Stainsby Grange (Wombwell) Ltd

Land off Bleachcroft Way, Stairfoot, Barnsley

Design and Access Statement

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1. INTRODUCTION

1.1 This Design and Access Statement has been prepared on behalf of Stainsby Grange (Wombwell) Limited, as applicants, to accompany the planning application for outline planning permission for the development of land at Bleachcroft Way, Stairfoot, Wombwell, Barnsley for residential purposes.

1.2 Circular 01/2006[1] amended the type of information required for an outline application and Section 42 of the 2004 Act[2] requires that a statement covering design concepts and principles and access issues is submitted with an application for planning permission.

1.3 This guidance states:

'One statement should cover both design and access, allowing applicants to demonstrate an integrated approach that will deliver inclusive design and address a full range of access requirements through the design process'.

1.4 Separate guidance has additionally been published by CABE on the approach to the production of design and access statements[3].

The Professional Team

1.5 The professional team instructed by the applicants are:

- Stainsby Grange (Wombwell) Limited – Developer
- CB Richard Ellis – Planning Consultants / Project Management
- D J Curtis and Associates – Architects
- Byran G Hall – Transport Consultants
- Arcadis – Noise and Ecology Consultants

Planning Application Documents

1.6 The professional team assembled by the applicants has produced the following documents which set out further detailed information and the acceptability for development of the land for the purposes described in the planning application.

[1] Guidance on changes to the development control system.
[2] Planning and Compulsory Purchase Act 2004
[3] CABE 2006: Design and Access Statement: How to Write, Read and Use Them.

1.7 These documents include:

- Completed planning application forms;
- Supporting application drawings;
- A Planning Statement;
- Design and Access Statement;
- Environmental Statement (including Technical Appendices);
- Transport Assessment;
- Employment Land Assessment;
- Housing Assessment;

1.8 The following sections which describe the site and provides background/context of the sites proposed development is taken from the supporting planning statement and repeated here for convenience.

The Site

1.9 The site is known as Stairfoot Business Park and is situated off Bleachcroft Way, Wombwell Lane. It is located within the Barnsley Urban Community area as defined in the Barnsley Unitary Development Plan (UDP).

1.10 The site is currently vacant (Appendix 1) and has been for some considerable time. To the north and east are buildings, generally associated with industrial use; however the largest is occupied by the retailer B&Q, whilst others are currently being used as offices (B1), a retail warehouse club (suis generis), general retail unit (A1) and a wholesale warehouse (B8). North of the B&Q is an existing district centre with numerous services and facilities.

1.11 To the south and west is the main railway line which accommodates services from Sheffield to Leeds via Barnsley, whilst agricultural land forms the south eastern boundary beyond a mature hedgerow, which forms the natural boundary to the site.

1.12 Access to the site is gained via Bleachcroft Way, in turn, serviced off Wombwell Lane. To the east of the site there is an out of town shopping area, which includes a large Tesco's supermarket and a number of other bulky goods stores and associated parking. Access to these facilities is presently from Wombwell Lane,

however, it is the intention of the application to provide enhanced pedestrian facilities to allow access to the Tesco foodstore.

Background/ Context

1.13 Since the construction of the Cash and Carry units and the subsequent demolition of the warehouse units in 1969, the site has been allocated for employment usage, and designated as such in a succession of Local Plans and UDP's.

1.14 Stainsby Grange Limited assembled the land at Wombwell Lane to apply for mixed use employment/retail destination in response to an expressed requirement for B&Q in excess of 10 years ago (March 1998) and in particular to provide a serviced employment location, in accordance with the aspirations of Barnsley MBC and the Barnsley Development Agency (BDA). The planning application was subsequently made in 1999 and called in by the Government Office in response to PPG6 issues on 27th March 2000. A Call In Inquiry took place in November 2000 followed by the grant of planning permission in December 2001. The land was then purchased in May 2002 and works began.

1.15 It was expected that during the construction phase of the site an increased number of enquiries for employment uses would be likely, however these did not materialise.

1.16 The B&Q development was completed in May 2003. This incorporated renewed infrastructure, including highways, electricity sub stations and gas and water provisions. The upgraded site was re-named Stairfoot Business Park.

1.17 As part of the planning gain element of the B&Q decision, Stainsby Grange Limited also built 11,000 sq ft of speculative nursery units to help pump prime industrial/commercial development of the site, of this 6,000 sq ft of was taken by an existing food wholesaler tenant of the Cash and Carry. The remaining 5,000 sq ft in two units of 2,500 sq ft took 2 and 3 years respectively to let. Both units are now occupied by Barnsley Food Catering Ltd, another food wholesaler.

1.18 A small part of the site was sold to STMC, a building control consultants, who constructed two office buildings on site.

1.19 The genuine lack of interest in the site clearly does not constitute a performance expected from a prime employment site and does not justify the continuance of policy in safeguarding this site for key employment at the expense of other opportunities to which the site is well suited.

1.20 This is considered in detail in the supporting employment land assessment, but to summarise, Stainsby Grange Limited has had in total three employment occupiers show serious interest in the remaining available land. None have materialised in a viable manner. Notwithstanding, Barnsley Metropolitan Borough Council (BMBC) wish to retain the site for employment use, although it is understood the Council are considering the possibility of location a Waste Transfer Station on the site.

