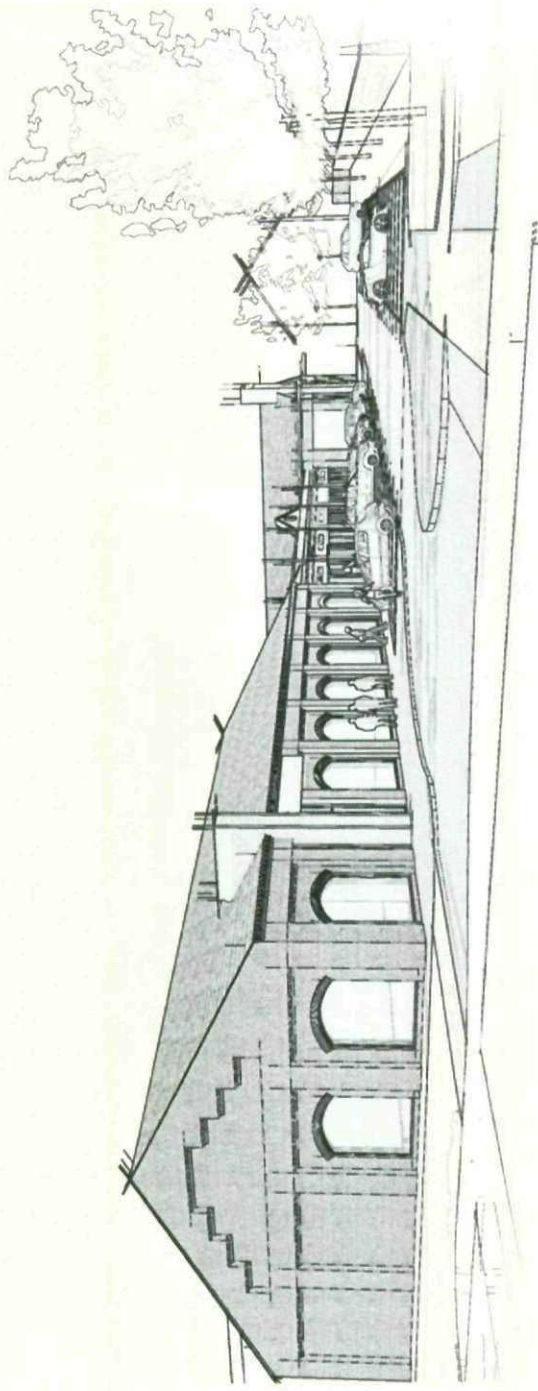


HANGMANSTONE DEPOT

DESIGN AND ACCESS STATEMENT

SEPTEMBER 2009



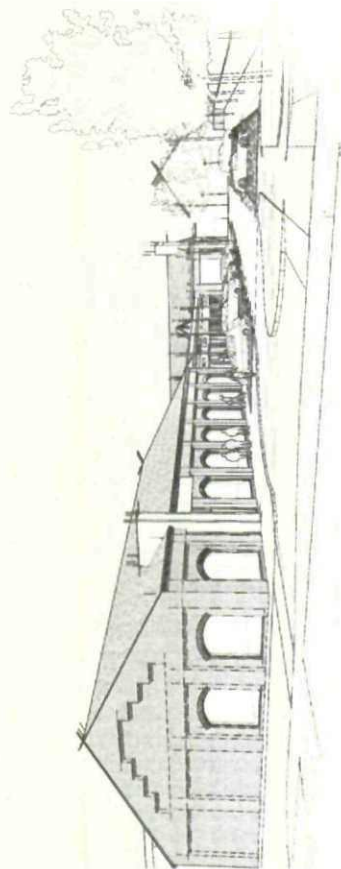
Hangmanstone



Contents

- 01 ... introduction
- 02 ... Site Analysis
- 03 ... Design Framework
- 04 ... Design Evolution
- 05 ... Design Solution
- 06 ... Access
- 07 ... Design Justification





INTRODUCTION - 01



This Design and Access Statement introduces an initiative by Hartwood Estates Ltd to transform this part of Barnsley by regenerating a derelict and under-utilised previously developed site for a high quality development. This is a full application, to provide a mixed use development comprising A1, A2, A3 and A5 use classes.

This statement responds to the requirements of the Town and Country Planning General Development Procedure (Amendment) Order 2006 for applications of this type to be accompanied by a Design and Access Statement.

The aims of the statement are to ensure design is integral to the creation of new developments; this further reinforces guidance contained within PPS 1 "Delivering Sustainable Development" which requires:

"Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning." (para 33)

The content of the design element of the statement must demonstrate how the physical characteristics of the scheme have been influenced by a thorough process, which includes:

Assessment
Involvement
Evaluation
Design

The statement should also address the following factors:

Use - what the land and buildings will be used for

Amount - how much development can the site accommodate

Layout - where the buildings, public and private spaces are positioned and their correlation to the site surroundings.

Scale - how big the buildings and spaces will be, specifically their height, width and length

Landscaping - how open spaces will be treated to enhance and protect the character of a place

Appearance - what the building and spaces will look like, for example building materials and architectural details.

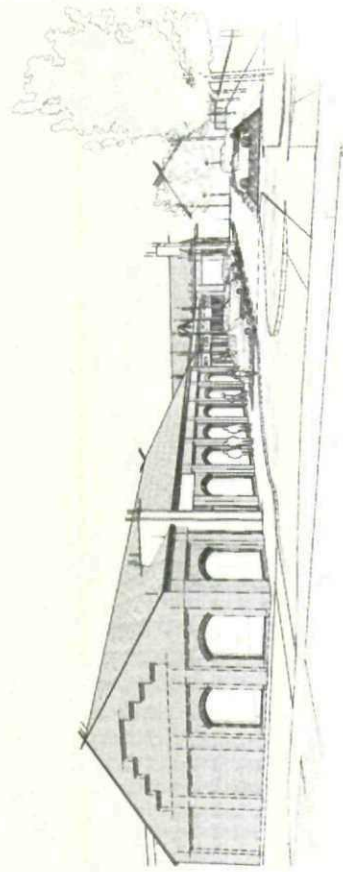
The access element of the statement must include two aspects of access to the development:

Vehicular and transport links - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision

Inclusive access - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping



Aerial Photo (not to scale)

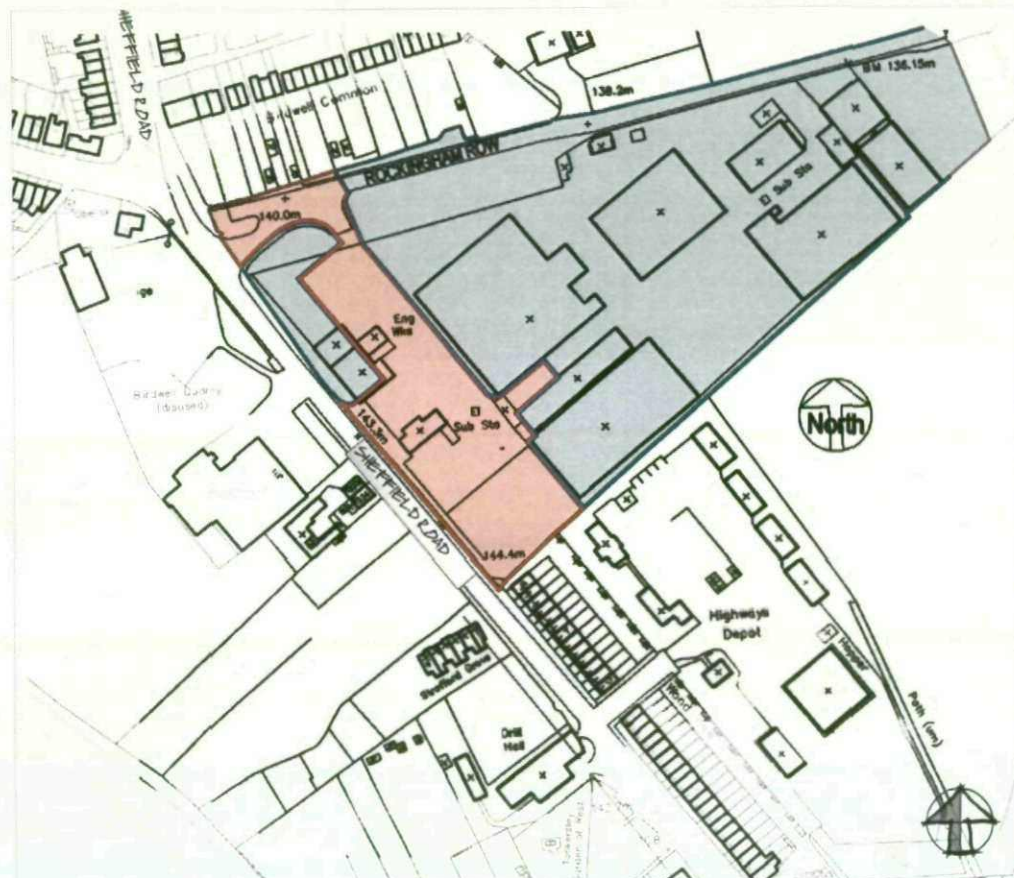


SITE ANALYSIS - 02



Hartwood

ESTATES LIMITED



Location Plan (not to scale)

The site is situated on land on Sheffield Road which is a main arterial route into Barnsley from Sheffield and junction 36 of the M1.

The site is bounded by Sheffield Road and Rockingham Row and is occupied by office used by Hartwood Estates. It comprises of buildings and large areas of hard standing. The site is bounded to the rear by the Rockingham Business Park, and residential dwellings fronting Sheffield Road, these take a linear form.

