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BARNSLEY College

Barnsley College, Honeywell Campus

Design and Access Statement - Submission of Reserved Matters
(including Planning Policy Statement)

May 2009



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1 Introduction

1.1 Background

The purpose of this document is to support the Reserved Matters Application (RMA) on behalf of Barnsley College for the redevelopment of the Honeywell Campus. This document aims to demonstrate the planning and design principles which have informed the proposals.

The application seeks approval of reserved matters contained within the decision notice for planning application number 2005/1507. The application is supported by the full suite of information required to discharge the reserved matters as agreed with Barnsley Council (see Appendix 3 for the full scope of works).

The design proposal is intended to comply with CABE and the Barnsley "Building for Life" criteria, which provides a framework for the design of high quality housing developments. The submission has been developed in consultation with Barnsley Council Officers (planning, design, landscape, highways), the Environment Agency and other external stakeholders.

Essentially, the Design and Access Statement identifies the overall rationale and key design principles which have informed the detailed development proposals.

This statement will cover the following aspects:

- Site assessment
- Planning Context
- Consultation
- Design Concept and Principles
- Development Proposals
- Landscape Proposals
- "Building for Life" standards
- Secure by design

1.2 Context

The Planning History section of the Design and Access Statement discusses the original outline application in greater detail. However, in context to the whole submission, the following conditions are applicable in seeking approval for reserved matters.

Condition 1 of the of Planning Application number 2005/1507 indicates that an application for approval of reserved matters, reserved in Conditions 2, 3, and 4, shall be made by 10th May 2009. This requires that reserved matters on the siting, design, external appearance and means of access to the residential, B1 and Sports Centre and associated facilities must be made as part of this application. The Design and Access Statement will therefore cover the design and development of each of these uses. In addition to the discharge of **conditions 1, 2, 3 and 4**, it has been agreed with Barnsley Council that the following conditions will be discharged:

- **Condition 6** – plans indicating existing ground levels, finished floor levels of all dwellings, the sports centre, office units and associated structures, road levels and any proposed alterations to ground levels.
- **Condition 8** – survey of the site indicating all existing trees and hedgerows within the site and full details of any to be retained, together with measures for their protection during the course of this development.
- **Condition 10** – a scheme detailing the location and layout of a children's play area, amenity areas, open space and public footways, including details of the layout and play equipment. The scheme shall include details of public access and maintenance provision for the children's play area, amenity areas and open space. Detail on the

phasing of development of the children's play area, amenity areas, open space and public footways shall be included.

- **Condition 11** – residential reserved matters will be accompanied by an assessment for the impact of noise and vibration from the nearby railway lines, the results of which will be fed into the design and construction of residential units.

1.2.1 Belle View Campus

The Belle View Campus is not included within this submission of reserved matters as it is detailed under a separate application (ref 05/1508 as opposed to 05/1507 for the whole red edge area). Furthermore, the Belle View campus area is excluded from the "extent of residential development" shown on the illustrative built form masterplan (drawing approved on 10th May 2006). According to condition 17 of application for which we are seeking to discharge reserved matters (05/1507):

Notwithstanding the detail on the illustrative masterplan submitted with this application, residential development shall be restricted to the two areas hatched in black on the approved drawing labelled "extent of residential development".

Accordingly it has been agreed with the Council, that we are not required to submit reserved matters relating to the Belle View campus as part of this submission.

1.3 Rationale for Development

The College plans to make substantial improvements to their existing facilities, with a key part of the plan involving the centralisation of the College departments around the Old Mill Lane site within Barnsley town centre. As a consequence, the Honeywell and Belle Vue campuses will become obsolete and therefore alternative uses are sought. The intention of this RMA is to satisfy the requirement to submit reserved matters (pursuant to outline planning permission 2005/1507) before 10th May 2009 so that the land can be marketed ands sold to a developer, providing revenue for further college campus development at Old Mill Lane. The sports centre and associated facilities have already been developed as approved under planning permission 2006/0900; however they are submitted as part of this RMA to comply with Condition 1 of the original outline consent.

1.4 Drawings and Supporting Information

In accordance with the requirements of the Conditions of the original outline consent, the following drawings and documents accompany this application:

Drawings:

- Existing site sections
- Location plan with boundaries
- Building demolition extents
- Location plan with proposed development
- Proposed Residential Development
- Hard Landscaping plan and proposed levels
- Ground floor plans and elevations
- First floor plans and elevations
- Housing plans and elevations for all plots
- Housing materials schedule
- Proposed office development Outline plan
- B1 Office two storey units plans elevations and sections
- B1 Office single storey starter units plans elevations and sections
- B1 Office Development proposed site sections
- Proposed Residential Development site sections

- 3D view from Honeywell Lane
- 3D view from sports court
- 3D view from play area
- Planting Plan 01
- Planting Plan 02
- Planting Plan 03
- Planting Plan 04

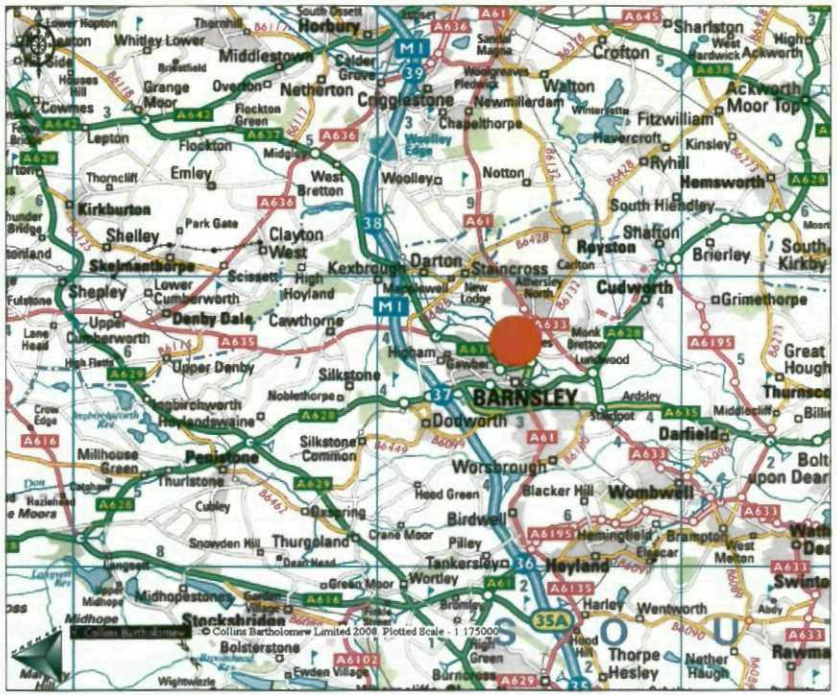
The following documents will support the submission of reserved matters, including:

- Transport Assessment
- Travel Plan
- Noise and Vibration Assessment
- Arboricultural Method Statement
- Tree Condition and Value Report
- Ecology Phase 1 Habitat Survey
- *PPS25 Flood Risk Assessment*
- Landscape Maintenance Plan
- Sustainability Statement

2 Site Assessment

2.1 Location

The application site at Honeywell Campus is situated approximately 1 km north of Barnsley town centre. Barnsley is located in South Yorkshire 35km (22 miles) south of Leeds and 19km (12 miles) north of Sheffield.



2.2 Site Characteristics

The site is located in a residential area close to the A635 Huddersfield Road, the main arterial route between Barnsley and Huddersfield.

The surrounding land uses are predominantly residential with semi-detached dwellings to the north of the site and terraced housing to the south.



The application site extends to approximately 7.6 ha. The site is occupied by the Barnsley College Honeywell campus which contains a cluster of college buildings, including a new sports complex. The college buildings are surrounded by a large amount of private informal open space and by a number of mature trees.

There is also an area of land to the south of the campus, bound to the south and east by railway lines, which was formerly used for tipping. The site contains a large amount of recreational space.

Parts of the site have a very steep gradient, in particular the open space fronting onto Honeywell Lane. The gradient also decreases between the open space to the west of the Honeywell Campus buildings and Park View Road to the east.

2.3 Access

There are currently 3 points of vehicular access to the site via simple priority junctions. One is located on Cockerham Lane, which provides access to the Belle Vue site. The other two accesses are on Honeywell Lane.The primary access to the site is the eastern most gate which is centrally located on the site frontage along Honeywell Lane, which connects with the A635 *Huddersfield Road via Cockerham Lane.*

There is a pedestrian link to the site from Huddersfield Road.

The site is within approximately 4 minutes walking distance of bus stops on Huddersfield Road and Honeywell Street and 8 minutes from a bus stop on Eldon Street North. There are currently 11 bus services operating from the 3 locations connecting to Barnsley town centre, Wakefield and Leeds.