1.21 The site is well suited for residential development. A location plan (Appendix 1) and contents plan (Appendix 2) shows the site in proximity (within 500 metres) of shopping facilities including a foodstore and district centre, two primary schools, with a secondary school 1km away, and a hospital also close by.

1.22 Wombwell Lane and the Stairfoot roundabout additionally benefits from frequent bus services. The national cycle route also runs along the old railway line directly into the town centre and the existing railway line forms the boundary of the site. It is therefore considered that the site is a suitable and sustainable choice for residential re-use.

1.23 Stainsby Grange Limited has confirmed it will provide affordable housing as part of their development and make contributions to local education needs by way of Section 106.

1.24 The next section considers further the main element of the proposals and the characteristics and features of the site.

2. THE PROPOSALS

Vision and Objectives

2.1 Stainsby Grange, owner of the site and applicant, seeks the redevelopment of the historically allocated employment land at Bleachcroft Way, Stairfoot to provide a sustainable residential development.

2.2 In pursuit of this goal, proposals have been designed to:

- Create a balanced community;
- Provide a mix of house type and tenure;
- Promote sustainable development in terms of residential development within close proximity to essential services and facilities;
- A diverse housing stock to respond to considered deficiencies within the area and to provide choice;
- To enhance the natural qualities of the site which sit adjacent to open countryside and landscape features such as the adjacent canal;
- Maximise opportunity for pedestrian and cycle access to facilities, amenities and the wider countryside beyond; and
- Enables the provision of good quality public open space.
- To make no call on public funds for the delivery of such a development;

2.3 This vision is reflected in the design and access principles underpinning the proposals set out below.

Main Elements of the Proposals

2.4 The main elements of the proposals, designed to achieve the objectives set out in the applicants vision for the site set out above are:

- The provision of 272 homes;
- For these dwellings to be split into the following types:
  - 31 x House Type A, 3 storey town house with integral garage;
  - 34 x House Type B, 2 storey town house with attached garage;

- 12 x House Type C, 2 storey detached house with attached garage;
- 13 x House Type C1, 2 storey detached house with attached garage;
- 61 x House Type D 'Affordable', 2 storey terrace house with parking space;
- 87 x House Type E, 3 storey terrace house with integral garage;
- 14 x House Type F, 2 storey detached house with detached garage;
- 20 x House Type G 'Affordable', 3 storey terrace house with parking space.

- Total affordable housing of some 30%.
- Main vehicular access along Bleachcroft Way, linking to the Wombwell Lane gyratory;

- Enhancement of pedestrian/cycle route to local shopping facilities and the Tesco foodstore which, in turn, will give wider access to the adjacent retail park and additional retail/food and drink and other facilities within the defined district centre;
- Enhancement of pedestrian access to encourage public transport use, notably to facilities at Bleachcroft Way/Stairfoot and off Hunningley Lane;
- Provision of over 15% of the overall site area for open space to include both informal and formal provision;
- Enhancement of the disused canal, the local amenity/wild life area; and
- Enhancement of existing access to the surrounding countryside.

How the Development will Benefit Local People

2.5 The new housing development will:

- Respond to a demand for additional residential within the area;
- Facilitate additional affordable residential provision;
- Make use of an existing vacant site;
- Provide housing at a sustainable location close to existing facilities;
- Provide a site which can be accessed by the existing public transport network;

- Maximise the use of local schools, health centres and nurseries.

2.6 In turn, existing services and facilities will benefit from an influx of resident population all of whom will have retailing, service and social needs which will need to be satisfied. This in turn will create business viability and opportunity for use.

2.7 The environment will benefit from the reuse of the site through a proposed enhancement to landscaping, access to the surrounding countryside as a whole and the restoration of parts of the Barnsley Canal network which in turn can be used for both recreational purposes and a wildlife sanctuary for Flora and Fauna.

Architectural/Design Context

2.8 Section 1 (above) describes the context of the site and its historic allocation for employment use which has not been realised over a 40 plus year period. The site is presently vacant as such.

Key Design Characteristics Architectural/Features of the Site

2.9 Section 1 describes the key boundaries of the site. The site is accessed directly from Bleachcroft Way which in turn links to Wombwell Lane and the Wombwell/Stairfoot gyratory which was remodelled at the time of the completion of the B&Q warehouse which lies immediately north west of the site. There are some small scale commercial buildings which abut the site, being constructed speculatively as far as the first phase proposals which included the construction of B&Q. Similarly, retail/cash and carry premises to the north east of the site were refurbished and updated as part of the first phase works.

2.10 The site is bounded to the west by open land and a railway line and to the south and east by open countryside access which will be improved by development proposals. Further north east of the site is the Tesco foodstore and non food retail warehouse development.

2.11 Despite the provision of B&Q the surrounding commercial area has a 'run down' feel, albeit on the fringe of attractive countryside which, beyond the site, is designated as green belt.

Existing Access and Connections

2.12 The site is well accessed with the following links:

- To the north - access along Bleachcroft Way to the district centre, the Stairfoot gyratory and key public transport routes.

- To the west, via Field Lane – to a bus stop on Hunningley Lane and to surrounding schools.
- To the east – to the Tesco foodstore and beyond Tesco the wider Wombwell Lane Retail Park.

2.13 The main access for the development will be via Bleachcroft Way at the northern end of the site. This in turn will provide access to the internal road and networks within the site indicated for illustrative purposes only in the plans submitted in support of the development.

