Former Goldthorpe Colliery,
Barnsley.

Design & Access Statement.
November 2013



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Sir Robert Ogden CBE LLD

ID Planning
ID Planning is an independent planning consultancy established in 2005 to provide creative and innovative planning solutions for a range of clients and business sectors in support of complex planning proposals.

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Egorum
Egorum is a specialist civil engineering consultancy, providing professional advice on flood risk, drainage and development infrastructure. The consultancy has extensive experience of providing flood risk assessments and drainage strategies ranging from site specific studies to catchment wide assessments.

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Brooks Ecological
Brooks Ecological is an independent consultancy providing advice and practical assistance to a wide range of clients across the public and private sectors. We offer a comprehensive range of services including bat and reptile surveys, habitat relocations and vegetation surveys.

1.0 Introduction

1.1 Purpose

1.2 Brief

1.3 Aspirations

1.4 National Planning Policy Framework

1.5 Development Plan

1.6 Barnsley Unitary Development Plan

1.7 Barnsley Core Strategy

1.1 Purpose

1.1.1 This document has been prepared to respond to the requirements of the Town & Country Planning (General Development Procedure) Order 2006 in which it is a requirement to submit a Design & Access statement with all planning applications.

1.1.2 The aim of the statement is to ensure the process of design is integral to the creation of new developments , generating attractive, usable, durable and adaptable places with sustainability being a key intention of development at all times.

1.1.3 It takes account of the advice set out in the CABE publication, "Design & Access Statements - how to write, read and use them". In preparing this statement, due consideration has been given to demonstrating a process that follows a clear logic of site assessment, stake holder involvement, thorough evaluation leading to a high quality design solution.

1.1.4 The following statement will identify the key principles considered in terms of layout and design, as well as access to the site and the proposed development. In particular the document will address the following design issues;

- **Use** – What the land and buildings will be used for
- **Amount** – How much development can the site accommodate
- **Layout** – How buildings , public and private spaces will be positioned to form the best holistic design solution.
- **Scale** – How large the buildings and spaces will be.
- **Landscaping** – How the open space will be treated to enhance the overall built environment
- **Appearance** – What the building and spaces will look like.

1.1.5 The document will also seek to consider the following access issues;

- **Vehicular & Transport Links** – The proposed access points and routes onto the site and how these respond to the existing highway network.
- **Inclusive Access** – Equal ability to move within the site regardless of age or disability.

1.2 Brief

1.2.1 To develop a highly attractive and sustainable residential development consisting of 125 dwellings to provided much needed family accommodation.

1.3 Aspirations

1.3.1 Our intention is to deliver a high quality residential environment that complements the existing adjacent housing, creating a safe and sustainable development.

1.3.2 Through an investigative and collaborative approach with key stakeholders and the Local Authority Planning Team the intention is to develop the very best design solution for the site.



Fig.01

1.4 National Planning Policy Framework

1.4.1 The National Planning Policy Framework ("NPPF") was published in March 2012 and replaces virtually all previous national guidance. The introduction to the document confirms it should be a material consideration in the determination of planning applications.

1.4.2 The NPPF is clear there should be a presumption in favour of sustainable development where there is no conflict with the development plan.

1.4.3 The NPPF sets out 12 key principles which planning should seek to adhere to. These include:

- Proactively drive and support sustainable economic development to deliver the homes and thriving places the country needs;
- Seek to secure high quality design and a good standard of amenity for all existing and future occupiers of land and buildings;
- Encourage the effective use of land by reusing land which has previously been developed; and
- Actively 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.

1.4.4 The NPPF sets out guidance on a number of different themes, some of which are relevant to the proposed development. The first of which is housing with the document stating there is a need to deliver a wide choice of high quality homes in order to create sustainable, inclusive and mixed communities.

1.4.5 The NPPF also considers design matters and states the Government attaches great importance to the design of the built environment. As such developments should function well and add to the quality of an area, as well as optimising the potential of the site to accommodate development. Developments should also be visually attractive and create safe and accessible environments.

1.4.6 The NPPF also considers sustainability matters and states new development should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

1.5 Development Plan

1.5.1 The Development Plan in this instance is formed by the Barnsley Unitary Development Plan (saved policies), the Barnsley Core Strategy and Planning Advisory Note 30 which deals with the Sustainable Location of Housing Sites. A number of other Supplementary Planning Documents are also relevant to the proposed development.

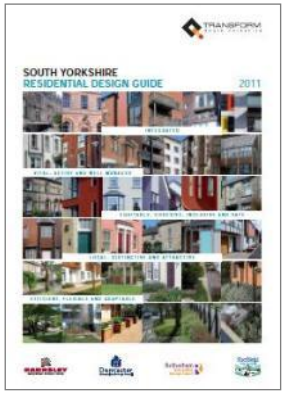


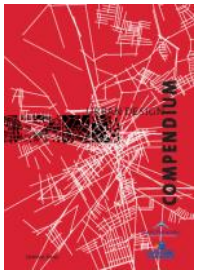
Fig.02

1.6 Barnsley Unitary Development plan

1.6.1 The Barnsley UDP was adopted in 2000 with the policies subsequently saved in 2007. However the adopted Core Strategy replaced a number of the UDP policies. The only policy relevant to the proposed housing development is Policy H8a which deals with residential amenity. This states the scale, layout, height and design of all new dwellings proposed within the existing residential areas must ensure the living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing, particularly in respect of the levels of mutual privacy, landscaping and access arrangements.











Figs.03-07

1.7 Barnsley Core Strategy

1.6.1 The Barnsley Core Strategy was adopted in September 2011 and along with other documents published as part of the Local Development Framework will replace the UDP. There are a number of policies within the document which are relevant to the proposed development and these are set out below.

1.6.2 Policy CSP1 sets out how the LPA will deal with climate change and states development will be expected to reduce and mitigate the impact of growth on the environment and carbon emissions ensure existing and new communities are resilient to climate change and increase the efficient use of resources through sustainable construction techniques and the use of renewable energy. The policy goes on to state the LPA will take action to adapt to climate change by giving preference to development of previously developed land in sustainable locations, locating and designing development to reduce the risk of flooding and promoting the use of sustainable drainage systems

1.6.3 Policy CSP2 sets out the requirements to secure sustainable construction and states development will be expected to demonstrate how it minimises resource and energy consumption and how it is located and designed to withstand the longer term impacts of climate change. The policy goes on to state all new dwellings will be expected to achieve at least a level 3 rating under the Code for Sustainable Homes or equivalent.

1.6.4 Policy CSP5 deals with the requirements for including renewable energy in developments and states all development of 10 or more dwellings will be expected to incorporate decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce the development's carbon dioxide emissions by at least 15% for applications submitted up to 2015.

1.6.5 Policy CSP14 deals with the housing mix and efficient use of land and states housing proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. Homes must be suitable for different types of households and be capable of being adapted to meet the changing needs of the population.

1.6.6 Policy CSP25 deals with new development and sustainable travel and states new development will be expected to be located and designed to reduce the need to travel as well as being accessible to public transport and meet the needs of pedestrians and cyclists. The policy goes on to state, travel plans should be provided in accordance with national guidance.

1.6.7 Policy CSP26 states new development will be expected to be designed and built to provide safe, secure and convenient access for all road users.

1.6.8 Policy CSP29 sets out design principles and states high quality development will be expected. Development should also contribute to place making and be of a high quality that contributes to a healthy, safe and sustainable environment as well as enabling all people to gain access safely and conveniently, providing, in particular, for the needs of families and children, and of disabled people and older people. The policy also confirms residential developments of ten or more dwellings should score a minimum of a 'good' rating in the Building for Life Assessment.

