

# DESIGN AND ACCESS STATEMENT

AUGUST 2010



## PROPOSED RESIDENTIAL DEVELOPMENT

FORMER YORKSHIRE TRACTION STEEL AND VERNON WORKS  
UPPER SHEFFIELD ROAD  
BARNSELY

# Introduction

1

This Design and Access Statement has been prepared by John R Paley Associates in support of the planning submission for the erection of 200 dwellings on land comprising the Former Yorkshire Traction Site and Vernon Works, Upper Sheffield Road, Barnsley on behalf of Persimmon Homes.

The design brief was to produce a site-specific development concept for the development of the site. This firstly involved examining the site and its surroundings, to which the predominant land use is residential. The design process then involved producing a design concept of what the scheme was trying to achieve, followed by site specific plans and elevations.

The aims of the statement are to ensure design is integral to the creation of new developments; this further re-enforces 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** - How the buildings and public and private spaces will be positioned and the relationship between them and buildings and spaces around the site.

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

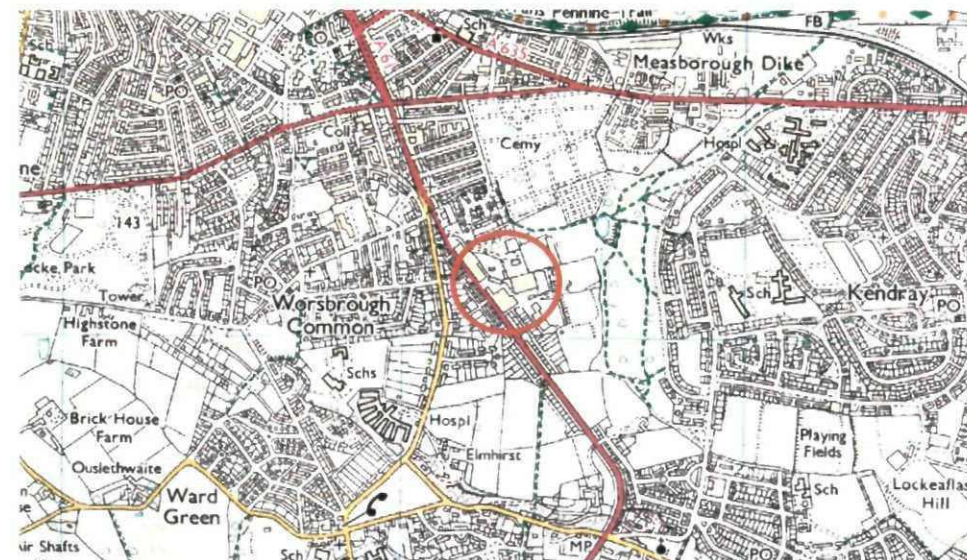
**Landscaping** - How open spaces will be treated to enhance and protect the character of a place

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

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.



## Development Framework

2

## National Guidance

National planning policy, best practise advice and guidance, all outline the importance of good urban design as a key element of successful regeneration and development. Good design is a fundamental element of a successful development. Its role in residential planning has, in recent years become a necessity in order to achieve a development of the highest quality.

The environment in which people live has a great impact on their lives, and those areas, which have taken on board good design, create a development, which is both sustainable and attractive.

According to the CABE publication "The Value of Urban Design", 2001 "good urban design adds value by increasing the economic viability of development and by delivering social and environmental benefits".

Nationally, PPS1 and best practise including 'By Design' (DETR and CABE), the **Urban Design Compendium** (English Partnerships and Housing Corporation), and the companion guide to PPG3 'Better Places to Live' all outline the importance of good urban design and provide advice for the design of residential areas. The 'Building for Life' standards are supported by the government as the standard for the design quality of new homes. All of which will provide the underlying principles on which the development for this site is designed.

PPS1 (2005) suggests that good design ensures attractive, useable, durable and acceptable places and is a key element in achieving sustainable development. It suggests that it is the role of planning to promote high quality, inclusive design in the layout of new developments and individual buildings and that design which fails to take the opportunities available for improving the character and quality of an area should be accepted (para 13). PPS1 also makes it clear that although visual appearance and the architecture of individual buildings are clearly important factors,

securing high quality and inclusive design goes far beyond aesthetic conditions. Good design should:

- Address the connections between people and places by considering the needs of people to access jobs and key services;
- Be integrated into the existing urban form and the natural and built environments;
- Be an integral part of the processes for ensuring successful, safe and inclusive villages, town and cities.
- Create an environment where everyone can access and benefit from the full range of opportunities available to members of society, and
- Consider the direct and indirect impacts on the natural environment.

PPS1 also emphasises that developments should respond to their local context and create or reinforce local distinctiveness. Developments should also create safe and accessible environments where opportunities for crime are designed out and provide visually attractive developments as a result of good architecture and appropriate landscaping.