2.14 It is pertinent to note in this regard however that there is a commitment from the applicants to enhance cycle/pedestrian access both via Field Lane (to the west) in order to provide good access to Hunningley Road and also (to the east) to link and provide access to the Tesco foodstore and the wider retail facilities available. Pedestrian access will also be maximised along Bleachcroft Way to enable easy and safe pedestrian routes to Wombwell Lane to facilitate access to public transport along Wombwell Lane/Doncaster Road and to access the shops and facilities, including Post Office and restaurants available in the district centre.

2.15 In addition to the above, there is a commitment to enhance access to the surrounding countryside and the canal, part of which will be upgraded as part of the development proposed.

Landscape Character

2.16 Whilst in most private residential projects the majority of the un-built space is in private gardens, large areas of planting and landscaping will be carried out by the developer. These are principally round the perimeter of the development but will also include areas within and around the public open spaces. The public footpath will be incorporated into a landscaped corridor and grass/tree/shrub planting will be incorporated at points along the major infrastructure as agreed by the Highway Authority. Areas set aside for visibility splays and other highway requirements will be kept in public/private ownership and planted and maintained by the same.

Landscape Context

2.17 The wider landscape context of the surrounding area can be described as a pre-industrial landscape of hedged fields mainly given over to pasture land with woodland and copses intersected by a stream named the Dob Syke running west to east on the southern boundary of the application site.

2.18 The application will maximise the opportunity, both within the site and outside in the wider area for enhancement of landscaping as part of the detailed design and consideration of the site.

Views and Vistas

2.19 Within the site key views to the south include the Dob Syke, an ancient watercourse with associated rush pasture wetland, vegetation and mature willow and alder trees and to the east a redundant canal forming a greed edge to the eastern boundary.

2.20 The view of the site from the surrounding area is limited on the north and east by existing development, on the south by woodland and on the west by a railway and existing woodland. There is a long distance view from Ardsley Hill on Doncaster Road but this is compromised by intervening development including railway embankments and a residential estate.

3. EVOLUTION OF THE MASTERPLAN

3.1 The evolution of the masterplan has taken into account the following:

- The context of the site;
- Access and connections to and within the site;
- The local architectural context.
- The landscape context and character of the site and the surrounding area;
- Key views and vistas; and

Summary of Masterplan Approach

3.2 DJ Curtis, as materplanners for the draft scheme, undertook topographical and other site studies involving both the site and the surrounding area visits establish the potential suitability of the site for residential development.

3.3 The masterplanned approach focussed on the sustainable and sensible approach to there being one principal access to the site, being that existing along Bleachcroft Way and Stairfoot Way. Both these routes are established highways and both enter the site from the north.

3.4 DJ Curtis calculated that approx 60% of the site is bounded by open space or existing residential developments separated from the site by a railway, school, graveyard and allotments. The remaining 40% approx is developed by much larger scale retail and commercial buildings. Taking this, the existing topography and the transition between open country, residential and larger scale retail and commercial promises has framed and informed the flow of roads within the site to maximise vistas and view from the residential premises themselves.

3.5 DJ Curtis were also of the opinion that 2 and 3 storey residential development provided the best transition between open space and the surrounding existing commercial developments. The scale and function of the 20-3 storey buildings also provide the best framework for the provision of family housing to address the paucity of recent years, an aspect considered to be deemed important to Barnsley MBC.

Constraints and Opportunities

3.6 The site comprises 10.2 hectares of land under single ownership which can be delivered for residential purposes. It therefore provides a major development

opportunity unconstrained by fragmented land interests at a location long perceived acceptable for development (albeit employment development) by the local planning authority.

3.7 The site lies outside the green belt and outside any major landscape designations.

3.8 Existing access will enable the principle access to the site for vehicles and will provide one of two principle opportunities to utilise public transport to and from the site. The main access along Bleachcroft Way also offers the opportunity to access the district centre and services and facilities contained therein. Pedestrian and cycle access will be further enhanced along the east and west access through upgrade in the access towards Hunningley Lane along Field Lane and through pedestrian/cycle access across the Barnsley Canal to link with land owned by Tesco to enhance the opportunity for access to the foodstore and wider retail warehouse development beyond.

3.9 The topography of the site lends itself to an arrangement of terraced areas, with housing development set out in a coherent manner, linked by pedestrian routes and interspersed by areas of open space.

3.10 The houses themselves are arranged to maximise the opportunity for solar gain and face natural lines of topography to maximise views and vistas, both within the site and from key viewpoints along Wombwell Lane itself.

3.11 The canal is disused, partially filled and overgrown with wet areas and ditches associated with its past use. Considerable investment is needed to enhance this as an amenity asset which can be enjoyed by residents and others visiting the area for recreational purposes.

3.12 DJ Curtis also note that landscaping offers an opportunity to be enhanced overall and additional access to the countryside and restored area of the canal will be enabled through the detailed design of the development proposals.

4. PLANNING POLICY

4.1 It is not the intention of the design and access statement to re-rehearse the planning policy set out in the supporting statement save to reiterate the principle issues relevant to planning policy which have been discussed with Barnsley MBC as determining planning authority in that:

- The site is historically allocated for employment development;
- Work undertaken by CB Richard Ellis as advisors to Stainsby Grange show that there is a significant amount of available employment land and premises available within the immediate area, the district as a whole and the wider 'natural' catchment of Barnsley and the Dearne Valley area;
- Additional assessment of UDP Policy further notes there will be added benefit to the re-use of the site for housing use given its position relative to the strategic highway network, retail uses, services and other social facilities such as schools, colleges and health centres;
- Moreover a housing study shows that the site is needed for additional residential development and that this could be delivered by the applicant to provide a balanced social mix of dwellings and tenure attractive to both private and public/RSL occupiers.

