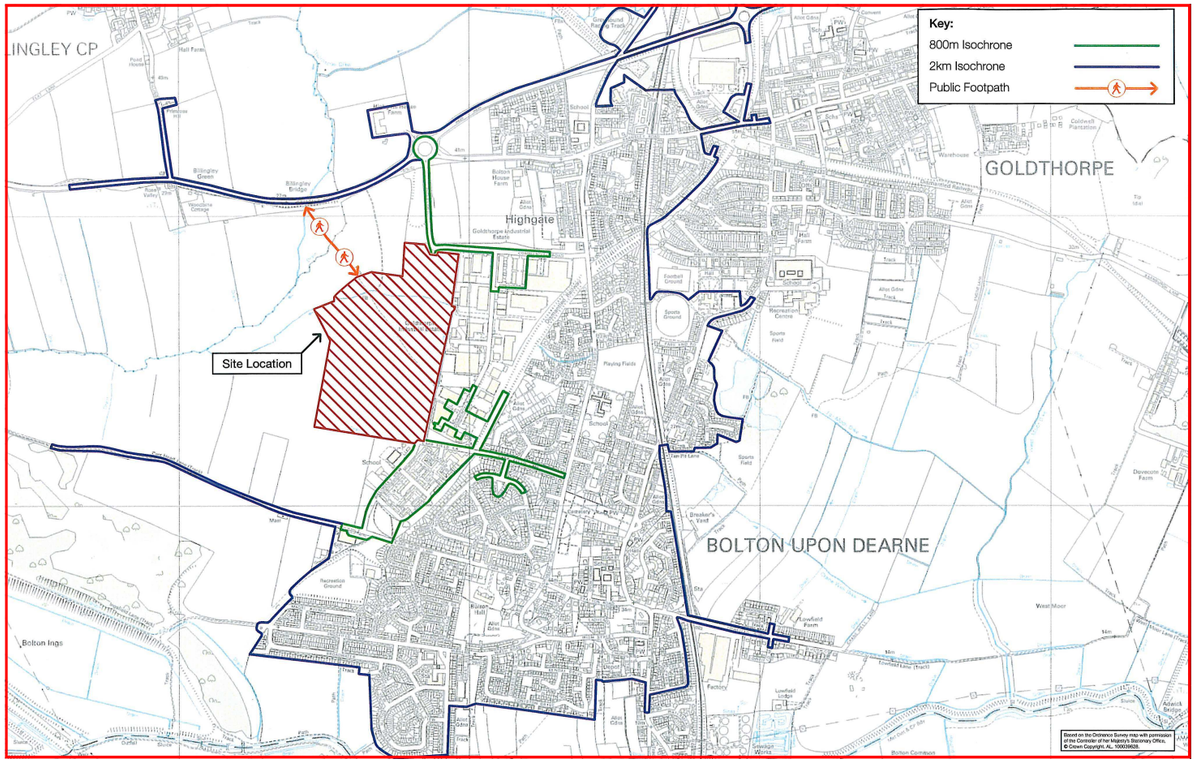
4.8 Two further bus stops, one for travel in each direction, are located to the south of the site on Carr Field Lane approximately 850m walking distance from the office building. The bus stops are served by bus number 218 which provides connections to Barnsley, Mexborough, Manvers and Rotherham at 30 minute frequencies.

4.9 Goldthorpe rail station is approximately 1.7km walking distance from the site. Hourly local services provide connections to Sheffield, Leeds and intermediate stations.

Pedestrians

4.10 Two pedestrian accesses are proposed. One via the proposed new access road from Dudley Drive and the other (a shared pedestrian/cycle access) to Carr Field Lane, which would be particularly advantageous to bus users and employees that reside in the residential area at the south of the site.

4.11 Pedestrians will be catered for within the site via footways that will provide the most direct practicable route between the pedestrian access points and the building entrances.



Cycle

4.12 Cyclist access to the site is proposed to be provide via the vehicular access to Dudley Drive at the north of the site and via a shared pedestrian/cycle access to Carr Field Lane at the south of the site. Cyclists will be accommodated within the site on the internal road network.

4.13 Secure, covered cycle parking will be provided in a cycle shelter, which will be located close to the principal building access.

