

Former Goldthorpe Colliery, Barnsley.

Design & Access Statement.
November 2013

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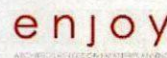
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Sir Robert Ogden CBE LLD



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.



Enjoy Design

Having relevant experience in the development of architecture and masterplanning in all commercial sectors, Enjoy Design is focused on providing a complete service to clients from inception to completion, understanding the importance of balancing good design with commercial viability.



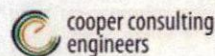
Optima Highways

Optima provide a broad spectrum of highways and transportation services across a range of development planning sectors. It is a client driven business, combining design innovation, quality, and viability, to deliver valued solutions to complex problems.



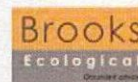
Egorum

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.



Cooper Consulting Engineers

Cooper Consulting Engineering was established at the beginning of 2012 adopting a core strategy of developing a team of multi-skilled and motivated professionals with the ability to deliver economic civil and structural engineering solutions for our clients utilising 'state of the art' hardware and software.



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.

1.1 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, stakeholder 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 provide 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.



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.

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.

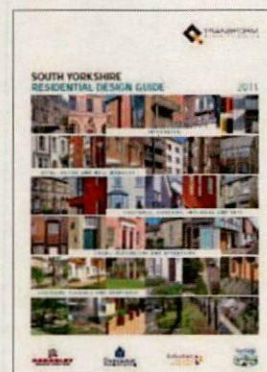
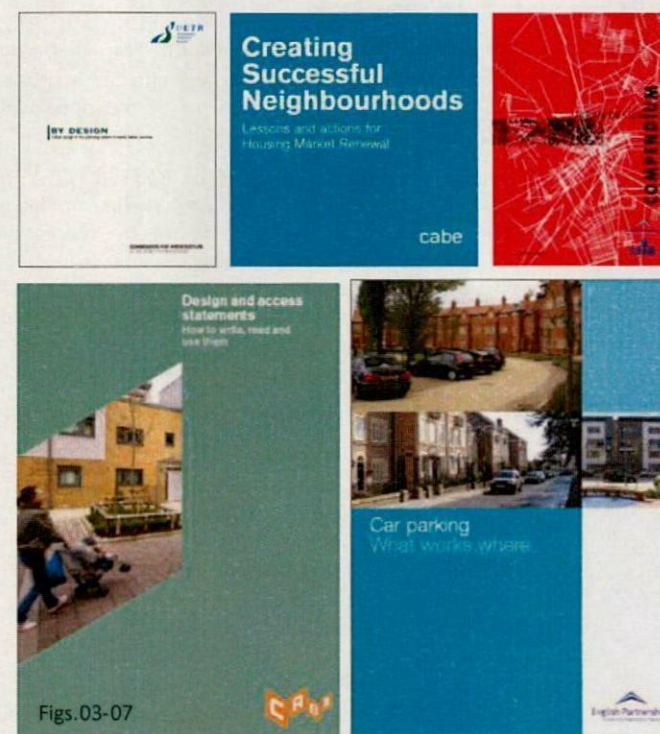


Fig.02



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

2.1 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.