Planning Advisory Note 30 – Sustainable Location of Housing Sites

1.6.9 PAN30 was adopted in July 2011 and provides guidance on housing development for the interim period prior to the Development Sites and Places DPD being adopted.

1.6.11 The aim of PAN30 is to promote the development of sustainable, deliverable housing sites consistent with national planning policy, the RSS and the Core Strategy. The objective is to focus new housing development within the main settlements in the Borough and to ensure new development takes place in sustainable locations within them. The guidance contains a checklist which must accompany all applications for residential development.

Supplementary Planning Document – Open Space Provision on New Housing Development

1.6.9 The Supplementary Planning Document - Open Space Provision on New Housing Development ("the SPD") was adopted in March 2012 and supplements Policy CSP35 of the Core Strategy.

1.6.11 The document confirms a minimum of 15% of the gross site area must be open space of a type appropriate to the character of the site, its location and the layout and nature of the new housing and adjoining land uses.

Supplementary Planning Document – Designing New Housing Development

1.6.9 The Supplementary Planning Document – Designing New Housing Development ("the SPD") was adopted in March 2012 and supplements Policy CSP29 of the Core Strategy. The SPD confirms the need for the layout and design of new housing to complement existing housing in the locality. The document also provides guidance on the spacing standards, streets and landscaping.



Fig.08

2.0 Site Area & Analysis

2.1 Site Location

2.2 Local Services

2.3 Character Appraisal

2.4 Visual Appraisal

2.5 Summary of Technical Reports

2.1 Site Location

2.1.1 This document has been produced in order to provide detailed analysis of the site at present, to understand the local context, character and attributes of the site and to explore appropriate forms of development.

2.1.2 The site to which this application relates is located within Goldthorpe to the North of Mexborough, within the Metropolitan Borough of Barnsley. The site is located 13.5km East of Barnsley Town Centre.

2.1.3 The site is currently undeveloped, bounded by residential development and open recreational land to the East and West, allotments to the North and a dismantled railway cutting to the south, with access taken from the Doncaster Road via Kingsmark Way.

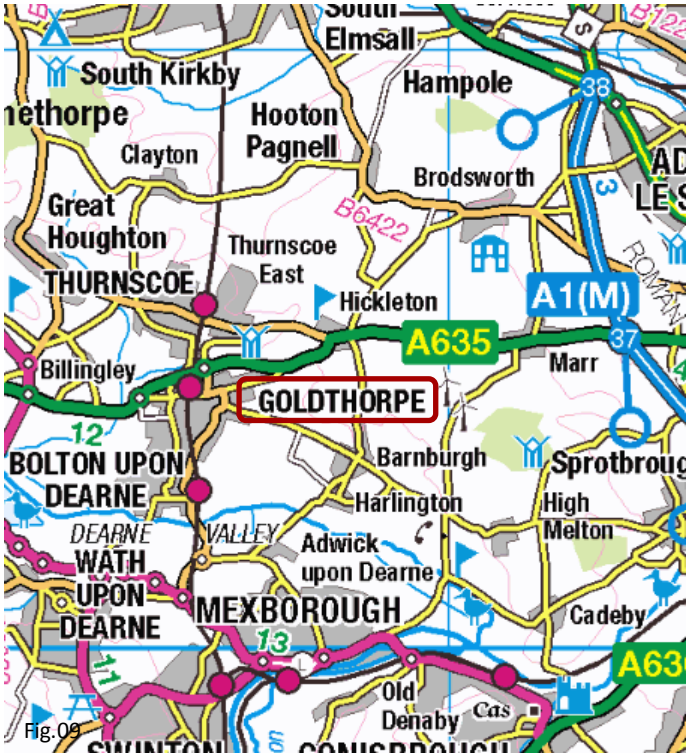


Fig.09

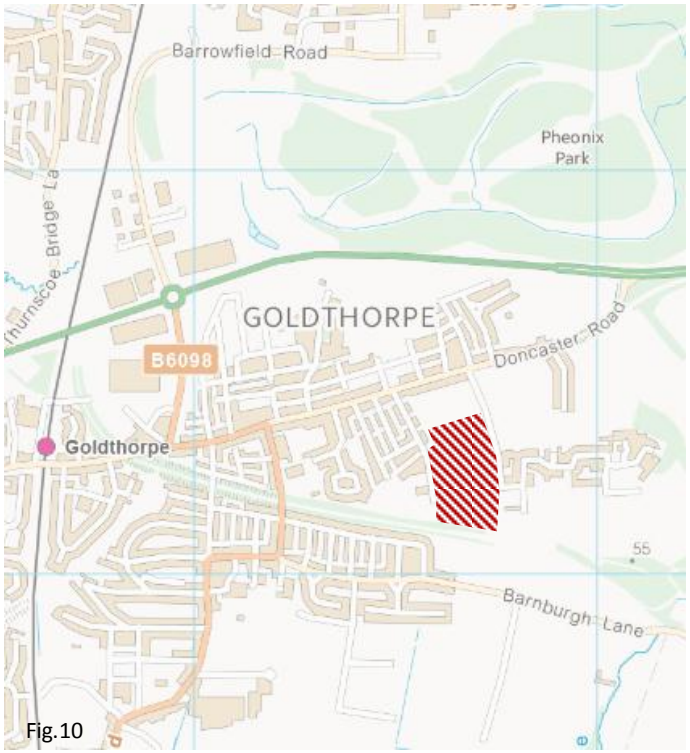


Fig.10



Fig.11

2.2 Local Services

2.2.1 Within close proximity of the site, there are a range of local facilities surrounding the proposed development that are accessible by a range of modes other than the private car, including the near by High Street.

2.2.2 The existing settlement is well served by public transport, with a number of frequent stops along Doncaster Road and a local train service running from the near by station, all illustrated on fig.12.

2.2.3 A local Primary Schools lies to the West of the development site within close walking distance and a new primary school is planned to the north of the site fronting onto Doncaster Road.

