

Land Off
Sandygate Lane
Stairfoot

Design and Access Statement

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Philosophy and Vision

1. Philosophy and Vision

Purpose of this document

1.1 The design for the land to the south of Sandygate Lane has been developed by Residential S72 Limited in response to local needs.

1.2 This Design and Access statement has been produced to set out the process and considerations that have informed the evolution of proposals for the development of new homes on this site. The structure and content of the statement has evolved over time and in parallel with the vision itself.

1.3 The purpose of this statement is to provide a structured record that maps the issues and considerations that have informed the development of the design proposals for the site.

1.4 The statement has been prepared in accordance with the requirements of DCLG Circular 01/2006 to:

- ✓ Illustrate the design process that has led to the development proposal and to explain and justify it in a structured and transparent way
- ✓ Demonstrate our commitment to achieving good design and ensuring accessibility
- ✓ Show that the proposals are based upon a thoughtful design process taking full account of local context and relevant policies
- ✓ Be the advocacy document for the scheme
- ✓ Explain the design principles and concepts applied to define the layout, scale, landscaping and appearance of the development
- ✓ Show how the consultation process has informed the proposals
- ✓ Indicate how all users will have equal and convenient access to all components of the place



Vision

1. This site represents an opportunity to provide much needed private and social housing within the Urban Barnsley area
2. At present the site is derelict but has the benefit of Outline Planning Approval, number 16/0288, and is extremely well located close to major transport routes, within easy reach of the national rail network, and the M1 motorway. It is also in close proximity to attractive and accessible countryside. There is a range of employment, educational, open space and good retail opportunities within a short distance of the site
3. Our vision is to unlock these physical, social and economic potentials of the site, to create a highly sustainable, characterful and distinctive residential development that contributes fully to the future success of the town and district as a whole

Approach

1. This design and Access statement sets out our approach to embedding high levels of design quality and local distinctiveness within the masterplan process at this urban edge site. Through a process of careful analysis, the identification of emergent design principles and the embodiment of these principles within the design, we are confident that our vision for this important site can be delivered
2. Our design approach has sought to reflect good practice guidance through measures including the informal use of Building for Life throughout the development of the design proposals
3. The design process adopted at Dodworth follows best practice guidance as set out in the following CABE documents:
 - By Design – DETR and CABE
 - Creating Successful Masterplans: A guide for Clients - CABE
 - Urban Design Compendium – English Partnerships
4. The careful application of proven processes and experience allows a robust and justified design to emerge

Planning Policy Context

1. This proposed residential development has been formulated in light of the relevant design policies within the adopted Barnsley Core Policies as well as advice in the new National Planning Policy Framework
2. The planning policy background is fully explained in the Planning Policy Statement prepared by Townsend Planning Associates and submitted with the Outline Planning Approval information



3. This Government Guidance is supplemented by other documents - including:
 - By design – Urban Design in the Planning System: Towards Better Practice (DETR/CABE 2000)
 - By Design – Better places to Live: A Companion Guide to PPG3 (DETR/CABE 2001)
 - Safer Places – The Planning System and Crime Prevention (ODPM 2004)
 - Design and Access Statements: How to write, read and use them (CABE 2006)
 - Development Plan Policies
4. The accepted principles of urban design as stated in By Design (2000) include:
 - ✓ Character – a place with its own identity
 - ✓ Quality of Public Realm – a place with attractive and successful outdoor areas
 - ✓ Ease of Movement – a place that is easy to get to and move through
 - ✓ Legibility – a place that has a clear image, is easy to understand and clearly identifies public and private space
 - ✓ Adaptability – a place that can change easily
 - ✓ Diversity – a place with variety and choice



Planning Policy Context (ctd)

5. Other Policies to be considered include:

- The Barnsley MBC Local Plan (January 2019). Relevant policies include (but is not limited to):
- Policy D1 – High Quality Design and Place Making
- Policy SD1 – Presumption in favour of Sustainable Development
- Policy GD1 – General Development
- Policy LG2 – The Location of Growth
- Policy H1 – The Number of New Homes to be Built
- Policy H2 – The Distribution of New Homes

6. Also we have considered guidance in the following Supplementary Planning Documents:

- Design of Housing Development (May 2019)
- Parking (march 2012)
- South Yorkshire Residential Design Guide
- These expand upon the design policies set out in the LP and the issues considered include:
 - Density
 - House Type and Mix
 - Transportation – the needs of residents
 - Road layout
 - Car Parking Requirements
 - Design of Car Parking and Garages
 - Access and Services
 - Relationship with Existing dwellings and space between proposed dwellings

- Private Gardens
- Front Gardens
- Landscape Design
- Open Space
- Existing Trees and Hedgerows
- Public Rights of Way
- Design to Avoid Crime
- Energy Efficiency
- Other Issues
- Information required to submit a planning application

7. This document aims to assist in the Council's aim of securing good quality housing development which makes a positive contribution to the community in which it is located