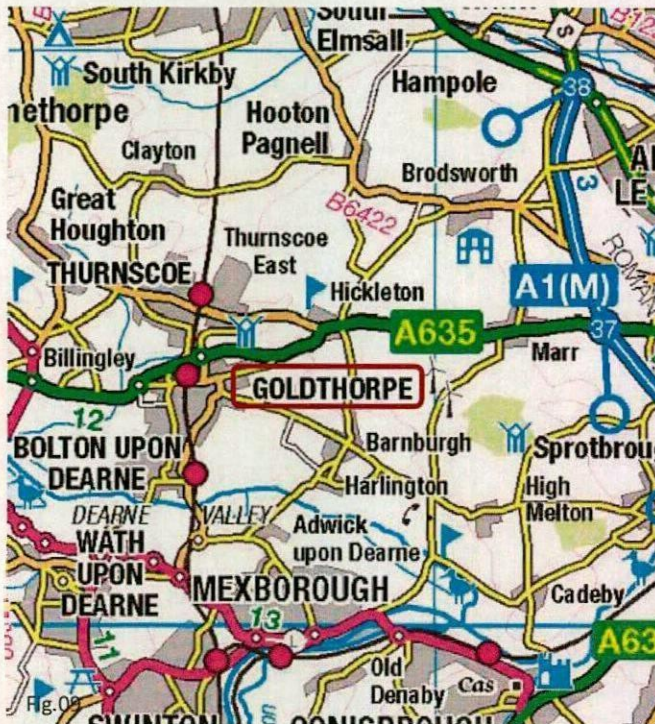


Fig.10

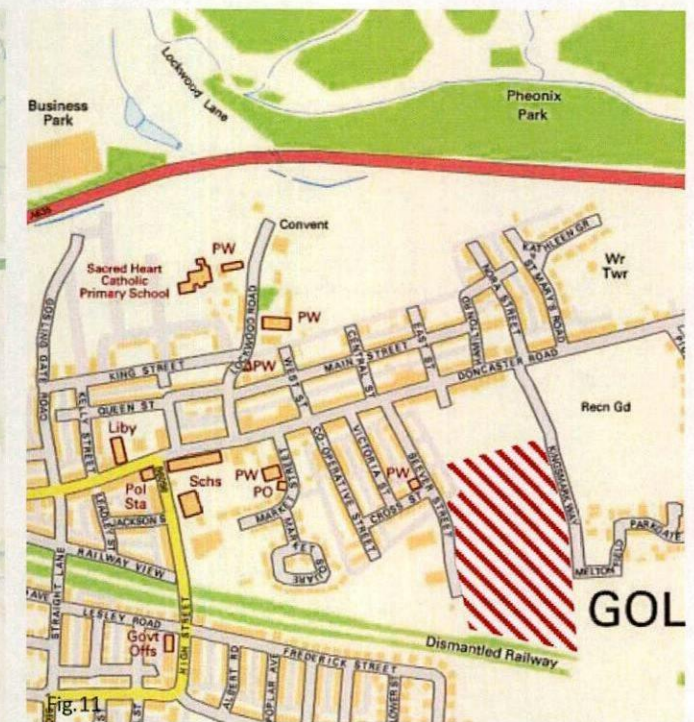


Fig.11

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.