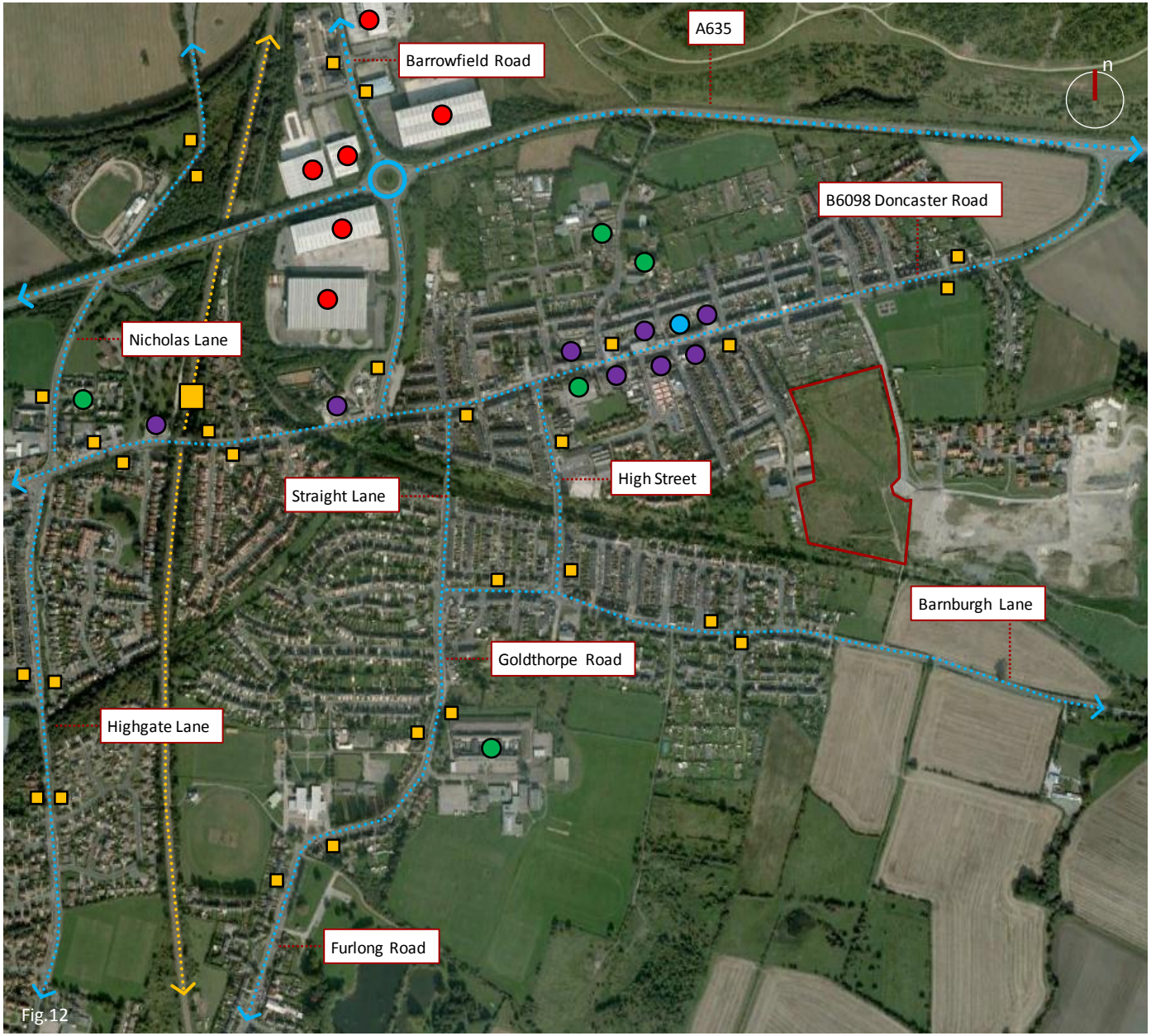


Fig.12

- Community Facilities including schools
- Employment
- Retail
- Public House
- Bus Stops
- Train Station
- Existing Road Network
- Existing Rail Network

2.3 Character Appraisal

2.3.1 Since 2008/2009 work has been ongoing with the community to develop a Goldthorpe masterplan which identifies a variety of regeneration priorities and projects for central Goldthorpe.

2.3.2 The final version of the masterplan was approved by the Council On 1st August 2012. This masterplan sets out the framework for the overall regeneration of Goldthorpe.

2.3.3 Whilst the town has seen a good deal of new residential development in recent years, much of the traditional housing built to serve the mining community is back to back red brick terrace, much of which requires modernisation and refurbishment.

2.3.4 Due to the style of the traditional housing in Goldthorpe, the vast majority of the parking is 'on street' with front doors opening directly onto the pavement.

2.3.5 The High Street with a variety of shops very much forms the hub of the community running through the centre of the town



Fig.13

2.4 Visual Appraisal

2.4.1 As one of the major access points to the site, Kingsmark Way is a relatively new residential access road constructed to access the adjacent residential development by Ben Bailey.

2.4.2 Illustrated on fig. 14 is security fencing bordering the allotments with a second close boarded fence that prevents any distant views as you approach the site.

2.4.3 The recreation ground to the east of Kingsmark Way is bounded by a brick wall, which again limits distant view.

2.4.4 Further along Kingsmark Way a line of mature, self seeded trees form the edge of the site, mirrored on the other side of the road to generate a tree lined approach to the proposed development

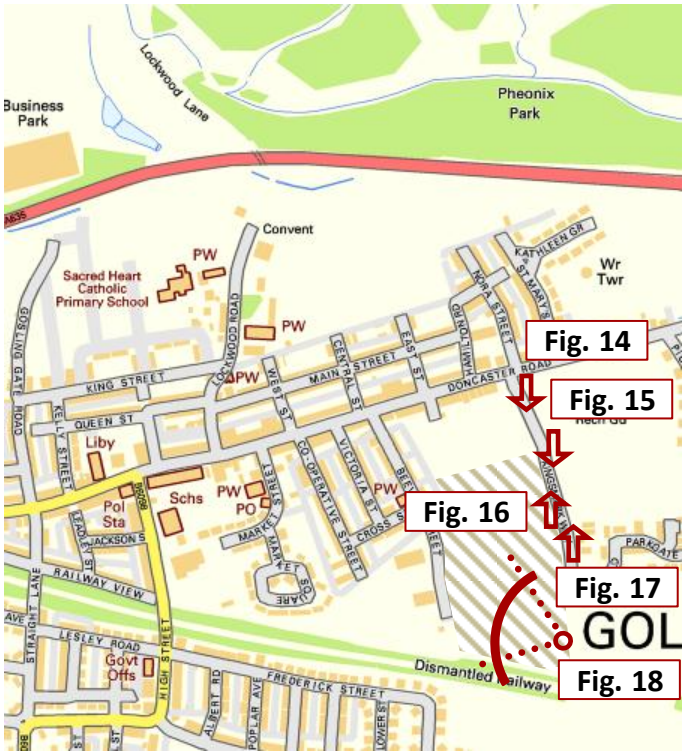




Fig.14



Fig.15



Fig.18


Kingsmark Way
Fig.16


Kingsmark Way
Access to adjacent playing fields
Fig.17



…. cont'd

2.4.5 A purpose designed roundabout has been constructed to the South of Kingsmark Way to provide suitable means of vehicular access to the existing and proposed residential development

2.4.6 As can be seen in Fig.19, a spur has already been constructed from the roundabout to access the site.

2.4.7 The site has been left to self seed and is currently overgrown with low quality shrubs and trees.

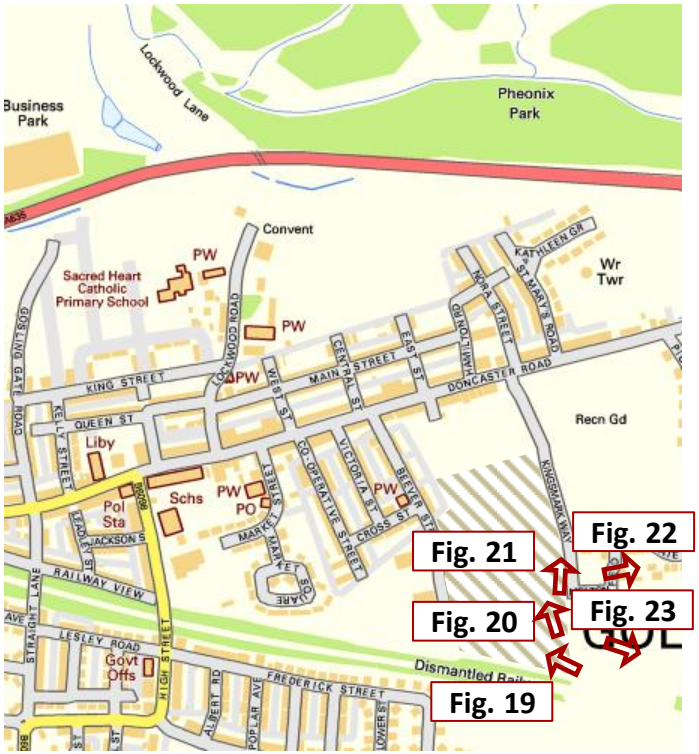




Fig.19



Fig.21



Fig.20



Fig.22



Fig.23

2.5 Summary of Technical Reports

Flood Risk Assessment & Drainage Strategy

2.5.1 A flood risk and drainage assessment has been completed for the proposed residential development in accordance with the NPPF Technical Guidance (March 2012) on development and flood risk.