4.2 Although the planning application is submitted in outline with only means of access as a matter not reserved for additional consideration, the illustrative layout provides an indication of the type of development envisaged in there being:

- 272 houses overall;
- A mix of 2, 3 and 4 bed to respond to market and social needs;
- Affordable housing provision of some 30%;
- An open space provision of some 15%.

4.3 The planning work undertaken concludes that the site is not needed for employment and can and should be developed for residential purposes to assist the residential and occupational requirements of the borough and deliver an 'oven ready' scheme to the market.

4.4 Detailed consideration and justification of the proposals in the context of relevant planning policy is set out in the planning statement.

5. DESIGN ETHOS

5.1 The design ethos instilled in the illustrative plans follows the masterplanned approach adopted by DJ Curtis, which in turn, is advised and informed by the opportunities and constraints offered by the site.

Amount of Development

5.2 The proposal is for a residential development of 272 dwellings on 8.56 hectares of land, a density of 31.8 houses per hectare. This has been set deliberately low to appeal to family housing, set within well defined domestic space for family use. The family housing in turn, is proposed to be set within an open context of green spaces / public areas, linked by safe and secure pedestrian routes. The site will further link with the countryside beyond.

5.3 There are 8 different types of houses proposed ranging from:

- 34 No. 2 storey town houses,
- 39 No. 2 storey detached houses,
- 61 No. 2 storey terrace houses (designed as affordable houses),
- 31 No. 3 storey town houses,
- 87 No. 3 storey terrace houses and
- 20 No. 3 storey terrace houses (designed as affordable houses).

5.4 The percentage of affordable houses is set at a minimum of 30% which will be secured through a S106 legal agreement.

5.5 Every house is provided with a garage or car parking space, front garden and amenity space to the rear. The car parking numbers will accord with the requirement of the Authority / national maximum guidance.

Layout

5.6 The site has been laid out with its principle roads and residences on a north/south orientation and as such following the contours of the site. This enables the dwellings to be built with more consistency of levels and help to achieve the site coverage targeted required for the provision of low cost and affordable housing. Each house plot has direct access to the highway and also has a private garden/amenity space at the rear.

5.7 The layout is interspaced with areas of public open space, primarily along the east and southern boundaries with disused canal and Dob Syke but also to the west with the introduction of an open area of site 3,340m^2 and central to the development an open area of 878m^2.

5.8 To the north of the development is a public footpath which links Field Lane to the disused canal bank. Part of this footpath is to be diverted to join the bank at a point further north and travel south along the bank to re-join the existing path. The footpath, is to be contained within a landscape corridor varying between 10m wide and 20m wide.

5.9 To the north, where the proposals abut the commercial development it is proposed that the residential units will be some 40m away from the Tesco building and 65m from the B&Q property.

5.10 It is unlikely there will be any adverse effect to the residential amenity of the proposed occupiers. Nevertheless, bunding, tree planting and acoustic fencing will be investigated in these areas and incorporated as required to ensure comfortable conditions in the dwellings.

Scale

5.11 The whole development is to be kept within accepted domestic scale, the tallest building being of 3 storeys with pitched roofs.

5.12 Whilst the land to the south and south west of the development is open area, the development to the north and north west is large footprint retail and smaller scale commercial premises with heights and volumes considerably higher and larger than the domestic proposals. In theory at least this area could sustain more dense, higher development in a manner which could balance the scale of these surrounding buildings. However, the buildings have remained lower storey to respond positively to the expressed need for family scale housing.

5.13 To the west of the site exist a number of larger residential estates, which replicate a similar domestic pattern, albeit at a much greater scale than the proposals being advanced by Stainsby Grange. These estates are separated from the development site by a railway, a graveyard, a school and some allotment gardens.

5.14 On both plan format and mass the proposed development is compatible with surrounding existing developments and is unobtrusive when viewed from the surrounding open areas.

Landscaping

5.15 Aside from the provision of private gardens as part of the development, large areas of planting and landscaping will be carried out by the developer.

5.16 These areas principally will form part of the public open space provision or around the perimeter of the development but will also include areas within and around the public open spaces.

5.17 The proposed public footpaths and other areas will be incorporated into a landscaped corridor and grass/tree/shrub planting will be incorporated at points along the major infrastructure as agreed by the Highway Authority.

5.18 Areas set aside for visibility splays and other highway requirements will be kept in public/private ownership and planted and maintained by the same.

Appearance

5.19 The development consists of detached, semi-detached and terraced houses of 2 and 3 storey with garages incorporated in the houses and detached.

5.20 It is the intention to keep the appearance of a traditional nature with pitched roofs and traditional materials of construction which will reflect other development in the vicinity. The units will however be designed using technology available at the time of construction to provide highly insulated and sustainable dwellings, having regard to the code for sustainable homes.

5.21 Fencing will be restricted at the front of the properties to a low level birds beak fence at 90° to the highway/property. Where the garden meets the back of the adopted footpath no fence will be provided to allow the garden and any landscaping within the highway/footpath to merge into each other. This will maximise further the 'open' nature of the development and the green spaces in front of the dwellings and the links with the open spaces proposed.