Appreciating the Context

2. Appreciating the Context

1. The site is located off Sandygate Lane, Stairfoot
2. It is bounded by Sandygate Lane to the north, the Trans Pennine Trail to the south, greenspace to the east and the A635 to the west
3. The site occupies an important urban edge location at the edge of the town and is defined by the existing infrastructure network and the Trans Pennine Trail
4. The site is well connected by regular bus services to Barnsley and Doncaster and from there the wider travel network
5. The nearest M1 and A1 motorway junctions are also within easy reach



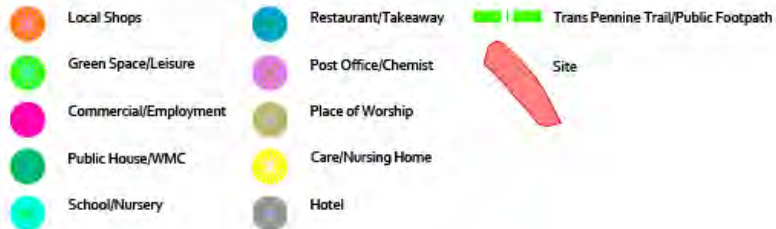
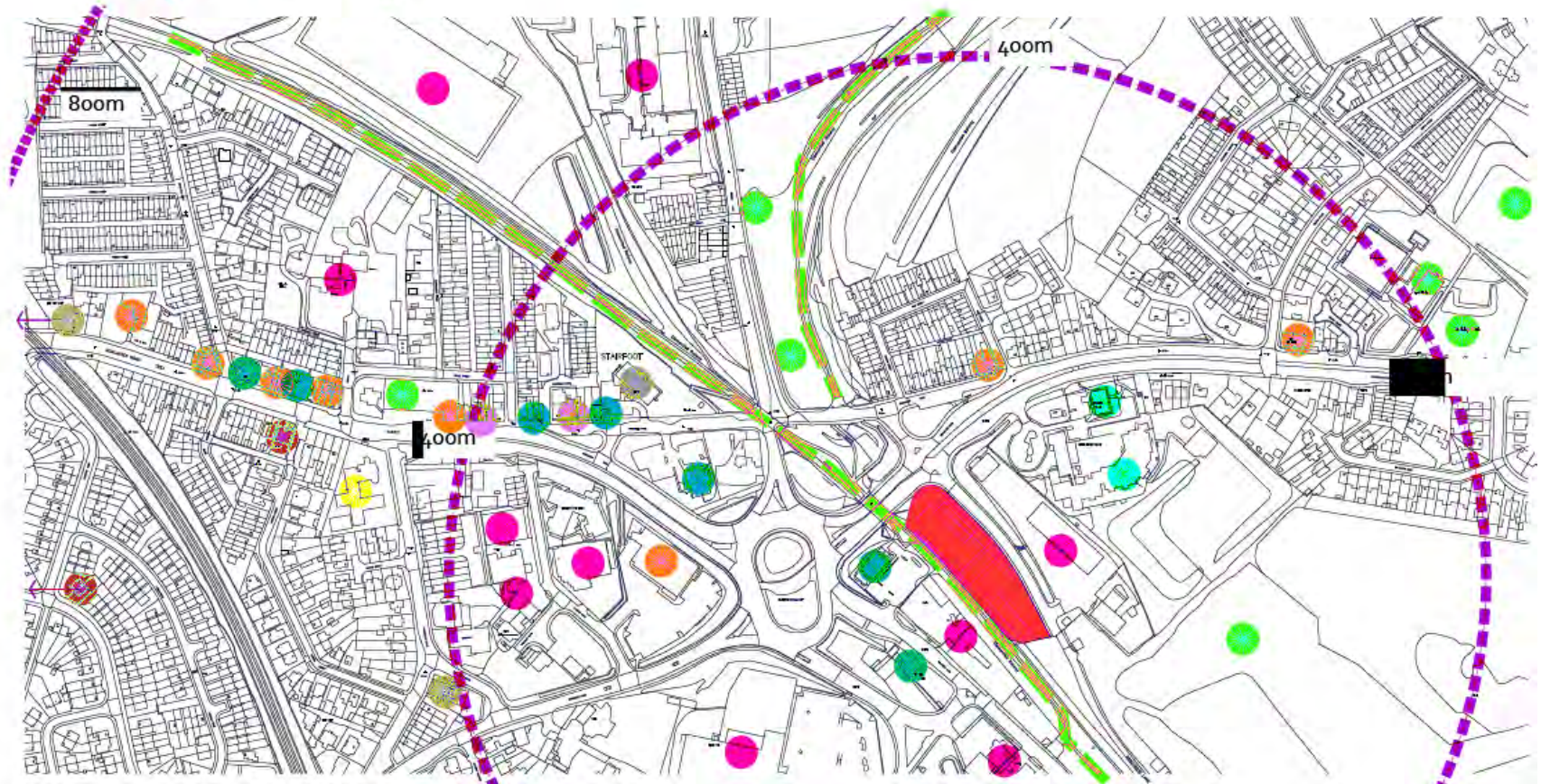
Local Facilities