Barnsley Railway Station is located some 810 metres walk distance to the east of the proposed site. Both the Hallam and Peniston lines run through the station and provide frequent services to regional stations in the surrounding area. Other services to Leeds, Wakefield and Sheffield are also available from the station where services to the rest of the UK rail network operate.

3 Planning Context

3.1 Planning History

We have reviewed the statutory planning register for the site (Appendix 1). As discussed in Section 1 of this report, the submission of this RMArelates to application 2005/1507. The original outline consent, granted on 10th May 2006, is for *mixed use development of residential, offices and relocation of college sports hall and tennis courts.*

The key features of the proposed development include:

- A mixed use development incorporating 97 residential units together with the relocation of the existing sport hall and tennis courts and the development of 2,460 sq m of offices.
- Identification of 2 areas of *"extent of residential development"* which area shaded on the illustrative built form. These are focused on the existing tennis courts on Honeywell Lane and on the area of existing college buildings and surrounding tarmac area.
- The Masterplan proposed that the development of the main site would comprise a mixture of dwelling types, ranging from one-bedroom apartments to larger detached family homes. In total 87 units are proposed in this area. The main building is considered unsuitable for residential purposes. It is proposed to locate a total of 51 one and two bedroom apartments in a location that attempts to replicate part of the character created by the existing College buildings that face toward the Leeds to Sheffield railway line. The initial number and mix of units proposed on the site were indicative only and do not constitute part of the outline planning permission which reserved matters need to adhere to.
- Larger family homes and terrace houses are proposed to be sited to the south and west of the apartments, with a total of 35, three – five bedroom homes.
- The second development area shows a smaller cluster of town houses proposed on the location of the existing tennis courts adjacent to Honeywell Lane. This is shown on the Masterplan as a row of terraced units, although it could also be a suitable location for a low rise apartment building. The Masterplan indicates a total of 10 units on this part of the site. These units are proposed at street level, rather than at the height of the existing tennis courts, in order to respect the residential amenity of the properties opposite. A car parking layout is proposed in front of the units in addition to court and garages to the rear.
- Construction of a new sports hall and outdoor sports facilities.
- The creation of areas of public open space and children's play facilities.
- The former tip land also provides a development area adjoining the southern boundary of the Honeywell campus. It is proposed that a new College sports hall complex effectively replaces the existing sports hall, together with 2,460 sq m of B1 offices.

The decision notice stipulates that it is necessary to discharge conditions 1, 2, 3, 4, 6, 8 and 10 as part of a reserved matters application. This means that it is necessary to submit reserved matters for each element of the scheme as part of this application. The remaining conditions can be discharged once the reserved matters are approved and prior to the commencement of development.

Although the Belle View Campus is included within the red edge for the submission of application 2005/1507, the development of this area of the site is permitted under application 2005/1508, which was approved a month earlier on 12th April 2006. This outline consent was for *residential development and conversion of existing building to residential use*. This comprised the conversion of the existing Belle Vue House into 5 apartments together with a mews type residential development comprising 13 units.

5 Design Concept and Principles

5.1 Design Context

The B1 Development comprises of 3no two-storey B1 office buildings along with a single storey B1 office building which is intended for business start-up units.

These units are located in the south west area of the overall site. The design of these units is to provide a suitable 'stop end' to the overall development between the borders of the Leeds to Sheffield and Huddersfield to Sheffield railway lines. The footpath and cycle way which passes through the south of the site has been safeguarded.

The architectural language of this development is based upon the design of Barnsley Colleges' existing Honeywell building (which is to be demolished as part of the housing development for this reserved matters application) and that of the recently completed Sports Facility. The design of these units also reflects some of the architectural style of Barnsley Colleges' Construction Centre site to the south east (across from the Huddersfield to Sheffield Railway line).

The buildings are set against a backdrop of soft and hard landscaping. The car parking and footpaths are to be tarmacadam (and are seen as an extension of the hard landscaping materials that constituted the Sports Facility development). The gradients of the principle accesses to these buildings is a minimum 1in 15 and maximum 1in 20 accounting for the sloping topography of the site.

The housing development has been designed using a limited palette of materials which are commonly found on the existing housing stock within this area of Barnsley, namely brick, timber and render to walls, with either grey slate or clay tiled roofs. Whilst these materials sit comfortably within the local vernacular, the design of the houses has been chosen to provide a contemporary development which addresses the surrounding green space as well as the adjacent existing housing.

Particular attention has been paid to ensuring the type of brick chosen for the housing units facing Honeywell Lane compliment the red brick dwellings opposite and that the scale and height of these units is also in keeping with the existing properties.

5.2 Design Approach

The philosophy behind this proposal is to both complement and enhance the surrounding area, whilst delivering the key requirements of the design brief defined by the outline planning approval in terms of accommodation, use and densities etc.

The intention is to create a development which responds positively to present day concerns about sustainability and energy efficiency. For example the dwellings will be constructed to level 3 of the Code for Sustainable Homes, a standard which at the current time goes beyond the statutory requirements for private housing.

It is our intention to create a development which defines its own identity and aesthetic, which doesn't strictly conform to any previous style, but presents itself in a manner that is sensitive to the local vernacular.

The new B1 development is intended to blend in with that of the Colleges' Sports Facility The two storey offices are to be an open plan speculative development for lease. The office space is to be arranged around a central 'landlord' core area and can be subdivided in terms of space depending on number of tenants in order to offer maximum flexibility. The design provides an efficient useable footprint in terms of proportion and size.

To deliver these objectives, the guidance says that local planning authorities should actively manage the pattern of urban growth, locate facilities to improve accessibility on foot and cycle and accommodate housing principally within urban areas.

The guidance also promotes the use of maximum parking standards by local planning authorities to encourage limited parking in places well served by alternative means of transport or close to amenities. These maximum parking standards are best used in conjunction with a package of measures to promote sustainable travel choices, reduce the land take of development, enable schemes to fit into urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion.

The planning application clearly **accords with PPG13** for contextual reasons outlined in section 2 of this statement and Highways Assessment accompanying this application.

PPG17: Planning for Open Space, Sport and Recreation (July 2002)

PPG17 sets out national planning guidance for open space, sport and recreation facilities. It states that open spaces, sport and recreation underpin people's quality of life and that well designed and implemented planning polices for open space, sport and recreation are therefore fundamental to delivering broader government objectives, including supporting urban renaissance, the promotion of social inclusion and community cohesion, health and well being and promoting more sustainable development. The PPG seeks to ensure that local authorities provide and maintain an adequate supply of a variety of open space, sport and recreational facilities to cater for differing needs and activities.

3.2.2 Regional: Yorkshire and Humber Regional Spatial Strategy (May 2008)

Barnsley falls in with the Yorkshire and Humber RSS which was published in May 2008. The main policies that impact on the development of Barnsley are as follows:

Policy A.2 looks to transform the Sub Regional Towns of Barnsley, Doncaster, and Rotherham, particularly the town centres as vibrant, healthy, accessible, attractive and safe places where more people live, visit and work, and residential areas through housing market renewal and increased housing development

Policy A.5 seeks to develop enhanced and complementary roles for the Sub Regional Cities and Towns of Barnsley, Halifax, Harrogate, Huddersfield, and Wakefield which capitalise on their particular strengths and potential

Policy B.2 prioritises regeneration and redevelopment of Barnsley urban core as a "21st Century Market Town". Development of housing within close proximity will help to support and sustain the improvements to the town centre.

Policy E.1 focuses development on Sheffield and the Sub Regional Towns of Barnsley, Doncaster and Rotherham with particular emphasis on city/town centres and inner areas

In terms of housing development, Policy H1 'Provision and Distribution of Housing' sets an annual housing provision target of 1015 dwellings per annum for Barnsley between 2008 and 2026. Policy H2 'Managing and Stepping up the Supply and Delivery of Housing' seeks to 65% of the housing target on previously developed land.

3.2.3 Local Policy

Barnsley Unitary Development Plan (December 2000)

The Barnsley UDP was adopted in December 2000 and covers the period from 1986- 2001. The most relevant policies are summarised below.

The subject property is not situated within a Conservation Area and none of the existing buildings are listed. Policy TC58/10 identifies the southern part of the application site (in the area where B1 use is proposed) for education/ car parking and Business (B1 (a) and (b)).

Policy BA35 identifies the remainder of the site as existing community facilities. Whilst the policy does seek to protect community facilities it recognises the need for the College to rationalise its operation. Policy CF2 provides criteria against which the loss of community facilities are to be judged and states that where an existing community use ceases and no alternative community use can be found, other uses will be considered with regard to:

- The amount of open space in the area;
- *Compatibility with adjoining land uses and likely impact on residential* amenity, and;
- Access, car parking and highway safety.