5.22 It is the intention of the developer to construct the dwellings using traditional materials including facing brickwork, rendered panels and timber cladding. Windows, doors etc., will be in upvc as will fascia boards, barge boards, gutters and rainwater pipes.

5.23 Roofs will be pitched and covered with differing types and colours of interlocking tiles.

5.24 All of the materials proposed will be discussed and agreed as part of the detailed design process with the Planning Authority and established through further reserved matters applications.

Crime Prevention

5.25 At the stage of detailed design the development cognisance will be taken of publication such as 'Safer Places - The Planning System' and 'Crime Prevention' (ODPM/Home Office 2003) together with meetings with Crime Prevention Unit of South Yorkshire Police.

5.26 The layout as prepared is designed to eliminate isolated and secluded areas and a balance has been maintained to retain privacy to residents whilst keeping good visibility to deter crime. The fact that the site has 'one road in/one road out' should also assist to deter crime and or increase detection.

5.27 Pedestrian routes will be easily navigable and well lit to enhance both physical safety and perception.

Access Principles and Concepts

5.28 Access and egress to and from the development is determined by the fact that the site is land locked on all sides with just Bleachcroft Way, an adopted highway forming the principle and only access.

5.29 Notwithstanding the above, Bleachcroft Way together with Stairfoot Way, a spur off Bleachcroft Way is perhaps the most obvious and best point of access the site could have.

5.30 The access route splits the site and routes leading from this are proposed to run with the natural contours of the site greatly assisting the topography and orientation of the development. It is intended that these 2 access spine roads distribute traffic to all of the secondary roads and cul-de-sacs.

5.31 At full Planning stage, and in conjunction with Barnsley Highway Department it may well be possible to rationalise the network of adopted roads together with reducing the widths and turning facilities on the dead ends.

5.32 Following additional discussions on the detailed layout and proposals, it is anticipated that additional work can commence in the preparation of a Section 38 Highway Agreement.

Key Access Issues of Design

5.33 Pedestrian access to the development is directly from the footpaths on Bleachcroft Way and Stairfoot Way via the internal footpath network giving access to each dwelling. The footpaths in a north/south direction will be relatively flat following the contour line of the site whilst the footpaths in an east/west direction will be inclined due to the topography of the site. The inclines however will not be severe.

5.34 It is not considered that the proposals will raise any significant access matters.

5.35 The individual properties will have level access and ground floor toilet facilities all as set out in Part M of the Building Regulations. Some of the properties will be designed as 'Home for Life" or 'Lifetime Homes' as set out by the Joseph Rowntree Foundation and others.

5.36 Guidance will also be taken from the following documents:

- Planning and Access for Disabled People
- Building Regulation Part M

6. ACCESS

Overall Movement and Transport Strategy

6.1 The proposed strategy for access of the site is intended to provide convenient, sustainable travel options to those living within the dwellings proposed. The purpose of the strategy is to provide alterative options to minimise the amount of car use by residents.

6.2 The development proposals include a number of measures to reduce the impact of travel, the need to travel and provide more sustainable travel options where necessary.

Reducing the need to travel

6.3 The location of the development within close proximity to facilities and services contained within a defined district centre, coupled with the provision of health, schooling and other social facilities within the vicinity reduces in turn the need to travel by private car. There are significant facilities within 1-2km of the site i.e. within walking distance. Matching the supply of residential to schools, local shops and other community services reduces the need for journeys, particular at peak times and such development. In reducing the need to travel should be seen as being sustainable.

Encouraging More Sustainable Modes of Transport

6.4 The proposals propose a compact, walkable residential development with safe and attractive pedestrian and cycle routes throughout the development, linking to key points of access to public transport north and west of the site.

6.5 The ability to access such public transport modes, notwithstanding the provision of local services close to the site, provide the opportunity for local residents to access the town centre and more distant facilities via bus and reduce the potential to use the private car as a predominant transport means. The site itself will be designed to encourage travel by walk and cycle by enhancing links to designated areas of public open space and the wider countryside and beyond. These routes will be designed for convenient and safe movement.

6.6 The principles behind the residential use of the site are:

- To encourage walking and cycling;
- To put different activities close enough to make car use unnecessary;
- To connect internal routes as convenient and safe routes around the site;
- To maximise the opportunity for wider access to shops and facilities;
- To create streets within the residential area that are safe and congenial;
- To create a barrier free environment that is accessible to all.

Access through Design

6.7 This element of the design and access statement examines the design and product selection decisions which have as part of the planning process, or will, as part of future reserved matters/detail consents will address the obligations of reasonableness introduced by the Disability Discrimination Act 1995 (DDA) along with other documents[4] which extends the responsibilities to provide some new buildings to ensure the reasonable provision of access into and around the buildings, its facilities and surrounding areas are met.

6.8 DDA also places responsibility on, amongst other things, employers and service providers to ensure that all reasonable steps have been taken in their premise to make them accessible to persons regardless of their situation or disability. This is clearly important particularly for the affordable housing element of the proposals.

6.9 As part of this access statement, the developer, designer, product providers and managers of the development will commit to ensuring accessibility in the work they undertake demonstrate how they meet or anticipate meeting the various obligations placed on them by legislation through the design and build process. It is intended that the development will fully comply with current regulations good practice and that the new dwellings, particularly the affordable housing, are as accessible as possible, in line with local planning policy and obligations imposed as service providers under the DDA.