1. Historically Stairfoot had strong links with the local coal mining and glass industries
2. In the locality there are in the region of 300 commercial, employment, industrial and leisure outlets/opportunities including, Tesco, Aldi a Post Office, chemist, several takeaways and restaurants and a variety of other shops and facilities
3. The Trans Pennine Trail runs adjacent the site and provides easy access to nearby countryside
4. There is a local play area to the north of the site within Ardsley park
5. The nearest convenience store is located on Hunningley Lane and is less than five minutes walk from the site
6. The local amenity plan below shows some of the local amenities in relation to the site and photographs of these amenities are shown here and on the preceding pages



Pedestrian Biometrics Analysis Plan

LEGEND



Existing Residential Densities

1. There is a diverse range of housing stock within Stairfoot from Victorian terraces of stone and slated roofs to inter and post war housing of lower density with a mixed of palette of materials including red brick, buff brick, render, and stone
2. There is a limited amount of new housing development within the area, the nearest being located on Leslie Road in Kendray
3. From a study of the local area we can conclude that the most common house form is that of terraced units of varying size, form and scale
4. As part of the analysis of the site and its local context an assessment of existing residential densities has been undertaken. Twelve sample residential areas from around the site have been analysed in order to examine the existing densities which are typical to the town. The adjacent diagram illustrates this analysis
5. The densities range from 34 dwelling per hectare to the North of the site to 100 dwellings per hectare From this analysis it is clear that the proposed development density of approximately 50 dwellings per hectare is in keeping with the area and therefore appropriate for this site.
6. The minimum density requirement with the newly adopted local plan for Urban Barnsley is 40 dwellings per hectare. The site therefore is in line with both policy and the local vernacular

Density Comparison Plan

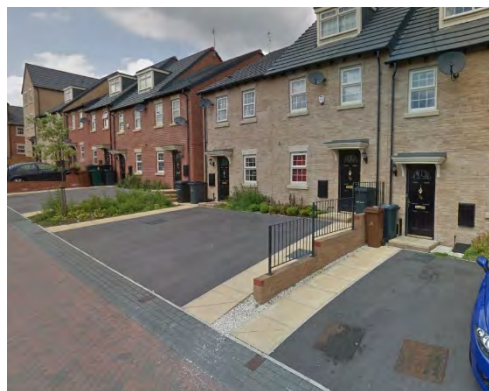




LOCAL RESIDENTIAL DWELLINGS
WITHIN THE VICINITY OF THE SITE

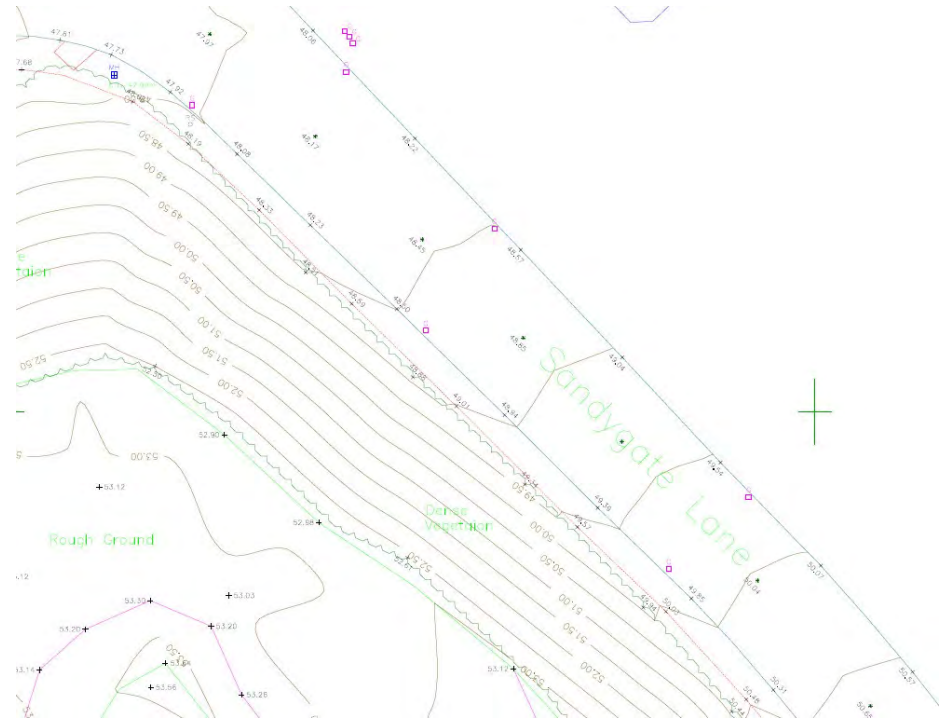
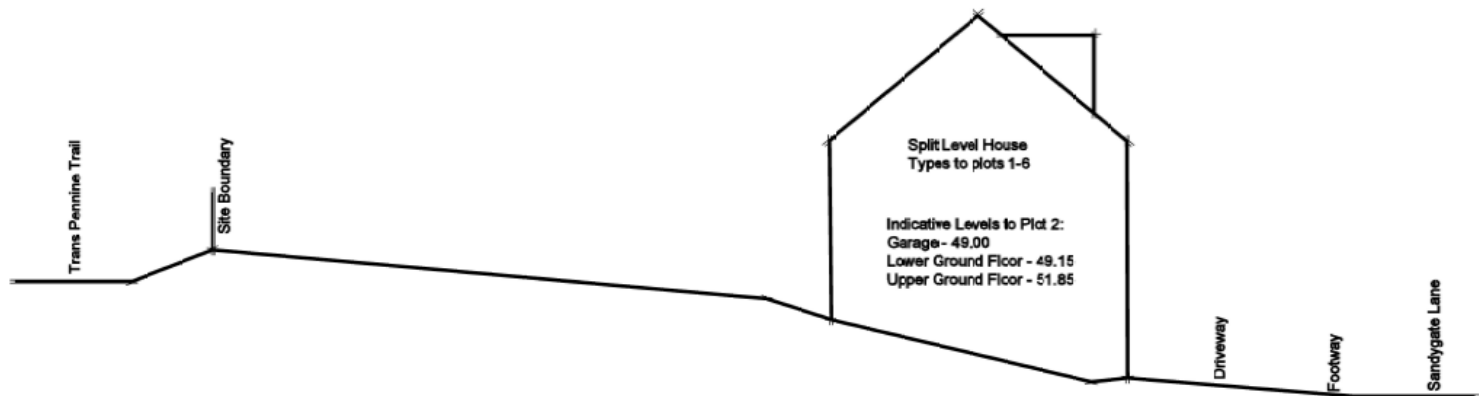