The site is brownfield in its entirety.

Topography

There is an one metre fall across the site from the boundary with Sheffield Road.

Surrounding Land Use

The surrounding land use is mixed with a range of business and housing uses. There are industrial buildings to the north east and residential areas to the north and south. This is a logical geographical position to consolidate existing retail and other community facilities including the beauty salon, to the west is an Academy Theatre / Theatre, Dance School, Music Centre, Day Nursery and Printers on the opposite side of Sheffield Road.

Site History

The site currently is under-used and fronts the

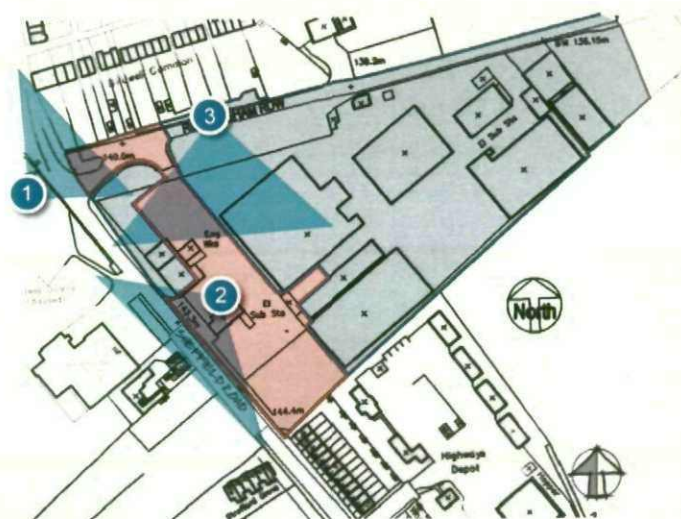
Rockingham Business Park. Previously the site was used by a company which refurbished diesel engines then distributed them world wide. Prior to this the site was owned by the Coal Board.

Planning History

A previous application (2008/0561) was submitted for the erection of a mixed used development (A1, A5, A3 and B1). This application was withdrawn in June 2008.

The comments made in respect of design are as follows:

- The site contributes little to the street scene and as such there is no objection to its redevelopment in visual terms, particularly in this significant and strategic highway network where a development could contribute to the area. However it is expected that the development would be designed to a high quality and be well laid out.
- In this instance, whilst the design of the buildings is considered safe and traditional, they would be dominated by roofscape and set back from the road by a substantial car parking area. Although it is accepted that having car parking areas visible it is necessary in order to attract customers into the site, the site would constitute little to the street scene. The car park would be surfaced in tarmac and incorporate only small amounts of planting which would result in an almost sea of black within the confines site, which an undesirable design feature, particularly at this prominent location.



Location Plan (not to scale)



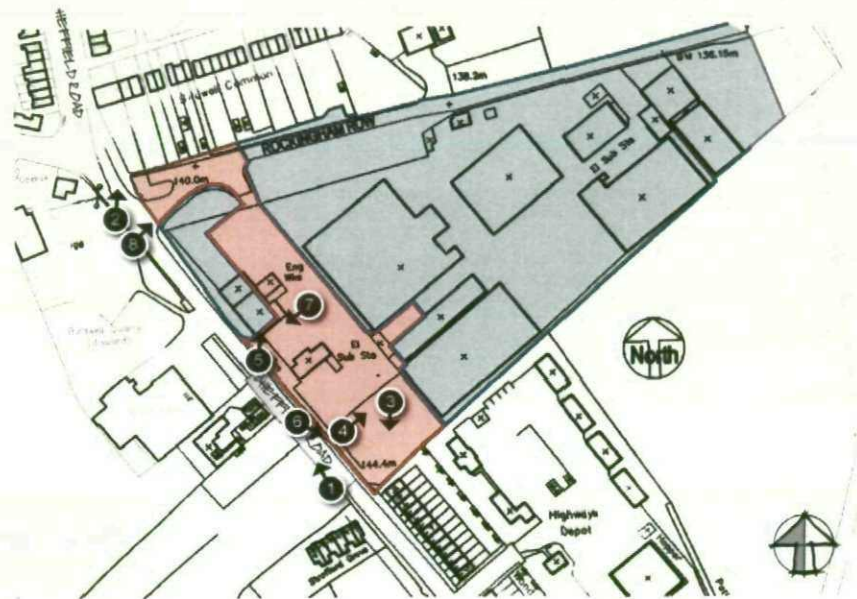
Panorama One



Panorama Two



Panorama Three



01



02



03



04



05



06



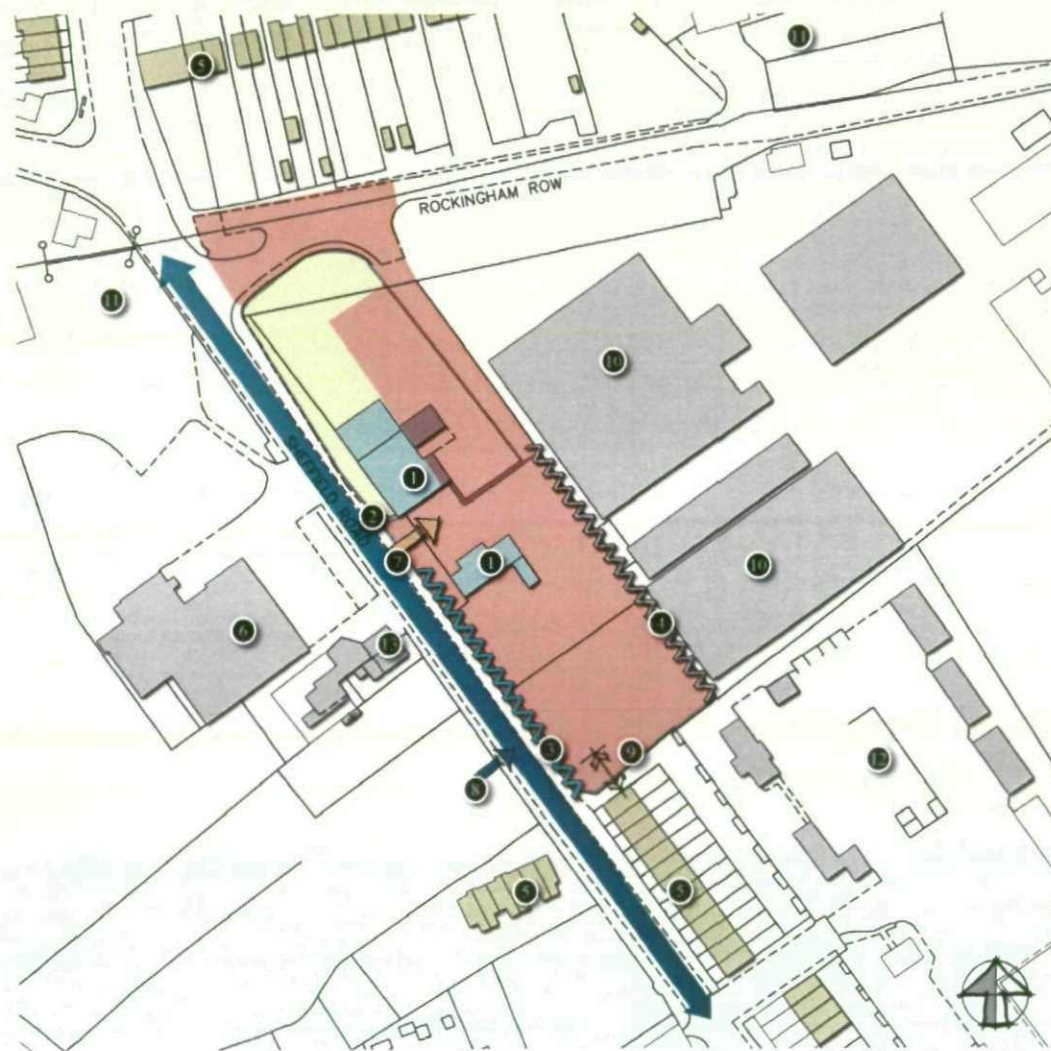
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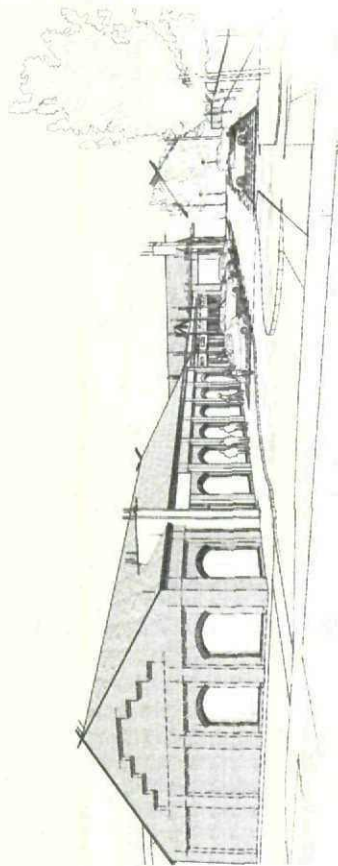
08

OPPORTUNITIES AND CONSTRAINTS

The plan below shows the site and the opportunities and constraints presented by the development.