Access for All

4.14 Provisions within the Design to enable access for all:

- Avoiding steps outside the building
- Providing ramps for disabled people as required in the Building regulations in external areas
- Providing disabled car-parking area next to the office building entrance
- Stageless accessible entrance to the office building
- Provision of a lift within the office building
- Adequate width of halls
- Adequate width of doors throughout the building
- Disabled toilets .

Emergency Access

4.15 Outside the building a 100% perimeter access is provided about the buildings. To allow fire fighters to run fire hoses from the pumper unit into the building, there will be access for a pumping appliance to within 18m of each escape stairs and normal access route into the building.

4.16 The building itself will be divided by fire compartment walls to separate the ambient area, the chilled area and the office area from each other.

4.17 The development will be provided with automatic fire detection and an alarm system. A sprinkler system is also provided in the ambient and chilled area. Fire exits are provided and the maximum travel distance is based on the British regulations. Within the 2-storey office building staircases are provided to implement the requirements.

Summary

4.18 Vehicular access to the site will be provided via a new ghost-island priority junction formed at the bend where Dudley Drive meets Commercial Road. A new access road will provide access into the site;

4.19 Bus stops for travel to Doncaster, Mexborough, Barnsley, Manvers and Rotherham are located on Commercial Road and Carr Field Lane approximately 1.0k and 850m walking distance from the office buildings, respectively.

4.20 Pedestrian and cycle access will be provided via the vehicular access to Dudley Drive at the north of the site and via a shared pedestrian/cycle access to Carr Field Lane at the south of the site.

Assessment Against Related Access Policy

4.21 Review of the proposed development of a regional office and distribution centre, against the national, regional and local policy.

Access Policy Objectives	Comment
PPG13—'Where possible, developments generating substantial freight movements such as distribution and warehousing, particularly of bulky goods should be located away from congested central areas and residential areas and ensure adequate access to trunk roads.'	The Development is located away from congested areas and access to the site is from a dedicated road which come of the Dearne Valley Link Road (A635)
Barnsley UDP T14—Development proposals will be required to include measures to facilitate access to, and where appropriate, by public transport services	The development is widely accessible by foot and incorporates pedestrian access to the site from the north and the south.
Barnsley UDP T26—Provision of facilities for cyclists will be increased through development of the cycle rout network. Further facilities will be encouraged as an integral part of new developments; traffic management schemes; future highway schemes.	The development incorporates the provision of a covered, secured compound which facilitates the parking of 12 cycles.
Barnsley UDP T27—The council will seek to encourage and support walking as a mode of transport and the design and layout of all development will be required to take account of the needs of pedestrians.	The site has been designed to incorporate the Public Right of Way and extended the existing footpath from Commercial Road to join with the site. Within the site there is dedicated walkways for staff allowing safe passage around the site.

5.0 Sustainability Statement

5.1 Aldi and their design team see sustainability issues as a core part of the requirements that have driven the design development to date. This section outlines the key sustainability issues and identifies how the design has addressed them describing options reviewed and those included for adoption.

Water

5.2 Rain water is managed by the storm water system and the creation of on site retention ponds to ensure that run off from the site is limited to Greenfield values ensures no impact on downstream flooding issues. The site itself is not liable to flood. The retentions ponds enhance the environmental value of the site by providing new and varied habitats for flora and fauna.

5.3 Water usage within the site is minimal with no water required to meet the process functional requirements. All cooling systems are 'dry' non-evaporative type. Water consumption is therefore limited to that required for public health purposes, namely, catering and hygiene. Fixtures and fittings will be selected to be low water use type and will have appropriate control devices to ensure against wastage (e.g. infra-red operation of handwash basins and urinals)

5.4 Options for installation of grey water systems were reviewed and rejected on the grounds that the relatively low saving on imported water resource was not sustainable when viewed against the need for additional equipment installation coupled with higher electrical costs and chemical consumption (for pumping, treatment and sterility).

Energy

5.5 Energy usage associated with the building consists of 4 constituent parts. That used for construction, energy used by the building during its life and operation, fuel required to transport goods to and from the site and finally energy used by the workforce to travel to and from site.

5.6 The construction works will be designed to minimise energy use both on site and in materials production and transportation. Cut and fill design will ensure that all excavated material is retained on site negating the need to transport away. Final selection of materials manufacturers will consider the location of manufacture and take into account sustainability of the manufacturing process.

5.7 The building design will be to the latest Building Regulations requirements. Winter temperatures in the ambient area will be maintained as low as possible with workers provided with warm workwear to ensure that internal areas are not overheated. Use of rooflights and other sources of natural light, coupled with controllable lighting systems will minimise electricity used for lighting.