LOCAL RESIDENTIAL DWELLINGS
WITHIN THE URBAN BARNSELEY
AREA



Topography

1. The site is a plateaued site with a steep banking to the western end of the site and is some 3m above the adjacent highway level. As you travel to the east of the site the existing highway and the site become more comparable
2. The houses have been positioned to consider the levels and the westernmost block will be split level to take advantage of the existing topography. The indicative section below explains how we will incorporate this existing feature

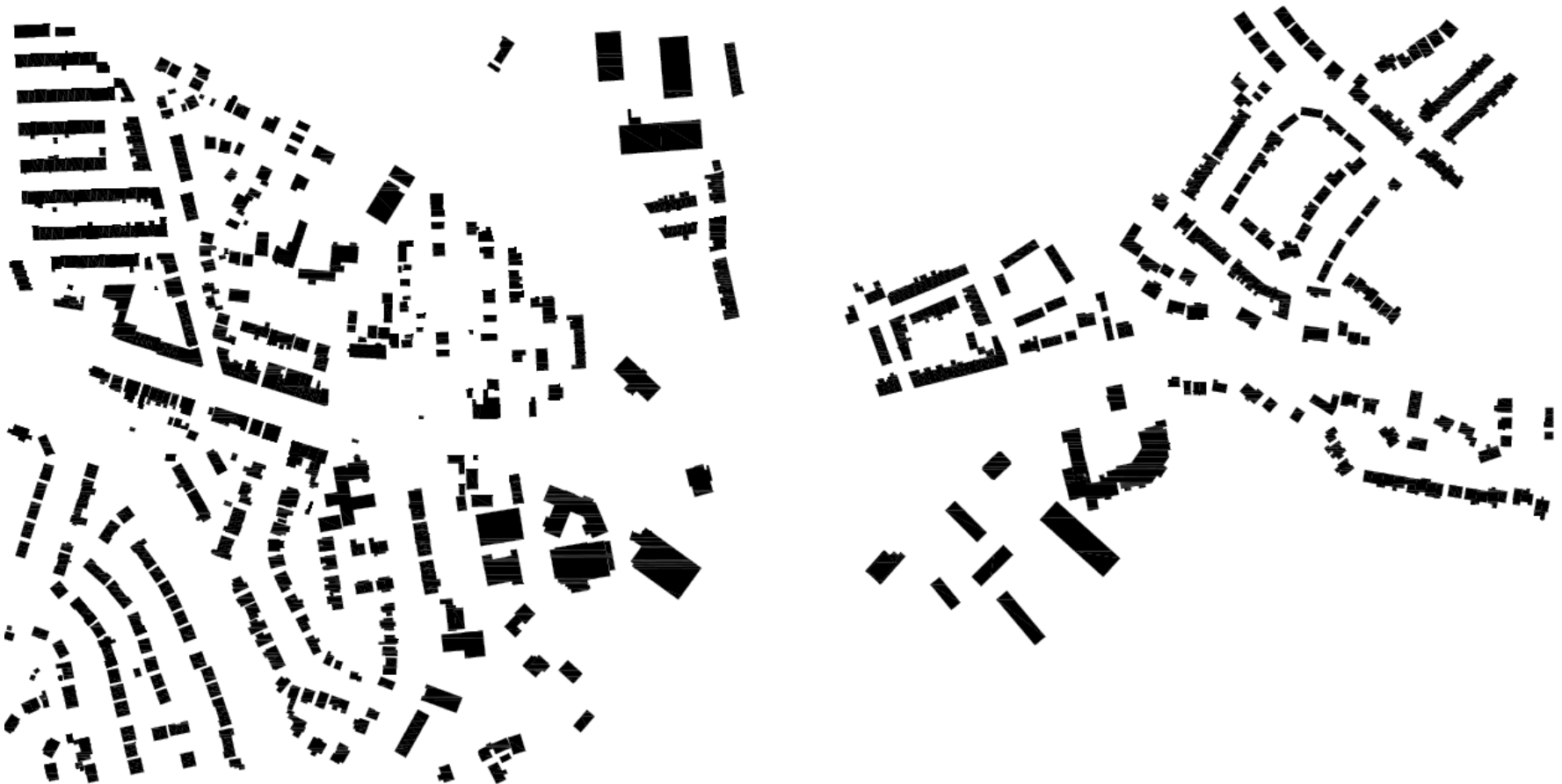