Part of the southern area of the site is allocated as Urban Green Space on the Council's Greenspace Register. Policy GS34 indicates that areas designated as Urban Greenspace will normally remain open and undeveloped. The masterplan indicates that the built form of the residential development would be confined to the existing footprint of the college buildings and surrounding hard surfaced areas. In essence this is the area that is not allocated as greenspace on the Council's Greenspace Register. The development will therefore have no impact on the form and function of the existing surrounding open space. Furthermore, private informal open space will be opened for public access as a result of the development.

The UDP contains no general policies for windfall housing. Policy H6 however states that where a development consists of twenty or more dwellings, there is a requirement for a minimum of 15% of the gross site area to be open space of a type appropriate to the character of the site.

Policy GS22 sets out the guidance for the protection of woodland, mature trees and hedgerows. The policy planning applications proposing development on a site containing mature trees and hedgerows should include a survey identifying the type, size, location and general condition of all mature trees and hedgerows and details of any remedial surgery required. Further detail on the retention and protection of trees on site is contained within the Arboricultural report, which accompanies this application.

Policy GS36 indicates the need to ensure that appropriate levels of provision for outdoor recreation are achieved.

Policy GS37 seeks improvement of formal and casual recreation provision, by the creation of new areas and upgrading existing sites, including the incorporation of provision for recreation in association with developments which are primarily for other purposes.

3.2.4 Supplementary Planning Documents

In addition to the adopted UDP, Barnsley MBC have produced 35 Planning Advice Notes (PAN's) which form Supplementary Planning Guidance. A number of these are relevant to these proposals and are listed below:

SPG2 'The Design and Layout of New Housing' provides guidance on standards for housing developments. The scheme provides a high quality of design, materials and layout in order to meet standards.

SPG20 'Open Space Provision on New housing Developments' requires 15% of new housing developments to comprise Public Open Space. A children's play area will be provided as part of the proposed scheme.

The PAN 30 'Housing' sets the sequential approach for the determination of residential planning applications to ensure that enough priority is given to sustainable, previously developed land within urban areas. PAN 30 sets a site area threshold of 0.4 Ha above which a sequential approach is required for proposals on greenfield sites. Proposals for residential development on previously developed sites such as the built area of the Honeywell Campus do not require a sequential approach.

3.3 Affordable Housing

We understand that the prevailing planning policies at the time when the outline planning consent was granted did not stipulate an affordable housing requirement. As such, no affordable housing is required within the development.

4 Consultation

4.1 Consultation with Barnsley Council

A pre-application consultation meeting was held with Planning Officers on 8th April 2009 (see Appendix 2 for minutes), which discussed the original outline scheme and the requirements for submission of the Reserved Matters application. Following the meeting, regular and open dialogue has been held between the Project Team and Planning Officers to agree the submission requirements and to get feedback on some initial layout drawings for the residential elements of the scheme. The scope of works agreed with the Council is documented in Appendix 3.

The Project Team also consulted with Barnsley Highways department and the Environment Agency. Full details of discussions are summarised in the Hydrology and Transport Assessment reports.

4.2 Community Consultation on the Outline Application

Although public consultation has not been undertaken for the submission of Reserved Matters, it was completed by the applicant for the original outline submission. At the pre-application stage, a public exhibition was held and a presentation made to the Local Area Forum, and a questionnaire survey was used to ascertain views of local residents. In summary, feedback indicated that people were generally comfortable with the principle of the development proposed. The scheme also was amended to address issues raised through feedback.

The local community have the ability to view the Reserved Matters submission and make their comments to the Council.

These two storey units are separated from the housing development land by way of a soft landscaped area in the north east vicinity. This ensures that the impact of the office buildings is minimised and reduces the overlooking to the residential development as well as concealing some of the car parking.

The single storey offices are split into 6 smaller units in order to house start-up business space.

The soft landscaping to the south east provides an ideal backdrop to these units and enhances the setting of this office building.

5.3 Scale, Height and Massing

A key policy to achieving the design approach is to respect the surrounding development. For this reason, the scale and massing of the dwellings will follow a traditional approach in keeping with adjacent construction, i.e. 2 storey with pitched roofs, and mostly either semi-detached or detached. Ridge and eaves heights will therefore be comparable with nearby dwellings.

The spacing and arrangement of the dwellings is designed to meet the required housing density, whilst not appearing over-developed. We feel that the development is in balance with the surrounding open space, and that the dwelling orientation and position seamlessly integrates the development into that space.

We have carefully considered the scale height and massing of the B1 office development in the design of the layout.

The 3no. two storey office buildings orientated in a north easterly / south westerly direction are in a stepped configuration relating to the Huddersfield and Sheffield railway line. These units are built into the sloping topography of the site with the monopitch roofs stepping down the hillside. This reduces the scale and mass of the development. as well as providing efficient useable footprint in terms of proportion and size.

The one storey start-up units are orientated in a north westerly /south easterly direction and are of a scale that compliments the other units as they step up the site. These units relate to the open space to the south east that forms the path and cycle way from Old Mill Lane.

The whole of the B1 development has been designed in order to provide minimal impact on the site and provides a buffer between the open space and housing development.

5.4 Housing Viability, Mix and Density

The residential market has witnessed an unprecedented decline over the past 18 months, with sales values falling on average 25% across the UK. In tandem with the price falls, we have witnessed a huge decline in the volume of sales, with the Yorkshire and Humber region seeing the number of sales fall nearly 300% since their peak in October 2007. As a result of market conditions, the residential development market has seen a wholesale change, with house builders 'going back to basics', and looking to develop a more traditional product of semi and detached 2 storey dwellings, rather than schemes domintaed by 3 storey townhouses and apartments. Prior to the change in market conditions, house builders were acquiring land on the basis of high density schemes that drove the value of land superficially high, the effect of which over the past 18 months has seen many smaller developers going into administration as such schemes have proven to be unviable, or larger PLC's undertaking significant write-downs of their land assets that has contributed to large losses in Company results, and plummetting share prices.

We are now witnessing house builders reverting to a more traditional product that are proven to sell. 3 storey townhouses have never really been favoured by developers or even the buying public, but owing to a restriction

in land supply, developers were forced into building such a product. With the downturn in market conditions, development opportunities are now more readily available, and those being considered by developers are in favoured locations where a more traditional product can be built.

In light of the change in market conditions, Jones Lang LaSalle Residential Investment Team recommended that a less dense scheme is developed as opposed to the previous masterplan for Honeywell, and the proposed Strata Homes scheme. The original master plan shows a large number of apartments on the site, which we consider to be unviable in the current market, and do not see a significant change in demand in the medium term. The Strata layout showed a total of circa 110 units on both Honeywell and the former tennis courts that is dominated by 3 storey townhouses. Again our agents do not consider this a viable product for the site in today's market place.

Accordingly the RMA incorporates 2,3, 4 and 5 bed houses, the majority of which being traditional 2 storey product, which is the most appropriate mix in terms of market requirements. Whilst the loss of square footage and number of units is significant, the proposed scheme meets minimum density requirements.

The overall housing development area incorporates 2 sites; the Honeywell Lane site and the main site. The overall development area is 1.792 hectares and incorporates a total of 63 units, providing an overall density of 35 dwellings per hectare. The proposed mix for each element of the scheme is as follows:

Honeywell Lane

This element of the scheme measures 0.222 hectares. There is a total of 9 units proposed, equating to a density of 40 dwellings per hectare. The following mix is proposed:

House Type	Number of Units
2 bedroom	6 units
3 Beds: 3 units	3 units
Total	9 units

Main Site

This element of the scheme measures 1.57 hectares. There is a total of 54 units proposed, equating to a density of 34 dwellings per hectares. The following mix is proposed:

House Type	Number of Units
2 Beds	8 units
3 beds	26 units
4 beds	15 units
5 beds	5 units
Total	54 units

6 Development Proposals

6.1 Proposals

The proposed accommodation that this development will provide is generally in accordance with the outline planning approval 2005/1507, generally:

Honeywell Lane Site

House Type	Number of Units
2 bedroom	6 units
3 Beds: 3 units	3 units
Total	9 units

Main Site

House Type	Number of Units
2 Beds	8 units
3 beds	26 units
4 beds	15 units
5 beds	5 units
Total	54 units

Commercial site

Unit Type	Area
3x 2-storey B1 Office	600m²
1x 1-storey B1 Office	800m²
Total	2600m²

6.2 Scale, massing and density

The development has been designed with an overall residential density of 35 dwellings per hectare in accordance with Barnsley metropolitan Borough Council's *Supplementary Planning Guidance 2 – The design & Layout of New Housing.*

The residential units have been restricted to no more than two storeys in height, so that the eaves and ridge heights are comparable to adjacent existing development. The residential units are typically semi-detached or detached (with a small amount of terracing), such that they are in keeping with massing in the area.