6.10 In terms of the draft schematics produced as illustrative material in support of the planning application, the scheme will be designed to provide road/footway gradient in accordance with best practice and relevant guidelines. Approaches to individual units will all be accordance with the requirement of Approved Document

[4] Such as approved document Part M: Access to and Use of Buildings.

Part M and by means of continuous footways. Disabled persons car parking will be provided in practical locations where this is not immediately in front of the buildings. These spaces will be suitably sized. The affordable housing units will have clearly defined main entrance locations with all entrance doors to have level thresholds, glazed apertures and suitable signage.

6.11 Further advice will be sought from a number of sources from an early stage in the development process including the Approved Documents Part M (2006), Approved Document Part B (2006), BS5588-10: 1991, BS5588-1: 1990, Design and Access Statement, CABE, DRC Access Statement, DCLG Circular 01/2006 – Guidance on Changes to the Development Control System.

6.12 In addition to this, other good practice guidance will be considered to include:

- The Sign Design Guidance (JMU Access Partnership and the Sign Design Society);
- The Code for Lighting 2001 (Society of Light and Lighting – CIBSE);
- The DRC Codes of Practice;
- Designing for Accessibility (RIBA Enterprises).

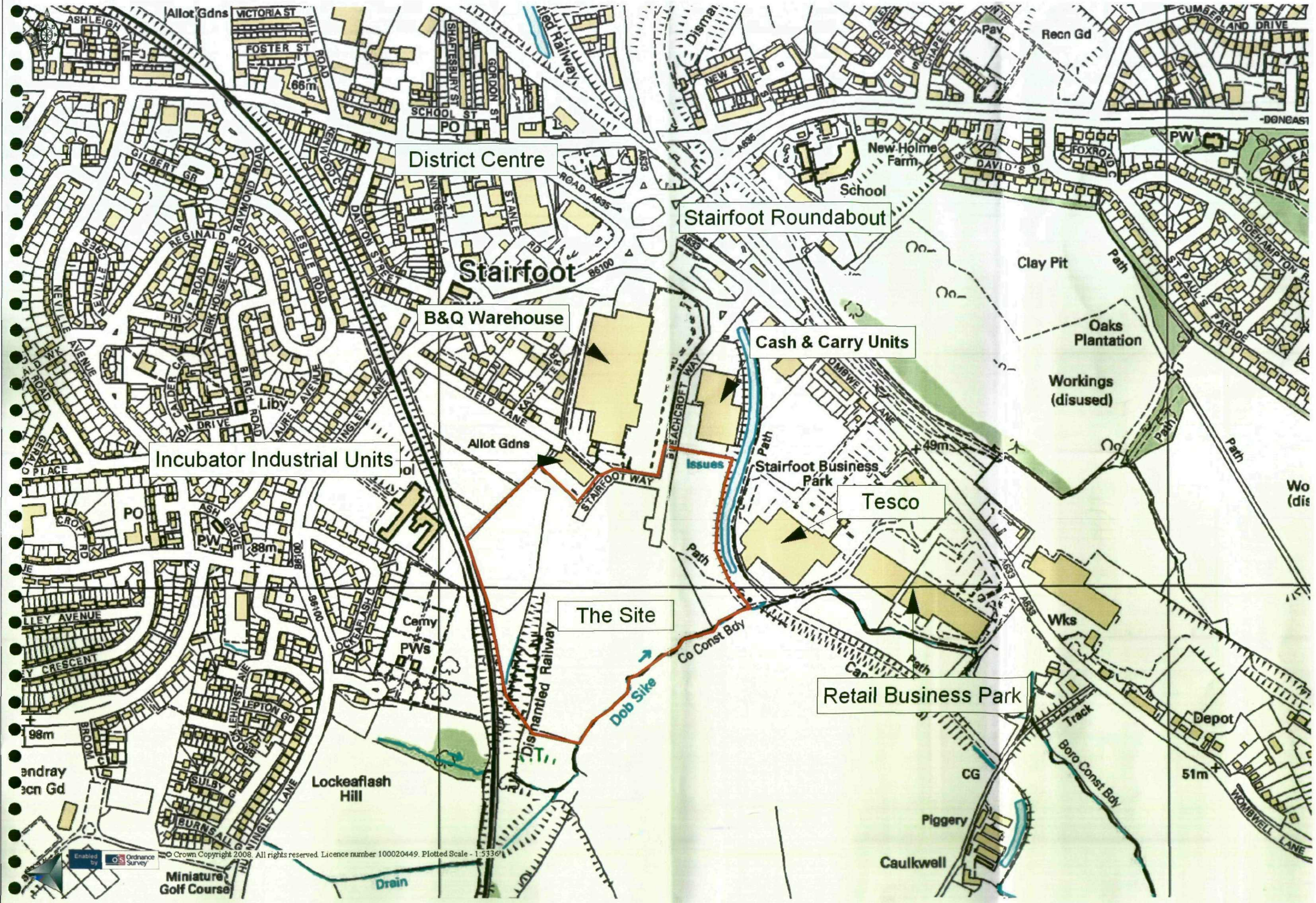
6.13 We note that accessibility cannot be guaranteed by good design alone. How a building is managed on a day to day running will have a huge impact on how easy it is to use by disabled people. The applicants are therefore committed to working with Council on future detailed design to ensure (inter alia):

- That any car parking allocated specifically for disabled drivers is not occupied by non-disabled drivers;
- That bicycles are not left across key access route or chained to handrails/steps or ramps;
- That external routes, ramps and steps are kept clear and unobstructed and free of surface water, snow and ice and algae growth;
- That planted boarders, shrubs, bushes and trees are not allowed to grow to an extent whereby they obstruct paving entrances, routes, signs or spread of light;
- That door closes are regularly maintained, door ironmongery is kept clean and free moving. Side hand doors and accompanying revolving doors are not kept locked;

- To ensure that space is required for wheelchair manoeuvres are not obstructed by deliveries or storage;
- To ensure that appropriate WC's are provided with appropriate alarm systems (in respect of the affordable housing);
- That slip resistant surfaces are provided and that any cleaning/polishing does not render such slip resistant surfaces slippery;
- Ensure that lighting is kept clear of all obstruction to maximise available light.