Design Principles

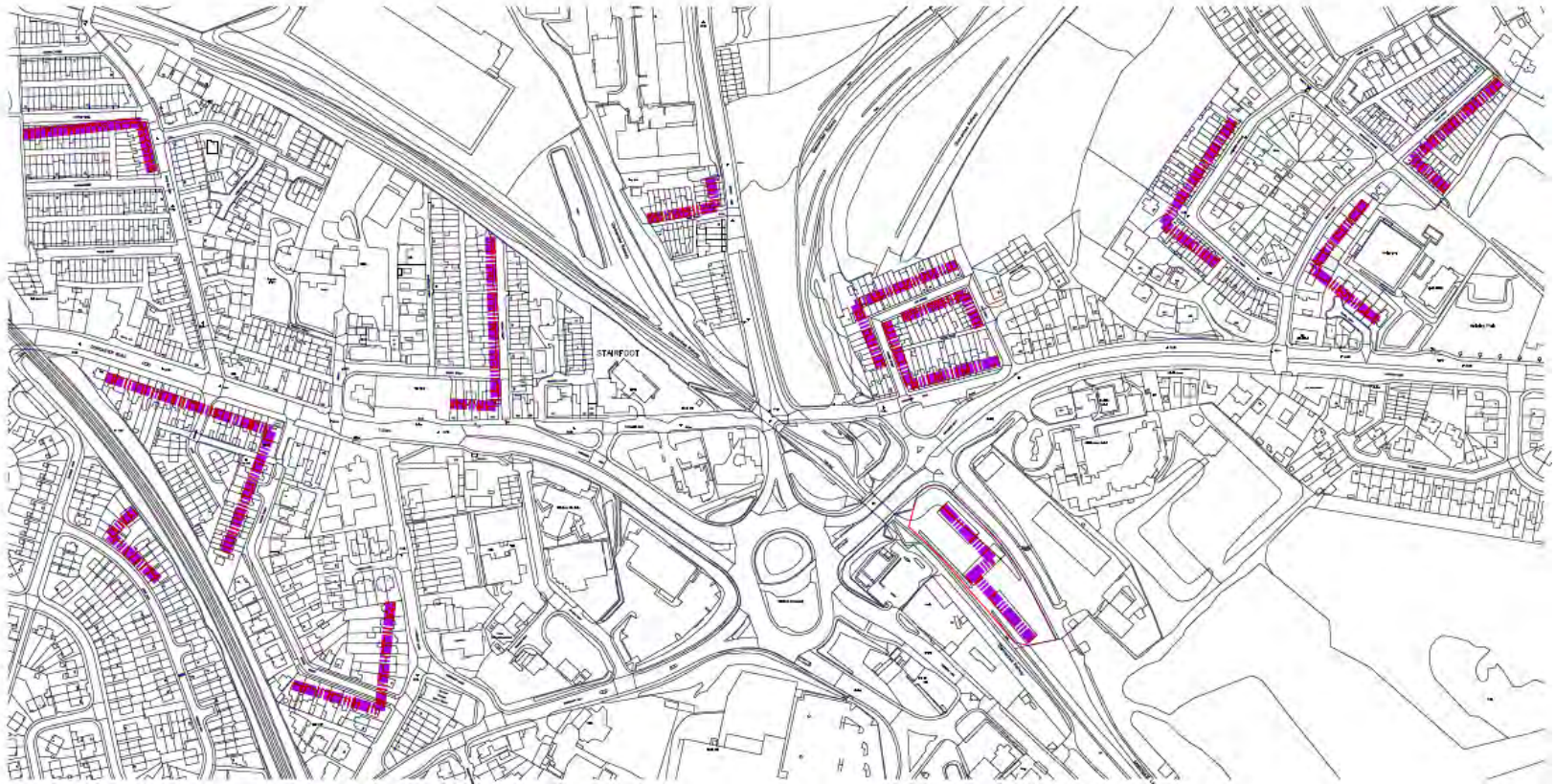
3.Design Principles

1. The emerging design principles are summarised in this section of the report, together with a description of implications for emerging urban patterns.
2. The identified design principles are:
 - ✓ Develop the urban structure of the site
 - ✓ Use the Urban Structure to respond to local features and constraints
 - ✓ Develop the North and Southern site boundaries to create positive edges to the adjacent urban landscape
 - ✓ Develop and enhance the Western boundary to create a softer landscaped edge of the site