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

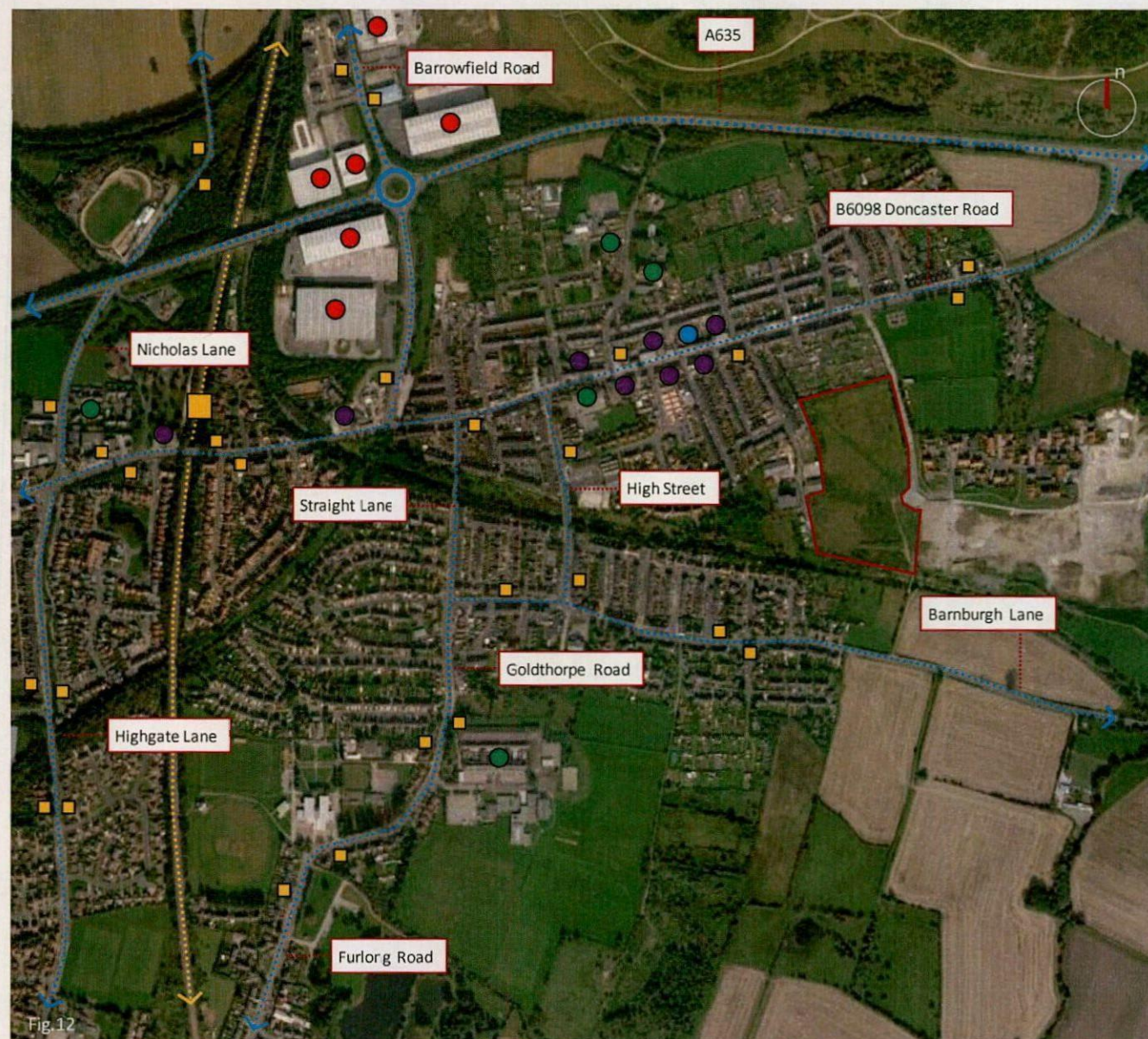


Fig.12

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

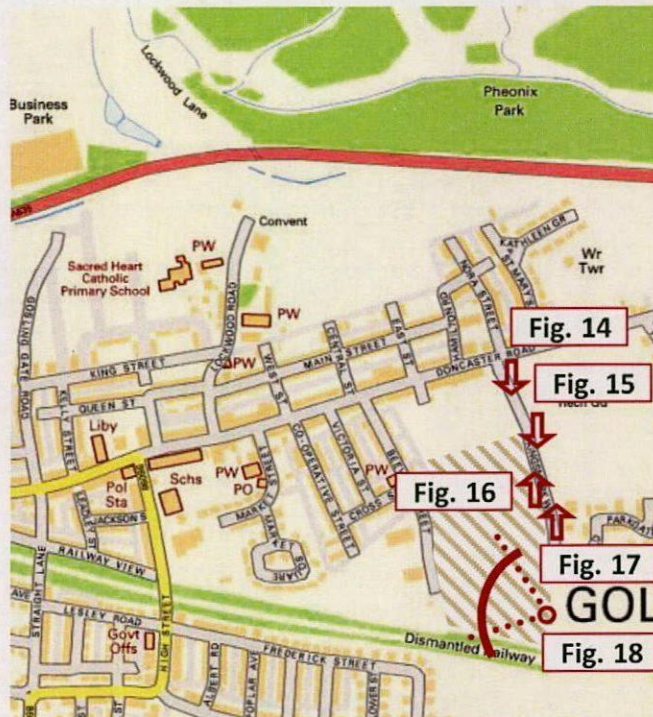