2.5.2 The site is in Flood Zone 1 and flood risk from all sources is low.

2.5.3 There are existing public sewers within the site, running adjacent to site boundaries. The master plan has taken into account development restrictions and easement and access requirements in relation to the existing public sewers.

2.5.4 Foul and surface water stub pipes have been provided within the existing drainage infrastructure in the adjacent residential development, to the east of the site.

2.5.5 The adjacent surface water drainage system and attenuation storage was designed and constructed to cater for unrestricted run-off from the application site. Surface water from the application site is to connect to the stub pipes provided and Barnsley Council, the Environment Agency and Yorkshire Water have agreed in principle to this drainage strategy.

2.5.6 The existing foul drainage within the adjacent residential development was 'transferred to public' under the October 2011 public sewer transfers. Yorkshire Water has confirmed that foul flows can discharge to the stub pipes provided, subject to Yorkshire Water confirmation of treatment works capacity.

Geo Environmental Report

2.5.7 Lithos were commissioned by Sir Robert Ogden CBE LLD to provide a preliminary geo environmental appraisal of the site.

2.5.8 The site is located approximately 11km east of Barnsley town centre (NGR SE 470 043), and occupies an area of 4.3 hectares, comprising rough grass land.

2.5.9 Farmland, then spoil heaps and a railway yard associated with the former Goldthorpe Colliery. The Colliery itself extended over a much wider area to the east, and closed in 1994. Much of the former colliery land to the east is currently being redeveloped with housing by Ben Bailey Homes.

2.5.10 The closest known landfill site is located about 400m to the north. There is the potential for deep made ground beneath the site. The rate of gas generation within most made ground tends to be low, resulting in small concentrations and flows. Nonetheless, a programme of gas monitoring should be completed.

2.5.11 The shallowest coal seam is the Highgate coal (c. 0.5m thick), about 40m below the site. The next shallowest seam is the Shafton coal (c. 1.0m to 1.9m), about 20m below the Highgate coal. It is considered unlikely that the site will be affected by surface instability due to collapse of unrecorded shallow mine workings. There are mine workings in deeper coal seams, but any ground movement associated with these should have stopped by now.

2.5.12 The site lies within Flood Zone 1. Soak-aways are unlikely to provide a suitable means of surface water disposal.

2.5.13 Moderately deep made ground (probably between 1m and 3m thick) is anticipated. No Drift is expected, and therefore underlying natural ground is likely to comprise residual soil (firm clay) over weathered bedrock.

2.5.14 Former use of the site (part of a colliery, with railway sidings) will almost certainly have resulted in some ground contamination.

2.5.15 Strip footings or trench fill might be possible if made ground is less than about 2m thick.

2.5.16 Recommendations prior to construction are trial pits and boreholes to enable the installation of monitoring wells with gas risk assessment involving a programme of 6 monitoring visits over a 3 month period.






Figs.24-27

Ecological Appraisal

2.5.17 An ecological survey and assessment of the site has been undertaken by Brooks Ecological in order to fully inform the proposals, including a desktop study, an extended Phase 1 habitat and general fauna survey and specific Phase 2 protected species survey with the following findings;

2.5.18 The site's development need not impact on protected or otherwise important species, habitats or designated sites.

2.5.19 Precautions are recommended in relation to avoiding potential impacts on reptiles, nesting birds and the management of invasive species.

2.5.20 General recommendations are made within the report regards to the enhancement of the site for wildlife as part of the new development.

Transport Assessment & Travel Plan

2.5.21 A Transport Assessment (incorporating a Travel Plan) looking into the highways and transportation impact of the development has been prepared by Optima in support of the planning application.

2.5.22 The report provides a commentary on the existing Site conditions and it has been demonstrated that the Site has excellent accessibility to local facilities and good access to public transport. Goldthorpe Centre has numerous shops, facilities and schools which are all within a short walk distance of the Site. There are bus services on Doncaster Road and Goldthorpe rail station is also within close proximity. Future residents of the Site will therefore have various options to access the Site sustainably.

2.5.23 Vehicular access into the Site is proposed from an existing roundabout junction at the southern extent of Kingsmark Way. Kingsmark Way connects with Doncaster Road and forms a priority T junction. It has been demonstrated that the existing Kingsmark Way/Doncaster Road junction is able to accommodate the proposed level of consented and proposed development traffic through an analysis of the capacity of the junction and through an overview of the geometric standards and a review of accident data. Further offsite junction assessments have been undertaken which have demonstrated that all junctions within the study network are able to accommodate the proposed development.

2.5.24 Pedestrian access to the proposed development will take place via the proposed Site access whilst additional pedestrian accesses into the Site will be provided via Beever Street to the west of the Site and onto Kingsmark Way.

2.5.25 The Transport Assessment and incorporated Travel Plan have addressed the highways and transport issues raised by the proposed development of up to 125 dwellings and it has concluded that there are no reasons on highways or transport grounds why the development Site should not be granted planning permission for residential purposes.

Arboriculture Report

2.5.26 A detailed arboriculture survey has been undertaken as part of the Outline Planning Application in which all the trees both within the site and to the periphery were surveyed.

2.5.27 Without exception, all trees within the centre of the site were not deemed to be of significant value, in generally poor condition and low grade examples, albeit there are very few trees within the body of the site in any case.

2.5.28 Existing, well established perimeter planting, particularly to the eastern boundary were deemed to be of value and are suitably detailed within the report.









Figs.28-31

3.0 Concept Development

3.1 Context Analysis

3.2 Opportunities & Constraints

3.3 Initial Concept Sketch

3.4 Pre-Application Discussions

3.1 Context Analysis

Existing Neighbours

3.1.1 The applicants ownership boundary, illustrated on fig. 32, is 4.08 hectares in total .

3.1.2 The site is currently undeveloped, bounded by residential development and open recreational land to the East and West.

3.1.3 Well utilised and established allotments form the northern boundary and a dismantled railway cutting to the south leading to a public footpath.

3.1.4 To the south west is land outside of the applicant's ownership which, none the less, will be considered as part of these proposals to ensure future, viable development can be accommodated.

3.1.5 Likewise , the masterplan will be developed in such a way as to not sterilise further development along Beever Street.



Fig.32

3.2 Opportunities & Constraints

Topography

3.2.1 The existing fall of the site is approximately 7.5m from the allotments at the north to the railway cutting at the south of the site

3.2.2 When stood on site, there is very little noticeable change in level over the length of the site and certainly nothing significant as to warrant any special design considerations as part of this Outline Application.

Utilities

3.2.3 The existing site has a drainage easements to the north, as illustrated in fig. 33.

3.2.4 These infrastructure works were installed to serve the adjacent new residential development, linking into Beever Street were sized accordingly to deal with the drainage requirements envisaged with future phases of residential development in the vicinity.

3.2.5 A detailed report on the drainage solution has been submitted along with this Outline Application .



Fig.33

Drainage easements to be retained

5m Contour Line – as existing

Containment

3.2.6 Given the very nature of back to back terrace housing, the grain of the town is very linear and uniformly spaced.

3.2.7 Whilst residential accommodation is present to the east and west, very little direct abuts the site, with a good deal of open space generally forming the immediate boundaries.