- 1 Existing buildings to be demolished
- 2 Location of telephone exchange
- 3 Frontage to Sheffield Road
- 4 Negative outlook, existing industrial units
- 5 Existing residential development
- 6 Theatre / Theatre Academy / Music Centre / Printers / Day Nursery
- 7 Existing access point to the site
- 8 Existing access point onto Sheffield Road
- 9 Distances to existing dwellings to be respected
- 10 Rockingham Business Park
- 11 Haulier
- 12 Highways Yard
- 13 Beauty Salon
- Extent of development - Phase 01
- Future development - Phase 02 - B1 uses



DESIGN FRAMEWORK - 03



DESIGN POLICY CONTEXT

National Policy and Best Practice

National planning policy and best practice advice and guidance, all outline the importance of good urban design as a key element of successful development.

The conditions are now right for creating high quality sustainable places. The urban design agenda has matured to create a climate where the local authority and developers expect design quality.

Nationally PPS1 and best practice advice including 'By Design' (DETR), the 'Urban Design Compendium' (English Partnerships and Housing Corporation) all outlines the importance of urban design. CABE have been a prominent advocate of urban design excellence and the design team has an intimate knowledge of this best practice guidance.

PPS1 (2005) suggests that 'good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development' (para 33). It suggests that it is the role of planning to promote high quality, inclusive design in the layout of new developments and individual buildings. It states that designs, which fail to take the opportunity available for improving the character and quality of an area, should not be accepted (para 13).

Principles of Good Design

There is a general consensus over the principles of good design, although different terminology is sometimes applied. The core factors contributing to good urban design which underpin all of the above best practice include the following principles:

CHARACTER - A place with its own identity

CONTINUITY AND ENCLOSURE - A place where public and private spaces are clearly distinguished

QUALITY OF THE 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 and is easy to understand

ADAPTIBILITY - A place that can change easily

DIVERSITY - A place with variety and choice

The planning statement, which accompanies the application, provides detailed guidance on local and national planning policy. Below is a summary of the policies that have informed the indicative design.

To place the importance of design into context, PPS1 Delivering Sustainable Development, sets out the basis for urban design as being integral to development.

"Good design ensures attractive, usable, durable and adaptable place and is a key element in achieving sustainable development. Good design is indivisible from good planning."

It states that high quality inclusive design should be promoted, in terms of the layout of new developments and individual buildings in terms of function and impact, not just for the short term but also over the lifetime for the development. Design which fails to take into account the opportunities for improving character and quality of an area should not be accepted.

Furthermore PPS1 advises that good design should be integrated into the existing urban form and natural and built environments. It should also be at the centre of the process for ensuring successful, safe villages, towns and cities. Furthermore developments respond to their local context and create or reinforce local distinctiveness.

As issues are specific to local context only we have reviewed Local Plan policies in this section. The relevant policies from the local plan are listed below.

Barnsley Metropolitan Borough Council (BMDC) Unitary Development Plan (Adopted December 2000)

Design Standards

Policy BE6

The council will seek to achieve good design standards for all types of development. Proposals for development will be assessed using the following design criteria:

- The quality of layout, and suitability of scale of the development
- The use, quality, design and landscape treatment of open land within the site and the area around buildings
- The standard of detailed design and facing materials of proposed buildings
- The suitability of the whole development for its proposed context and its relationship with adjoining land uses.

Designs which the council considers unsatisfactory in terms of any of these criteria will be rejected.

Design to Avoid Crime

Policy BE6A

In assessing any proposed development layout, the council will seek to avoid opportunities for crime. The following criteria may be applied where appropriate:

- Parking areas and garage courts should be well lit and in a location visible from the highway, not screened by walls or planting
- Public open spaces should be visible from highways, and be overlooked by neighbouring dwellings. The creation of dark corners must be avoided
- High levels of lighting must be installed and maintained to all public areas
- Walls and planting along public routes should be designed to avoid blind corners and 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
- Housing should be designed into secure groups, probably off cul-de-sac, with no through traffic vehicular or pedestrian, and where

strangers are easily identified

Detailed design issues will be considered at a more detailed design stage, to which the principles set out within Policy BE6a will be fully complied with.

Design and Access to the Public

Policy BE6B

In assessing any proposed development to which the public will have access including roads and footpaths in residential and other areas, the council will seek, where appropriate, through the following design criteria, to ensure the creation of a fully accessible environment:

- Wherever possible, new development should be sited and designed to make it easily accessible to public transport users
- In the design of new developments, refurbishments and changes 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

Policy BE6C

In assessing the design and layout of new housing developments, the council will seek to ensure access to local facilities for pedestrians and cyclists, which minimise distance and the use of roads of more than local importance.

Development and the Highway Network

Policy T2

Development will only be allowed if the additional demand for travel generated can be accommodated on the highway network without significant detriment to the environment or the safety and ease of movement of vehicles and pedestrians using the network, or through measures to assist public transport, cycling or walking. Completion of the necessary highway works or other measures may be the subject of conditions attached to the planning permission or be the subject of a planning obligation under section 106 of the town and country planning act 1990 or other agreement requiring an appropriate contribution from the developer to the cost of the

works or measures.

Policy T2a

a) All roads, footways, private drives, vehicle manoeuvring areas and points of access serving development must be designed and constructed in accordance with the appropriate standards of the borough council
b) Carriageways and footways should be constructed so as to be usable in a safe and convenient manner before the use of the building which they serve commences.

Public Transport - Access to Development

Policy T14

Development proposals will be required to include measures to facilitate access to, and where appropriate, by public transport services.

Car Parking

Policy T17

In support of the council's goals, the car parking policies will seek to ensure the provision and management of car parking to secure:

- Levels of provision of parking commensurate with the encouragement of means of travel other than the car particularly by commuters
- Avoidance of harm to the free flow of traffic, safety levels and the amenity of residents and other road users
- Encouragement of development that increases the number and range of job opportunities;
- The vitality and viability of Barnsley town centre and other shopping and commercial centres

Car Parking Standards & Contributions

Policy T22

New development shall be provided with no more car parking, servicing and manoeuvring space than is necessary in order to ensure there is no significant adverse impact upon:

- Highway safety
- The local environment including the amenity of local residents and adjoining land uses
- The vitality and viability of Barnsley town centre and other shopping and commercial centres.

Planning applications which propose parking servicing and / or manoeuvring space in excess of or less than that which is necessary will be refused permission.

Walking

Policy 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.

Supplementary Planning Guidance

There are a number of supplementary planning guidance documents issued by Barnsley Council which have been reviewed when preparing the indicative outline planning application.

The outline application accords fully with these documents where applicable. The detailed reserved matters application will refer to the guidance in more depth.

SPG 11 Crime

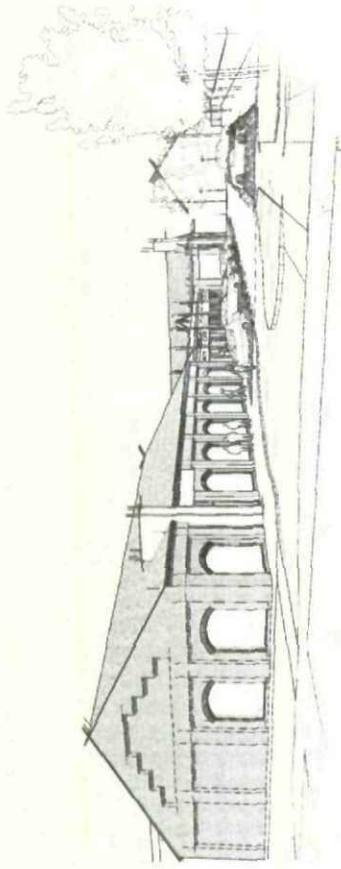
The SPG provides guidance on ensuring that housing layouts provide clearly defined state boundaries with houses designed in secure groups where mutual surveillance can be

provided without reducing the individual privacy of dwellings.

SPG 25 Landscape Design

This guidance notes aims to provide direction to the development of sites where landscape works are required. The purpose of the document is to highlight the various elements and processes that need to be considered when preparing a landscape scheme.