5.8 The development will look to reuse waste heat from the cold store refrigeration plant to heat the ambient area. Options for on site generation have been considered and further studies will look into the detailed feasibility of on site wind power generation. Such study will survey the wind resource available, review types and heights of turbine, analyse their impact on the environment (visual and noise), and look at overall financial viability. Development of any agreed solution would be subject to a separate planning application.

5.9 The creation of the new regional office and distribution centre will have an immediate positive impact on transportation mileage. The Aldi business model is that the new 'hub' will initially serve the stores that are currently furthest from existing hubs. The location of the site near to the main road that bypasses Goldthorpe ensures that lorry traffic avoids driving through the village with its associated noise and pollution issues.

5.10 Finally as detailed in the Green Travel Plan, Aldi intend to encourage its workforce to use green modes of transport to reach the site. Cyclists and pedestrians will be encouraged and the landscape design allows for easy access by both. Public transport bus links exist to the south east corner of the site.

Waste

5.11 The waste developed during use of the building will be collected, sorted and consolidated for recycling in the waste handling area to the south east of the building.

5.12 As previously stated earthworks waste and will be retained on site and incorporated in the landscape mound formations. Other construction wastes will be sorted and consolidated on site for recycling where possible.

Environment

5.13 The development has considered its impact on the environment and in all cases aims to improve its quality.

5.14 Visual impact has been considered in detail and the building level, height and associated landscaping contribute to an overall 'softening' of what is currently a harsh and unattractive western edge to Goldthorpe. External lighting design will aim to enhance the landscaping solution and minimise light pollution to surrounding sites.

5.15 The building has been orientated to ensure that noise sources (vehicle loading and refrigeration equipment) are situated to the north and west sides away from the residential area to the south east of the site.

5.16 The landscaping solution looks to create many and varied new habitats using native tree and shrub species and providing permanent and semi-permanent water features. Total species count of both flora and fauna are expected to increase when compared with the land's current agricultural use.

6.0 Conclusion

6.1 The Design and Access statement has clearly demonstrated that the site's context has been properly assessed. During this process the development team have looked at the physical context of the site and any features that existed, and the social and economic benefits that the proposed development would bring to the area and the local economy.

6.2 In addition to the site's physical and social assessments , the current planning policy was reviewed in relation to the site (a full review is contained in the planning statement). The proposal fully accords with the Government's key theme, as set out in PPS1, of contributing to sustainable economic development and supporting existing communities by providing good access to jobs and key services for all members of the community. In additional several other key regional and local policies criteria have been met. It has been demonstrated through the Design and Access statement how these policies have been meet in regard to the overall design and access arrangements of the proposal.

6.3 These factors along with the contributions received from the community and public bodies were taken into considerations when formulating the application. To ensure that the proposed development reflects and enhances the surrounding area.

6.4 The design of the development has been extensively scrutinised, firstly through the design of the prototype building to ensure that the most efficient design practices are used to complement the operational needs of Aldi Stores Ltd in creation of a regional office and distribution centre. This prototype was then modified to ensure that the best use of the application site could be achieved.

6.5 The topography of the site has meant that areas of the site has been cut and others filled allowing for the regional office and distribution centre to be set into the landscape. In addition extensive mounds and planting have been created around the site, this allows for screening of the building.

6.6 After fifteen years, the proposed mounding and vegetation screening would mitigate views from certain viewpoints in the west and northwest, and improve visual amenity overall by screening the existing industrial estate, thereby softening the urban edge of Goldthorpe.

6.7 The landscaping of the site has incorporated a Sustainable Urban Design Scheme (SUDs), this has been incorporated to provide a geometric visual feature offsetting the formality of the buildings as well as minimising the flood risk of the site and providing an important ecological value.

6.8 The location of the site means that it is highly accessible to the regional and national networks. The immediate access from the site is via a road constructed to accommodate the industrial estate traffice and the proposed extension of the industrial estate, this road connects directly to a trunk road and the national road network, without driving adjacent to residential areas.

6.9 Aldi and their design team see a core part of the proposed development as being provision for sustainable measures and technology within the development. One of the design briefs of the prototype regional office and distribution centre was to achieve efficient and sustainable buildings. These measures will continue to be reviewed as new technology becomes available and existing technology becomes less expensive.