3.2.8 The site is very open indeed to the south with long distant views over the valley.



Fig.34

Access

3.2.9 As previously detailed, two existing adopted vehicular and pedestrian access points currently abut the site boundary from Beever Street and Kingsmark Way.

3.2.10 Whilst secondary access for emergency vehicles could be provided from Beever Street it is inadequate as a main means of access to the site for every day use.

3.2.11 Given the purpose built adopted highway, the sole means of day to day access for all vehicles will be from Kingsmark Way.



Fig.35

Principle vehicular entrance

Potential secondary vehicular entrance for emergency vehicles, if required

Pedestrian & Recreational Access

3.2.12 An existing public right of way runs from north to south, as illustrated in fig.36, linking Doncaster Road with Barnburgh Lane via an existing footbridge crossing the now dismantled railway line.

3.2.13 Whilst there are a number of permissive recreational footpaths across the site, largely used for dog walking, none of the well trodden desire lines are Public Rights of Way, but do serve as a successful network for pedestrian connectivity to the wider community.

Noise

3.2.16 There are no major potential sources of noise present on the site that need to be given special design consideration as part of this application



Fig.36

Disused Railway line

Public Rights Of Way

3.3 Initial Concept Sketch

3.3.1 The existing tree on the eastern boundary, whilst self seeded and not of particularly high quality, were seen as making a positive contribution to the setting and the initial design was generated to retain them.

3.3.2 The location of the existing Right of Way was highlighted from the outset as a positive design driver to focus open space provisions that would form a soft buffer with the adjacent new adjacent residential development.

3.3.3 In locating the general area for the P.O.S, residential development was deliberately orientated to give natural surveillance.

3.3.3 Connectivity to the existing residential development on Beever Street and neighbouring streets was considered at an early stage to ensure the proposals formed part of a cohesive neighbourhood.

3.3.3 Linkages through to the adjoining recreational ground were also considered and included within the initial design sketches



Fig.37

Fig.49

3.3.4 The initial Utilities searches illustrated a drainage easement that ran round the bottom of the site forcing a redesign of the south west corner of the proposed development.



Fig.38

3.4 Pre-Application Discussions

3.4.1 An initial pre application meeting took place on Tuesday 12th November '13 with the Principle Planning Officer, Andrew Burton and a full internal technical team to discuss the relevant issues and make any amendments prior to making a formal submission.

3.4.2 The principles of the design were discussed and largely embraced by all parties with a small number of issues to consider in developing the scheme further.

3.4.3 The significant issues raised are annotated on fig.54. and were all adopted in future iterations of the scheme development.



Fig.39

3.4.4 The general approach to retain the existing trees to the eastern boundary was actively encouraged. However, a detailed tree survey was requested to ensure future Reserved Matters Applications could retain the better trees and accurately plot them.



4.0 Design Solution

4.1 Residential Masterplan

4.2 Amount of Development

4.3 Landscape Solution

4.4 Access

4.5 Movement Hierarchy

4.6 Scale & Massing

4.7 Appearance

4.8 Sustainability

4.1 Residential Masterplan

4.1.1 The completed masterplan illustrated on Fig. 61 has been further developed taking into account all comments received as part of the pre application discussions with the Local Planning Authority.

4.1.2 A number of minor amendments have been made to the housing distribution to ensure compliance with established good practice in relation to overlooking of adjacent properties and adequate distance from gable elevations.

4.1.3 As part of the pre application discussions, the direct link with Beever Street was removed in favour of a turning head that would also provide adequate access to the adjoining land to encourage future development opportunities.

4.1.4 House types and parking provision was reviewed such that a much greater landscaped frontage to the residential plots could be achieved and more cars were parked down the side of properties rather than the on the front.

4.1.5 The quantity of P.O.S was also reviewed with the residential layout refined to generate greater surveillance.



Fig.40

★ Key focal point

4.2 Amount of Development

4.2.1 The scheme proposal is for a total of 125 dwellings, with the following mix of residential units illustrated as a generic mix for the purposes of an Outline Planning Application.

4.2.2 Whilst the mix is generic, significant research has been under taken to ensure that it represents as accurate a reflection as possible of current market demand.

 2 bed townhouse + front parking, 630 to 700ft2.	**26 units**
 2 bed semi-detached + front parking, 700 to 750ft2.	**36 units**
 3 bed semi-detached + attached garage, 920 to 1,026ft2.	**16 units**
 3 bed detached + attached garage, 920 to 1,026ft2.	**18 units**
 4 bed detached + integral garage, 990 to 1,462ft2.	**22 units**
 5 bed detached + detached garage, 1,750ft2.	**07 units**
	120 units



Fig.41

4.3 Landscape Solution

4.3.1 The P.O.S adjacent the existing Right of Way is an integral element of the overall landscape strategy, acting as a focus within the development whilst providing a valuable amenity to the residents.

4.3.2 By placing this area centrally between the existing and proposed dwellings and providing overlooking on all sides, adequate surveillance is guaranteed, ensuring a safe environment for children to play.

4.3.3 To one side of the main distribution road, a tree lined landscaped buffer with soft margin is proposed to soften the hard development edge, working in tandem with the central P.O.S.

4.3.4 Perimeter landscaping is provided to all boundaries where appropriate, with particular emphasis to the east boundary.

4.3.5 All properties have a minimum of 6m deep front gardens from the back of pavement ensuring a high level of landscaping to the front elevations of all houses.



Pedestrian Link

Fig.42

4.4 Access

4.4.1 Both vehicular and pedestrian access is provided via the spur constructed as part of the roundabout at the end of Kingsmark Way.

4.4.2 Pedestrian access throughout the site is provided by a combination of perimeter footpaths and shared surface treatments.

4.4.3 The potential secondary access to the adjoining land is provided at two separate points, as illustrated on fig.43.

Principle vehicular entrance

Secondary vehicular entrance to adjacent land

4.5 Movement Hierarchy

4.5.1 The road alignment has been designed to ensure a safe means of vehicular movement that encourages cars to move around the site in a slow and considerate manner.

4.5.2 A change in surface treatment has been deliberately indicated at key junctions to further reinforce the need to slow down.

4.5.3 Peripheral routes and private drives have been indicated to encourage the incorporation of alternative shared surface treatments to reduce the visual impact of a tarmac road.

6.5m roadway with 2m pedestrian footpath to either side.

5.5m roadway with 2m pedestrian footpath to either side and landscaped verge.

4.8m shared surface with 0.7m service strip to either side.

3.7m Private Drive

Change in surface treatment / speed control



Fig.43

4.6 Scale & Massing

4.6.1 A mix of house types can provide visual interest to a scheme and higher storey heights can help to create focal buildings and create a legible environment. It is therefore considered that a mix of 2 and 2.5 storey of varying roof pitch and eaves and ridge height would be appropriate within this location dwellings with a maximum of 10m to the ridge and 6m to eaves as illustrated in fig 44. This will ensure that the development is complementary to the surrounding built environment and allow some variety within the scheme.

4.6.2 As this Planning Application is Outline in form only, the specific scale of the development is reserved for a further, more detailed planning stage. Irrespective of this the typologies below provide examples of the types of dwellings that may be taken forward within the parameters set by this development.