Fig.14

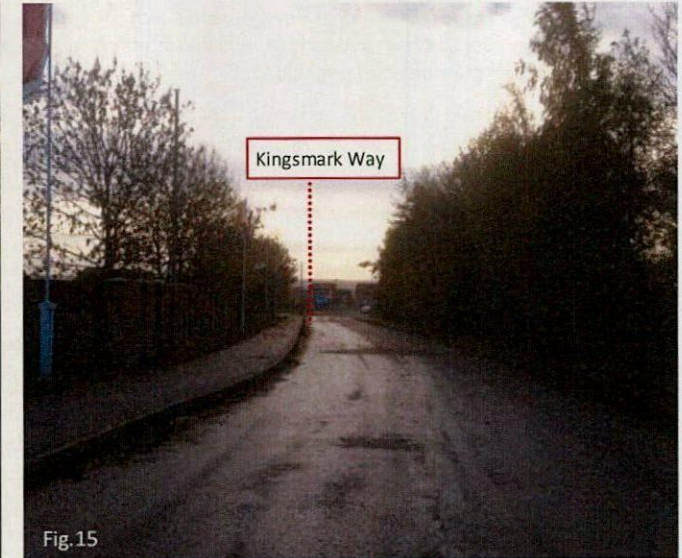


Fig.15

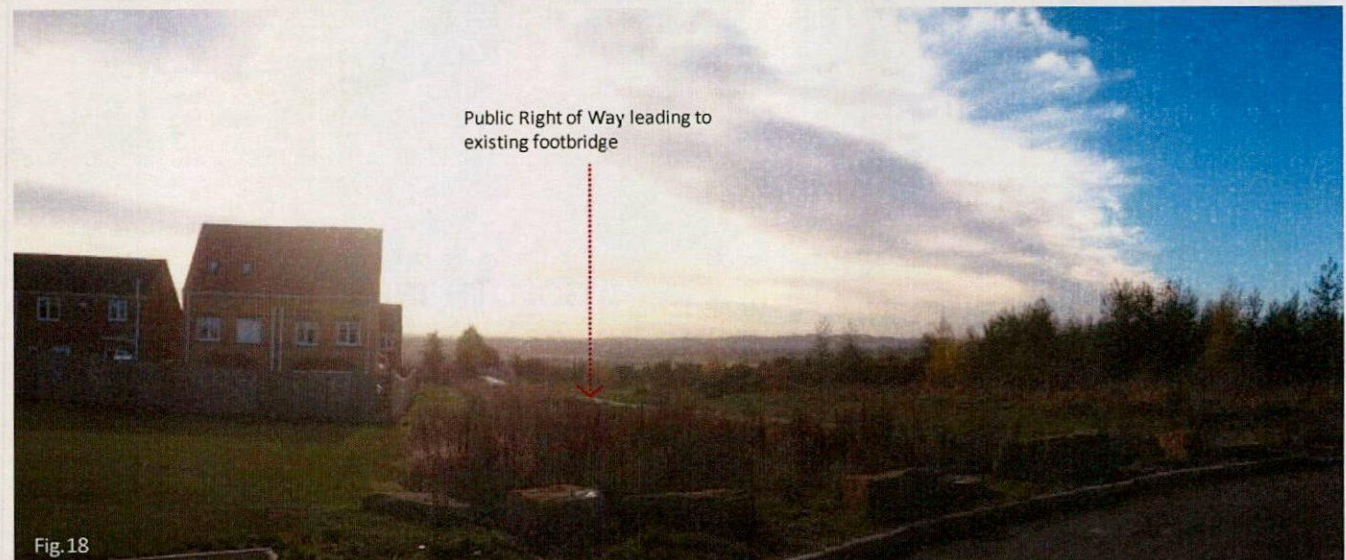
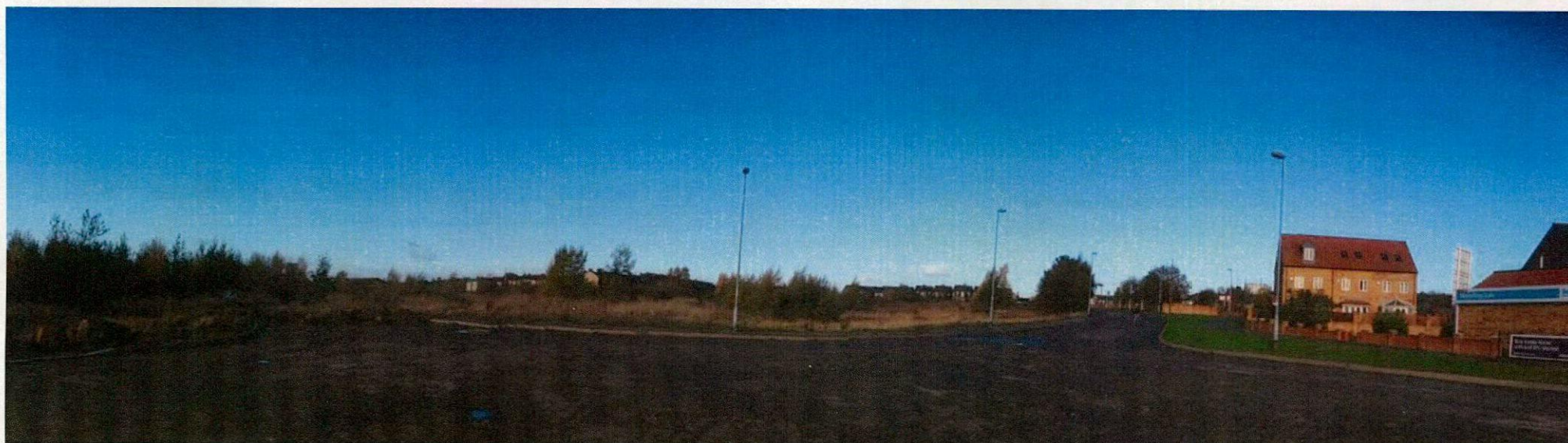
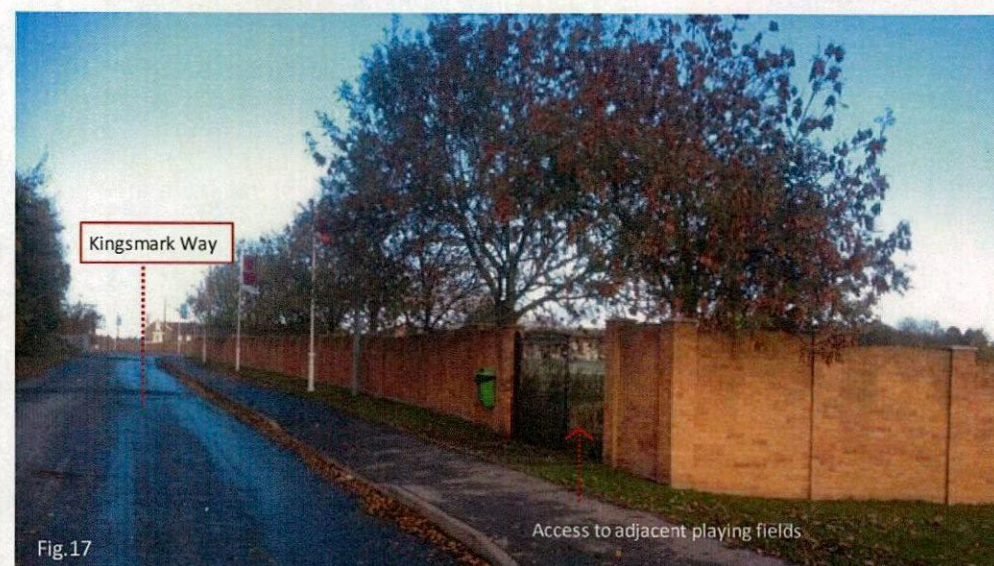