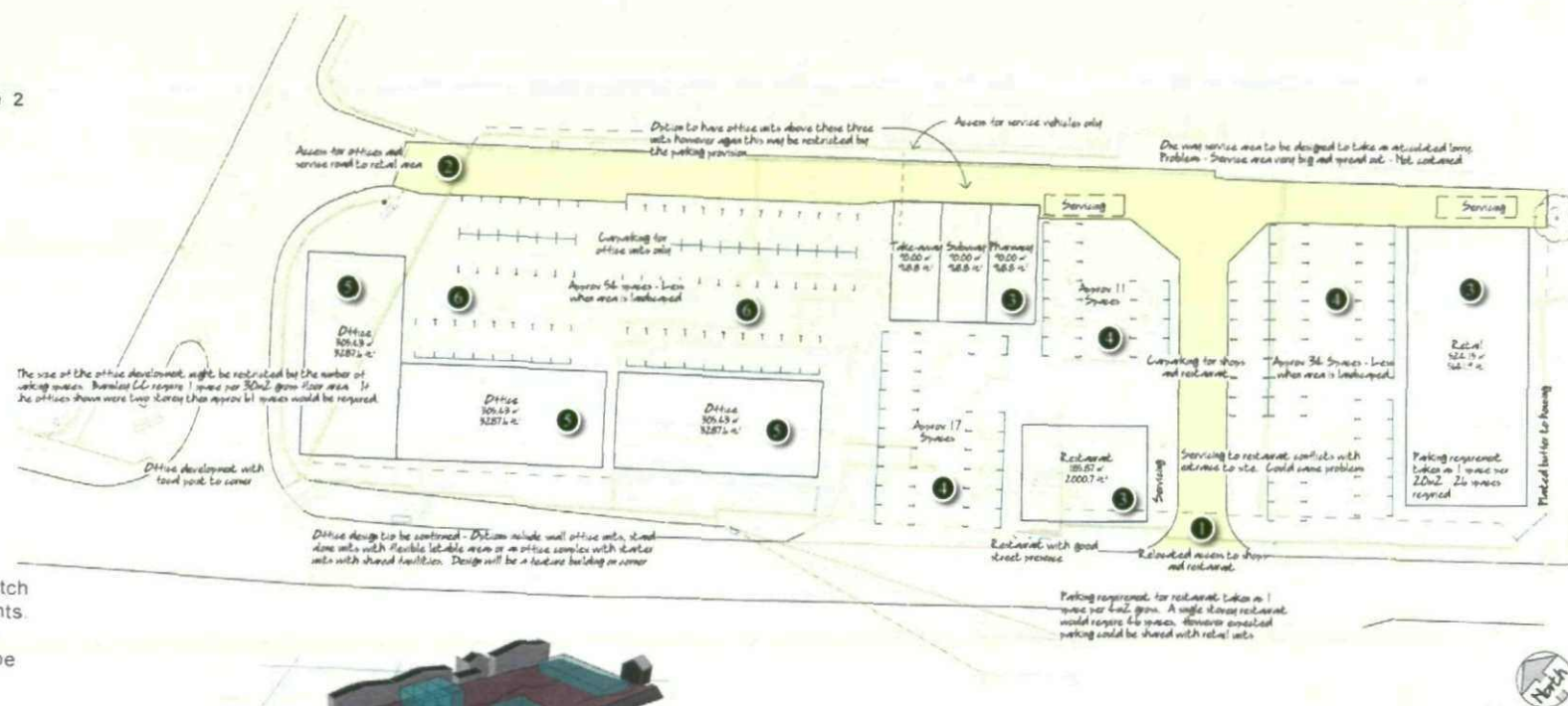
DESIGN EVOLUTION - 04



Hartwood
ESTATES LIMITED

ILLUSTRATIVE CONCEPT PLAN A

- 1 Proposed site entrance
- 2 Secondary site entrance for Phase 2 development
- 3 Proposed Phase 1 buildings
- 4 Designated parking for Phase 1
- 5 Proposed future development
- 6 Designated parking for future development

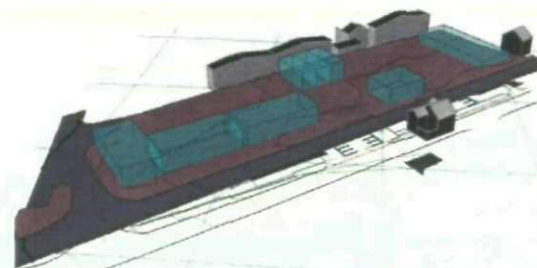


Analysis of sketch

The design rationale behind this first concept sketch was to separate the retail and commercial elements. This would result in the car parking being broken up. The entrance point to Sheffield Road was to be relocated with servicing from Rockingham Row.

Constraints

- Service area to the restaurant is adjacent to the entrance
- Revised entrance conflicts with the existing access on the opposite side of Sheffield Road



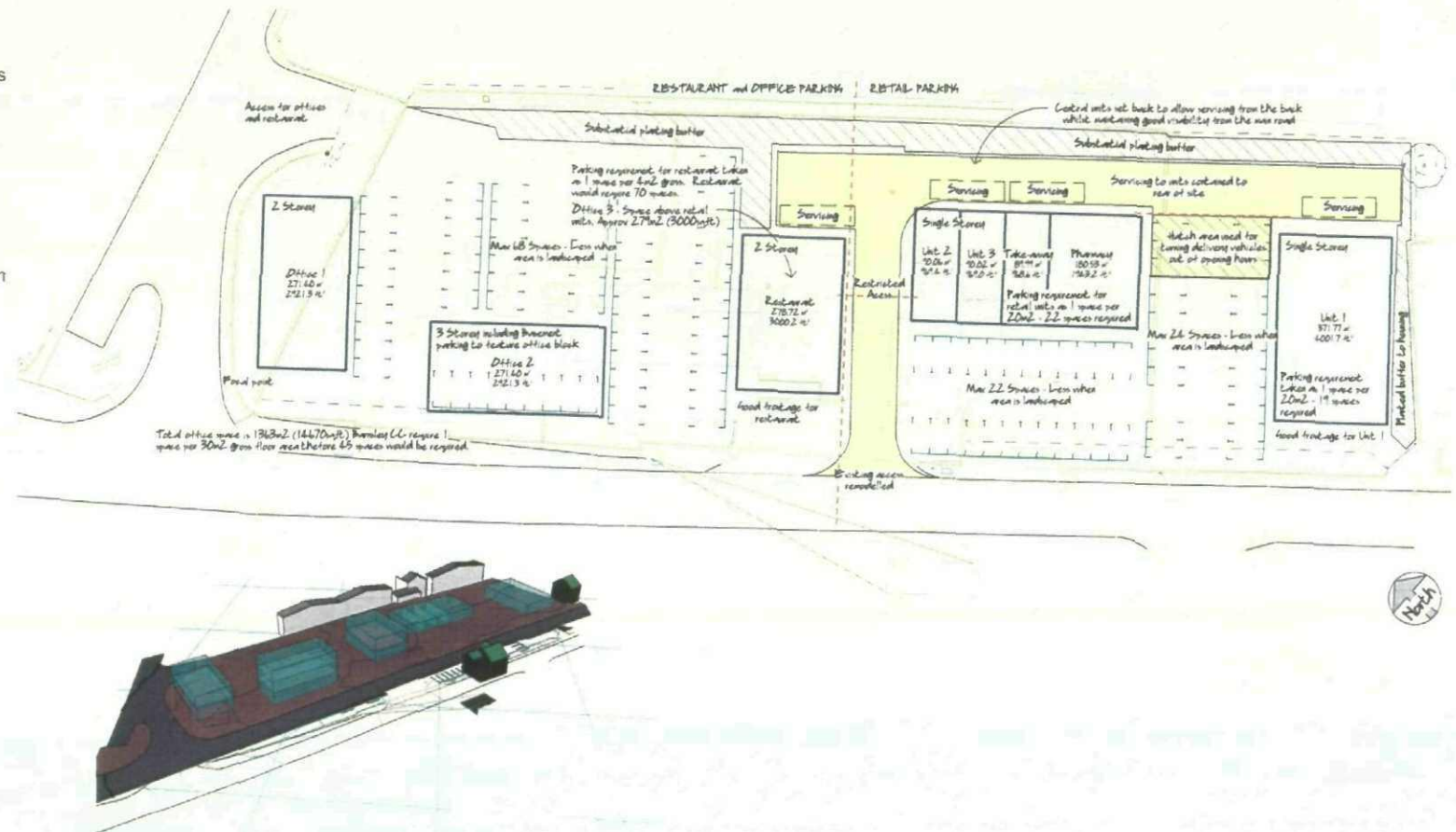
ILLUSTRATIVE CONCEPT PLAN B

Opportunities

- Access moved from conflict with existing access on opposite side of the road
- Good frontage for the restaurant
- Office / restaurant parking shared

Constraints

- No vista stop on entering the site
- Shared service / parking area for turning an articulated lorry
- Delivery vehicles access off Sheffield Road

