



~ DESIGN & ACCESS STATEMENT ~

(October 2014)

LUNDWOOD, BARNSELEY



PROPOSED RESIDENTIAL DEVELOPMENT, 97 DWELLINGS AND ASSOCIATED WORKS

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CONTENTS

- 1.0 INTRODUCTION.**
- 2.0 LOCATION & SETTING.**
- 3.0 LAYOUT.**
- 4.0 AMOUNT & USE.**
- 5.0 SCALE & APPEARANCE.**
- 6.0 ACCESS & ACCESSIBILITY.**
- 7.0 LANDSCAPING.**
- 8.0 THE DESIGN PROCESS & PLANNING CONSIDERATIONS.**
- 9.0 SITE LOCATION PLAN.**
- 10.0 PLANNING LAYOUT.**
- 11.0 CONCLUSIONS.**

SUPPORTING DESIGN & ACCESS STATEMENT

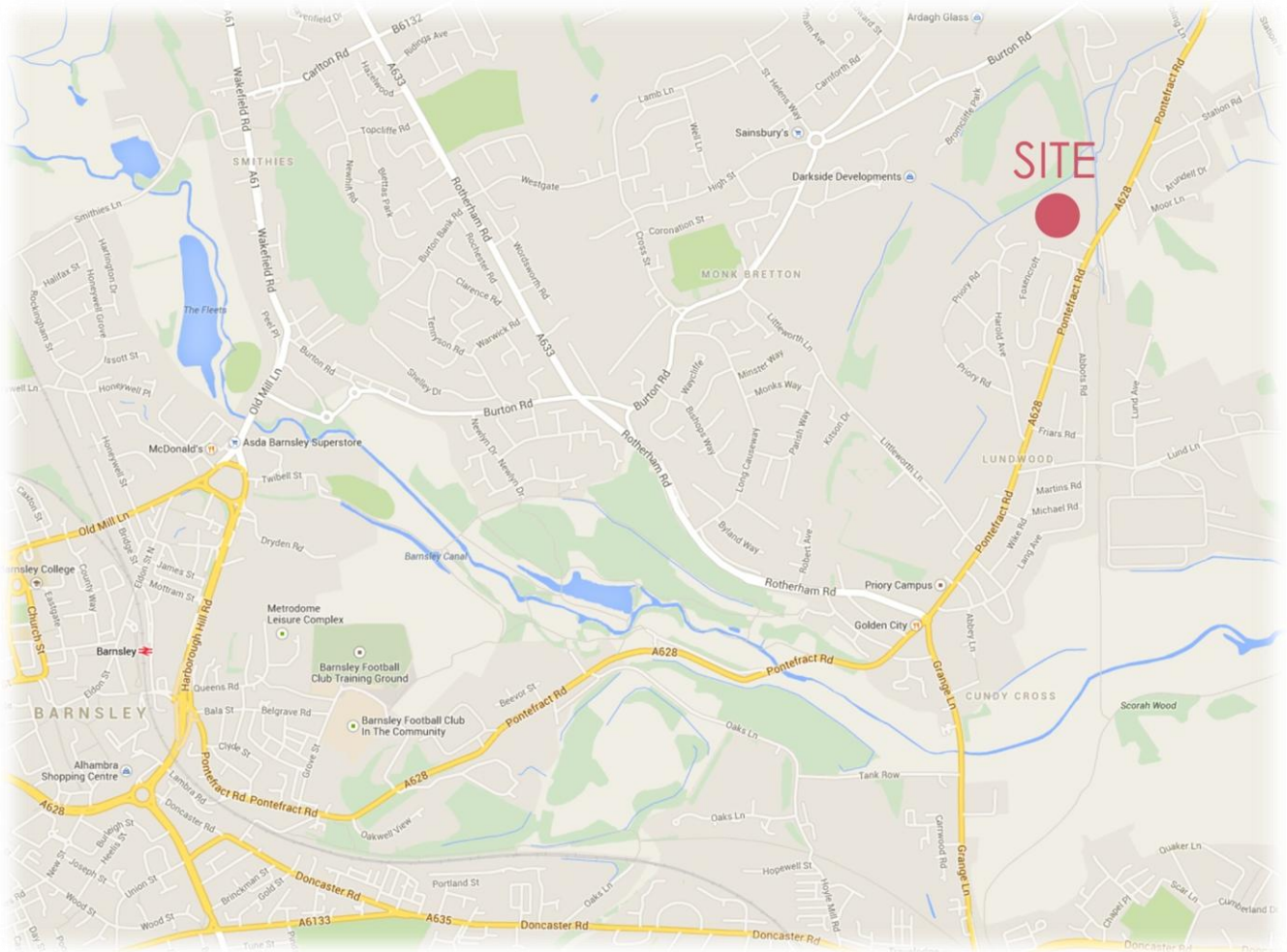
LUNDWOOD, BARNSELEY.