House Type	Width	Depth	Eaves Height	Ridge Height
2B type A:	5.100m	9.000m	5000m	8000m
2B type B:	9.000m	5.100m	5000m	8000m
3B type A:	5.750m	9.000m	5000m	8000m
3B type B	9.000m	5.750m	5000m	8000m
3B type C:	4.600m	9.450m	5000m	9.800m
4B type A:	8.600m	7.400m	5000m	8.000m
4B type B:	8.900m	9.450m	5000m	8.350m
5B type A:	10.000m	10.000m	5000m	8.000m
5B type B:	11.000m	10.000m	5000m	8.350m

We have carefully considered the scale height and massing of the B1 office development in the design of the layout.

The 3no. two storey office buildings orientated in a north easterly / south westerly direction are in a stepped configuration relating to the Huddersfield and Sheffield railway line. These units are built into the sloping topography of the site with the monopitch roofs stepping down the hillside. This reduces the scale and mass of the development. as well as providing efficient useable footprint in terms of proportion and size.

The one storey start-up units are orientated in a north westerly /south easterly direction and are of a scale that compliments the other units as they step up the site. These units relate to the open space to the south east that forms the path and cycle way from Old Mill Lane.

The whole of the B1 development has been designed in order to provide minimal impact on the site and provides a buffer between the open space and housing development.

6.3 Sustainability

Development is located on a previously developed ("brownfield") site on the edge of Barnsley town centre and close to key retail / community facilities. New housing will help to sustain local businesses and services through improved patronage / local expenditure. Sustainability pervades every other aspect of the scheme design, including achievement of Level 3 of Code for Sustainable Homes. Measures will be taken to adhere to all relevant planning requirements reducing the environmental impacts of the development. As such the layout is informed by a wider sustainable building approach.

As the residential unit will be built in accordance with the 'Code for Sustainable Homes Level 3,' every effort will be taken during the detailed design process to ensure that the development scores highly in energy performance by evaluating opportunities across all key areas as set out in the Code.

The specific layout, materials and amenities are designed to improve building performance levels.

The residential units will also incorporate principles from the Lifetime Homes standard to ensure the new homes are accessible to a wide range of occupants and adaptable to the changing needs of a household.

The development will also incorporate high quality public open space, including play space and a wildflower meadow walk, which will contribute towards improved health and well-being. Where possible the site will be designed to reduce crime and consideration will be given to adopting Secured by Design principles.

The commercial elements of the scheme will be built to reduce projected development carbon emissions by 10%. The buildings are designed to be energy efficient as follows:

- High performance construction materials and methods.
- Meeting the current Building Regulations as a minimum.
- Maximum use of natural ventilation where appropriate and applicable.
- Use of heat pump technology to provide low energy cooling.
- Heating plant comprising natural gas condensing
- Potential use of rainwater recovery to serve toilets if affordable
- Variable speed motor drives to reduce energy consumption.

6.4 Appearance and Materials

This intention of this development is to take a sensitive approach to the context around the site, and create a scheme with its own character and identity – not bound by any previous or out-dated style. This will be achieved by using a palette of materials which reflects both the local vernacular, and contemporary modern architecture.

The primary cladding material of the dwellings will be a selection of bricks in keeping with the adjacent existing construction, however this will be complemented by the careful use of vertical cedar cladding and self coloured render. Together they will be employed in a manner that is both imaginative and contemporary. By doing this, the scheme draws inspiration

from the local vernacular, without following a strict existing language of design.

The use of un-finished cedar cladding from a sustainable source echoes the design ethic that will be employed throughout this development, in particular in the hidden construction materials and processes that will be used.

The roofs to the dwellings will be sympathetically finished with either a synthetic slate or concrete plain tile, whilst the external joinery will comprise sustainably sourced timber with a stained finish.

The B1 offices are to be constructed out of materials which are sympathetic and matching in appearance with those of the existing buildings on the site.

The two-storey units utilise materials such as brickwork, stone banding and through coloured render. Metal cladding panels are used above the aluminium ribbon windows at first floor level in order to reflect the design of the sports facility. The roof is formed using a standing seam aluminium with proprietary eaves system.

The single storey units use the same palette of materials and both designs utilise v-shaped metal outrigger column supports to support the large roof overhangs which afford some protection from solar gain depending upon orientation.

6.5 Sunlighting / Daylighting

Whilst the orientation of the dwellings is largely dictated by the need for an efficient and functional site layout and the need to achieve the necessary housing densities, the proposals position the majority of the dwellings with either a south-west or south-east aspect (which may either be to the front of the dwelling or the rear). In this way the dwellings will enjoy either the morning or afternoon sun, whilst offering some protection from the summer midday sun to avoid the space becoming uncomfortable for the occupants.

The internal layouts of the dwellings are such that natural light can be utilised wherever possible, to minimise the need for artificial lighting, and help provide a light and healthy environment. Furthermore, these modest solar gains may contribute to reducing space heating requirements.

The windows will be double glazed to maximize both thermal and acoustic performance. Some areas of glazing will be required to meet a minimum acoustic rating, as outlined in the White Young Green report/drawings, and be coupled with acoustic trickle vents as appropriate. For further details please refer to drawings A056021-4104-552-02, and A056021-4104-552-03.

6.6 Waste Management

Barnsley Metropolitan Borough Council provides for the separate collection of domestic landfill and recyclable waste. This development will support this scheme by providing facilities within each dwelling for the secure storage of different types of waste, and within the kitchen for the separation of the waste using a triple bin system.

Sufficient space will be allocated for waste storage and appropriate bins will be provided to allow material segregation on site. For the residential areas, bins will be accommodated within the rear gardens of houses and brought by occupiers to highway frontages on collection days. There are service areas for refuse collections to the rear of the sports building and business units which are accessible by refuse wagon.

6.7 Secure by Design

The feeling of creating a secure open design has been one of our up most p[priorities in terms of the housing development and these have been typified by the following key criteria.

- The development of a cul-de-sac road layout means that there is only one point of access and egress to the development for vehicles. This provides security for the residents by minimising through traffic.
- All dwellings overlook each other, the primary roads, the public open spaces and play area. This offers surveillance of the development and will provide a feeling of security to residents using the amenities.
- Soft landscaping has been carefully considered. We have used low level spiky bushes (refer to soft landscaping schedules for details) to the rear of all fences that form the back gardens adjoining public open space in order to deter any unnecessary criminal activity.

6.8 Access and Movement

Vehicle

The only vehicle access into the site is from Honeywell Lane via a priority junction. This upgrades the existing main access and improves the horizontal and vertical alignment. It will also allow two-way vehicle movements including commercial vehicles. The internal spine road will be called Park View Road.

Park View Road will allow vehicle, pedestrian and cycle movements.

Pedestrian / Cycle

There will be pedestrian and cycle links from Honeywell Lane to Old Mill Lane. The existing secondary access will onto Honeywell Lane will be amended to provide access for pedestrians and cyclists only. Park View Road will also allow pedestrians to access the site via a 2 metre wide footway on either side of the carriageway and cyclists can use the Park View Road carriageway.

6.9 Public Transport

The site is well served by public transport as there are 3 bus stop locations on Huddersfield Road, Honeywell Street and Eldon Street North which are within close proximity to the site and provide frequent bus services covering a wide area.

All services into Barnsley that pass by the site stop at the recently constructed Barnsley Interchange. The Interchange provides high quality pedestrian linkages from the bus terminal to Barnsley train station which further promotes the accessibility of bus and train services as part of a longer journey.

Both the Hallam and Peniston railway lines run through the station and provide frequent services to regional stations in the surrounding area. Other services to Leeds, Wakefield and Sheffield are also available from the station providing services to the rest of the UK rail network.

6.10 Car Parking

Car parking on the site will be provided in 4 distinct areas, as follows:

- The Main Honeywell Site;
- The residential dwellings on Honeywell Lane;
- The Office development; and
- The College Sports Facility.

The main Honeywell site consists of 54 residential dwellings providing a total of 91 parking opportunities, as follows:

- 23 dwellings with garages providing 28 spaces;
- 53 spaces on drives;
- 10 spaces on the street (plots 10-13 and 35-38).

The figure is inflated by the requirement for the five bed houses to have double garages, meaning each five bed house acquires 4 spaces. It would be hard to reduce the parking, given the double garages, without it meaning that some houses have no dedicated spaces.

The 9 Honeywell Lane residential dwellings will have 13 car parking opportunities, with 5 provided within the individual property curtilage and the remaining 8 in a parking court to the rear of the properties.

The Office development will provide a total of 82 standard parking spaces, with an additional 4 disabled spaces.

The College Sports Facility provides a total of 52 standard parking spaces and an additional 2 disabled spaces.