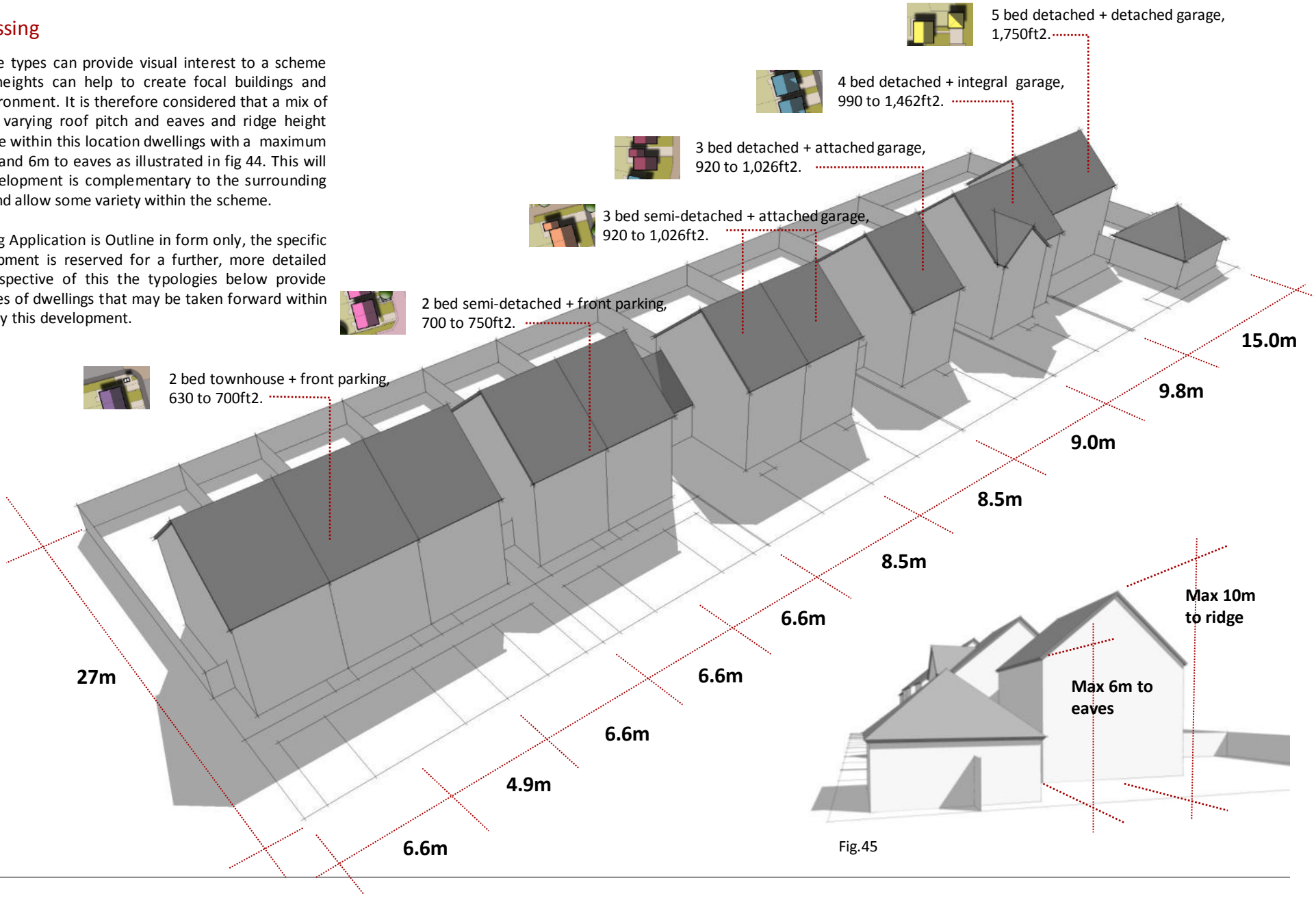


Fig.44

Fig.45

4.7 Appearance

4.5.1 The wide variety of residential house types and styles within the vicinity Goldthorpe indicates that design cannot be simply replicated with what exists at present since there is no dominant style. Houses in the surrounding neighbourhood offer a number of clues in developing an architectural approach that will aid integration whilst allowing individual elevational expression.

4.5.2 Specific architectural detailing will be considered as part of the Reserved Matters application and, as such is not considered to any extent here.

4.5.3 Whilst there is no predominant mix of materials within the locality giving no clear indication as to appropriate vernacular styles, visual interest should be achieved through the careful mix of facing materials. It is therefore considered that a choice of facing brick would be appropriate for this location.

4.5.4 With reference to roofing materials, similarly there is no predominant material used in the locality. It is therefore considered that a combination of concrete interlocking tiles or artificial slates would be appropriate to provide visual interest.



Fig.46



Fig.47



Fig.48



Fig.49



Fig.50



Fig.51

4.8 Sustainability

4.9.1 Designing a sustainable development has been a consideration from the outset and the site opportunities and constraints relating to sustainability were considered and identified at the site appraisal stage. Core Strategy Policies CS64 and CS65 together with the South Yorkshire Residential Design Guide set out principles of sustainable development to be incorporated into new residential schemes. This includes, where feasible and viable, new developments should seek to provide a minimum of 10% of their predicted energy needs from renewable sources or incorporate design measures sufficient to reduce overall predicted $C0_2$ emission by 20%.

4.9.2 Optima Highways have undertaken a Transport Assessment which assesses the existing provision for pedestrians, cyclists and public transport users. The location of the site in close proximity to local amenities will create opportunities for highly sustainable pedestrian commuting. The proposed development provides a number of access points for pedestrians and cyclists from Beever Street and Kingsmark Way and connections to the existing provision on the surrounding network. In addition, good public transport routes are available in close proximity to the site on Doncaster Road.

4.9.3 Upon an initial appraisal, the site was considered favourable for solar gains due to the east/west exposure of the development and general topography. The overall layout has been designed so that houses are orientated to maximise passive solar gain.

4.9.4 As set out earlier in the report, a sustainable drainage strategy is being promoted in relation to the attenuation of surface water through the utilisation of the new drainage infrastructure installed as part of the adjacent Ben Bailey / Gladedale development.

4.9.5 As the development site area and the proposed number of dwellings is relatively small, it is not considered economically feasible to consider decentralised energy, such as district heating. As the dwellings are likely to have high levels of insulation and air tightness and varied occupancy periods, the resulting low and varied heat demand also rule out a combined heat and power system.

4.9.6 The development will comply with the relevant building control regulations in force at the time the development is constructed.

4.9.7 Sustainable issues were fully addressed at the site appraisals stage and have influenced the illustrative masterplan, which accompanies this submission. Given that this application is in outline form only with partial means of access being the only detailed consideration, only site-wise sustainability issues can be given any consideration at this stage. The site-wise issues include that of transport, orientation and surface water drainage and these have all been given careful consideration with the result that the indicative proposals encourage sustainable transport, can benefit from passive solar gain and provide a sustainable drainage solution for the treatment of surface water run off.



Fig.52-55

5.0 Design Justification

5.1 Building For Life Assessment

5.2 Waste Management

5.3 Energy Assessment

5.4 Designing Out Crime

5.5 Public Consultation

5.1 Building For Life Assessment

1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

1a Where should vehicles come in and out of the development?
1b Should there be pedestrian and cycle only routes into and through the development? If so where should they go?
1c Where should new streets be placed and could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood?
1d How should the new development relate to existing development? What should happen at the edges of the development site?

1a The site is readily accessed via an existing roundabout at the end of Kingsmark Way.

1b The existing public right of way illustrated within this document ensures adequate pedestrian connectivity to the site from the broader community. There is no existing cycle only routes within Goldthorpe from which the network could be extended.

1c The proposed street network has been deliberately designed to cross the development site and create linkages between the existing community and the adjoining recreational ground and public right of way.