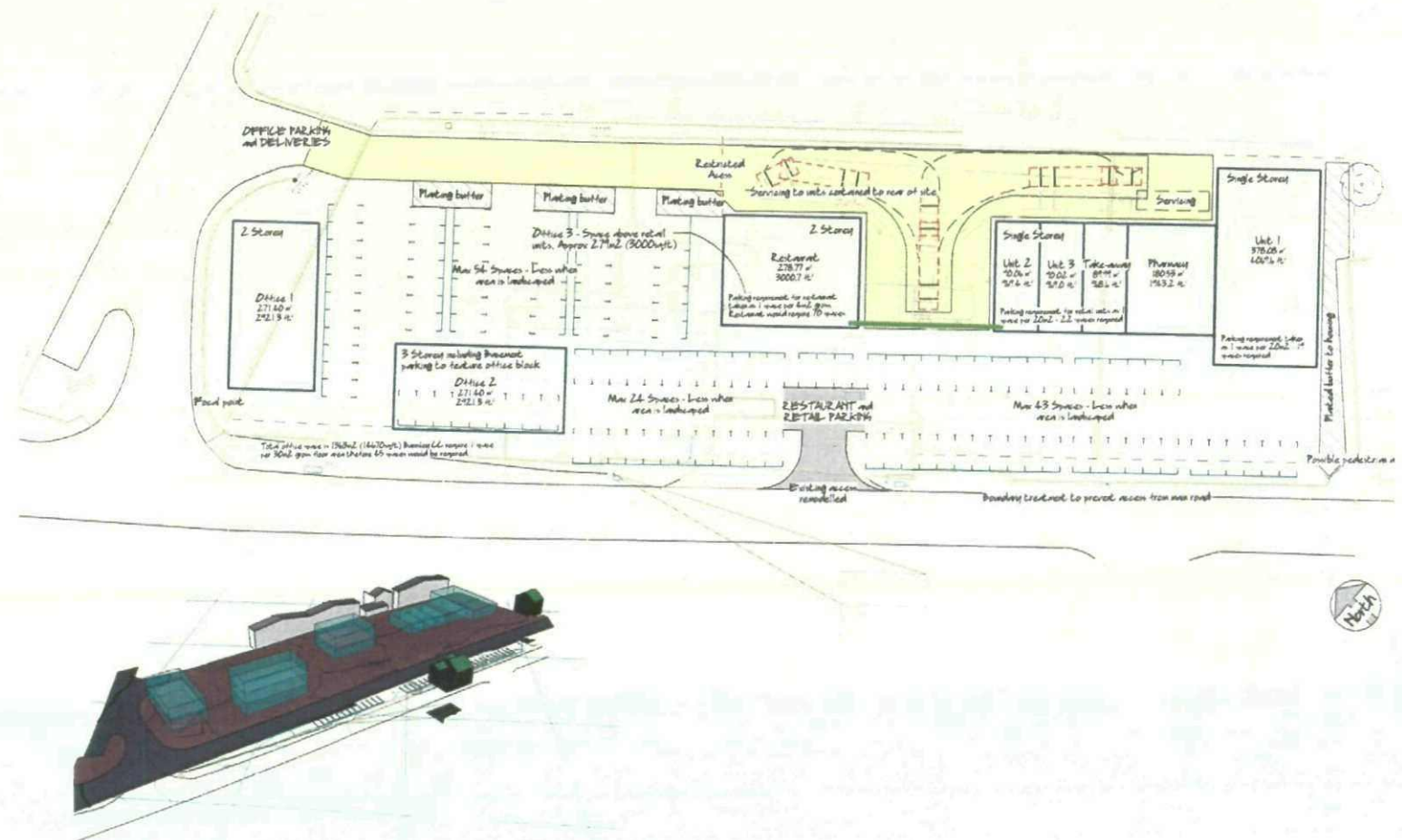


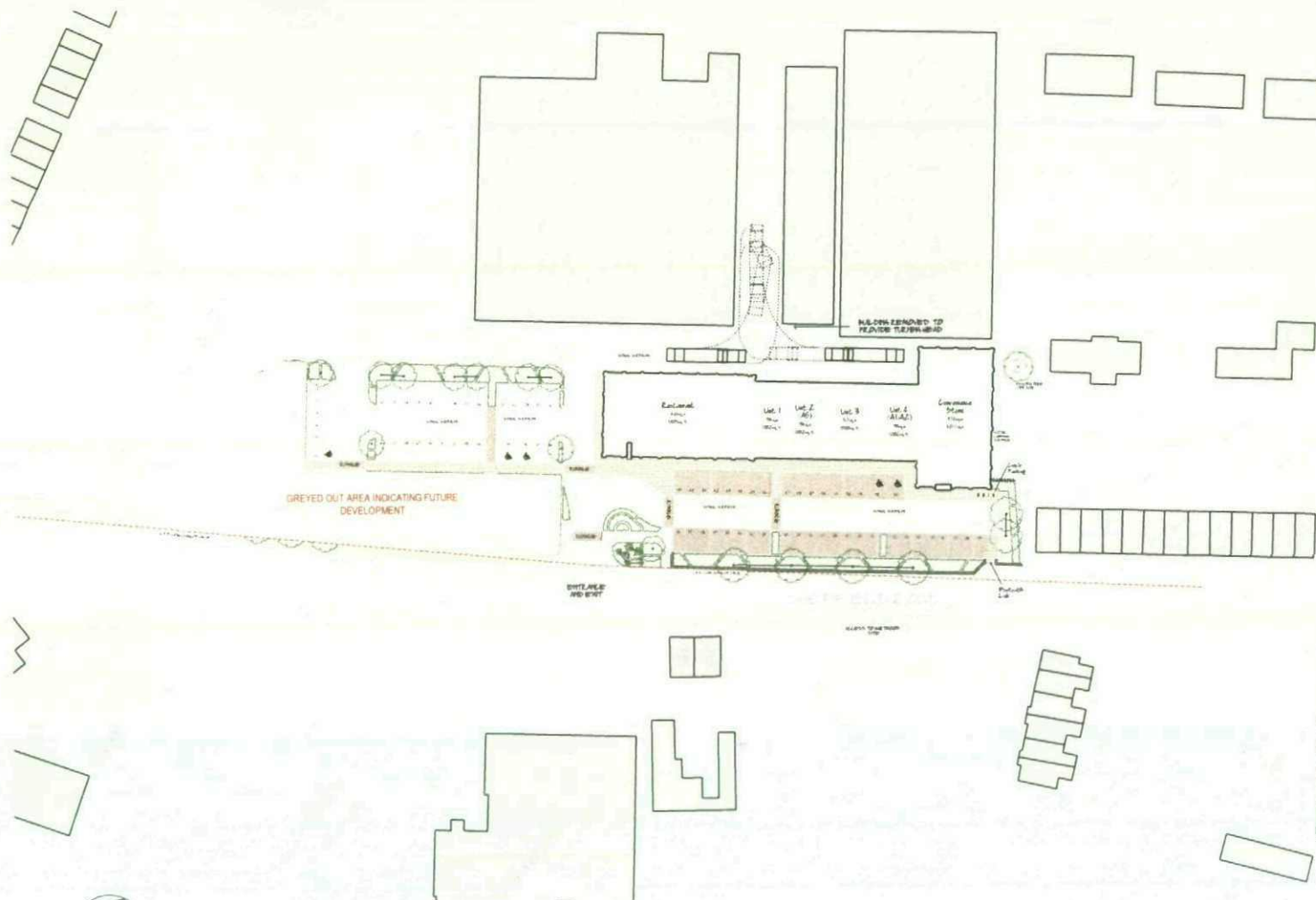
Opportunities

- Retail units within same block
- Service vehicles access separate to retail off Rockingham Row

Constraints

- Considerable parking to the front of the site
- Servicing and turning area affects the shop frontage





This section of the Design and Access Statement aims to provide a justification of the amount, layout, scale, appearance and landscape in relation to the planning submission.

Amount

This is a full planning application as the layout identifies the site proposes six units for uses falling within A1, A2, A3 and A5 of the Use Classes Order 1987. It is proposed that no more than four units would involve uses falling within Class A1 (retail), at least one unit would fall within Class A3 (restaurant/cafe) and at least one unit would comprise either a Class A5 use (hot food takeaway) or A2 use (professional office/service).

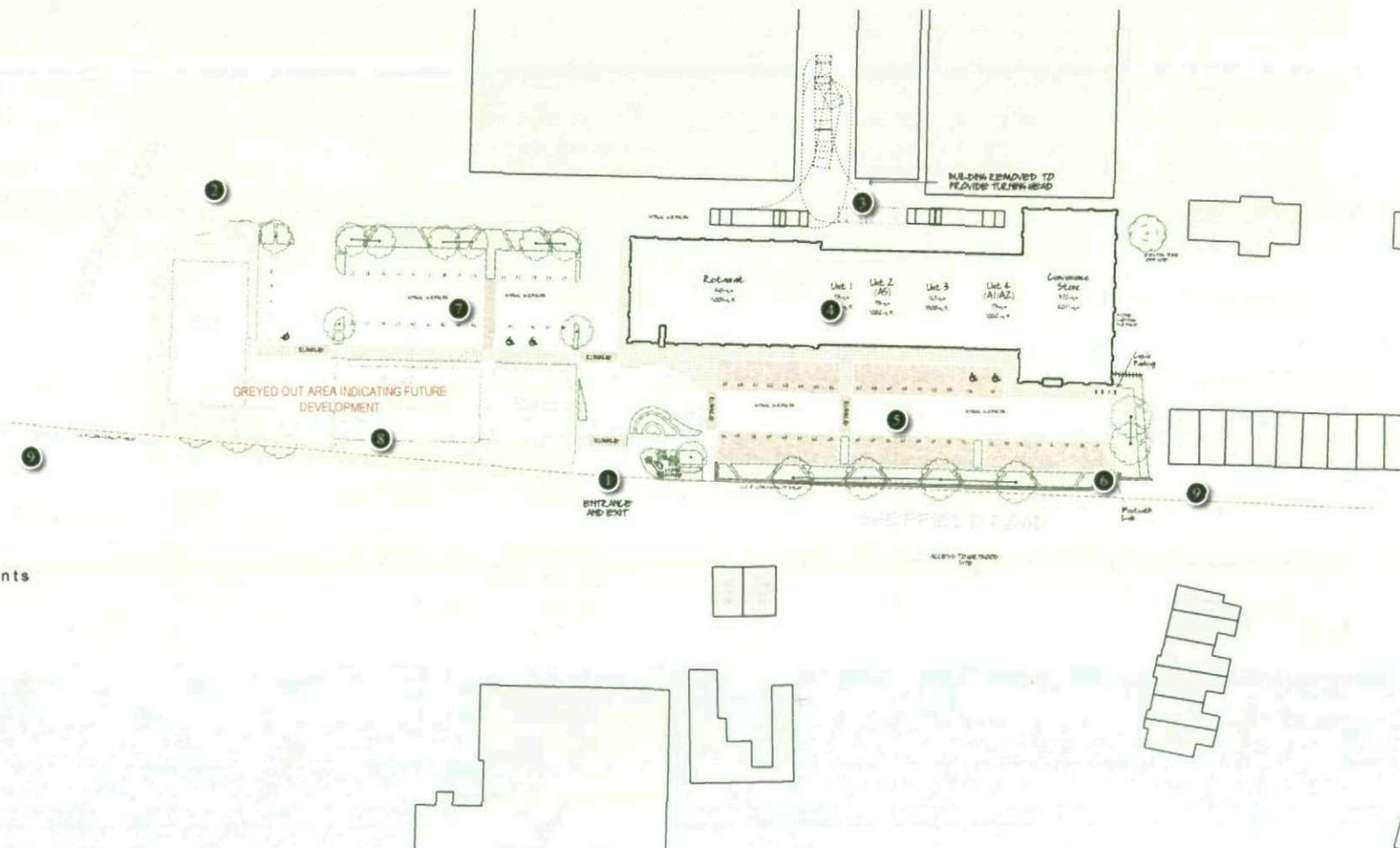
The total floorspace proposed by the application is 1,285 square metres (13,832 square feet). Of which the breakdown is as follows:

- Convenience store - 373 square metres (4,011 square feet)
- A3 restaurant - 466 square metres (5,014 square feet)
- Maximum retail floorspace would be 726 square metres (7,815 square feet) gross.

