



Our Ref: LM//09: 4234

27th September 2010

Mr Joe Jenkinson  
Group Leader (Inner Area)  
Development Management  
Barnsley Metropolitan Borough Council  
Planning & Transportation  
PO Box 604  
Barnsley  
S. Yorks  
S70 2DR

Dear Joe,

**RE: FORMER YORKSHIRE TRACTION DEPOT, UPPER SHEFFIELD ROAD,  
BARNSELY**  
**OUR CLIENT: PERSIMMON HOMES WEST YORKSHIRE**

Further to your emails dated 18th August and 7th September please find enclosed the revised site layout (P09:4234:01 Rev B), which addresses the issues raised concerning the layout.

|              |       |                                               |
|--------------|-------|-----------------------------------------------|
| P09:4234:01  | Rev D | Planning Layout                               |
| P09:4234:03  | Rev A | Boundary Treatments                           |
| P09:4234:05  | Rev A | Site Sections                                 |
| P09:4234:06  | Rev A | Street Scenes                                 |
| P09:4234:07  |       | Bin Store                                     |
| P09:4234:100 |       | Plots 1 – 3                                   |
| P09:4234:101 |       | Plots 4 - 5                                   |
| P09:4234:102 |       | Plots 6 - 7                                   |
| P09:4234:103 |       | Plots 8 - 10                                  |
| P09:4234:104 |       | Plots 11 - 13                                 |
| P09:4234:105 |       | Plots 14 - 15                                 |
| P09:4234:106 |       | Plots 16 – 17, 22-23                          |
| P09:4234:107 |       | Plots 18-19, 20-21                            |
| P09:4234:108 |       | Plots 24 – 25                                 |
| P09:4234:109 |       | Plots 26 – 27                                 |
| P09:4234:110 |       | Plots 28, 64, 65, 67, 84, 90, 136             |
| P09:4234:111 |       | Plots 29 - 30                                 |
| P09:4234:112 |       | Plots 31, 50, 51, 72, 99                      |
| P09:4234:113 |       | Plots 32-33                                   |
| P09:4234:114 |       | Plots 34-35, 36-37, 100-101, 104-105, 108-109 |
| P09:4234:115 |       | Plots 38 - 39                                 |
| P09:4234:116 |       | Plots 40-41                                   |
| P09:4234:117 |       | Plots 42, 74, 97, 132, 137                    |
| P09:4234:118 |       | Plots 43, 66                                  |
| P09:4234:119 |       | Plots 44, 75                                  |
| P09:4234:120 |       | Plots 45, 49, 68, 98, 131, 135                |
| P09:4234:121 |       | Plot 46                                       |

|              |                                                             |
|--------------|-------------------------------------------------------------|
| P09:4234:122 | Plot 47                                                     |
| P09:4234:123 | Plot 48                                                     |
| P09:4234:124 | Plot 52                                                     |
| P09:4234:125 | Plots 53-54, 78-79, 80-81                                   |
| P09:4234:126 | Plots 55-56, 76-77, 82-83, 92-93, 112-113, 129-130, 133-134 |
| P09:4234:127 | Plots 57 - 60                                               |
| P09:4234:128 | Plot 61                                                     |
| P09:4234:129 | Plots 62 - 63                                               |
| P09:4234:130 | Plots 69 - 71                                               |
| P09:4234:131 | Plots 73, 89, 121                                           |
| P09:4234:132 | Plots 85 - 86, 87 - 88, 102 - 103, 106-107                  |
| P09:4234:133 | Plots 91, 94, 120                                           |
| P09:4234:134 | Plots 95, 96, 110, 139, 141                                 |
| P09:4234:135 | Plots 111, 114, 115, 138                                    |
| P09:4234:136 | Plots 116 - 117, 118 - 119, 122 - 123                       |
| P09:4234:137 | Plots 124 - 126                                             |
| P09:4234:138 | Plots 127-128                                               |
| P09:4234:139 | Plot 140                                                    |
| P09:4234:140 | Plots 142, 196                                              |
| P09:4234:141 | Plots 143, 184, 185                                         |
| P09:4234:142 | Plots 144-145, 166-167                                      |
| P09:4234:143 | Plots 146-147, 150-151                                      |
| P09:4234:144 | Plots 148-149, 156-157, 176-177, 182-183                    |
| P09:4234:145 | Plot 152                                                    |
| P09:4234:146 | Plots 153, 158                                              |
| P09:4234:147 | Plots 154 - 155                                             |
| P09:4234:148 | Plot 159                                                    |
| P09:4234:149 | Plot 160                                                    |
| P09:4234:150 | Plots 161 - 162                                             |
| P09:4234:151 | Plots 163 - 165, 173 - 175                                  |
| P09:4234:152 | Plots 168 - 169, 179 - 180                                  |
| P09:4234:153 | Plots 170 - 172                                             |
| P09:4234:154 | Plots 178                                                   |
| P09:4234:155 | Plot 181                                                    |
| P09:4234:156 | Plots 186 - 188, 193 - 195                                  |
| P09:4234:157 | Plots 189 - 192                                             |
| P09:4234:158 | Plot 197                                                    |
| P09:4234:159 | Plots 198, 199                                              |
| P09:4234:160 | Plot 200                                                    |

We have issued the layout directly to the Highways Department in order that they can provide comments in your absence and we can resolve directly with them any outstanding issues.