1d There are three distinctly different boundary conditions. Firstly, a number of existing houses abutting the boundary present a rear elevation to the development site. Where this exists, development has been proposed to ensure the correct relationship of 'backs to backs'. Secondly, the site is bound by an existing established tree belt. In this instance, all development has maintained an adequate stand off to retain the existing trees and create a tree lined approach to the site. Lastly, the site boundary has a proposed public open space associated with the neighbouring residential development. The scheme has been developed to extend and link the existing, formal P.O.S.

2 Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

2a Are there enough facilities and services in the local area to support the development? If not, what is needed?
Where new facilities are proposed:
2b Are these facilities what the area needs?
2c Are these new facilities located in the right place? If not, where should they go?

2a Section 2.2 of the Design & Access Statement details all local amenities in close proximity to the site. Most importantly, the local High Street is within 10 minutes walking distance catering for the majority of every day needs. Primary school provision is also within a short walking distance and, as previously detailed, the area is well served by open, well maintained, safe play areas.

2b As can be seen on fig.12, the area is incredibly well served by local facilities given the residential nature of the existing, neighbouring developments.

2c The facilities are within short walking distances all served by an excellent network of roads and pedestrian footpaths

.....cont'd

3 Public transport

Does the scheme have good access to public transport to help reduce car dependency?

3a What can the development do to encourage more people (both existing and new residents) to use public transport more often?
3b Where should new public transport stops be located?



3a Within a very short walking distance, the site is served by an extensive bus network for both existing and new residents. Furthermore, the bus network also connects up with the local train network at the near by train station, ensuring a direct connection to the wider community and national transport networks.

3b The application is accompanied by a transportation report that has analysed the location of all existing bus stops and the walking distance from all parts of the existing and proposed houses. As a result of the improved pedestrian network, the walking time to the existing bus stops remains within the recommended maximum limits.

4 Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

4a What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?
4b Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?



4a Initial market research suggested the following to provide a mix of family housing in demand within Goldthorpe;

- 25% 2 bedroom terrace 630 -700 sq.ft
- 25% 2 bedroom semi-detached 700-750 sq.ft
- 30% 3 bedroom detached 920-1026 sq.ft
- 15% 4 bedroom detached 990-1462 sq.ft
- 5% 5 bedroom detached 1750 sq.ft

This research has been utilised to prepare the proposed masterplan.

4b Current national and local policy requires a set proportion of the proposed units, based on local need, to be made available for sale at a reduce price to a social housing provider, subject to viability. The chosen social housing provider will then assist in determining the final tenure and ownership requirements.

5 Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

5a How can the development be designed to have a local or distinctive identity?
5b Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?



5a Rather than just more housing with no real focus or hub, the scheme design has been conceived around a formal open space of significant proportion, generating a much needed central heart to the broader residential neighbourhood and encouraging direct connection for all residents to the extensive open woodland.

5b There is extensive historic 'back to back' red brick terrace dwellings in the area that have been previously constructed to house the mining community. Much of this is in need of refurbishment and offers little or no garden accommodation to the front or rear of the property or off street parking. More recently there has also been a good deal of new build, modern residential accommodation in the town. As such, the local vernacular is largely facing brick with concrete roof tiles of varying shades.

6 Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants , wildlife habitats, existing buildings, site orientation and microclimate?

6a Are there any views into or from the site that need to be carefully considered?
6b Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?
6c Should the development keep any existing building(s) on the site? If so, how could they be used?



6a As detailed in the answer to question 5a, the scheme has been designed around a central hub of open space that forms the main vista when arriving at the site.

Similarly key focal point have been highlighted in the Design & Access Statement that will ensure a varied street scape to both residents and visitors of the site.

6b As detailed previously, the existing tree belt to the eastern boundary is very well established and has been retained in the main , seen as a significant benefit to the scheme as well as the broader neighbourhood.

6c There are no existing buildings on the site to retain.

.....cont'd

7 Creating well defined streets and spaces.

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

7a Good streets and spaces are created by enclosing them with buildings and a strong landscaping scheme. Are buildings used to create enclosed streets and spaces?
7b Good buildings 'turn' corners. Do buildings turn corners well?
7c Do all fronts of buildings, including front doors, face the street?



7a The scheme has been designed following the principles set out with in the South Yorkshire Residential Design Guide to provide a high quality residential development. All housing has been positioned to provide strong street frontages with a minimum of 6m front garden space to further support the streetscape with structured planting. In all instances, the housing has been set out with front facing, enclosed development plots with all open space overlooked directly from the neighbouring dwellings. Streets have been developed with simple hierarchy, whereby all main access roads are edged with a 2m landscaped strip, moving the pedestrian footpath inboard away from the road. Other than the main distribution roads, shared surfaces and changes in surface have been used to design a pedestrian dominated environment that is safe to use.

7b Whilst the application is in Outline, house designs themselves have not been submitted as part of the overall proposal. However, the principles are very much set out as part of the masterplan with regard to how corners should be dealt with to ensure an active street frontage.

7c All building fronts face the street, including front doors as an overriding principle of the masterplan.

8 Easy to find your way around

Is the development designed to make it easy to find your way around**?**

8a Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?



8a as previously detailed, the scheme has been developed with a central green hub which will form an integral element in successfully finding your way around the final development.

9 Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

9a Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?
9b Are streets designed in a way that they can be used as social spaces, such as places for children to play safely?



9a In collaboration with a full design team, in particular a Highway's Engineer, the road layout has been designed to force a 20mph speed limit in all areas. This has been successfully done utilising radius curves, changes in surfaces and shared surface treatments, all in accordance with the South Yorkshire Residential Design Guide.

9b Shared surfaces have been designed throughout the scheme to encourage a pedestrian dominated residential development, with limited use of tarmac finished roads. All key junctions have a deliberate change in surface to make the driver aware they are entering a residential zone with priority to the resident rather than the car. Integral with this strategy is ensuring all properties have at sufficient parking spaces in accordance with the South Yorkshire Residential Design Guide, discouraging parking on the road, thus allowing them to be used for outdoor play.

10 Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

10a Is there enough parking for residents and visitors?
10b Is parking positioned close to people's homes?
10c Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?
10d Are garages well positioned so that they do not dominate the street scene?



10a All properties have at sufficient parking spaces in accordance with the South Yorkshire Residential Design Guide, discouraging parking on the road, thus allowing them to be used for outdoor play. In addition , visitors parking spaces have also been provided, where required, with guidance taken from the same guide.

10b All parking is positioned directly in front of the dwelling to which it relates.

10c There are no parking courtyards.

10d Where garages are included as part of the dwelling, they have been provided as integral to the property or deliberately set back from the front elevation where they are attached or detached, so as not to dominate the street scene.

.....cont'd

11 Public & private spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

11a What types of open space should be provided within this development?
11b Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?



11a All semi detached and detached properties a have a clearly defined, private front garden, a minimum of 6m in depth. In the situation of terraced houses, where parking is provided to the front of the property, a clearly defined landscaped zone is provided of approximately 1.5m in depth to give defensible space between foot path and windows to the front elevation. In all cases, every dwelling has a clearly defined, private rear garden.

11b As previously detailed, the scheme has been designed with a play facility for children and teenagers.

12 External storage and amenity space

Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

12a Is there enough storage space for bins and recycling, as well as vehicles and cycles?



12a All detached and semi detached properties have direct access to their rear garden to provide adequate provision for cycle and bin storage. Where terraced houses are proposed, a central terrace has , dedicated bin and cycle storage, provided to the front of the property adjacent the parking area.