6.11 Access for All

Within the scheme design all groups and individuals needs and requirements have been considered and designed to ensure that free, direct movement to all members of the community is developed. Utilising latest best practice in terms of graded access points, handrails, Braille paving, level crossing points, wide paths and drives will assist in free and safe movement. All development will accord with if not exceed Building Regulations Part M, associated national and local guidance.

The B1 development has been design to provide accessibility for all potential users of the offices and starter units. The car parking provision for disabled users exceeds the requirements of BSPD32 and the gradients between the disabled car parking spaces and the entrances to the B1 units will be to the requirements of Building Regulations ADM.

Within the office units it is proposed to have an 8 person lift to each 2 storey unit, and provision is made on each floor for accessible toilet facilities. The proposed shower room on the first floor level has been designed to accommodate wheelchair users as well as able bodied employees.

All doors have been sized in accordance with ADM and external doors have level thresholds.

6.12 Acoustics

A noise and vibration assessment has been undertaken in accordance with appropriate guidance including PPG 24. The assessment considered the suitability of the site for residential end-use and the potential noise impact of the proposed B1 office units. Noise level data was collected at appropriate locations with regard to the proposed residential dwellings to determine the impact of road traffic noise on Honeywell Lane, rail noise on the rail lines to the east and south of the site, noise attributable to the sports complex and general area noise emanating from the south of the site. The recorded noise levels were assessed against both internal and external noise criteria with mitigation measures, such as glazed units with higher levels of sound insulation than standard double glazing or where acoustic trickle vents would be appropriate, recommended where applicable. Further to a noise survey undertaken to determine the potential noise impact attributable to users of the sports pitch, an acoustic fence will be installed along the western and northern boundaries of the sports pitch. With regard to the proposed B1 use, through good design, there will be a negligible impact on proposed and existing residential premises.

The vibration survey was undertaken at the position of the nearest proposed residential dwelling to the rail line to the east of the site. The results indicated that it is highly unlikely that complaints would occur due to vibration from the rail line. Due to the large distance between the proposed residential units and the rail line to the south of the site, no vibration monitoring was undertaken at this location.

In summary, this noise and vibration assessment establishes that through incorporation of the specified recommendations with regard to the glazing unit, means of ventilation and external amenity areas, that Planning Condition 11 and the requirements specified by the Local Authority can be addressed accordingly.

6.13 Ecology

The Ecological Assessment which accompanies this application demonstrates that the site holds no ecological significance. The proposed development will not affect any areas of ecological value on the site. Furthermore, the installation of 2 ponds on as part of the drainage mitigation measures will improve the ecological diversity of the site.

6.14 Drainage/Flood

The Flood Risk Assessment (FRA) has demonstrated the following:

- The entire site lies within Flood Zone 1 and therefore has a 'low probability' of fluvial and/or tidal flooding as shown in Drawing 2. With less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%).
- The re-development of B1 offices and Residential Houses is classified as 'more vulnerable'.
- 'More vulnerable' uses are appropriate in Flood Zone 1.

In addition, the assessment has considered the potential impact of the proposed development on surface water runoff rates. Appropriate mitigation measures to attenuate surface water have been presented. Current guidance promotes sustainable water management through the use of SUDS. The report and calculations demonstrate that in order to restrict runoff from the developed areas to 5l/s, storage in the order of 1,120m3 would be required. It is currently envisaged that three attenuation features will be required on site in order to provide the attenuation. The B1 office units and 50 residential units will be drained to two ponds, which have been designed with based 300mm below the invert level in order for the ponds to remain wet and provide ecological habitat. The final attenuation feature prior to discharge offsite will attenuate runoff from the eight residential units at the entrance to the site on Honeywell Lane. This attenuation feature is envisaged to be a combination of permeable paving and a tank to provide final attenuation before discharge off site into the public surface water sewer on Honeywell Lane. Attenuation to 5 l/s results in a net reduction of storm water by 132l/s for a 100 year storm and 62l/s for a 1 year storm. Therefore **the development of the site does not increase its flood risk and provides positive benefits by reducing flood risk in the surrounding area** by the increased level of attenuation provided. Therefore this FRA demonstrates that the proposed development would be operated without being at risk from flooding or increasing flood risk elsewhere and is compliant with the requirements of PPS25. The development should not therefore be precluded on the grounds of flood risk. The measures to provide attenuation on site are displayed in the masterplan and landscape strategy which accompany this application and are discussed in greater detail above and in Section 8 of this report.

6.15 "Building for Life" Standards

The residential development has been designed in accordance with the requirements of the Building for Life standards, with a view to achieving the maximum number of points possible for this particular site (please refer to attached checklist in Appendix 4).

7 Landscape Proposals

The landscape strategy for the scheme provides the basis for the development of the overall masterplan, integrating existing vegetation and landform within the design to create a pleasant residential and working area set within a well designed and structured soft landscape. The landscape proposals for the site build upon the existing vegetation, adding to it to create a more varied structure to the spaces, while providing passive recreation opportunities and ecological diversity. The design utilises both native and ornamental planting to enhance the overall appearance of the scheme and help minimise the impact of the development on the surrounding landscape and receptors.

Distinct areas of public and private open space are present throughout the site and the landscape design for each area is described in further detail below.

7.1 Honeywell Lane and Huddersfield Road Open Space

Large areas of open space provide the structure to the landscape, one area fronting onto Honeywell Lane, the other connected by a linear area of land linking through to Huddersfield Road.

The area facing onto Honeywell Lane is currently delineated by a palisade fence. This will be removed and replaced with a line of trees, seating and informal bollards to prevent vehicle access and to create a more permeable and welcoming frontage to the site. Vegetation strategically located around the boundaries softens the existing fencing and creates a unified area with existing trees provide immediate greening. A series of formal and informal pathways meandering throughout the area create permeability and allow the space to be utilized to its full potential. Varied mowing regimes and the introduction of wildflower planting and ornamental bulbs in key areas add colour and diversity whilst increasing the ecological potential of the site.

Seating opportunities in strategic locations make full use of the sites varied topography in this region.

The Huddersfield Road open space is linked to Honeywell Lane through a tree lined footpath/cycleway running to the south of the housing area. Similar design principles have been applied to those at the Honeywell Lane open space with a wildflower meadow walk created to the western and northern boundaries to create variety, existing tree planting retained, and improved access. The retention of mature trees and the creation of informal footpaths through meadow areas are intended to create a sense of exploration and interest whilst still having the sense of security created through the visual connectivity with the surrounding housing. The use of native species within the proposals is intended to increase the sites biodiversity potential, creating potential habitat for native wildlife, introducing seasonal colour and creating diversity. Subtle landform works have been incorporated into the design to create definition to key areas and provide the opportunity for informal recreation. By creating the landform elements, minimal material is removed from site and the existing landform is utilised to its full potential. Where garden boundaries back onto the site low shrub planting with standard trees are proposed to soften the garden boundaries whilst still allowing open aspects to be retained. Strategically placed avenue trees delineate footpaths without obscuring open views across to the hills to the east.

A small quantity of trees will be lost to accommodate the development. However, a large quantity of native trees will be introduced to the site which will compensate for any loss of vegetation and will create a more suitable planting framework to work within.

Informal play will be provide in the south east of the open space by relocating existing activity trail features currently situated in a corner to the south east of the college to the areas south of the housing. This is considered a more suitable location rather than adjacent to the railway line where play features are currently located. Formal play provision is to be

provided within the housing area and is described in further detail in section 2.2.

Two attenuation ponds are included within the design, adjacent to the housing area and Park View Road and north of the business units. These ponds will vary in depth but have been designed to retain permanent water at all times, although the water level may vary. The profile of the ponds is relatively shallow to allow the establishment of marginal aquatic planting and create an ideal ecological habitat. Aquatic species consist of native plants appropriate to the area and are aimed at integrating the water features into the landscape.

7.2 Housing Areas

Two areas of housing are proposed within the site, a small group along Honeywell Lane and a larger group on the site of the former college. Ornamental planting is proposed within these areas to soften the impact of the built development and create housing with a sense of place. Planting along the frontage of the houses on Honeywell Lane softens their impact on the overlooking properties whilst a low stone wall along he boundary with the road creates definition to the space.

Within the larger area of housing, in addition to sensitively placed planting in private front gardens, a small village green will be provided a communal space for residence with a small play area provided for active recreation. Where rear gardens back onto public open space spiky low ground cover is proposed along the external fence boundaries to comply with secure by design principles. Clear stemmed trees soften the garden fencing whilst still allowing visual connectivity to be achieved. The play space will be a secure fenced area of approximately 400m² containing 4 or 5 items of fixed play equipment and safety surfacing with play equipment aimed a variety of ages and abilities.