LAYOUT

This section of Design Solution will seek to describe the way that buildings, routes and open spaces are provided i.e. strong street presence, focal points, key feature buildings, open space and the siting of dwellings around them. How do these relate to the surrounding development in terms of orientation, open spaces etc.

- 1 Proposed site entrance / visibility splays provided at 2.4 x 120m
- 2 Proposed service access road
- 3 Turning movement for articulated vehicle
- 4 Proposed new buildings - Phase 1
- 5 Parking area - retail / restaurant
- 6 Landscaped area provided to the site frontage with Sheffield Road
- 7 Parking area - office / restaurant
- 8 Proposed future development
- 9 Pedestrian connections along Sheffield Road for existing residents







Wall and planting to the front provides visual screening for the parking area



- Brick detailing drawing inspiration from the existing building on site
- Building line set back from the existing terraced properties





Front Elevation



This section will provide specific details relating to the height, width and length of buildings in relation to the surrounding built form and how they will relate to the human scale.

Scale

The predominant heights of dwellings within the immediate locality are two storeys.

The buildings shown are indicative and demonstrate the types of unit which could be included on the site.

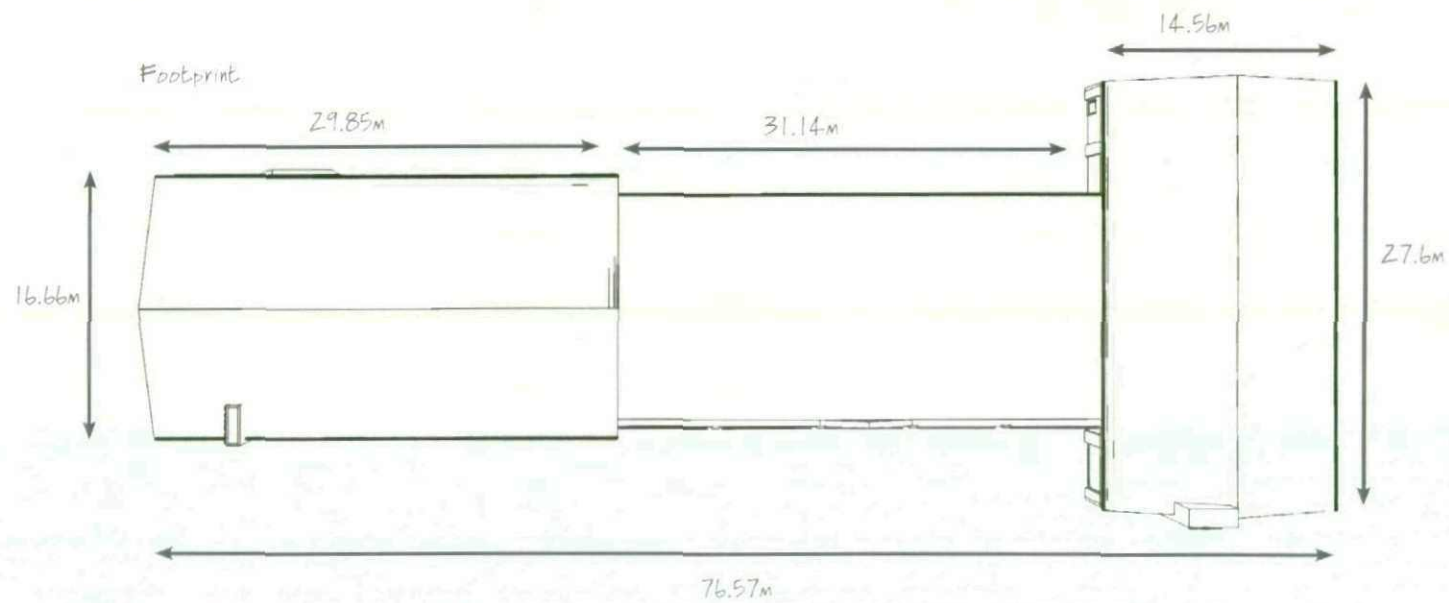
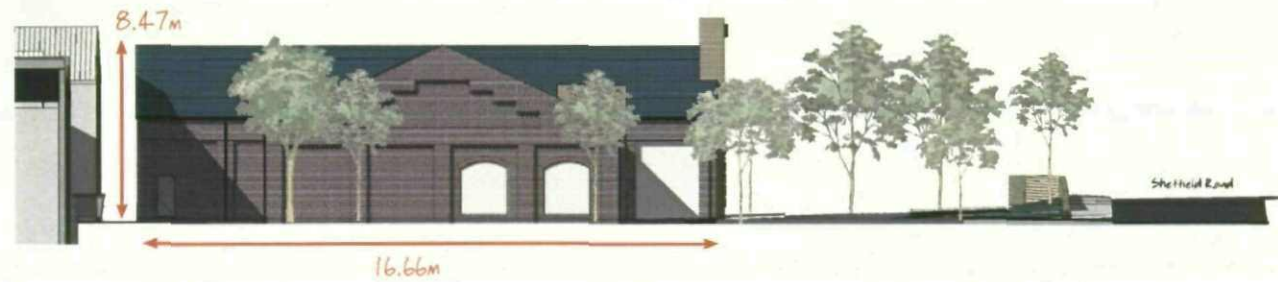
Side Elevation - Convenience Store



Rear Elevation



Side Elevation - Restaurant



This section will describe the visual impression of the buildings – proposed materials, architecture, decoration, lighting and how it will relate to the surrounding development.

APPEARANCE

Appearance



Terraced properties in stone and brick with slate roofs



Dry stone wall to the opposite side of Sheffield Road



Brick and render Gables

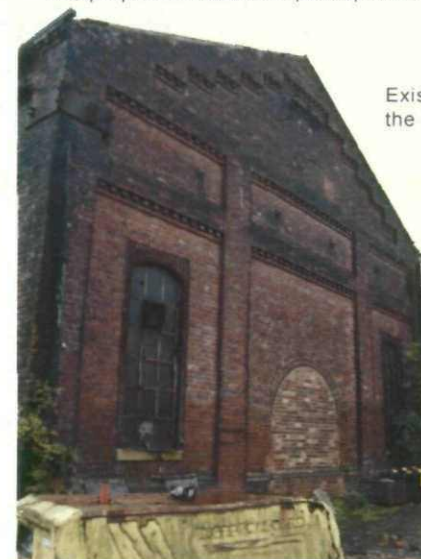


The images highlight the materials within the immediate locality. These include:

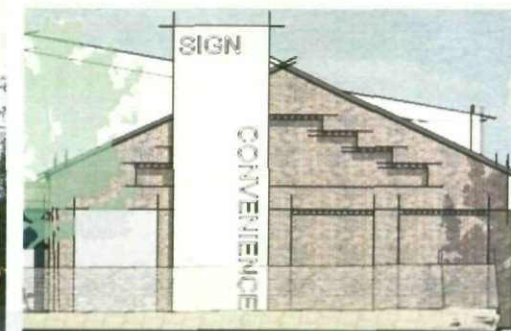
- Stone
- Brick
- Render

This is a full application and as such materials are proposed

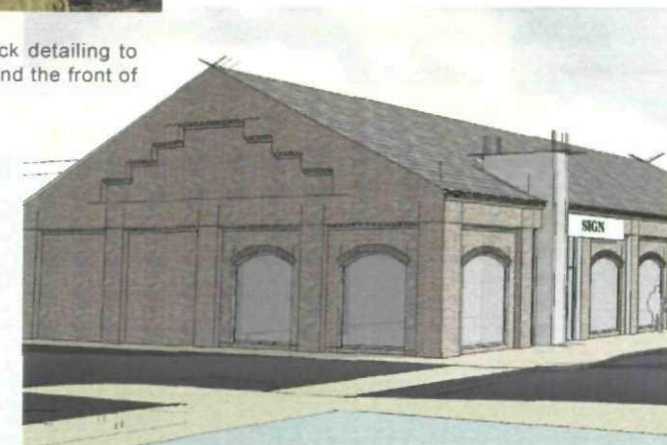
The proposed elevations pick up the brick detailing of the existing building.