1. This small linear site is the last gap in the urban structure of this area of Stairfoot. The opportunity is presented to address the relationship between the existing highway network and the Trans Pennine Trail. This is demonstrated in the adjacent Ground Figure diagram
2. This enables a perimeter block structure to be developed that is appropriate to scale and dimension of the development to be created to adequately accommodate housing plots that reflect the local character, density and conditions



Built Form Analysis Plan



1. An analysis of the urban form and grain has been carried out and this information has been used to inform the design of the new development
2. A group of linear terraced blocks reflects the local character and form and allows for a transition between the northern and southern boundaries of the site
3. The diagram above illustrates this analyses

Making The Connections

4. Making The Connections

1. The design principles previously set out were derived from site specific analysis and character studies. In this section of the report the principles are articulated and developed further as a set of masterplan components. This process allows the emerging masterplan framework to be strongly connected to and derived from particular conditions , characteristics and opportunities of the site and its setting
2. Public streets are the primary urban design component of any development. They are the lifeblood of urban places and are the venue in which everyday life and social interaction unfold. They provide access to and from homes, workplaces and local facilities. Unlike private or internal space, public streets provide the primary determinant in peoples perception and value of a place or neighbourhood
3. The quality, character and condition of streets are therefore a critical assessment of the strength of a development, of a residents sense of belonging and personal association with a development, and of the overall success of a development
4. Making the connections sets out four key urban design components that relate to public streets, that is the street space or surface and the buildings that enclose and define it and these keys to the emerging masterplan framework are:
 - Block Pattern
 - Street Type
 - Building type and scale



Masterplan Framework

5. Masterplan Framework

Proposed Use and Amount

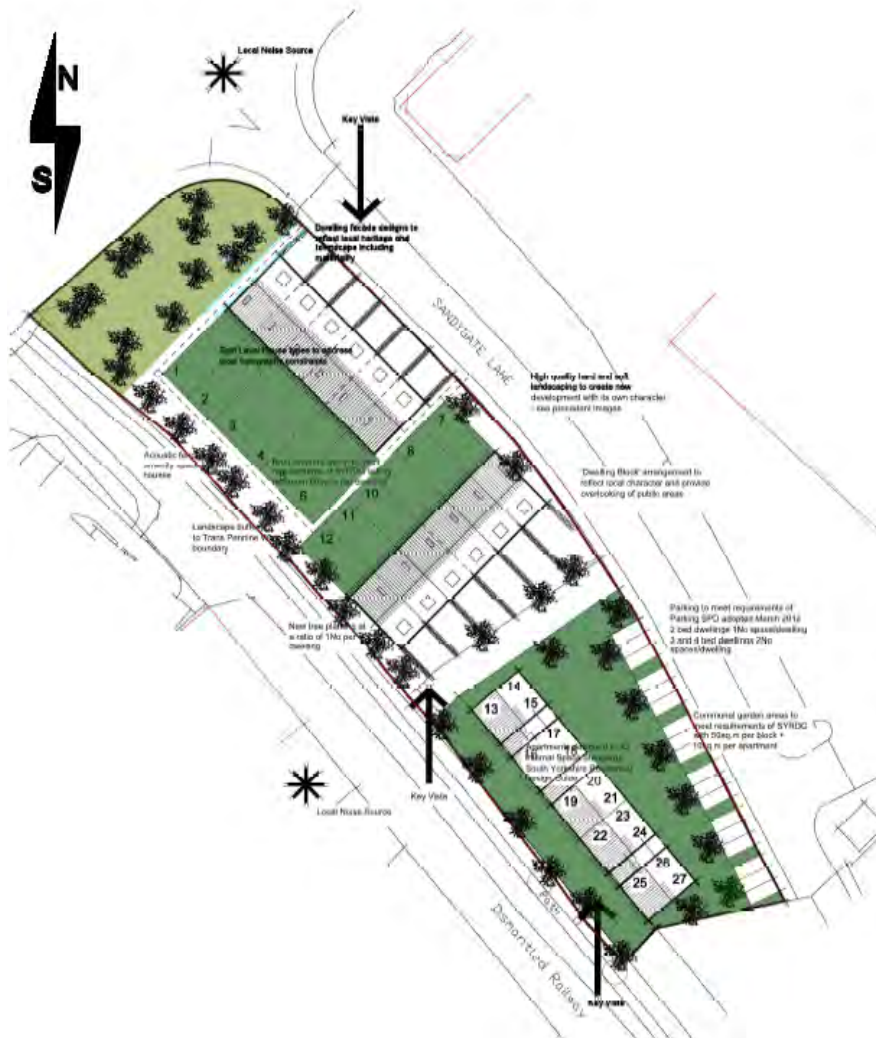
1. The current use of the site is residential (C3)
2. The masterplan layout shows the location of these uses, the principle access points to the development, the street network and the integration and retention of key landscape features
3. The proposed new uses are compatible with the existing uses within the local area. The alignment of the proposals with planning policy aspirations and allocations has been previously discussed in detail in the Planning Statement that accompanied the outline planning approval