There is 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 practise include the following principles:

**Character** – somewhere with a sense of place and local distinction

**Legibility** – a place, which is easy to understand and navigate

**Permeability** – achieving a form of layout, which makes for efficient pedestrian and vehicular movement

**An articulated townscape** – creating an interesting, locationally responsive townscape utilising building

height, scale and massing all of which should be human in scale

**Human scale** – the arrangement of building forms, which are easy for the human eye to read and provide a sense of scale and perspective

**Security, natural surveillance** – creating places, which are properly overlooked and make effective passive and active policing

**Detailing, richness and interest** – promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment

**Quality within the public realm** – promoting routes and spaces, which are attractive, safe and uncluttered

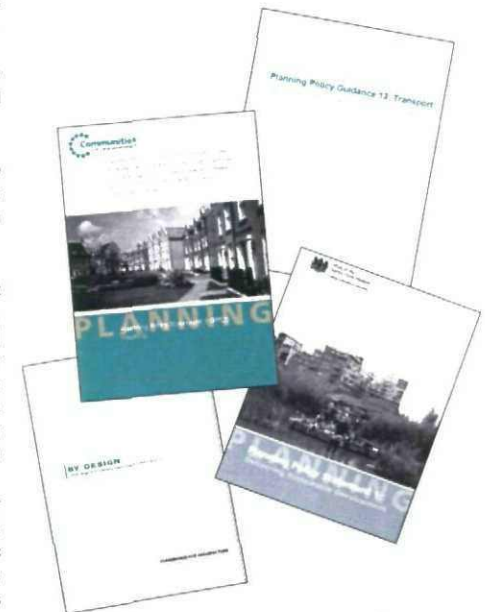
**Continuity and enclosure** – promoting the continuity of the street frontage and the definition of public and private space

**Adaptability, robustness and sustainability** – the layout of the site and individual buildings should all contribute towards the minimal use of resources from the design stage

PPS3 also stresses that new housing development of whatever scale should not be viewed in isolation. Considerations of design and layout must be informed by the wider context, having regard not just to any immediate neighbouring buildings but the townscape and landscape of the wider locality. The local patterns of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development.

PPS 3 and PPG13 also emphasise the need for sustainable development which links new housing with local facilities and community infrastructure, the public transport network and established walking and cycling routes. Understanding the site's relationship to such is

therefore not only an important element of contextual appreciation but is also central to the consideration of the extent to which a site may be appropriate for higher density development in the context of the guidance given in PPS 3 and PPG13. That advice discourages the inefficient use of land and seeks greater intensity of development (more than 50 dwellings per hectare) in places with good public transport accessibility such as local centres and around good quality public transport corridors.



## Local Guidance

**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

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

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.

### 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.

### SPG 2 The Design and Layout of New Housing

The Council is committed to securing good quality housing development, which makes a positive contribution to the community in which it is located. This SPG is a first step in terms of raising standards and achieving quality.

### SPG 3 Infill Residential Development

The SPG relates to development of infill sites, and provides guidance on assessing the physical constraints, the development context and detailed guidance on residential amenity and access and parking.

### SPG 9 Trees and Hedgerows

The SPG provides the context for submitting planning application with regard to trees and hedgerows. All proposals must accurately show existing trees, hedgerows, and those which are to be retained and removed.

### 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 10 Paths and Development

This SPG provides guidance on paths and the impact on development, be it existing footpaths that require closure of diversion to construed rights of way. It also looks at the impact of development on paths off site. Mitigation to minimise the risk of crime is included within the document.

### SPG 20 Open Space Provision on New Housing Development

The SPG provides guidance in relation to applications on the type and amount of open space required. In relation to outline applications open space provision will be secured by condition with sites of 40+ dwellings required to provide 15% of which some should be on-site and a contribution in lieu of the total on-site requirement being acceptable.

### SPG21 The Design and Layout of Open Space on New Housing Developments

This SPG provides detailed guidance on the

general design principles required for open space provision along with detailed guidance on the requirements of.

Equipped Children's Play Facilities  
Informal Playspace and Landscaped Areas  
Minimum Viable Sizes of Informal Open Space Types

### 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.

## Site Area and Analysis

3

## The Site

This section demonstrates that a clear understanding of the site's characteristics and its context has been gained. "Context" relates to the physical, social and economic characteristics of the area that affect and shape the development of the site. These are now addressed in turn.

The site is 6.3 hectares in extent and comprises the Yorkshire Traction main depot, the adjacent scrapyard owned by C Soar and an area of land to the south of the scrapyard which is undeveloped and allocated as green belt and urban greenspace in the UDP. The west portion of the site is located within the urban area of predominantly residential use with a frontage to Upper Sheffield Road. To the east the site occupies an open location with long distance views towards Measborough Dyke and Kendray. To the north of the site is the former Pindar Oaks Hospital which has extant permission for a 32 bedroom healthcare establishment and associated parking and leisure facilities (ref. B/03/2020/BA).

The site falls steeply from west to east with retaining walls currently used to overcome the difference in site levels to enable the site to operate as a bus depot. In addition there are along much of the northern boundary of the site where in places the site is often between 3 and 5 metres higher than surrounding levels.

Other than along the Upper Sheffield Road frontage the site is surrounded by a tree belt and an additional row of trees bisects the scrap yard from the rest of the site.