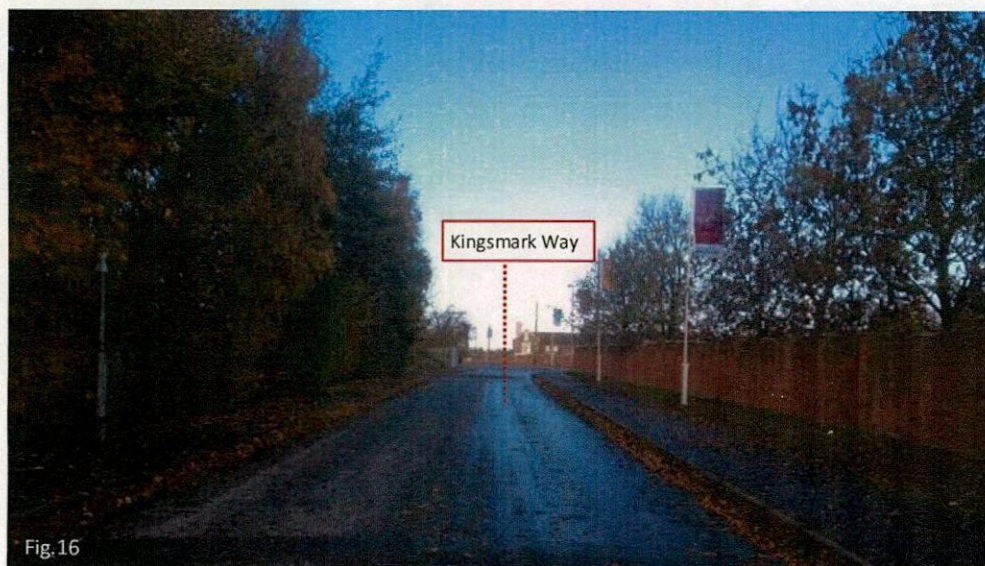


Fig.18



2.0

Site Area & Analysis

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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.