1.0 INTRODUCTION.

- 1.1 This supporting Design and Access Statement and proposal drawings have been prepared by ACER Architectural Limited on behalf of Gleeson Homes (Yorkshire), with regard to the application for the residential development of land at Lundwood, Barnsley, South Yorkshire.
- 1.2 The proposed development is for 97 No. dwellings together with associated works and will provide a mix of detached and semi-detached house types.
- 1.3 This site has the benefit of an existing outline planning consent for residential development granted 26th June 2013. The application indicated a scheme of 110 dwellings. The approval was a renewal of an earlier consent granted 9th August 2010.
- 1.4 This statement will consider various aspects of the proposed development including assessment of the site and its surroundings and design objectives.

2.0 LOCATION & SETTING.

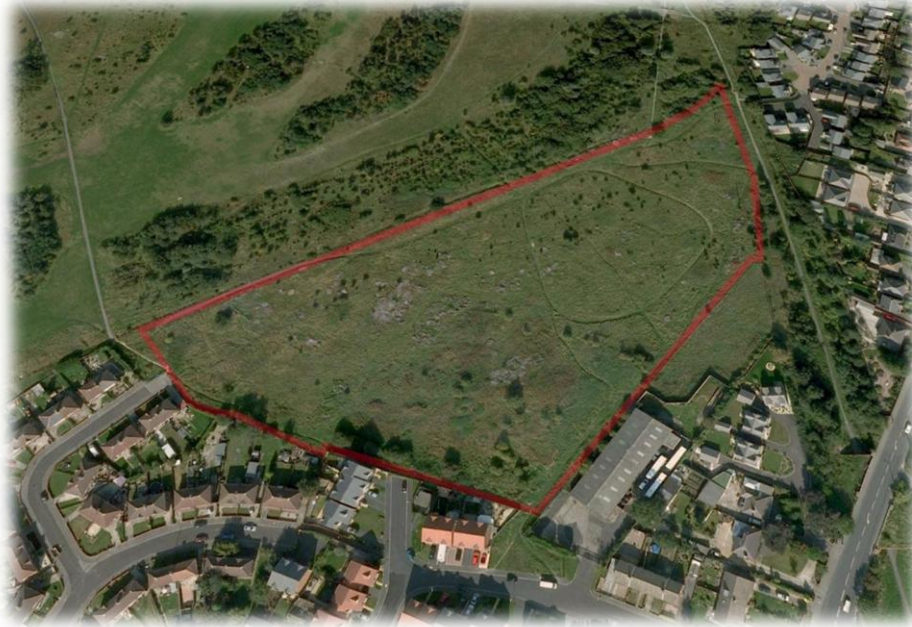
- 2.1 The site lies within an existing residential area to the north east of Barnsley, approximately three miles from the town centre.



- 2.2 The site extends to approximately 7.55 acres (3.05 hectares) and is currently unoccupied consisting of rough grassland and sporadic low level vegetation. There is currently no existing vehicular access. Pedestrian access can be gained from a number of informal places around the site. The proposed new development will be served via a continuation of Elwood.
- 2.3 Properties in the surrounding area are an eclectic mix but with the predominant types being two storey semi-detached houses. More recent development to the north of the site has introduced detached family homes.
- 2.4 The site is of irregular shape and slopes from the eastern and western boundaries towards its centre and from the south to the north.
- 2.5 It is bounded to the south by existing residential properties. An open drainage channel with parkland beyond runs along the north western boundary. To the south eastern corner is a single small scale industrial unit. The site is bounded to the east by the Trans Pennine Trail providing cycle access with Barnsley. Barnsley sits at the main north-south, east-west crossroad of the trail linking from coast to coast and incorporating the major cities of Leeds, Manchester, Liverpool, Sheffield, York and Hull.