### Planning History

The site has been subject to previous planning permissions for residential development as identified below: -

Planning Reference 2006/1894  
Approved at Planning Board 06/03/2007

Residential Development of 200 dwellings with associated landscaping and access works

Planning Reference: 2010/0406

Variation of condition 40 of previously approved application 2006/1894 to allow occupation of additional plots prior to the scrap yard being decommissioned and remediated in its entirety.

Application Approved

As part of the previous permission 2006/1894, a number of reports were completed and assessed alongside this application both during the course of the application or post decision through the discharge of planning conditions. These are as follows: -

- Design and Access Statement (YK558 DLP)
- Policy Assessment (YK 558 DLP)
- Geo Environmental Appraisal by Encia (November 2008)
- Flood Risk Assessment (Ref: 5967/FR1A)
- Tree Survey by Popplewell (May 2007)
- Arboricultural Method Statement by Popplewell (August 2007)
- Ecological Survey by ADAS (1st February)
- Reptile Survey by ADAS (June 2008)

Pre-application comments have been made between the client and Joe Jenkinson, the case officer in order to establish which information would be required to be re-submitted as part of this application. The underlying principles taken forward from those documents into the previous approval have also been considered and integrated as part of this revised scheme. As a result, it is confirmed that further reports are not required.

In order to ensure that this re-submission does comply with the previous approval of the site, an assessment is outlined below which reviews the conditions which were placed upon the original decision and which have

subsequently been discharged through the submission of relevant information and how that information relates to this submission.

### Condition 3 – Levels

Details of levels were completed by Encia and considered acceptable for this development by Barnsley in June 2010. The general principles established through those engineering plans have been maintained and taken through into the re-design of the site. However, in order to ensure clarity, revised engineering plans have been completed by MMI which assesses the revised site layout. Those plans form part of this submission.

### Condition 4 – Contamination

A remediation strategy and verification report was completed for this site and assessed by Barnsley in June 2010 where the information was considered acceptable. The re-design of this site does not affect the findings of this report and as such no further information is submitted as part of this application.

### Condition 6 – Noise Monitoring

Information in relation to this matter was submitted by Sirius, which satisfied the requirements of this condition.

### Conditions 7 and 8 – Mud on Road and Dust Suppression

As with the previous application, the details submitted by Sirius in relation to this matter will apply to this submission.

### Condition 11 - Travel Plan

A Travel Plan was completed and approved by Barnsley Council in July 2010. The recommendations of this report

will be taken forward as part of this submission.

### Conditions 14, 15, 18 and 20 - Drainage

One area where policy has changed significantly relates to the Flood Risk Assessment of the site. In light of the updated requirements of PPS25, an addendum has been completed to assess this issue and this accompanies the submission for this application.

### Condition 17 - Archaeology

It was confirmed as part of the previous approval that no further field work was required in terms of archaeology. The final report has been completed and issued to South Yorkshire Archaeology Service, for their consideration.

### Condition 22 – External Materials

Materials were considered and approved for this development however a further analysis will be undertaken with regards to this matter in line with the new layout. A revised materials schedule will therefore be discussed and agreed through the process of the application.

### Condition 26

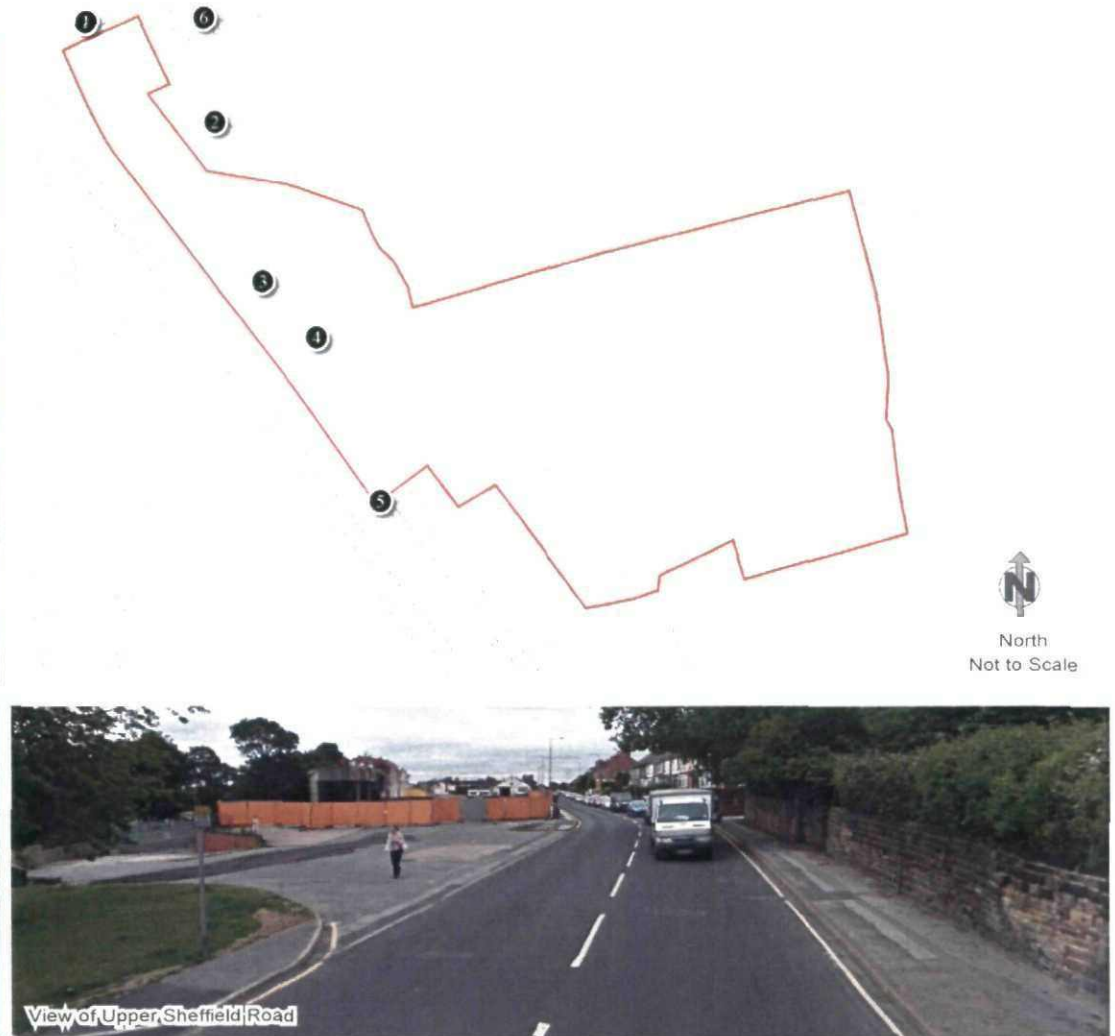
Drawing Reference 1683 Rev B identified which trees within Group 10 were to be felled, managed and retained. The details approved by this submission remain unchanged through the re-design of the site.