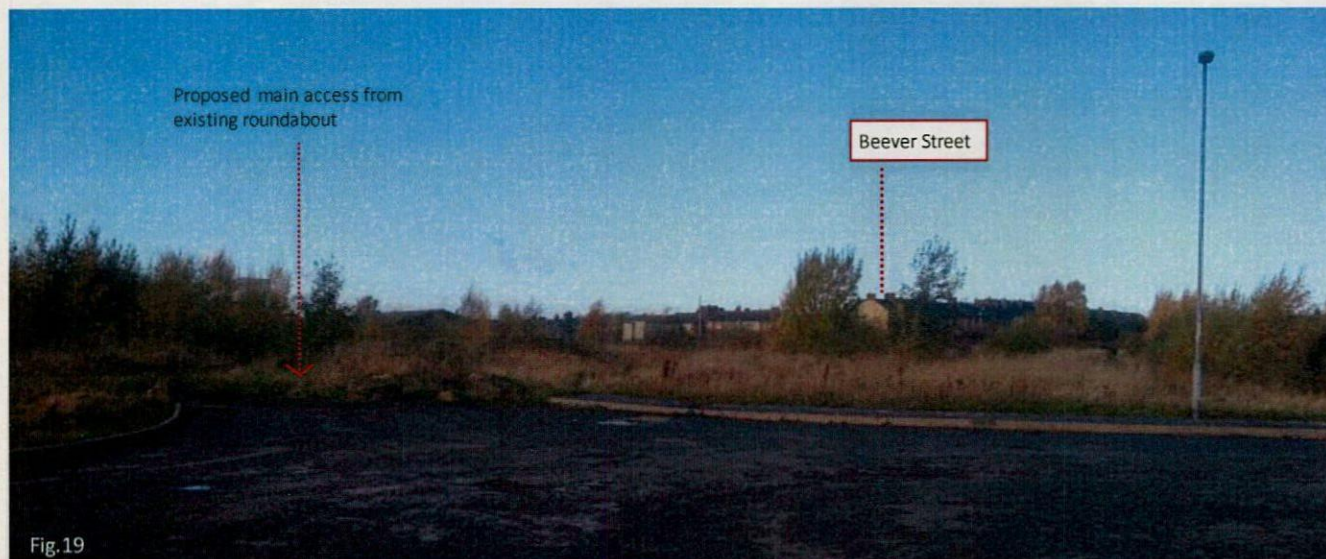
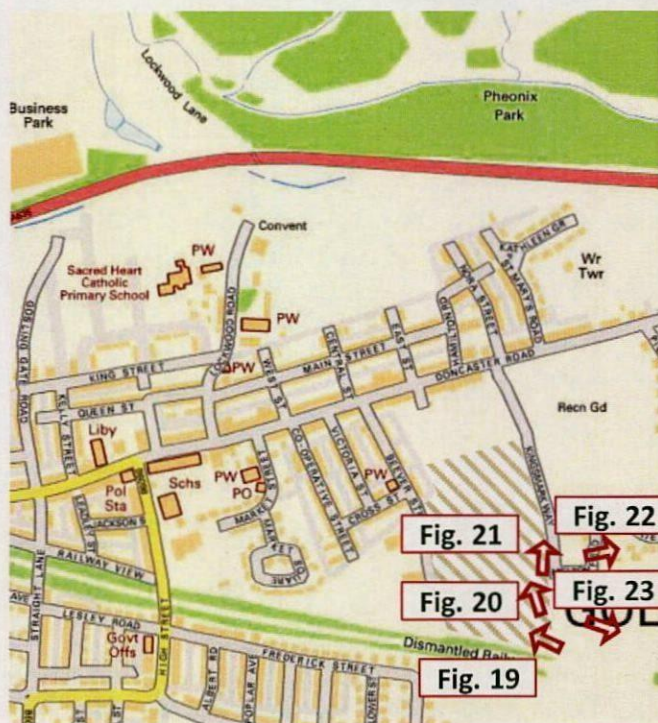


Fig.19



Fig.21



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