2.0 LOCATION & SETTING. (continued)

- 2.6 There are no significant trees or other planting within the site which influence the shape or form of the development. Existing boundaries with the existing dwellings to the south are predominantly defined by timber fencing with some metal security fencing. Metal post and wire fencing runs along the south eastern boundary with other boundaries undefined.



AERIAL VIEW OF THE SITE

- 2.7 A number of desire lines have been created over time by foot traffic linking existing spaces with footpaths.
- 2.8 An existing sewer runs centrally through the site and overhead electric wires exist along the eastern boundary, both of which require consideration in the design of the scheme.
- 2.9 Existing properties in the locality of the site are generally constructed in red brick with concrete tiles. There are also some examples of render and newer development has introduced buff brickwork.



EXISTING SEMI DETACHED PROPERTIES & NEWER 2 & 2½ STOREY DEVELOPMENT IN VICINITY OF SITE

3.0 LAYOUT.

- 3.1 The brief was to design a scheme in keeping with the broad character of the surrounding area yet with its own identity, to give due consideration to the physical limitations and constraints of the site and to be responsive to local market requirements.
- 3.2 The proposed layout utilises a continuation of an existing road, Elwood. The access road runs centrally through the development picking up existing desire lines and linking with a footpath route linking to the adjacent parkland and the Trans Pennine Trail. Along the road are focal point dwellings setting the character for the development.
- 3.3 The road and dwellings follow the natural site contours, with dwellings arranged around the streets providing strong and secure frontages with natural surveillance being a prime objective.
- 3.4 Private and public spaces are clearly defined through the use of timber fencing or garages as a secure barrier to rear gardens. Front gardens provide a defensible space to the dwellings whilst at the same time providing a green and visually engaging border to the street scene.
- 3.5 The scheme seeks to complement and enhance its surrounding environment.
- 3.6 Proposed new dwellings are located to provide sufficient separation distances from existing dwellings adjacent to the site.

4.0 AMOUNT & USE.

- 4.1 The development will provide 97 No. dwelling houses, utilising 13 different property styles consisting of 28 No. 2 bedroom houses, 63 No. 3 bedroom houses and 6 No. 4 bedroom houses. Properties are a mixture of detached and semi-detached.
- 4.2 The above equates to 32 dwellings per hectare representing an efficient use of land.

5.0 SCALE & APPEARANCE.

- 5.1 Dwellings will be two storeys in height. The scale is therefore in keeping with the local character and appropriate for the area.
- 5.2 Dwellings will be provided with a minimum of 2 No. off road parking spaces, most of which will include one in the form of a garage or optional garage space.
- 5.3 The elevations of the dwellings compliment the local architectural styles and the materials used in their construction will be in keeping with the local character.
- 5.4 The proposals will have no significant adverse impact on the amenities of neighbouring properties or local residents.

6.0 ACCESS & ACCESSIBILITY.

- 6.1 Access to the site for both pedestrians and vehicles will be via a new access from Elwood, the principle of which has been agreed as part of the extant outline planning permission. Further pedestrian and cycle access is located around the site, linking to Priory Place, adjacent parkland and the Trans Pennine Trail.



PROPOSED ACCESS POSITION THROUGH CONTINUATION OF ELWOOD

- 6.2 The new roads have been designed and visibility splays conform to the requirements of the South Yorkshire Highway Design Guide.
- 6.3 Access into the dwellings will comply with Building Regulations Approved Document M providing level thresholds and suitably wide entrance doors.
- 6.4 A detailed Transport Statement has been prepared by Westgate Consulting (Leeds) Limited.

The Transport Statement concludes that the site is located in a sustainable location with access to a variety of key facilities and services via sustainable modes of transport such as walking, cycling and public transport. The site can be appropriately accessed and there are no significant highway or traffic impacts likely to be generated by the development proposals.

6.0 ACCESS & ACCESSIBILITY. (continued)

- 6.5 There are existing bus services which pass along the A638 Pontefract Road with bus stops located on either side some 80m and 110m south of its junction with Wilson Grove for north and south bound travel.

Available bus services include services between Barnsley Interchange and Wombwell, Grimethorpe, Pontefract and Upton. A circular service also stops at Cudworth and Shafton.

- 6.6 The closest rail station to the site is Barnsley Interchange approximately 2 miles to the West. The station is on the Hallam and Penistone lines and provides links to Leeds, Sheffield, Huddersfield and Nottingham.