### Condition 27 – Retaining Walls

Drawing Reference 3322-S-D-001 was considered acceptable and approved as part of the previous approval. This plan applies to this submission and therefore accompanies this submission.



### Key Views



### Urban Grain

Inspiration for the architectural style and built form should be taken from the local context. The context should be analysed in detail to determine its positive and negative characteristics in order to inform the design solution.

A development should reinforce or enhance the positive aspects of the locality. Negative aspects will determine what should be avoided. In some cases, it may be appropriate to depart from the local context with high quality innovative proposals.

An understanding of local vernacular, including existing urban form close to the site is important in formulating the design proposals for the site.

The built form within this locality is varied with the presence of detached, semi detached and terraced properties.

Development along Upper Sheffield Road is linear and provides a strong presence along the road frontage. The development therefore has the opportunity to continue this character by ensuring a strong built form.



### Local Vernacular



As the photographs demonstrate, there are a variety of styles found within the locality of the site. Dwellings range from detached and semi detached to predominantly terrace blocks and are predominantly 2 storeys in height.

Architectural features which are present include Bay Windows, Chimneys, Stone heads and cills and Dentils. Windows vary dependant upon style and age of property. Older terrace properties have vertical styles with more recent developments having a variety of styles.

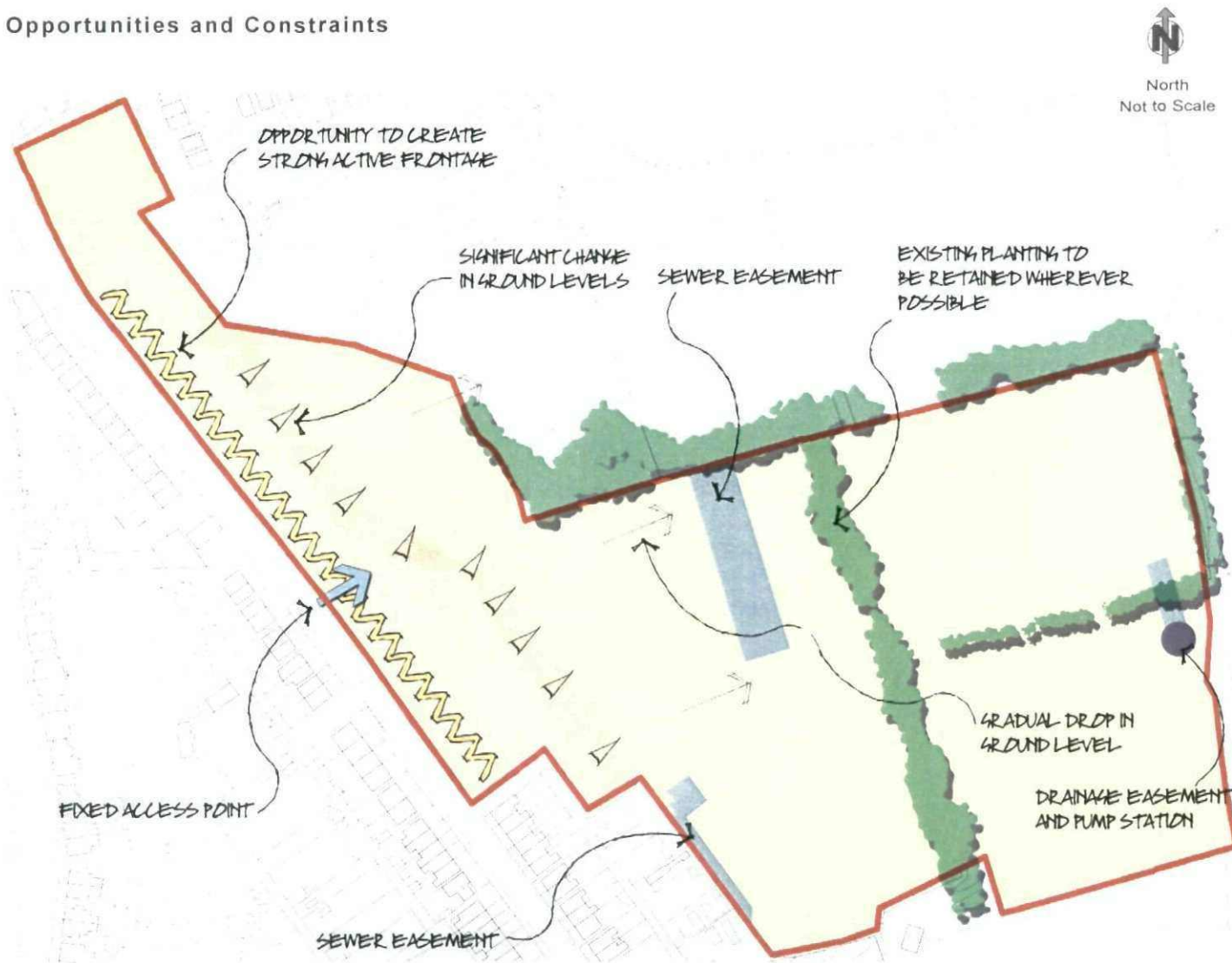
Windows and doors are in a variety of colours and so too are rainwater goods with a mixture of black, brown and white drainpipes and guttering.