6.14 In all the intention is to work with the Council, particularly its planning and building control to ensure that the eventual development responds positively to all key legislation.

Appendix 1


District Centre
Stairfoot Roundabout
Stairfoot
B&Q Warehouse
Cash & Carry Units
Incubator Industrial Units
Tesco
The Site
Retail Business Park
Lockeaflash Hill
Miniature Golf Course
Clay Pit
Oaks Plantation
Workings (disused)
Stairfoot Business Park
New Holme Farm
School
Allot Gdns
Recn Gd
Cemy
PWs
Depot
Wks
Piggery
Caulkwell
Dob Sike
Drain
Co Const Bdy
Boro Const Bdy
Dismantled Railway
Issues
Path
Track
PO
Liby
49m
88m
98m
51m
A635
A633
B6100
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Appendix 2



DISTRICT PLAN

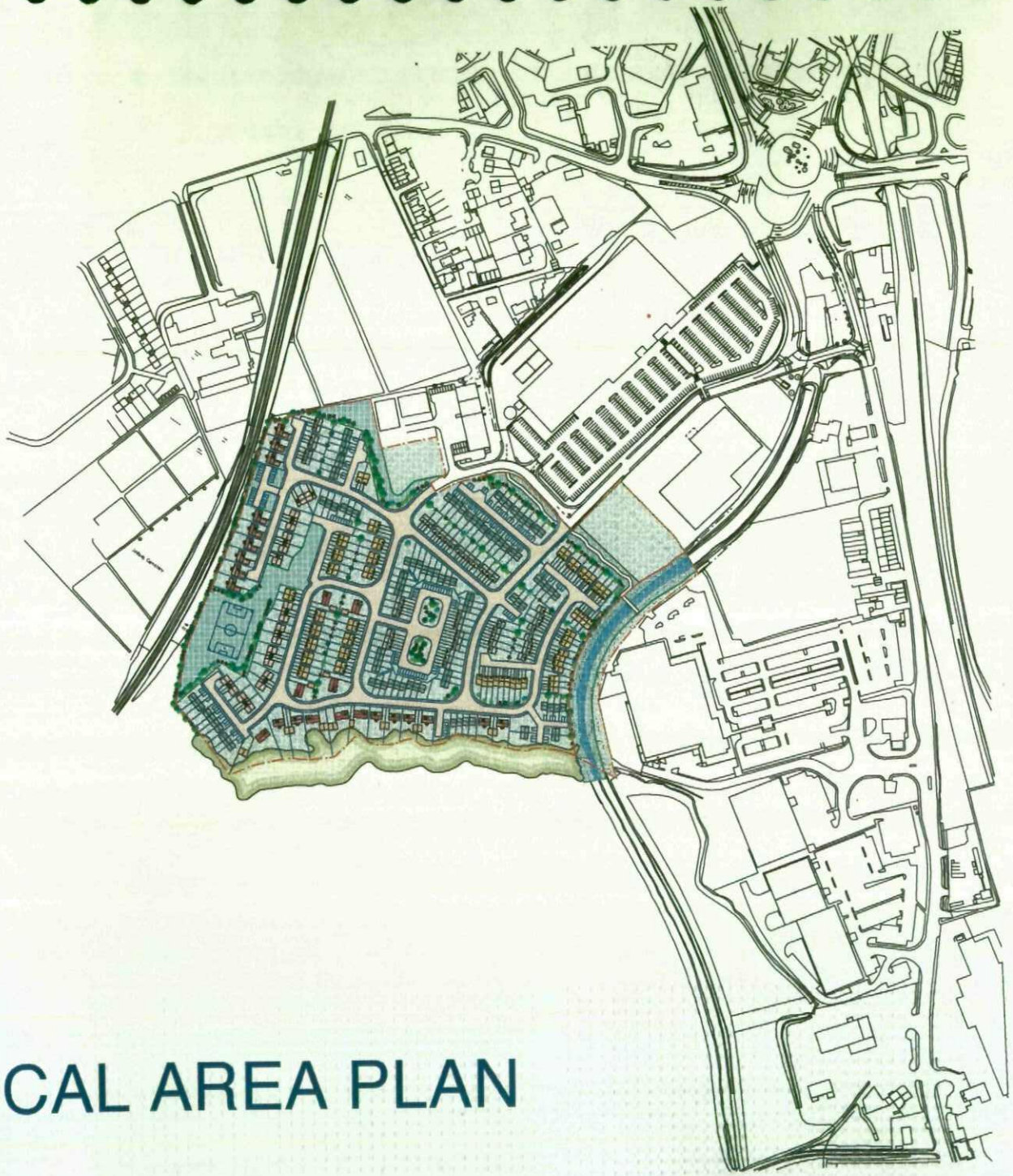
1 School / College
2 Health Centres / Surgeries
3 Factory / Employment
4 Hospital
5 Non Food Retail
6 Food Retail
7 Local Public House
8 Hotel / Leisure
9 Barnsley FC
10 Metrodome Leisure / Swimming