Existing elevation with brick detailing to the gable



Proposed elevation with brick detailing to the end gable (restaurant) and the front of the convenience store



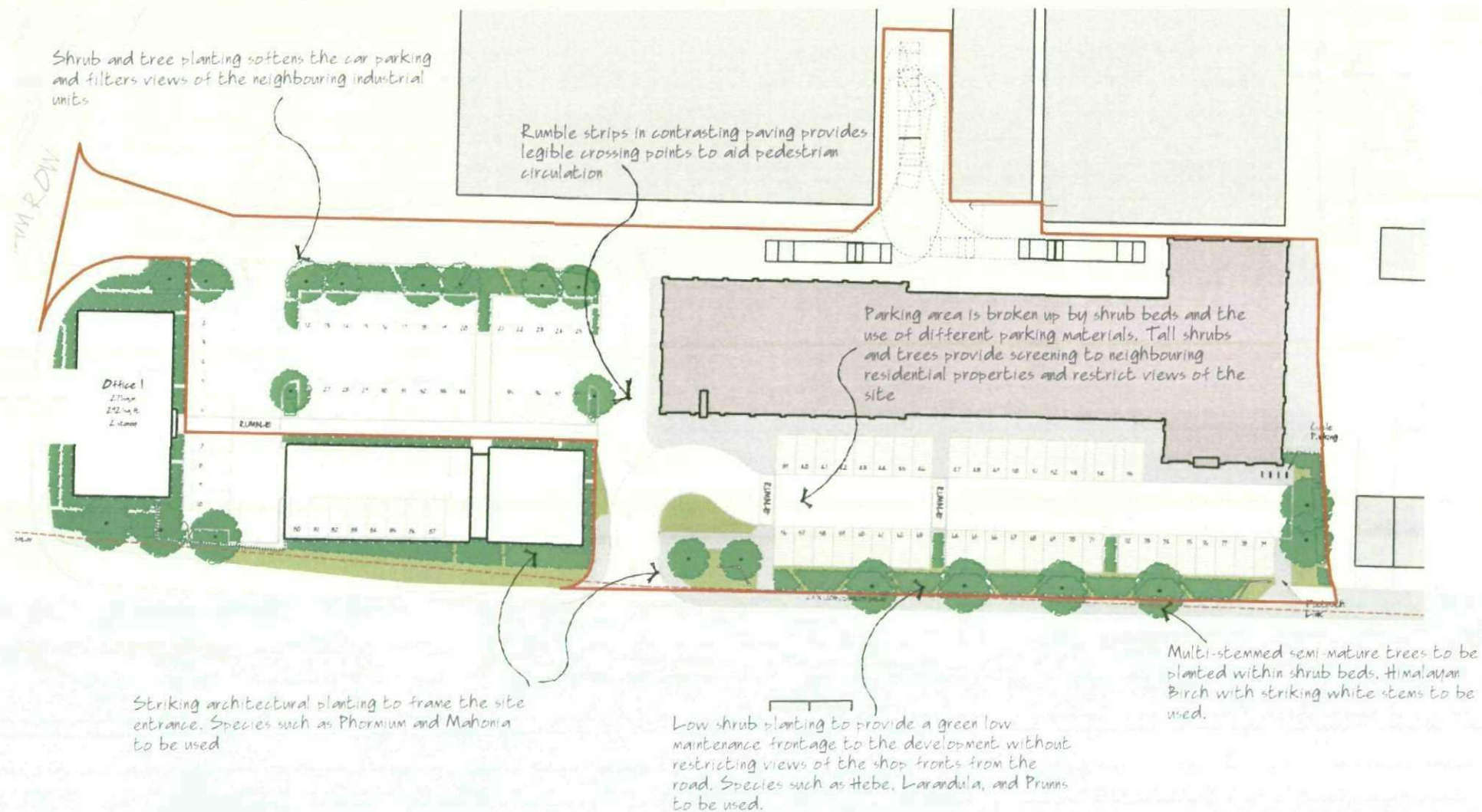
Materials

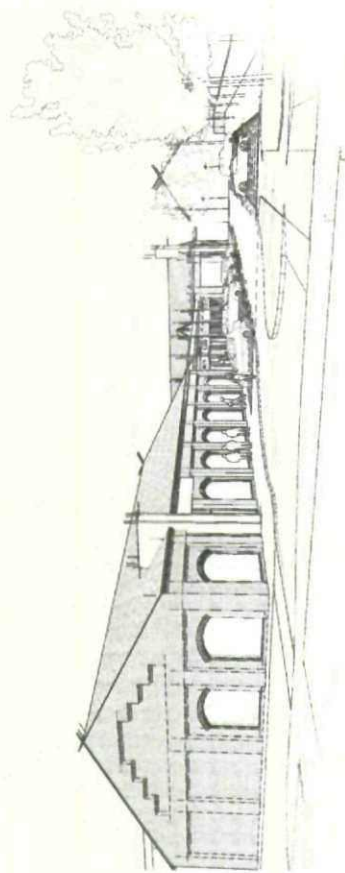
- Slate Tile
- Ashlar pediment, columns and band
- Brick to the end building picking up existing detail on old industrial building
- Coursed stone
- Wall to central retail units with timber shop fronts
- Ashlar stone feature wall
- Brick



This section will describe the indicative landscape proposals for the design.

Detailed landscape proposals will form the reserved matters





ACCESS - 06



This section of the Statement will address access issues to the site, including the following aspects:

Policy – justification of the relevant national, regional and local planning policies.

Site Circumstances – how any specific issues, which might affect access to the development, have been addressed.

Consultation – indicating who has been consulted in relation to access for all, particularly the disabled.

Vehicular and transport links - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping

The proposed development is in outline form; with means of access sought. The concept masterplan proposes a neighbourhood centre encompassing shops, restaurant and takeaway food unit.

Policy

At a national level, Planning Policy Guidance 13 Transport (PPG13) objectives are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight.

PPG13: Transport (March 2001)

PPG13 requires Local Planning Authorities to:

"Place the needs of people before the ease of traffic movement in designing the layout of residential development; and
Seek to reduce car dependence by facilitating more walking and cycling, by improving linkages by public transport between housing, jobs, local services and local amenity and by planning for mixed uses."

Regional Spatial Strategy (May 2008)

A key aim of integrated land use and transport planning policies is to reduce the need to travel and to reduce the length and number of journeys, particularly those made by private car. The Plan includes a number of complementary policies to attract more journeys by foot, bicycle and onto public transport, encourage developments in locations well-served by public transport and introduce measures aimed at achieving a shift away from increasing car dependency.

Policy T1 covers the specific contribution which transport planning makes to effect modal shift, and Policy T2 (parking) makes an important contribution. There are strong linkages with Policy T3 (public transport), as significant increases in the capacity of the public transport network will be needed if a step change in modal share is to be achieved.

Barnsley Unitary Development Plan (Adopted December 2000)

The following section reviews the Unitary Development Plan, which provides policy direction

at a local level relating to transport and access. The following policies are saved in accordance with the Secretary of States "saved policy" protocol issued 28th September 2007.

Development and the Highway Network

Policy T2

Development will only be allowed if the additional demand for travel generated can be accommodated on the highway network without significant detriment to the environment or the safety and ease of movement of vehicles and pedestrians using the network, or through measures to assist public transport, cycling or walking. Completion of the necessary highway works or other measures may be the subject of conditions attached to the planning permission or be the subject of a planning obligation under section 106 of the town and country planning act 1990 or other agreement requiring an appropriate contribution from the developer to the cost of the works or measures.

The existing highway network can accommodate the additional traffic generation. There were no objections from the Highway Department to the previous planning submission and pre-application discussion have been positive

Policy T2a

a) All roads, footways, private drives, vehicle manoeuvring areas and points of access serving development must be designed and constructed in accordance with the appropriate standards of the borough council

b) Carriageways and footways should be constructed so as to be usable in a safe and convenient manner before the use of the building which they serve commences.

The site will be designed in accordance with the requirements specified by Barnsley MBC

Public Transport - Access to Development

Policy T14

Development proposals will be required to include measures to facilitate access to, and where appropriate, by public transport services.

The proposals are within 100m of a frequent bus service on Sheffield Road

Car Parking

Policy T17

In support of the council's goals, the car parking policies will seek to ensure the provision and management of car parking to secure:

- Levels of provision of parking commensurate with the encouragement of means of travel other than the car particularly by commuters
- Avoidance of harm to the free flow of traffic, safety levels and the amenity of residents and other road users
- Encouragement of development that increases the number and range of job opportunities;
- The vitality and viability of Barnsley town centre and other shopping and commercial centres

Car Parking Standards & Contributions

Policy T22

New development shall be provided with no more car parking, servicing and manoeuvring space than is necessary in order to ensure there is no significant adverse impact upon:

- a) Highway safety
- b) The local environment including the amenity of local residents and adjoining land uses
- c) The vitality and viability of Barnsley town centre and other shopping and commercial centres.

Planning applications which propose parking servicing and / or manoeuvring space in excess of or less than that which is necessary will be refused permission.

The car parking proposed is in accordance with Barnsley's requirements, ensuring the development accords with policies T17 and 22

Walking

Policy 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 services will be highly accessible on foot, and it is envisaged that the surrounding residential properties will access the services by foot

Supplementary Planning Guidance

At a local level, there are also a number of SPG's, which are applicable to the design and layout of the proposal, these are as follows:

SPG2 The Design and Layout of New Housing
SPD32 Parking, Transport Assessments and Travel Plans

SPG2 The Design and Layout of New Housing
Supplementary Planning Guidance 2 was produced primarily to support policies H3, H8A and BE6 of the UDP.

SPD 32 Parking, Transport Assessments and Travel Plans

Supplementary Planning Guidance 32 was produced to supplement Policy T22 and the UDP, and explains how Barnsley Council intends to implement Planning Policy Guidance 13 Transport.

Car parking is specified at 1.5 spaces per dwelling for residential dwellings in accordance with guidance in PPG3. The size of parking bays should be 5m long and 2.5m wide.

The SPD requires the submission of a Transport Assessment on applications for residential development over 80 dwellings. The TA will outline the effects of the development on the local highway network, whether the site can accommodate the level of development proposed, any transport mitigation measures and what can be done to promote travel by walking, cycling and public transport.

The site falls below the threshold for the submission of a Transport Assessment as specified in the SPD

Manual for Streets, 2007

Manual for Streets supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement.