I will respond firstly to the Highway points raised in your email dated 7th September, for ease I have included the comment with the response / amendment in italics:

- The S278 works on Upper Sheffield Road should be indicated on the layout;

*I understand that Andrew Spiers of Persimmon spoke with you on this issue and that the Section 278 works were a condition on the previous approval therefore I presume that this condition could be repeated on this application.*

- The Drive to plot 28 on Road 1 is too close to the junction with Upper Sheffield Road. You should aim to locate it no closer to the junction than the driveway shown for plot 196. This can be achieved by swapping house types on plots 28-30 but you will need to consider how you can break up the gable end of plot 28.  
*We are 10m from junction, which is a sufficient distance for this plot to ingress and egress the drive with no impact on the junction to Sheffield Road.*
- Road 7 should be a private drive;  
*This road serves 10 plots, a private drive usually has a maximum of 5 dwellings.*
- Roads 4 and 8 should be provided with a drop crossing access rather the kerb radii.  
*Roads 4 and 8 have been amended to provide a drop crossing as opposed to the kerb radii as previously shown.*
- Road 14 should be part of the spine road;  
*Road 14 is now included in the spine road.*
- Roads 15 and 16 should not have footways;  
*The footways have been removed to Roads 15 and 16.*
- A visibility splay of 2.4m x 90m will be acceptable at the junction with Upper Sheffield Road;  
*The visibility splay has been amended to 2.4 x 90m.*
- Parking/drive locations need to be considered throughout the layout as there are lots of instances where on street for visitors is very limited;  
*Visitor parking can be accommodated within the layout on the main spine roads and within widened areas on the shared surfaces, as demarked on the layout. It is our experience where dedicated visitor bays are proposed particularly in long runs of parking bays these tend to be taken over by residents as extra bays.*
- Bin storage needs to be considered throughout, in particular the units where there is no provision for being able to get a bin from the front garden to the back garden;  
*Semi-detached and detached dwellings have access to the rear to store bins. Where townhouses are proposed these are sited in blocks of three, here the bins are addressed either with storage to the front of plots (1-3, 8-9, 163-165, 170-172, 174-175) in a dedicated store or secure rear gated access is provided to the remainder (124-126). It is the intention that Plots fronting Sheffield Road (11-27 and 186-195) will be serviced from internally within the site.*
- Road 12 seems to have some unnecessary widening of the carriageway in front of plots 161-162.  
*Road 12 responds to the dwellings, and accords with the principles of Manual for Streets, therefore remains unchanged. Visitor parking is provided for in this area.*

Persimmon will deal with the Section 38 agreement which will detail how the mine shaft will be addressed.

#### Discrepancies with plans

Plot 53 shows a double garage (Dwg: P09:4234:33) instead of a single garage

Plot 97 (Dwg: P09:4234:29) – elevations do not correlate

Plots 111, 114, 115 and 138 (Dwg No: P09:4234:40) – elevations do not correlate

Plots 189-192 (Dwg: P09:4234:63) do not include the decking and under build, which are shown on adjacent plots

*We have enclosed revised plans which address these discrepancies.*

### Residential Amenity

The occupants of the following proposed dwellings would suffer from substandard levels of amenity:

- Plot 42 – Due to how far plot 41 is set back. Plot 41 would appear overbearing and would overshadow the rear garden.  
*The house type proposed for Plot 42 has been amended and re-sited to over come this concern.*
- Plots 42 and 43 have habitable room windows directly facing each other at a distance of just 12m resulting in substandard levels of mutual privacy. If possible I would suggest plots 40-43 are re-planned.  
*Given the house type has changed this has resolved the concern over habitable rooms overlooking one another.*
- Plot 52 has minimal outlook because of the proximity of plot 53, which is 2.5 storey. I suggest plot 53 becomes 2 storey with no garage.  
*Plot 53 has been amended to two storey as requested and the loss of the garage improves the amenity and garden area for plot 52.*
- Plots 72-76 - Plots 57-63 and 69-71 have finished floor levels (FFLs) that are approx 3m higher and are either 3 or 2.5 storeys. At just 21m away they would be massively overbearing and you should therefore consider locating these units elsewhere on the site and instead proposing 2 storey units with a slightly greater separation distance.  
*This area has been re-designed, which should address this issue. We are now providing 22-23 metre distance as opposed to the submitted plan which provided 2.5-3 storey at 18m.*
- Plots 69 and 70 – Plot 68 is 2.5 storeys and the FFL is almost 2m higher. At just 12m away the side elevation will be overbearing.  
*Plot 72 has been handed to increase this distance to 13.5m*
- Plots 75 and 84 have habitable room windows directly facing habitable room windows of the dwellings on plots 77 and 82 at a distance of approx 12m. It is suggested that a different house type is used with blank gables (these would not be especially prominent from public vantage points).  
*This has been addressed by substituting plot 75 so it has a blank gable facing plots 77-78. Plot 84 has primary windows to the front elevation we have increased the separation distance to 13.5m.*
- Plots 122 to 135 - The rear gardens would be significantly overlooked by plots 137-140 because of the level difference. The retaining wall, combined with a close boarded timber fence would also be overbearing.  
*Due to the request to provide frontage to the POS and creating a streetscene to Road 14 along with the location of the mine shaft and site levels, this is the best design solution we can achieve in this area.*
- Plots 133-135 – Plots 122-126 are three storey and the FFLs are elevated by approx 1.5m. At just 21m these dwellings would appear overbearing and a greater separation distance should therefore be provided. This would also improve outlook from the rear of plot 127.  
*This has been increased to 24-26m.*
- Plot 158 – Plot 177 is just 19m away and the FFL is over 1m higher.  
*This distance has been increased to 21m.*