Development layout

4. The layout proposes 27 residential units comprising a mixture of dwelling types and storey heights. This will provide a mixture of two to four bedroom homes in line with the aspirations of Barnsley MBC
5. The layout has been designed to create a strong distinction between public and private space, making the development easy to understand, simple to navigate and more secure for residents
6. The house blocks have been designed to ensure that routes and public spaces are overlooked creating a safer environment for pedestrians
7. The masterplan shows how this land could be developed, providing 27 dwellings on 0.52 hectares (gross), which provides an overall density of 50 dwellings per hectare

8. Parking is accommodated in a number of ways around the site including driveways to integral garages and front parking courts, with a ratio of parking spaces/homes in line with the councils parking standards and the South Yorkshire Residential Design Guide
8. The proposed development has been fully considered and carefully designed. It complies with planning policy responding to local character and context, and providing local distinctiveness whilst ensuring an attractive environment for residents and visitors
9. The following images explain how the development complies with the local planning policies

Policy Compliance Summary



The design provides a layout that contributes to

1. A healthy lifestyle through proximity to the adjacent Trans Pennine Trail
2. A safe environment by creating a well surveilled development and highway
3. A sustainable environment through its high quality links to local public transport
4. The transformation of a physical environment that is run down and lacking in local distinctiveness

The design principles consider the character and topography of the site whilst reflecting and reinforcing the distinctive local character of the area.

The new dwellings will also reflect the style, scale and materials of the locality

High quality materials and landscaping will create key vistas into the site and present a place with its own distinct character

Masterplan Framework

Layout

1. The principles of the recent SPDS's discussed earlier have been accommodated within the design. We have in all circumstances adopted the space about dwelling guidelines within the South Yorkshire Residential Design Guide and we feel the layout and design offers an acceptable solution to the principles therein
2. We believe the development has a character which informs its own identity with continuity between public and private spaces through the use of careful detailing of defensible boundary treatments such extra heavy standard trees
3. The design has allowed for gardens suitable to each house type with amenity space provision that is in line with the SYRDG
4. The layout has been developed to minimise impact on the adjoining existing areas
5. The existing simple road pattern provides an ease of legibility through the development and the variety of surfacing materials and hard landscaping design will provide a safe area for all users

Masterplan Framework

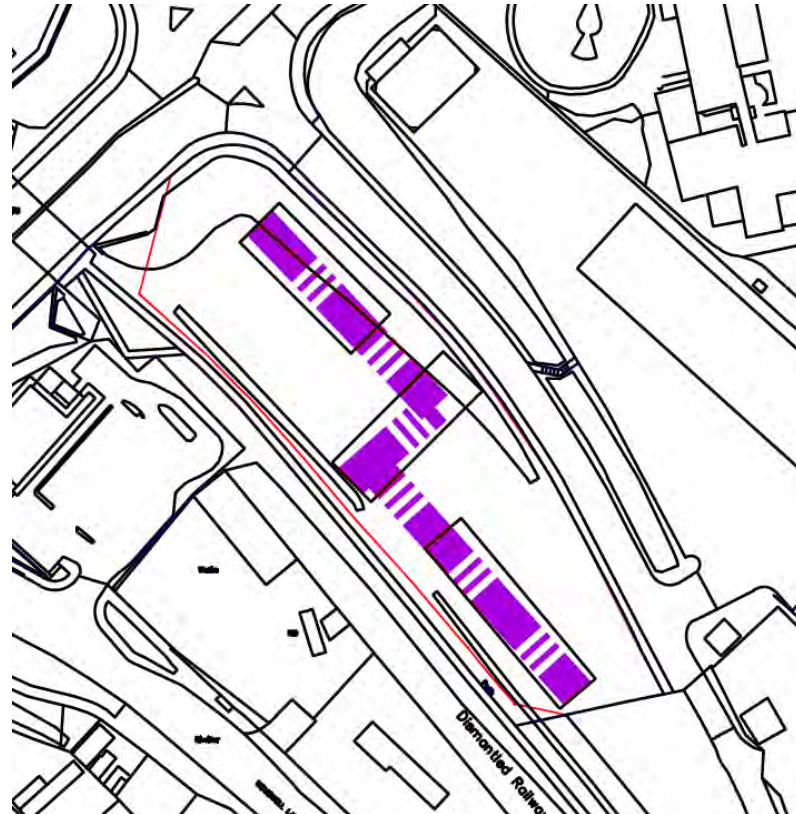
Summary

1. The process of design analysis, the identification of design principles and the establishment of masterplan components through 'Making the Connections' have led to a masterplan structure that integrates and respects the local character and urban form
2. Within this section three such areas are described in order to provide detail of how elements such as building line and patterns, building heights, building frontages, street character and car parking are arranged. The three detailed areas are:
 - Layout
 - Mix and Density and
 - Sustainability