The station is within cycling distance of the site and is accessible via bus from stops in the vicinity.

- 6.7 Barnsley Town Centre, Royston, Wombwell, South Kirkby and Thurnscoe are all within 5m of the site and therefore are all accessible by cycling.

- 6.8 The M1 motorway, approximately 4 miles to the south west of the site, provides good vehicular links to a number of surrounding towns and cities with Sheffield approx. 22 miles to the south, Leeds 25 miles to the north and Manchester 34 miles to the west.

- 6.9 The nearest airport is Robin Hood Airport Doncaster approximately 30 miles from the site and providing services to destinations across Europe and further afield. The site is also within easy reach of both Leeds Bradford Airport, approximately 35 miles and Manchester Airport, approx. 40 miles.

- 6.10 Every day amenities and employment opportunities including a range of shops, supermarkets, post office, restaurants, cafes, village hall and church are all within convenient walking distance of the site. A wider range of amenities and opportunities are available in nearby Barnsley and the major cities Leeds, Sheffield and Manchester are also readily accessible by car and public transport services.

- 6.11 There are education facilities within the surrounding locality providing for all age groups from Nursery to High School. Littleworth Grange Primary Learning Centre is just over half a mile from the site and Shafton Advance Learning Centre for secondary education is just over 2 miles away.

7.0 LANDSCAPING.

- 7.1 The site does not benefit from any significant mature landscaping although a few existing trees lie along its boundaries. These will be protected during construction.

- 7.2 A landscaping scheme will be implemented as part of the proposals appropriate for a residential development of this nature.

- 7.3 Both new and existing landscaping will be managed and maintained in accordance with good industry practice.

8.0 THE DESIGN PROCESS & PLANNING CONSIDERATIONS.

8.1 To ensure the production of a high quality design that takes on board Planning Policy and site specifics, a thorough examination of the physical limitations and constraints of the site and its wider surroundings has been undertaken, identifying any potential design opportunities.

8.2 The sewer easement crossing the site and overhead electric wires restrict the areas that can be built on and this has been taken into account in the design of the scheme.

8.3 Additionally the requirements of the Statutory Development Plan for the area as well as both national and regional planning context and policy have been considered. This is covered in more detail in the separate Planning Statement. The development site and proposals have also been considered against the recommendations of Building for Life 12.

8.4 National Planning Policy Framework

The National Planning Policy Framework sets out the Government's planning policies for England and requirements for the planning system with the main goal of 'Achieving sustainable development'

The framework sets out 12 core land-use planning principles amongst which it states that planning should:

- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve places in which people live.
- Proactively drive and support sustainable economic development to deliver homes, businesses and infrastructure.
- Seek to secure high quality design and a good standard of amenity.
- Encourages the effective use of land by reusing previously developed (brownfield) land.
- Effectively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

8.5 The proposals address the above framework by seeking to develop a site with an extant planning permission. The proposed properties are of good design appropriate for the location.

The site is located in an established residential area with good accessibility. The site is therefore considered to be within a wholly sustainable location.

8.6 Local Planning Policy

Please refer to the attached Planning Statement.

8.7 The redevelopment of the site for the purpose of new build residential properties is considered the most appropriate use of the site given its location and surroundings.

8.8 The submitted application seeks to redevelop the site through the construction of 97 No. dwelling houses.

8.0 THE DESIGN PROCESS & PLANNING CONSIDERATIONS. (continued)

- 8.9 The applicant has submitted draft proposals for pre-planning discussions prior to submission and advice followed so far as is practicably possible.