7.3 Business Area

The transition between the open space and business area has been dealt with through the sensitive placement of groups of planting in order to create definition between public and private space. A footpath/ cycleway leads through this area, delineated by avenue tree planting to emphasis the differentiation between public and private space. Planting within the business area is a combination of robust ornamental species within parking areas to soften the impact of the car parking, with native planting at the outskirts to provide a wildlife corridor through the site linking existing and proposed vegetation. Existing vegetation within this area has been retained wherever possible.

7.4 Sports Facility

The existing sports facility will be enhanced through avenue tree planting along the road frontage and native boundary planting around the outskirts to define space and provide potential wildlife habitat. The addition of an acoustic barrier around the northern and western boundaries of the football pitch is to be included to help minimise the level of noise attributable to users of the sports pitch in relation to the occupants of the proposed residential dwellings. This will be a woven willow barrier which will be visually softened by a number of climbing plants included along its length.

7.5 Pedestrian Access

Pedestrian access is available throughout the site with an extensive network of paths connecting the various areas of the site. Existing connectivity routes have been retained and enhanced wherever possible with additional proposed routeways incorporated where required. A clear hierarchy of paths has been created which allow for formal direct routeways through to more informal leisurely tracks through wildflower grassland. Key routeways through the site have been highlighted by avenue tree planting which provide seasonal colour whilst leading the user through the site.

Disabled access has been taken into consideration within the proposals to ensure total inclusively of the scheme. Main access routes through the site will be dual purpose catering for pedestrian and cyclists, supporting the use of alternative transport through the site.

The open space within the site will be freely accessible to the general public with gateway entrances to the site emphasized by strategically located tree planting.

Appendix 1: Planning History

App No.	Site	Description	Type of consent	Decision	Date
75/1465	Nursery Nurse Training Centre, Cockerham Lane	Alterations to form kithen and boiler room	Full	Deemed granted	30/06/1975
75/2426	Nursery Nurse Training Centre, Cockerham Lane	Extension to toilet facilities	Full	Deemed granted	29/10/1975
82/1149	Honeywell School Honeywell Lane	Siting of classroom unit	Full	Deemed granted	10/09/1982
82/1406	Horsa Building Belle Vue Huddersfield Road	Demolition of Horsa Building	Full	Deemed granted	04/11/1982
87/0674	Off Old Mill Lane	Reclamation of land by tipping and regrading	Full	Granted with conditions	14/12/1987
92/0031	Belle View Campus Cockerham Lane	Construction of vehicular access and car park	Full	Granted with conditions	10/12/1992
95/1386	Barnsley College Honeywell Lane Site	Erection of music centre	Full	Granted with conditions	18/01/1996
97/0316	Belle View Centre Cockerham Lane	Erection of a single storey reception building	Full	Granted with conditions	08/05/1997
98/0475	Barnsley College Belle View Site Cockerham Lane	Erection of a single storey extension and fell 1 tree	Full	Granted with conditions	25/06/1998
98/0596	Belle View Site Cockerham Lane	Installation of septic tank	Full	Granted with conditions	30/06/1998
98/1037	Barnsley College Honeywell Lane Site	Display of non illuminated signs	Full	Granted	02/10/1998
99/0793	Barnsley College Honeywell Lane Site	Display of non illuminated free standing V sign	Full	Granted	05/08/1999
00/1134	Barnsley College Honeywell Lane Site	Erection of day nursery with play area and car park	Full	Granted with conditions	24/10/2000
00/0248	Barnsley College Honeywell Lane Site	Erection of new roof over courtyard to create 2 storey art centre	Full	Granted with conditions	24/03/2000
00/0811	Barnsley College Honeywell Lane Site	Erection of 2no 12m high floodlight columns with 2 1kw floood;lights	Full	Granted with conditions	12/12/2000
00/0152	Barnsley College Honeywell Lane Site	Erection of extension to refectory	Full	Granted with conditions	16/03/2000
03/1080	Barnsley College Honeywell Lane Site	Erection of 4 classrooms	Full	Granted with conditions	13/08/2003
2005/1507	Barnsley College Honeywell Lane Site	Mixed use development of residential, offices and relocation of college sports hall and tennis court	Outline	Granted with conditions	10/05/2006
2005/1508	Barnsley College Belle Vue, Cockerham Lane	Application for residential development and conversion of existing building to residential use	Outline	Granted with conditions	12/04/2006
2006/0900	Barnsley College Honeywell Lane Site	Construction of new sports hall, with related and additional teaching spaces an outdoor all-weather surfaces	Reserved matters	Granted with conditions	06/11/2006

Appendix 2: Meeting Minutes

JONES LANG LASALLE

Meeting Minutes

Client:	Barnsley College		
Project:	Barnsley College (Discharge of Reserved Matters)		
Date:	8th April 2009	**Job/File Ref:**	
Purpose of Meeting:	Discharging conditions for application Number 2005/1507	**Time Start:**	10am
Place of Meeting:	Westgate Plaza, Barnsley, S70 9FE	**Time Finish:**	12pm

Present:	**Representing:**
Kieran Dunn	Barnsley MBC
Andy Frost	Jones Lang LaSalle
Suzanne Asher	Jones Lang LaSalle
Nick King	Architect, Barnsley BMBC
Alan Parks	Architect, Barnsley BMBC

Items:	**Action:**
If a fresh application was to be submitted on the site it is likely that affordable housing will be required. Affordable housing policy varies the requirement between 15% and 40% as part of new housing development schemes; however 25% has been secured at an adjacent scheme (SR Gents). S106 may be required for post construction matters, including management of public open space on site. Education contribution was not required for the SR Gents application. The principle of residential development of the site will still be acceptable as college buildings proposed to be replaced as part of the original scheme are still going to be made redundant due to the relocation of the college.	
Do we need to submit Reserved Matters for the development of B1 units and the replacement sports centre and tennis court facilities on site within the outline application red edge area (wording of Condition 1 in the decision notice)?	
Condition 1 sets the precedent for the discharge of the remaining conditions in the decision notice (i.e. Condition 2, 3, and 4)	

Agenda Items:	Action:
• ACTION Kieron Dunn to seek legal advice on the discharge of this condition. • ACTION JLL to check planning history to determine when the sports centre was granted consent and whether it was a full application or submission of Reserved Matters. KD stipulated that conditions 1, 2, 3, 4, 6, 8, 10 and 11 need to be discharged through Reserved Matters. KD indicated that we can submit an application to discharge the Reserved Matters only. Conditions can be discharged once the reserved matters are approved. **Issues:** • Park View Road is not required to be a standard estate road. ACTION – Transport consultants need to make contact with Alan Starky in the Highways Department (Barbara Wilson is on long-term sick leave). It is essential to determine highways preference for road layout in this proposed scheme i.e. Cul de Sacs/ linked access roads. • The residential development on the existing tennis courts site to the north of the new sports pitches – it is essential to have a retaining wall on the street frontage and steps up to the houses with a pedestrian, vehicle access and parking to the rear. • No trees should be removed when siting the new development to the west of the site at Belleview House. • The Design and Access Statement should have regard for how the buildings sit within the existing landscape (i.e. topography) and POS. • Footpaths should be maintained on site. • There is no height cap on buildings proposed. • A view point should be constructed from the west of the main residential area proposed (at the top of the plateau between Belleview House and the existing college buildings) as part of the landscape submission ACTION. • Street elevations need to be done for the main proposed residential development area. ACTION. • Large car parking areas are discouraged. Buildings should front on to roads and there should be no communal parking areas. • Need to incorporate building for life criteria as part of the Design and Access Statement. ACTION. • Materials should be based on the context of the locality, although can be unique as this is a new stand-alone development.	

Agenda Items:	Action:
• No 3D views/ birds eye views are required as part of the submission – pedestrian views are the most important (see street elevations action above). • Density – there are no strict density requirements. • No restrictions on the number of dwellings within the extent of residential development areas marked on the plan (Approved May 2006). • Need to build within the designated extent of residential development. **Design Panel Meeting:** All draft drawings will need to be submitted to the Design Panel meeting before 5th May. It will be necessary for the architect to attend the Design Panel meeting and subsequent site visit to present proposals. It will be essential for the architect to work with the design team at Barnsley MBC (Nick King and Alan Park) to ensure that the proposals meet their requirements/ criteria and address concerns prior to submission to the Design Panel meeting. NC will be able to work with the architect through an iterative process. **Potential Ongoing Strategy:** Due to the tight timescales involved in submitting Reserved Matters on the site, it may be necessary for submission of a new application; however Barnsley College are seeking comfort from the Council that: 1. the principle of residential development on site is secure 2. affordable housing will not be required as part of the new proposal. ACTION: Kieron Dunn to respond to JLL on these issues to offer a position of comfort.	