Detailing the Place

Detailing the Place

1. Dwellings are positioned and orientated to protect the amenity of the new residents. The rear gardens meet or exceed the minimum set out in the current South Yorkshire Residential Design Guide
2. The house blocks have been orientated in response to the existing topography the site and to provide a block transition from Sandygate Lane to the Trans Pennine Trail



Landscape

Landscape Principles

Introduction

1. A landscape strategy for this development to complement and promote the design ethos of this proposal will be prepared and submitted to BMBC for approval
2. The landscape design will evolve to support and enhance the building layout which aims to provide a user friendly environment.

Design Considerations

In the development of a landscape design the following factors will be considered:

- Location of Development – The location of the development demands a bold design which will create a distinctive character for the site whilst attention to detail will define a successful place
- Massing and Form of Building – The relaxed building form and simple palette of materials demands a sympathetic response from the landscape design within the development
- Circulation and Use of Space – Much of the hard landscape design is led by the need to access garages and drives without creating an inhospitable scene of tarmac and paving
- Existing Vegetation – The location and condition of existing vegetation and the potential for its incorporation into the development

Objectives

The landscape design for this development will be led by the following objectives:

- ❖ To create an attractive and safe environment for users of this development
- ❖ To satisfy circulation requirements whilst not allowing vehicles to dominate the street scene
- ❖ To develop a bold planting scheme that compliments the building form

Proposals

1. Landscape proposals determine both the hard and soft landscaping environment for the development
2. The entrance to the houses should be clear and direct
3. Landscaping materials throughout shall be selected to complement the building design
4. Surfacing materials will comprise of a wide ranging palette of colour and texture
5. The use of strategic trees will provide a green framework to the street scene.

Summary

Carefully considered landscape proposals will complement the building design and help to integrate the scheme into its surroundings whilst providing an attractive and vibrant environment for its future residents .

The precedent images on the following slide illustrate how we intend to use high quality landscaping to provide a development with its own character and the intelligent use of landscaping to reduce the impact of vehicles on the new street scene.



Building for Life

Building for Life

Introduction

Building for Life is a design assessment tool comprising of 12 questions that are intended to assist and guide development stakeholders in providing new high quality housing.

The four main areas considered are:

- Environment and Community
- Character
- Streets, Parking and Pedestrianisation
- Design and Construction

A full BfL21 Assessment will be submitted in due course but an informal one is shown here for discussion

The full list of questions are listed opposite.

Integrating into the neighbourhood

1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

2 Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

3 Public transport

Does the scheme have good access to public transport to help reduce car dependency?

4 Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

Creating a place

5 Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

6 Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

7 Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

8 Easy to find your way around

Is the scheme designed to make it easy to find your way around?

Street & home

9 Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

10 Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

11 Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

12 External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Building for Life 12



Criteria	Question	Score
1	Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting the existing buildings and land uses around the development site?	1
2	Does the development provide (or is it close to) community facilities, such as shops, workplaces, parks, play areas, pubs or cafes?	1
3	Does the scheme have good access to public transport to help reduce car dependency?	1
4	Does the development have a mix of housing types and tenures that suit local requirements?	1
5	Does the scheme create a place with a locally inspired or otherwise distinctive character?	1
6	Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?	1
7	Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?	1
8	Is the scheme designed to make it easy to find your way around	1
9	Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	-
10	Is resident and visitor parking sufficient and well integrated so that it does not dominate the street	1
11	Will public and private spaces be clearly defined and designed to be attractive, well managed and safe	1
12	Is there adequate external storage space for bins and recycling as well as vehicles and cycles?	1

Summary and Conclusions

Summary and Conclusions

1. The application seeks a reserved matters planning permission for a development of 27 dwellings of mixed types and heights in Stairfoot, Barnsley.
2. The proposals comprise a high quality layout that is derived from a careful and thorough process of design analysis, the establishment of design principles, their application to the establishment of a Development Framework and the subsequent detailing of the masterplan.
3. The design process has been carried out in accordance with good practice and within the context of local, regional and national design policy
4. The site is well positioned in relation to transport and access, bus travel, local facilities, established residential communities. Development upon this site would utilise existing infrastructure and would provide a logical and high quality infill development
5. The design process has allowed the emergence of a master plan that takes full advantage of the sites landscape and townscape setting in that it:
 - creates a new, positive edge to the site and increases the security of the users of the adjacent public footpath..
 - Creates a sense of spatial awareness by providing positive views both in and out of the development
 - Is in a sustainable location in terms of access to transport infrastructure and a wide range of local amenities



Summary and Conclusions – Planning Layout