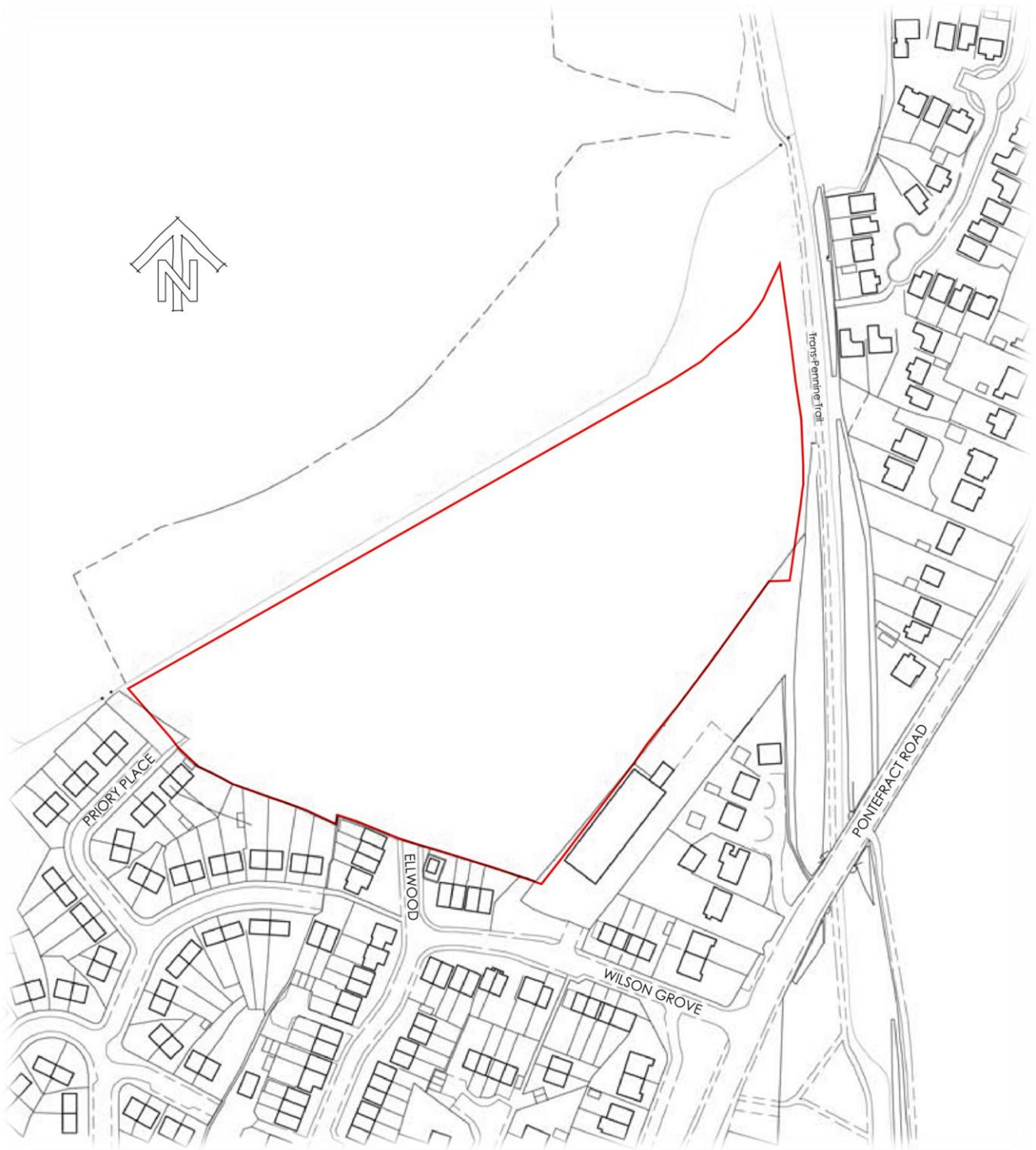
Of particular note were the issues of planning gain requirement in light of viability, whereupon it was agreed a viability assessment would be submitted along with the application to justify the proposals, and the siting of the public open space within the development.

On this point discussions revolved around the LPA's desire for the POS to be 'centrally located' against the physical constraints of the site which necessitate the POS being located at the northern end of the site.

Other matters of design were also discussed.