The character of the built form varies with examples of front gardens, small landscape pockets and properties immediately abutting the roadside.

Examples of boundary treatments include small walls, railings and hedgerows.

With regards to the materials, brick is dominant in a variety of colours from buff to red although elements of render and stone are present. Roof tiles also vary in colour with brown, grey and red tiles present.

## Opportunities and Constraints



The aim of the design process is to:

Appreciate the Context of the Area - interpretation of character of the area, natural resources and aspirations of local community to arrive at a realistic vision of what the place may become.

Creating the Urban Structure - creating the inter-relationship between development blocks, streets, buildings, open space, landscape and all other features that contribute to creating an urban environment.

Making Connections - the roads, streets, footpaths, public transport routes and green corridors need to achieve a sustainable interlinked movement system.

Detailing the Place - considering the detail of the buildings and public realm and the interface between them, the corner treatments, roof lines, pavement and street furniture etc.

The site area and analysis enables a detailed evaluation of the potential opportunities and constraints of the site, this informs the initial design process.

### OPPORTUNITIES

- The site is brownfield in a sustainable location to provide additional housing in this area of the District.
- The existing consent for residential development establishing the principle of development.
- Surrounding land use is pre-dominantly residential so proposals will be in keeping.
- Opportunity to create pedestrian linkages to the wider network.
- Views from the site to surrounding areas (open land beyond the eastern boundary)
- Opportunity to integrate existing landscape features.

### ISSUES

- Road noise can be designed out, through careful integration of the design and landscaping.
- Integration of properties to create a streetcene whilst addressing the levels difference.

## Design Evolution

4

The layout below formed the basis of pre-application discussions with the Local Planning Authority



 Dual Aspect Dwelling (additional window to gables or twin aspect key corner plots)

The design illustrated opposite proposes an indicative residential layout of up to 200 dwellings and includes:

- Layout provides 200 dwellings
- Access taken from Upper Sheffield Road
- Dwellings front Upper Sheffield Road creating a streetscene whilst being served from the rear.
- Dual aspect dwellings are used on key corners ensuring an active prescene to both streets.
- Additional windows and features are proposed on prominent gables and feature units at entrances into mews courts.
- Range of accommodation is proposed from 2-4 bedrooms.
- Storey heights range from 2-3 storey creating interest and articulation to the roof line.
- Road hierarchy provides a central access road leading to a series of pedestrian friendly shared surfaces.
- Highway network overall will be designed for low speeds, pedestrians, cyclists, vehicles can mix safely together.
- Existing landscaping integrated into the layout.



A pre-application meeting was held with Barnsley Council on 14th June to discuss the revised design proposals, the comments received in respect of the design are outlined below, other comments received are addressed in the accompanying Supporting Statement