- Plots 165 & 166 – Plot 173 is 2.3m higher and although over 12m away, the side elevation could be overbearing.  
*A separation distance of 13m is provided from the rear of Plot 165 to the corner of Plot 173. Plots 166-167 are 15m from Plot 173 which is angled.*
- Plot 180 – Plot 181 is just 10m away and the FFL is 2.3m higher. Plot 181 would therefore be hugely overbearing.  
*This distance has been increased to 13m.*

## Design

The rear elevations of the properties fronting Upper Sheffield Road (plots 11-27 and 186-195) are unsightly due to the large expanse of brick work below the ground floor and the timber decking.  
*This area is now to be re-graded and the plot re-designed to provide a store in the area which was previously just brick work.*

Plots 197 – 199 – The blank gable of plot 199 would be particularly prominent. It would be preferable use the same house type on plot 199 as the one proposed on plot 196 (although flipped so the windows are on the prominent side elevation). A pair of semi detached dwellings could then be provided on plots 197 and 198.

*Plot 199 (now plot 197 has been replaced with a different housetype and re-orientated and now fronts the internal road, which addresses this issue. A pair of semi-detached (plots 198-199) are now proposed in this area as suggested.*

The blank gables on plots 28 and 69 would also be very prominent and alternative house types (such as the ones on plots 196 or 72) would be preferred.

*Plot 28 has been amended to a dual aspect house type, and plot 69 now has feature windows to the side elevation.*

A formal pedestrian route should be provided to the open space from the highway in front of plot 141. This would avoid the need from a long detour around roads 14, 15 and 16.

*Access to the public open space is now provided adjacent to Plot 141 as requested and Plot 128.*

## Boundary Treatments

On the Planning & Landscape Layout (Dwg No: P09:4234:01) there is a broken single line which I assume represents the proposed 1800mm close boarded timber fence but on the key this is shown as a continuous single line so could you please clarify.

*The boundary treatments proposed are 1800 close boarded and 900 post and rail fencing. It is generally proposed that 1200 fencing will be used to demark the property division for rear boundaries, with 1800 for rear boundaries.*

Assuming the broken single line does represent close boarded timber fencing, I suggest that is amended to the 1800mm brick wall and fence on the following:

- Adjacent to the car parks at the rear of the houses on Upper Sheffield Road  
*This area has been amended to 1800 wall and fence.*
- Rear of plots 72-73  
*This area of the site has been amended therefore this issue has been overcome.*
- Side of plot 186  
*This has been amended to an 1800 wall and fence.*

- On Plots 114, 121, 128, 142, 153, 154, 166, 167, 172, 173 & 190  
*These have been amended to an 1800 brick wall and fence.*
- More attractive boundary treatments will also be required at the rear of plots 57-69 and 137-141 because they would be located on top of a retaining wall and would therefore appear very prominent from neighbouring dwellings and gardens.  
*This remains as an 1800 fence, given this is a rear to rear boundary this is considered acceptable and less oppressive than a brick wall.*
- The rear boundary of Plot 141 would be very prominent because of the retaining wall and need for a solid boundary treatment above. It can be partly disguised by moving plots 122-126 forward but careful thought will be required in terms of how to improve this boundary.  
*This remains as previously proposed as these house types have an integral garage with an access road, therefore it is not possible to move them forward.*
- The proposed 750mm property division will mean rear gardens are particularly open and will not help to preserve the privacy and amenity of potential residents.  
*This boundary treatment has been increased to 1200.*
- No boundary treatment is shown at the front of plots 186-195. If the existing wall is not being retained I suggest you include the 1200mm wall and railings to provide continuity along the Upper Sheffield Road frontage.  
*The 1200 wall and railings has been continued along this frontage.*

#### Additional Information

#### 3D Visuals

We will provide 3D visuals to assist at Planning Committee when the layout has been agreed and finalised.

I have asked Persimmon to instruct their legal representatives to contact your colleague Jason Field, to commence the Section 106.

I trust this addresses the issues raised, however should you have any queries or require additional information, please do not hesitate to contact me.

Yours sincerely



Laura Mephram *MRTPI*  
**Senior Planner**

C.c Andrew Spiers – Persimmon Homes