Appendix 3: Agreed Scope of Work

From: Dunn , Keiron [KeironDunn@barnsley.gov.uk]
Sent: 20 April 2009 17:04
To: Asher, Suzanne (UK - England)
Subject: RE: Scope of Works: Barnsley College

Follow Up Flag: Follow up
Flag Status: Completed
Suzanne

Scope looks fine

If you don't include Belleview the issue will be whether or not the whole outline will expire?

I think you should make sure that you take legal advice that the above is not the case and proceed accordingly.

Re the Sustainability Assessment it needs to cover the same as was submitted for 2009/0232 which should be available on the web.

Regards

Keiron Dunn
Planning Officer
Development Control Section
Barnsley Metropolitan Borough Council
Planning and Transportation
PO Box 604
Barnsley
S70 9FE
Tel 01226 774717

From: Asher, Suzanne (UK - England) [mailto:Suzanne.Asher@eu.jll.com]
Sent: 20 April 2009 16:18
To: Dunn , Keiron
Cc: Frost, Andy (UK - England)
Subject: Scope of Works: Barnsley College

Kieron,
Please could you have a look through the attached scope of works and approve ASAP so that we can get cracking.

Could you also confirm that all matters pursuant to Belleview terrace can be excluded from the reserved matters application.
If you have any queries please do not hesitate to contact me.

Kind regards
Suzanne

Suzanne Asher MRTPI
Senior Planner
Planning
Jones Lang LaSalle Ltd
Chancery Place, 50 Brown Street,
Manchester M2 2JT
Tel +44 (0)161 828 6437
Fax +44 (0)161 828 6490
Mobile +44 (0)780 9587 336
Web www.joneslanglasalle.co.uk

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From: Dunn , Keiron [KeironDunn@barnsley.gov.uk]
Sent: 23 April 2009 12:53
To: Asher, Suzanne (UK - England)
Subject: RE: Queries
Suzanne

I have had chance to review the file and it would appear that Belle View is not in the red line for the outline.

Therefore, my previous observation was incorrect.

Regards

Keiron Dunn
Planning Officer
Development Control Section
Barnsley Metropolitan Borough Council
Planning and Transportation
PO Box 604
Barnsley
S70 9FE
Tel 01226 774717

From: Asher, Suzanne (UK - England) [mailto:Suzanne.Asher@eu.jll.com]
Sent: 23 April 2009 11:24
To: Dunn , Keiron
Cc: Frost, Andy (UK - England)
Subject: Queries

Kieron,
Sorry to keep pressing you, but please could you let me know when you might be able to give us a definitive answer regarding Belle View Terrace and the developable area plan which I have sent through on email.
I'm really concerned about time here.

Kind regards
Suzanne

Suzanne Asher MRTPI
Senior Planner
Planning
Jones Lang LaSalle Ltd
Chancery Place, 50 Brown Street,
Manchester M2 2JT
Tel +44 (0)161 828 6437
Fax +44 (0)161 828 6490
Mobile +44 (0)780 9587 336
Web www.joneslanglasalle.co.uk



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From: Dunn , Keiron [KeironDunn@barnsley.gov.uk]
Sent: 22 April 2009 09:41
To: Asher, Suzanne (UK - England)
Subject: RE: Belle View Campus
Suzanne

I was off yesterday, I will try to look into this matter for you.

Regards

Keiron Dunn
Planning Officer
Development Control Section
Barnsley Metropolitan Borough Council
Planning and Transportation
PO Box 604
Barnsley
S70 9FE
Tel 01226 774717

From: Asher, Suzanne (UK - England) [mailto:Suzanne.Asher@eu.jll.com]
Sent: 21 April 2009 10:42
To: Dunn , Keiron
Cc: Frost, Andy (UK - England)
Subject: Belle View Campus

Kieron,
Further to my email yesterday, I have done some further research into the planning history and it seems that the Belle View Campus is detailed under a separate application (ref 05/1508 as opposed to 05/1507 for the whole red edge area). Furthermore, the Belle View campus area is not included within the "extent of residential development" which is shaded on the illustrative built form masterplan from your application file (drawing approved on 10th May 2006). According to condition 17 of application for which we are seeking to discharge reserved matters (05/1507)

Notwithstanding the detail on the illustrative masterplan submitted with this application, residential development shall be restricted to the two areas hatched in black on the approved drawing labelled "extent of residential development".
I presume therefore that this means that we are not required to submit reserved matters relating to the Belle View campus as part of this submission.

On this basis, could you provide us with confirmation that we are not required to submit RMs on the Belle View campus, and that our RM application will be validated without this detail?

Kind regards
Suzanne

Suzanne Asher MRTPI
Senior Planner
Planning
Jones Lang LaSalle Ltd
Chancery Place, 50 Brown Street,
Manchester M2 2JT
Tel +44 (0)161 828 6437
Fax +44 (0)161 828 6490
Mobile +44 (0)780 9587 336
Web www.joneslanglasalle.co.uk



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Draft Scope of Works – pursuant to Outline Planning Permission 2005/1507

1. **Design work**:
    - Location plan (1:2500 or 1:1250)
    - Site plan of the existing development at a scale not less than 1:500 (showing existing features of the site – i.e. walls, trees, buildings and other structures)
    - Full site plan of the proposed development (for each element of the proposed development – i.e. B1, residential and sports)Full existing and proposed elevations to a scale of 1:50 or 1:100 (for each element of the proposed development – i.e. B1, residential and sports)
    - Existing and proposed sections and finished floor levels of all buildings and roads/footpaths and any proposed alterations to ground levels at a scale of not less than 1:100 (for each element of proposed development – i.e. B1, resi and sports)
    - Existing and proposed floor plans at a scale of 1:50 or 1:100 (for each element of proposed development – i.e. B1, residential and sports)
    - Updated site survey plan at a scale of not less than 1:500 showing proposed features and landscaping (for the whole outline area)
    - External appearance of the proposed development (for each element of proposed development – i.e. B1, residential and sports)
    - Means of access to the site (for each element of proposed development – i.e. B1, residential and sports)

2. **Landscape impact / design work**
    - Scheme detailing the location and layout of the children's play area(s) amenity areas, open space and public footways, including details of the layout and details of the play equipment shall be submitted.
    - Details of public access and maintenance provision for the children's play area(s), amenity areas and open space.
    - Details of phasing of completion of the children's play area(s), amenity areas, open space and public footways.
    - Landscape and visual impact drawings / photomontages to incorporate into the Design and Access Statement – including views of the site from different levels / through key vistas and across POS.
    - Identification of key landscaped areas, pedestrian routeways and access, and hierarchy of open spaces.
    - Preparation of detailed planting plans (which will include tree planting replacement to compensate for any tree lost as part of the development works). Planting design to include details of tree, shrub, grass, bulb and any aquatic planting (if required), including details of species, planting size and density (up to Landscape Institute workstage E: Detailed design). Planting plans are anticipated to cover the proposed housing areas(front gardens only); business area and open space.
    - Preparation of landscape maintenance plan based on NBS specification, tree works identified as part of the tree survey and arboricultural assessment, and ecological requirements.

3. **Design and Access Statement**

- Incorporate "Building for Life" standards
- Sections on materials, lighting, secure by design etc
- Planning policy background
- Information on what has been submitted already as context.

4. **Tree Survey & Arboricultural Assessment**– need to demonstrate that we won't be removing or damaging any significant trees, including:

- We will carry out a tree condition and value survey in accordance with BS5837:2005 'Trees in relation to construction – Recommendations'.
- The information collected will be presented in a report along with an assessment of the constraint that trees represent to the development of the site.
- A tree constraints plan will be prepared in CAD format showing the trees, their quality and value category and provisional root protection areas.
- Produce a detailed arboricultural method statement detailing works and procedures necessary to minimise the impact of any construction activities on retained trees.
- A tree protection plan will be prepared showing trees to be removed / retained and the location and detailing of any tree protective fencing and the location of any other tree protection measures.

5. **Noise & Vibration assessment** – meeting PPG24 requirements. Need to feedback design implications of findings to the architect as soon as interim findings are known. Impact of nearby railway lines will be key. Need to prove that there will be acceptable levels of noise / vibration for residential development on site with particular regard to the location of railway lines.

- A noise monitoring survey will be undertaken. The noise monitoring will be carried out in accordance with relevant British Standards.
- An assessment will be undertaken based on our findings in accordance with the guidance provided within PPG 24 and the requirements covered within Planning Condition 11.
- In the first instance we would discuss with the EHO the requirement for a vibration survey to be undertaken given, from our current understanding, the limited, passenger train only use of the line.
- If the EHO specifies that the assessment should be based on measured data, then we would proposed to undertake a vibration survey simultaneously with the noise survey.