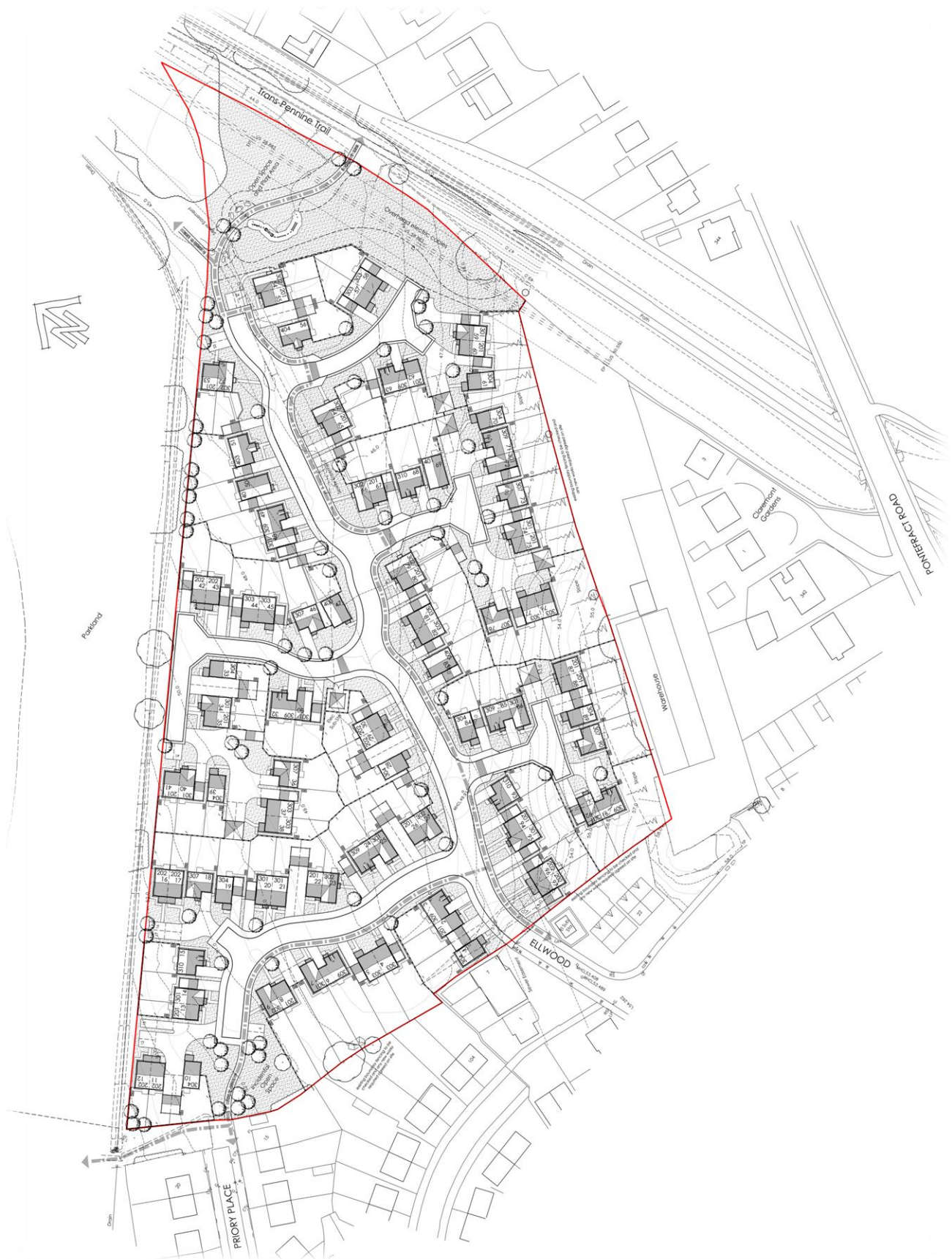
- 8.10 The layout and dwellings have been designed to provide natural surveillance, avoiding the use of rear parking courts and access paths.
- 8.11 Existing desire lines have been retained through the design of the site and at the same time improved upon by making them more formal, safer and permanent connections between surrounding places.

9.0 LOCATION PLAN.



(Not To Scale)

10.0 PLANNING LAYOUT.



(Not To Scale)

11.0 CONCLUSIONS.

11.1 In conclusion, it is considered that the proposed scheme meets the requirements of the brief and both National and Local Planning guidance for the following reasons:

- The proposed development is wholly compatible in terms of National Planning Policy.
- The scheme represents efficient use of the land within an existing residential area. It will provide quality mixed housing on a currently unused site.
- The application site and proposals represent a sustainable development with good public transport, local services and facilities readily available.
- The site lies within the settlement boundary and it is felt that development of the site for residential dwellings provides social, economic and environmental benefits. The development promotes healthy and sustainable lifestyles through its easy access links to surrounding areas and the Trans Pennine Trail.
- The proposed density, massing and architectural style of the dwellings are responsive to the existing site and its surrounding environment and are in keeping with the local area.
- The massing and layout has been designed to accommodate the existing topography and constraints of the site.
- On site amenity space and childrens play area will encourage community activity within the development.