### Design

- Major concerns regarding *lack of natural* surveillance of parking area at rear of plots 11-27. Section drawing shows no views of the area from rear of the dwellings. It is unlikely other residents would take stewardship and the police are concerned regarding the potential for anti-social behaviour.
- Design of plots 11-27 should reflect the section shown through plot 190. This would address the level difference and combined with use of an appropriate boundary treatment (eg brick wall and railings) would ensure surveillance of the area. This in turn would increase the likelihood of residents using this area and should therefore reduce the probability of parking along Upper Sheffield Road, which currently has parking restrictions by virtue of a single yellow line. Designated parking spaces should be located directly at the rear of the dwelling they relate to. Consideration should be given as to how the appearance of this area can be broken by soft landscaping.
- The approved scheme misses the opportunity to integrate with the area of open space. This could be addressed by re-orientating plots 133-141 so that they fronted onto the open space. This in turn would require a redesign of a number of plots, perhaps by relocating the highway so that plots 109-114 backed directly onto the rear gardens of plots 133-141. Access to the open space could also be improved providing a pedestrian link adjacent to plot 141.
- Where boundary treatments are prominent (eg rear of plot 72) a higher quality material should be used.
- Attempts should be made to minimise the number of plots *where the frontage is* completely dedicated to off-street parking. This is particularly important where frontages would be prominent (eg plots 78-82).
- The removal of the apartments is not considered to be an issue and other than the above comments the design largely reflects the approved scheme.

### Highways

- The road layout is very similar to the approved scheme. Design of access to plots 1-10 should mirror the approved scheme as much as possible.
- Consideration should be given to where visitors would park. This is relevant in relation to plots 72-89 and those fronting Upper Sheffield Road.
- In principle Highways are receptive to the possibility of re-orientating adjacent to the open space as well as alterations at the rear of plots 11-27.

### Residential Amenity

- No issues regarding the relationship between the proposed development and existing dwellings.

### Internal issues

- Rear elevations of plots (85-88, 92, 93, 144, 145, and 148-152 are very close to trees meaning outlook and day light are restricted. *This may lead to requests for future felling of trees.*
- Rear gardens along northern boundary (plots 53-56, 76-83 and 94-99 would have limited amenity because of the extent of overshadowing associated with their orientation and massing. Massing could be reduced by using different house types and parking at the side or hipped roofs with no room in the roof.
- Some plots (42, 44-49, 52, 57, 73-76, 83, 94, 100, 107, 108, 120, 121, 139, 140, 142, 143, 162, 167, 171, 172, 179-182, 184, 200) also seem quite hemmed in with garages.

## Design Solution

5

## Proposed Layout

This section of Design Solution will seek to describe the way that buildings, routes and open spaces are provided. The Layout provides for 200 dwellings with access taken from Upper Sheffield Road. The following design principles have been established:

- Dwellings front Upper Sheffield Road creating a streetscene whilst being served from the rear.
- Dual aspect dwellings are used on key corners ensuring an active presence to both streets.
- Additional windows and features are proposed on prominent gables and feature units at entrances into mews courts.
- Range of accommodation is proposed from 2-4 bedrooms.
- Storey heights range from 2-3 storey creating interest and articulation to the roof line.
- Road hierarchy provides a central access road leading to a series of pedestrian friendly shared surfaces.
- Highway network overall will be designed for low speeds, pedestrians, cyclists, vehicles can mix safely together.
- Existing landscaping integrated into the layout.

The design of the dwellings reflects their residential use, however, these buildings will be adaptable to future changes in uses and the requirements of the occupants. The internal spaces within the layout allows for adaptation, conversion or extension.

The design solution ensures that high levels of privacy are maintained for existing residents as well as providing a high quality living environment for future occupiers. In order to achieve this, adequate distances have been provided between the existing properties and the proposed built form proposed as part of this application. Parking areas, be it within curtilage or parking courts are well overlooked and strategically sited to minimise the risk of crime.

The permeability of the layout, and the proximity to good public and private transport networks ensure a viable and successful addition to the community.



## Amount of Development

This application proposes that the site can accommodate 200 dwellings on 6.27 Ha of land. This results in a density of 31.8 dwellings per hectare.

Government guidance in Planning Policy Statement 3 gives Local Planning Authorities the scope to set out a range of densities across the plan areas rather than one broad density.

The development seeks to maintain the existing character of the area with the presence of detached, semi detached and terraced properties. This is clearly visible along Upper Sheffield Road where the strong street presence is continued.

This layout therefore provides a form, which is characteristic of the settlement, responds well to the existing topography and will not constitute over development of the site.



## Scale and Appearance

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.

The heights within the locality range from 2 to 3 storey dwellings. This application therefore proposes dwellings which are a mix of 2, 2.5 and 3 storeys in height.

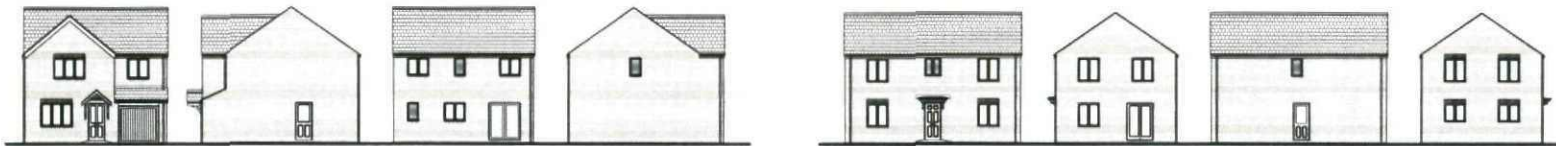
As identified opposite, the predominant height within the development is that of 2 storey with the introduction of higher storeys in key locations such as focal stops, key buildings. The articulation in roofscape provides variety within the development and creates visual interest.