6. **Transport** – Transport Assessment and Draft Travel Plan will include:

- A description of the existing highway network and its operation;
- An outline of the development proposals;
- A summary of the existing public transport provision;
- A summary of the existing pedestrian and cycling facilities;
- Consideration of the existing uses on the site;
- Derivation of the existing peak hour traffic flows to be used for junction assessment;
- An assessment of the following junctions to determine their existing operational capacities:

1. Cockerham Lane/Hollywell Lane/Lombard Close; and
2. Huddersfield Road/Cockerham Lane.

- Derivation of the traffic generated by the development;
- Distribution of the generated traffic;
- Derivation of growth factors for the forecast year 2014 (5 years post registration);

- An assessment of the two junctions named above for the forecast year 2014, with the addition of the development generated traffic;
- Consideration of the means of access to the site;
- An assessment of the proposed site access junction; and
- Presentation of the above in a Transport Assessment Report produced in accordance with the Department for Transport publication "Guidance on Transport Assessment" and the requirements of BMBC.
- The Draft Travel Plan would build on the work undertaken for the Transport Assessment

7. Ecology – Phase 1 Habitat only

This desk-study will cover the red line boundary as shown on the Master Plan Figure, DP1089-05-01, and land immediately adjacent to the site. We shall consult with the following organisations to obtain local ecological data, specifically relating to legally protected sites and species:

- Yorkshire Wildlife Trust;
- Barnsley Metropolitan Borough Council Countryside Department;
- South Yorkshire Badger Group;
- Barnsley Bat Group; and
- South Yorkshire Herptile Group.

Our findings will be presented in a Phase I Ecology report suitable for submission as part of a planning application. The report will detail the results of the desk study and walkover survey and identify potential ecological opportunities and constraints in relation to the proposed development. The report will contain recommendations for further surveys, if required.

8. Energy and Sustainability Assessment

Kieran: Whilst this will be included, it will be helpful if you could identify the key areas for consideration/ key issues to be addressed.

Could you also clarify that the council wish to see a minimum code 3 requirement.

9. Flood/ Drainage Assessment

The report will comprise the following information:

- **Liaison/Meetings with the Water Regulators**
- **Assessment of Flood Risks** Using the available data the existing and future flood risks to the site from all sources will be assessed (e.g. fluvial and drainage networks). The affects of climate change using the industry standard advice given in PPS25 will be taken into account. Specific flood risk mitigation measures will be recommended to manage and mitigate the flood risk posed to the development site.
- **Drainage Strategy** A drainage strategy for the proposed site will be incorporated into the flood risk assessment, detailing the range of options for the attenuation of storm water runoff through the use of Sustainable Drainage techniques. It is proposed that a MicroDrainage Windes model will be constructed of the site in order to determine the required levels of storm water storage required.
- **Water Utilities Assessment** Discussions will be held with Yorkshire Water regarding the provision of drainage and any limitations in the surrounding area. We would also inquire into the current water supply network to ensure there is sufficient capacity currently to serve the development.

Appendix 4: Building for Life Standards

ACHIEVING THE **BUILDING FOR LIFE** STANDARD A better place to live

Project name	4116 - Honeywell Lane Development	Location	Honeywell Lane, Barnsley
Client		Architect	Jefferson Sheard Architects
Construction start date		Completion date	
Number of homes	63	Density (units per hectare	35
Parking ratio	1.6 Spaces per dwelling	Planning Authority	Barnsley Metropolitan Borough Council

Please explain how the scheme performs against each criterion in the space provided

CHARACTER	Internal use only
1 Does the scheme feel like a place with a distinctive character? Yes, the dwellings have specifically been designed to be sympathetic to the traditional local vernacular, whilst adopting a contemporary architectural language to provide them with their own identity.	
2 Do buildings exhibit architectural quality? Yes, the house types used are based on tried and tested layouts, whilst the external appearance has been carefully considered and designed specifically for this site.	
3 Are streets defined by a well-structured building layout? Yes, the site layout provides a defined logical arrangement of dwellings which inform and steer the road layout.	
4 Do the buildings and layout make it easy to find your way around? Yes, the main estate road is relatively simple in its form and layout, without extended dead ends which could make navigation difficult.	
5 Does the scheme exploit existing buildings, landscape or topography? Yes, the scheme layout reflects the existing site constraints and topography.	

ACHIEVING THE **BUILDING FOR LIFE** STANDARD A better place to live

ROADS, PARKING AND PEDESTRIANISATION	Internal use only
6 Does the building layout take priority over the roads and car parking, so that the highways do not dominate? Yes, the extent of highway is kept minimal whilst still providing a functional and efficient site layout. The building arrangement has steered the road design rather than vice-versa.	
7 Are the streets pedestrian, cycle and vehicle friendly? Yes, the street will be designed in accordance with the requirements of the local highway authority, but on principles which place equal ownership of the road with pedestrians, cyclists and cars, such as by the use of a shared surface approach where appropriate. Likewise, speed restricting measures will be employed as required, along with passive measures (e.g the encouragement of on street parking to promote natural speed reducing obstructions).	
8 Is the car parking well integrated and situated so it supports the street scene? Yes, a mix of courtyard parking and off street parking is used (with spaces varying from those which front the dwelling, to those which sit between the dwellings).	
9 Does the scheme integrate with existing roads, paths and surrounding development? Yes, it is proposed that the new site access will link Honeywell Lane to the recently constructed sports facility and a new commercial development to the south, and relates to the public open space surrounding (which is accessible via foot). It is proposed that a public access be constructed which will link Huddersfield Road, Honeywell Lane and Old Mill Lane and be used by pedestrians and cyclists.	
10 Are public spaces and pedestrian routes overlooked and do they feel safe? Yes, the arrangement of the dwellings provides visibility over all pedestrian routes, and the surrounding open spaces.	

DESIGN AND CONSTRUCTION	Internal use only
11 Is the design specific to the scheme? Yes, the dwellings and layout have been designed specifically in accordance with the brief for this site.	
12 Is public space well designed and does it have suitable management arrangements in place? Yes, the majority of the public space falls outside of the perimeter of the residential development (formed on the greenfield site to be vacated by the college and adopted by the Local Authority), however there is a small area of public open space and a formal play area within the site boundary. This space will fall under the same management arrangements as for the main open space, most likely by local authority adoption.	

13 Do buildings or spaces out perform statutory minima, such as Building Regulations? Yes, the dwellings are designed to satisfy level 3 of the Code for Sustainable Homes, which exceeds the current requirements for private development.	
14 Has the scheme made use of advances in construction or technology that enhances its performance, quality and attractiveness? Yes, the scheme will use a construction system such as the Kingspan TEK system, which, along with supplementary technology, will provide much greater energy efficiency and flexibility than traditional construction such as masonry.	
15 Do internal spaces and layout allow for adaptation, conversion or extension? Yes, the internal layout of the dwellings combined with the use of internal stud partitions, mean that there is an element of flexibility in the layout. There is also scope for external extension of the dwellings in most cases, either by means of adding conservatory or more substantial development (subject to plot type and location).	

ENVIRONMENT AND COMMUNITY	Internal use only
16 Does the development have easy access to public transport? Yes, the site is located with good transport links to the east along Huddersfield Road.	
17 Does the development have any features that reduce its environmental impacts? Yes, the development is taking place on a Brownfield development site, and employs various measures of sustainability to achieve level 3 of the CfSH.	
18 Is there a tenure mix that reflects the needs of the local community? Yes, it is assumed that the developer will be offering the majority of the properties for sale, however may offer financial packages which will allow a shared equity approach.	
19 Is there an accommodation mix that reflects the needs and aspirations of the local community? Yes, there is a mix of 2, 3, 4, and 5 bed homes.	
20 Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafés? Yes, the site is located in a central location with a variety of facilities either close by, or a short commute via public transport.	

ACHIEVING THE **BUILDING FOR LIFE** STANDARD A better place to live

Contact details	
Name See planning application forms	
Address	
Telephone	Email

Submissions must include

> a site plan showing road layout (either as a Jpeg file or 1:500 A2/A3 print)
> elevational drawing
> floorplan drawings to illustrate layouts of a range of unit types
> photographs of the built scheme to date.

Please list documents provided

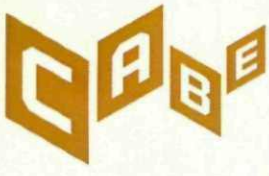
See design and access statement above

Please send submissions to:
Design for Homes
Building Centre
26 Store Street
London
WC1E 7BT

or email submissions to:
info@designforhomes.org
(you will also need to email or post supporting documents).

ACHIEVING THE **BUILDING FOR LIFE** STANDARD A better place to live

Building for Life is led by:



Commission for Architecture and the Built Environment



in association with the Civic Trust, Design for Homes, English Partnerships and the Housing Corporation

www.buildingforlife.org
enquiries@buildingforlife.org