MfS provides a clear framework for the use of local systems and procedures; it also identifies the tools available to ensure that growth and change are planned for and managed in an integrated way

MfS aims to assist in the creation of streets that:

- help to build and strengthen the communities they serve;
- meet the needs of all users, by embodying the principles of inclusive design
- form part of a well-connected network;
- are attractive and have their own distinctive identity;
- are cost-effective to construct and maintain; and
- are safe.

Existing Site Circumstances

The site is under-used and fronts the Rockingham Business Park. Previously the site was used by a company which re-furbished diesel engines then distributed them world wide. Prior to this the site was owned by the Coal Board. Access is presently taken direct from Sheffield Road.

Sheffield Road has a carriageway width of 7.3m, with two footways and street lighting. Rockingham Row is a cul de sac which provides rear access to a number of dwellings and access to the Rockingham Business Park, which accommodates a number of industrial and haulages uses. The Rockingham Row / Sheffield Road junction has been substantially improved to provide an adequate access to the Business Park development. Sheffield Road is the subject of a 30mph speed restriction.

Proposed Site Circumstance

The proposed customer access is to be taken from Sheffield Road. The servicing of the retail units is to be taken from Rockingham Row. A turning space capable of accommodating an articulated lorry is to be provided within the application site to enable the vehicles to exit in a forward gear. Visibility splays are provided to Sheffield Road of 2.4 x 120m.

Vehicular and Transport Links

Bus stops are situated within a 100m walking distance of the site. There are several bus services which run along Sheffield Road providing a 10 minute service in each direction.

Inclusive Access

External Access

The proposed development has direct, at-grade access to the surrounding footway network off Sheffield Road. There is also direct, at-grade access from the proposed development to bus network that extends along Sheffield Road.

The route from the proposed development site to the bus stops is fully lit with adequate footways, and dropped crossings.

People are very different in their needs, and in the way, they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone.

The principles of an inclusive environment will be:

- Easily used by as many people as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality.

Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings and the units will be compliant with Part M of Building

Regulations. This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc, are adhered to. Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice guidance on accessibility it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.

The design considers access and use of the environment and the dwellings by residents and visitors. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

Approach to Building

The approach to the building is the area of land within the curtilage of the building, from the boundary of the site up to the building itself. Consideration should be given to the construction

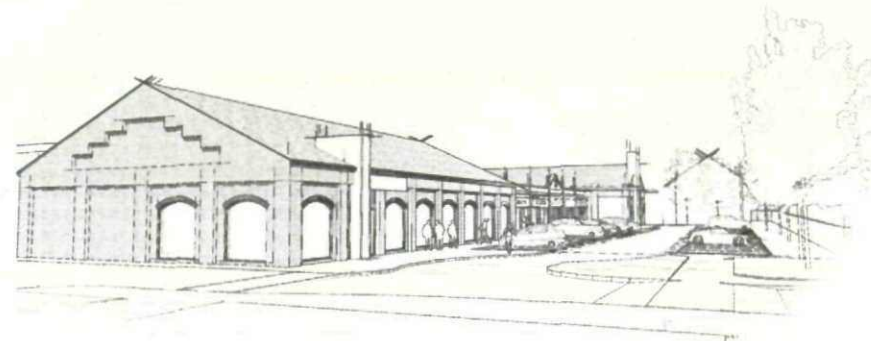
of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

Entrances

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

References:

Approved Document M, Access and Facilities for Disabled People
BS 8300 Design of Buildings and their Approaches to Meet the Needs of Disabled



DESIGN JUSTIFICATION - 07



Hartwood
ESTATES LIMITED

This section of the Design and Access Statement provides a justification of the indicative design against national and local planning policy.

Barnsley Metropolitan Borough Council (BMBC) Unitary Development Plan (Adopted December 2000)

Design Standards

Policy BE6

The council will seek to achieve good design standards for all types of development. Proposals for development will be assessed using the following design criteria:

- a) The quality of layout, and suitability of scale of the development
- b) The use, quality, design and landscape treatment of open land within the site and the area around buildings
- c) The standard of detailed design and facing materials of proposed buildings
- d) The suitability of the whole development for its proposed context and its relationship with adjoining land uses.

Designs which the council considers unsatisfactory in terms of any of these criteria will be rejected.

The application proposes a high quality design on this brownfield site within the settlement of Birdwell

The proposed layout provides one central

access point from Sheffield Road which provides customer access to the units. This central access provides visibility splays to Sheffield Road of 24 x 120 metres. Servicing is to take place via a separate access road which is situated off Rockingham Row; this area provides a turning space for an articulated lorry through the demolition of a building to the rear. The amount of development is justified in the accompanying Retail Impact Assessment

The previous application which was withdrawn in 2008 was criticised for the 'sea of tarmac' which was created by the parking areas. This revised design proposal again has the parking area to the site frontage but seeks to break up the visual impact of this area through the use of a change of materials and landscaping. The proposed buildings are single storey in height with mono-pitched roofs with the exception of the proposed convenience store and restaurant which have a pitch roof in order to provide visual interest

Within the immediate locality there are a number of material used. This building proposes the following high quality materials to ensure the design respects and enhances the surroundings.

- Slate roofing materials
- Coursed stone
- Timber shop frontages
- Brick
- Ashlar stone feature wall

The land use within the immediate locality are a mixed of residential, industrial and commercial therefore this proposal will complement and

enhance the existing surroundings.

Design to Avoid Crime

Policy BE6A

In assessing any proposed development layout, the council will seek to avoid opportunities for crime. The following criteria may be applied where appropriate:

- a) Parking areas and garage courts should be well lit and in a location visible from the highway, not screened by walls or planting
- b) Public open spaces should be visible from highways, and be overlooked by neighbouring dwellings. The creation of dark corners must be avoided
- c) High levels of lighting must be installed and maintained to all public areas
- d) Walls and planting along public routes should be designed to avoid blind corners and hiding places
- e) 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
- f) Housing should be designed into secure groups, probably off cul-de-sac, with no through traffic vehicular or pedestrian, and where strangers are easily identified

There are two parking areas serving this development. Both are overlooked by adjoining buildings. The lighting will ensure there are no areas which are blind corners or hiding places. The proposed planting is to be low level and will not hinder natural surveillance.

Detailed design issues will be considered at a more detailed design stage, to which the principles set out within Policy BE6a will be fully complied with.

Design and Access to the Public

Policy BE6B

In assessing any proposed development to which the public will have access including roads and footpaths in residential and other areas, the council will seek, where appropriate, through the following design criteria, to ensure the creation of a fully accessible environment:

- a) Wherever possible, new development should be sited and designed to make it easily accessible to public transport users
- b) In the design of new developments, refurbishments and changes 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 site is situated on a primary transport route with bus stops situated within a 100m walking distance of the site. There are several bus services which run along Sheffield Road providing a 10 minute service in each direction.

Development and the Highway Network

Policy T2

Development will only be allowed if the additional demand for travel generated can be accommodated on the highway network without significant detriment to the environment or

the safety and ease of movement of vehicles and pedestrians using the network, or through measures to assist public transport, cycling or walking. Completion of the necessary highway works or other measures may be the subject of conditions attached to the planning permission or be the subject of a planning obligation under section 106 of the town and country planning act 1990 or other agreement requiring an appropriate contribution from the developer to the cost of the works or measures.

A Transport Assessment accompanies this planning application which demonstrates that the existing highway network can accommodate the additional traffic generation

Policy T2a

- a) All roads, footways, private drives, vehicle manoeuvring areas and points of access serving development must be designed and constructed in accordance with the appropriate standards of the borough council
- b) Carriageways and footways should be constructed so as to be usable in a safe and convenient manner before the use of the building which they serve commences.

The site will be designed in accordance with the requirements specified by Barnsley MBC

Public Transport - Access to Development

Policy T14

Development proposals will be required to include

measures to facilitate access to, and where appropriate, by public transport services.

The proposals are within 100m of a frequent bus service on Sheffield Road

Car Parking

Policy T17

In support of the council's goals, the car parking policies will seek to ensure the provision and management of car parking to secure:

- a) Levels of provision of parking commensurate with the encouragement of means of travel other than the car particularly by commuters
- b) Avoidance of harm to the free flow of traffic, safety levels and the amenity of residents and other road users
- c) Encouragement of development that increases the number and range of job opportunities;
- d) The vitality and viability of Barnsley town centre and other shopping and commercial centres

Car Parking Standards & Contributions

Policy T22

New development shall be provided with no more car parking, servicing and manoeuvring space than is necessary in order to ensure there is no significant adverse impact upon:

- a) Highway safety
- b) The local environment including the amenity of local residents and adjoining land uses
- c) The vitality and viability of Barnsley town centre and other shopping and commercial

centres. Planning applications which propose parking servicing and / or manoeuvring space in excess of or less than that which is necessary will be refused permission.

The car parking proposed is in accordance with Barnsley's requirements ensuring the development accords with policies T17 and 22

Walking

Policy 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 services will be highly accessible on foot and it is envisaged that the surrounding residential properties will access the services by foot

Supplementary Planning Guidance

There are a number of supplementary planning guidance documents issued by Barnsley Council which have been reviewed when preparing the indicative outline planning application.

The outline application accords fully with these documents where applicable. The detailed reserved matters application will refer to the guidance in more depth

SPG 11 Crime

The SPG provides guidance on ensuring that housing layouts provide clearly defined state boundaries with houses designed in secure groups where mutual surveillance can be provided without reducing the individual privacy of dwellings.

SPG 25 Landscape Design

This guidance notes aims to provide direction to the development of sites where landscape works are required. The purpose of the document is to highlight the various elements and processes that need to be considered when preparing a landscape scheme.