### Key

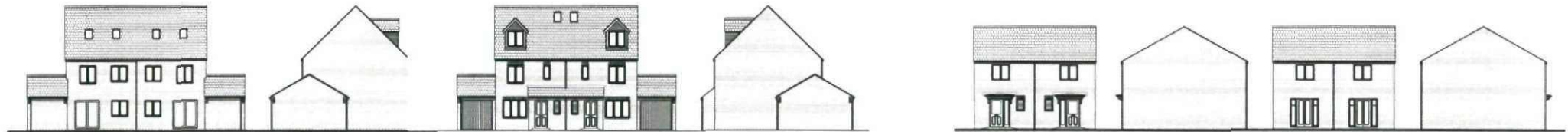
-  2 storey dwellings
-  2.5 storey dwellings
-  3 storey dwellings



## Scale and Appearance



Examples of 2 storey detached dwellings



Examples of 2 and 2.5 storey semi detached dwellings



Examples of 2 and 2.5 storey terraced dwellings

## Access

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

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

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

**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.

**Emergency Access** – an explanation of access for emergency vehicles, including circulation routes.

### Site Circumstances

This application seeks the erection of 200 dwellings from a single access point taken from Upper Sheffield Road.

### **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.”

### **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 28<sup>th</sup> September 2007.

#### **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 to be usable in a safe and convenient manner before the use of the building which they serve commences.

#### **Policy T14**

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

#### **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.

#### **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. For car parking associated with employment premises, Shopping areas,

leisure and recreational facilities, places Open to the general public and public car parks, provision Should be made for disabled car parking which should Amount to at least 4% of the total car parking provision to Be provided.

Where the required car parking cannot be provided on site or where the council deems it, appropriate, suitable parking Provision off site or contributions to enhance or provide Alternative means of transport may be acceptable. In these circumstances, the council will seek to enter into an Agreement under s106 of the act with the developer to Ensure that a financial contribution is secured towards the Provision of public car parking and/ or to enhance or provide Alternative means of travel.

#### **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.

### 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,

## Access

- Are attractive and have their own distinctive identity;
- Are cost-effective to construct and maintain; and
- Are safe.

### Vehicular and Transport Links

This site has the benefit of planning permission for residential development and as such the acceptability of public access services are considered acceptable. There are a number of bus stops located along Upper Sheffield Road providing easy access to employment and leisure services for future residents.

### Proposals

The highway network remains unchanged to that which was previously approved with a single access being taken from Upper Sheffield Road, with a separate access to serve Plots 1-10.

### Inclusive Access

### External Access

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



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 house types 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. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents. 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 property, 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.

### Emergency Access

The site layout demonstrates that emergency vehicles can access the site and adequately manoeuvre within the proposed highway network.

### 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

6

This section of the Design and Access Statement analyses the design solution in line with Local Authority Guidance and addresses how the solution complies with those requirements.

**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.

*The development proposes the erection of 200 units on a site which already has the benefit of planning permission for 200 dwellings with associated landscaping and access works. The approved design incorporated a mix of detached, semi detached and terraced properties which was considered an appropriate mix for this location. The revised layout also provides this mix encouraging a mixed and balanced community.*

*This is a major development on a gateway site which occupies a prominent position on a major route into the town centre. In addition the site is raised and lies adjacent to an area of green belt and open space which is viewed over a wider area. The site is also overlooked by existing residential properties along Upper Sheffield Road. It is inevitable that a development of this scale will have an impact on the character and appearance of the area and accordingly the development has been sensitively designed.*

*The scheme adopts a strong frontage on Upper Sheffield Road which incorporates a wall with railing details.*

*The road details proposed provide a single central means of access with the internal highway network remaining unchanged from that which was previously approved.*

*With regards to materials, the following condition was placed upon the permission*

*"No development shall take place until full details of the proposed external materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details."*

*It is therefore proposed that those details be submitted during the course of the application.*

## 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.

*In line with the principles of Secured by Design, all streets are designed to be adequately looked by the built form allowing high levels of natural surveillance. The siting of dwellings onto the street also increases levels of activity and can enhance a sense of community.*

*All pedestrian links are designed to be legible, straight, secure and naturally surveilled to encourage their future use by both future and existing residents of the area. The additional use of appropriate lighting along those areas also increase security levels.*

*Semi public spaces are also designed to be secure such as the rear parking courts. Where rear parking courts are provided, these are accessed via a drive through with a flat located above. The flats have the benefit of overlooking those parking spaces increasing natural surveillance. Additional security features such as lighting and lockable gates also aid in maintaining safe and secure environment.*

*Landscaping has also been designed within the layout to provide relief from the built form however care has been taken to ensure that they do not impede opportunities for natural surveillance or provide hiding places.*

*The mix of 2, 3 and 4 bedroom properties in a mix of styles encourage the potential for occupation throughout the day which in turn increases opportunities for natural surveillance by neighbours.*

## 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

*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. The house types are compliant with Part M of Building Regulations.*

### Policy BE6

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

*The site provides connects to Upper Sheffield Road where future residents can access public transport nodes on foot or utilise the existing highway network for cycle connectivity*

## 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.

## SPG 2 The Design and Layout of New Housing

The Council is committed to securing good quality housing development, which makes a positive contribution to the community in which it is located. This SPG is a first step in terms of raising standards and achieving quality.