…..cont'd

Conclusion

5.1.1 Having analysed the 12 key questions set out within the Building for life Assessment (BfL12) rigorously, the indicative masterplan has been found to satisfy the criteria in all cases.

5.1.2 Whilst the application is an Outline Planning Application only at this stage, the criteria set out within the assessment should be utilised to inform a more detailed Reserved Matters Application in due course, ensuring that the fundamental aspects of the assessment are retained in subsequent iterations.

5.2 Waste Management

5.2.1 Policy N3.7 of the South Yorkshire Residential Design Guide covers the specific issues relating to waste recycling and collection, to which a detailed assessment is envisaged as part of any future Reserved Matters Application.

5.2.2 As detailed in the Building for Life Assessment, question 12, all detached and semi detached properties have direct access to their rear garden to provide adequate provision for bin storage. Where terraced houses are proposed, end terraces are provided with direct access to the rear garden. In the situation of a central terrace, dedicated bin storage is provided to the front of the property adjacent the parking area.

5.2.3 Fig 56 illustrates the logic detailed with within the masterplan for dealing with waste management in the specific situation of a central terrace house.



Fig.56

5.3 Energy Assessment

5.3.1 Whilst a specific energy assessment has not been undertaken for the Outline Application stage, it is envisaged as part of a Reserved Matters Application that an assessment in accordance with the following polices will be required.

- N3 Local Resources, Energy & Carbon Dioxide Reduction
- N3.1 Renewable & Low Carbon Energy Sources
- N3.2 Solar
- N3.3 Wind
- N3.4 Microclimate

5.2.2 The above stated policies are detailed in the South Yorkshire Residential Design Guide, pages 67 to 70

5.4 Designing Out Crime

5.4.1 As part of the Outline Application process, a salient, but not exhaustive list of issues are provided as to the relevant issued to be given detailed consideration prior to submitting future Reserved Matters.

5.4.2 The list of items to be detailed and submitted are;

- Gates which prevent casual access to the rear of dwellings should be incorporated into the scheme. These should be a minimum 1.8m high, supported with a locking mechanism. The gates should be positioned as far forward as possible. Where boundary treatments meet, suitable provision must be made to prevent the creation of natural climbing aids. The gates must also include anti lift hinge provision i.e. double board particularly panels or incorporate boundaries which make it difficult to scale. These should not allow access from the rear or be hared between properties.
- Where rear boundaries abut the public highway it is advised that the proposed boundary treatments are amended to introduce the potential for surveillance from dwellings. Ideally the last 300mm should incorporate trellis, railings or similar. This will ensure that some privacy remains for the householder but also incorporates the potential of surveillance onto the street scene. This will also improve the street scene, aesthetically and reduce the potential of a solid structure being subject to graffiti. Boundary treatments should be a minimum of 1.8m in height. Climbing aids should not be incorporated into the design. Care should be taken where boundaries are incorporated onto / into existing boundary features. These features may be breached due to the topography of the land or due to the design of the existing treatment.
- The front gardens / space of dwellings must be clearly defined and supported with clear front plot divisions. This will delineate clear ownership and reduce the potential of conflict between neighbours or misuse of private / semi private space.
- Consideration should be given to ensuring that robust treatments are incorporated intro the scheme adjacent to pedestrian routes which may result in creation of desire lines across dwelling gardens.
- Further detail should be submitted regarding the Public Open Space in regards proposed use, playground equipment where applicable, boundary treatments, private drive access and vehicle mitigation measures. All other rear boundaries should be a minimum of 1.8m close boarded timber fencing or similar.
- Rear plot divides should be a minimum of 1.5 close boarded timber fencing. Ideally this should be increased to 1.8m every 3 to 4 plots to prevent plot hopping.
- All external doorsets (including French doors etc…) should be independently certificated to PAS 24-1 2009 + A2:2011 or PAS 24 mortise locking version, 'Doors of Enhanced Security', with all incorporated laminated glazing certificated to BS EN 356 2000 rating P2A, WCL1 or LPS1175 SR2. All incorporated laminated glazing certificated to BS EN 356 2000 rating P2A, .Door sets must also be certificated to PAS 23-1 "General performance requirements for door assemblies", including the relevant material annex. Where doors allow access from the garage to the main dwelling these should also be certified to the standard above.
- The standard of windows to be installed at ground floor level, or those easily accessible above ground floor, shall be made secure to standards, independently certified, set out in BS 7950 'Windows for Enhanced Security' or WCL 4, with all incorporated laminated glazing certificated to BS EN 356 2000 rating P2A,
- The overall uniformity of the street lighting scheme should achieve a rating of 0.4Uo and should never fall below 0.25Uo. The colour rendering qualities of lamps used should achieve a minimum of at least 60 Ra (60%) on the colour rendering index.
- The applicant must ensure that the lighting scheme does not cause a nuisance to neighboring properties.
- Squared or recessed fall pipes should be used to minimise the potential of scaling.
- Gas and electric meters should be positioned appropriately to the front of dwellings in an effort to deter bogus officials.
- Ideally the garage doors should be certified to LPS1175 SR1
- Intruder alarms should be incorporated into the scheme
- Advisory only:-Garage door should be certified to LPS 1175 SR1
- Dusk till dawn luminaries should be incorporated to support all access points to dwellings

5.4.3 To conclude, the Reserved Matters Application should, in addition to providing adequate information to satisfy the above recommendations, obtain full details of approved security products, manufactures and suppliers by visiting the 'Secured by Design' website www.securedbydesign.com.

5.5 Public Consultation

5.5.1 As part of the pre application process, public consultation was carried out by mail drop to local residents within the immediate vicinity of the site, a copy of which is illustrated on fig.85

5.5.2 A total of 90no. letters, including a copy of the pre–application scheme proposals were sent to residents of the following streets;

- Beever Street
- Thornham Meadows
- Cross Street
- Parkgate
- Doncaster Road

5.5.3 In addition to local residents, Cllr. Worton, Cllr. Gardiner and Cllr. Hancock were also forwarded the same information.

5.5.4 The scheme proposals were also made available on the Architects web site for a week following the consultation, details of which were included within the letters posted to residents, with the ability to email comments for those who could not attend.

5.5.5 The outcome of the Public Consultation is set out in the Statement of Community Involvement accompanying the Application.



Fig.57



Fig.58

6.0 Conclusion

6.1 Summary

6.1 Summary

6.1.1 The application is in Outline form only with all matters reserved except for means of access and as such detailed design will be subject to a Reserved Matters Application at a later date.

6.1.2 Nonetheless, this application seeks to demonstrate how the site can be developed sensitively with consideration to the immediate neighbours of the site and the wider context of Goldthorpe.

6.1.3 In developing a scheme that reacts positively to the opportunities and constraints of the site, the Outline Application seeks to set the key parameters for a new sustainable, residential community set in a distinctive landscape and providing an integrated mix of house types, whilst allowing flexibility to develop a detailed scheme in the future.

6.1.4 The document has considered the site in the context of its location within the Barnsley district and has sought to assess all relevant aspects pertaining to the delivery of the site for residential development, assessing the proposal against Local & National Planning Policy criteria.

6.1.5 In conjunction with Planning Policy considerations, the various accompanying reports prepared as part of the Outline Application, summarised in this Design & Access Statement, conclude that there are no technical reasons why the site cannot be delivered for residential development.

6.1.6 Given that the site is set within an existing, sustainable settlement, readily accessed by adopted roads running up to the boundary of the site, it's considered appropriate within the guidelines set by National and Local Policy that this Outline Application for 125 dwellings on the former colliery site should be viewed positively.

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