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Appendix 3


Pedestrian Site Entry
SITE ENTRY
Public open space 2100 M2
Public open space 2340 M2
Possible Bridge link to Tesco/Retail Area
KEY
31 no HOUSE TYPE A
54 no HOUSE TYPE B
12 no HOUSE TYPE C
13 no HOUSE TYPE C1
61 no HOUSE TYPE D "AFFORDABLE"
97 no HOUSE TYPE E
14 no HOUSE TYPE F
20 no HOUSE TYPE G "AFFORDABLE"
TOTAL 272 HOUSES
TOTAL SITE 102,090 M2
15% Public space requirement is 15,313 M2
Actual public space provided is 16,529 M2
DEVELOPMENT SITE AREA IS 8.58 hectares
(i.e. 102,090 - 16,529)
At 30 homes per hectare would be 257
Actual provision of homes is 272
Based on 272 homes the 30% affordable provision would be 81 homes.
Actual provision of affordable homes is 81 of which 25% (20 homes) are 2 bed

1:500



LOCAL AREA PLAN

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Aerial View

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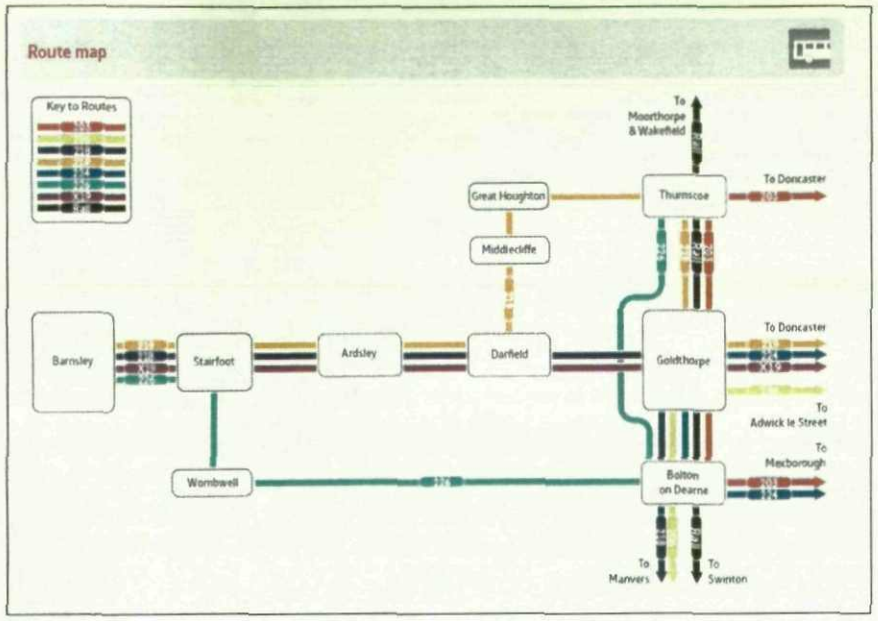
Stairfoot Barnsley

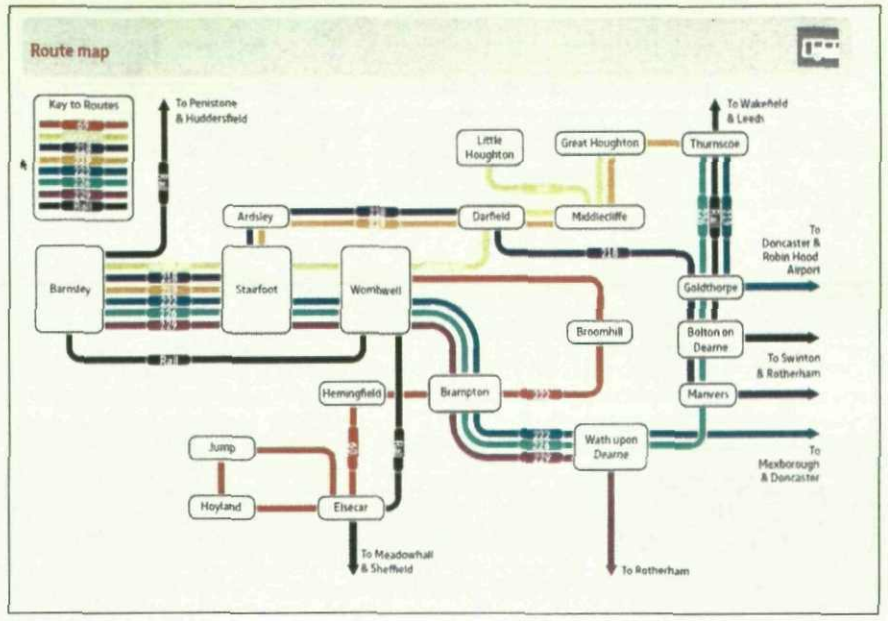
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Stairfoot Barnsley

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Area served by bus routes 68, 68A, 69, 218, 219, 222, 226, 229, X19
A railway line passes with the site, giving potential for a possible rail stop.

PUBLIC TRANSPORT PLAN

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