*The Layout provides for 200 dwellings with access taken from Upper Sheffield Road. The following design principles have been established:*

- Dwellings front Upper Sheffield Road creating a streetscene whilst being served from the rear*
- Dual aspect dwellings are used on key corners ensuring an active presence to both streets*
- Additional windows and features are proposed on prominent gables and feature units at entrances into mews courts.*
- Range of accommodation is proposed from 2-4 bedrooms.*

- Storey heights range from 2-3 storey creating interest and articulation to the roof line.
- Road hierarchy provides a central access road leading to a series of pedestrian friendly shared surfaces
- Highway network overall will be designed for low speeds, pedestrians, cyclists, vehicles can mix safely together
- Existing landscaping integrated into the layout

The design of the dwellings reflects their residential use, however these buildings will be adaptable to future changes in uses and the requirements of the occupants. The internal spaces within the layout allows for adaptation, conversion or extension.

The design solution ensures that high levels of privacy are maintained for existing residents as well as providing a high quality living environment for future occupiers. In order to achieve this, adequate distances have been provided between the existing properties and the proposed built form proposed as part of this application. Parking areas be it within curtilage or parking courts are well overlooked and strategically sited to minimise the risk of crime.

The permeability of the layout, and the proximity to good public and private transport networks ensure a viable and successful addition to the community.

## SPG 3 Infill Residential Development

The SPG relates to development of infill sites, and provides guidance on assessing the physical constraints, the development context and detailed guidance on residential amenity and access and parking.

The principle of development has been established on this site. This application seeks to amend the proposed mix of accommodation and improve the design of key areas. Therefore the proposals are in accordance with SPG3.

## SPG 9 Trees and Hedgerows

The SPG provides the context for submitting planning application with regard to trees and hedgerows. All proposals must accurately show existing trees,

hedgerows, and those, which are to be retained and removed.

An assessment has been undertaken reviewing the proposed siting of designs in relation to the trees on site. It is concluded that the proposed siting is comparable and in many cases better than the previous layout.

## Tree Protection Measures

Fencing should consist of a scaffold framework in accordance with the Figures contained within Appendix A of the accompanying report, comprising a vertical and horizontal framework, well braced to resist impacts, with vertical tubes spaced at maximum 3m centres. Onto this weldmesh panels should be securely fixed with wire and scaffold clamps. Weldmesh panels fixed onto blocks are not resistant to impact and should not be used.

The position of fencing should include all of the Root Protection Areas as defined by the tree survey and BS5837.

Ground protection should be provided where it is necessary to work and provide access within root protection areas. Areas requiring ground protection are shown on the adjacent plan. Protection should consist of a combination of barriers and ground protection boards. For pedestrian movements within the RPA the installation of ground protection in the form of a single thickness of scaffold boards on top of a compressible layer laid onto a geotextile or supported by scaffold may be acceptable.

## 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.

In line with Secured By Design principles, neighbourhoods should feel safe and pleasant for their residents as they move around them.

In order to achieve this successfully dwellings should be designed to overlook public areas such as streets, public footpaths and open spaces. Frequent windows and doors over looking those areas will encourage high levels of natural surveillance. Care needs to be taken however with the choice of planting to ensure that it does not prevent casual surveillance or provide intruders with somewhere to hide.

The following design principles summarise the range of security measures which have been borne in mind through the creation of the layout to ensure the creation of safe public / private environments.

- Orientation of dwellings to overlook public spaces such as public footpaths and streets increasing levels of natural surveillance.
- The layout identifies how dwellings would be positioned to face each other to allow neighbours to watch over each other and to create the conditions, which will make the potential offender feel vulnerable to detection.
- Car parking are designed to be on plot, within the public realm or in overlooked parking courts to improve surveillance.
- Landscape design will be completed so that it does not create areas of concealment.
- The provision of a mix of house type in terms of its size and style will help to attract a wide demographic from young families, retired to those at work all day. This encourages a greater level of activity throughout the course of the day giving increased opportunity for natural surveillance, community interaction and environmental control.
- Robust boundary treatments and defensible planting will be provided.

## SPG 20 Open Space Provision on New Housing Development.

The SPG provides guidance in relation to applications on the type and amount of open space required. In relation to outline applications open space provision will be secured by condition with sites of 40+ dwellings required to provide 15% of which some should be on-site and a contribution in lieu of the total on-site requirement being acceptable.

## SPG21 The Design and Layout of Open Space on New Housing Developments

This SPG provides detailed guidance on the general design principles required for open space provision along with detailed guidance on the requirements of:

- Equipped Children's Play Facilities
- Informal Playspace and Landscaped Areas
- Minimum Viable Sizes of Informal Open Space Types

The previous approval provided an area of land to the south of the site for public open space along with the requirement for £279,070 towards off-site public open space prior to the construction of the 100th dwelling. This remains unchanged and a new Section 106 agreement will be completed for this application.

## 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.

A detailed landscape plan will be prepared for the site.