

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: 2021/1090 Barnsley West (residential & community hub)  
**Date:** 05 March 2024 16:11:27  
**Attachments:** [stretches of overdominance of front of dwelling parking.pdf](#)  
[One bedroom property example current planning applications Nov 23.pptx](#)  
[One bedroom property example in Sheffield.docx](#)  
[image012.png](#)  
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Hi [REDACTED]

I have forwarded these comments on to the applicants already. Please update the spreadsheet and save on sharepoint.

Kind Regards

**BSc(Hons) Dip URP MRTPI**  
Group Leader (InnerTeam)  
Planning and Building Control  
Directorate of Growth and Sustainability  
Barnsley Council

Email: [REDACTED]  
Mail: PO Box 634, Barnsley S70 9GG  
Phone: [REDACTED]  
\*Sat Nav reference: S70 2DR

*Please be aware that the Development Management Team are currently experiencing temporary resourcing pressures. Unfortunately, this means we may not respond as to correspondence as quickly as we would like. This situation is expected to last for a temporary period whilst a recruitment exercise is undertaken. I would like to thank you for your continued patience at this time*

\*Please note that we are operating a hybrid working model, If I am unavailable please leave a message including a contact telephone number so that I can return your call \*



**From:** King , Nicholas (SENIOR URBAN DESIGN OFFICER) <[REDACTED]>  
**Sent:** Tuesday, March 5, 2024 11:42 AM  
**To:** [REDACTED]  
**Subject:** 2021/1090 Barnsley West (residential & community hub)

Hello [REDACTED]

Here are the urban design comments on planning application 2021/1090, following the amendments dated October 2023. Apologies for the delay in sending.

## **For Phase 1-**

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These comments are principally based on Rev 'O' of the Planning Layout for Phase 1.

### **Overdominance of front of dwelling parking in parts of the layout**

Further to my previous comments, the over dominance of front of dwelling parking is still occurring in parts of phase 1 of the residential development.

Parts of the layout are over dominated by front of dwelling parking. The SPD 'Design of Housing Development' states in para 11.3 '*Continuous strips of front of dwelling parking are not acceptable*' and in para 11.4 '*The maximum number of front of dwelling parking spaces acceptable in a row is four. These should be used sparingly in a development and be separated from other parking spaces by a considerable width of soft landscaping, i.e. more than the width of a parking space.*'

I have attached an annotated layout plan which shows 7 stretches of overdominance of front of dwelling parking.

### **Visitor parking spaces**

I note the retro-fitting of visitor parking spaces to meet the requirements of the SPD 'Parking'. I have an objection to the inclusion of visitor spaces on the third side of the triangular public open space on the other side of the road of plots 98 and 99. Previously, (on Rev 'M' of the Planning Layout for Phase 1), this triangular POS had visitor parking spaces shown on two of its sides, both sides located away from the main access road side, so they were relatively less visible. However, the addition of visitor spaces onto this third side of the triangle significantly degrades the quality of this space as public open space.

### **One bedder 'quarter house' dwellings (plots 33-36)**

I understand that the one bedder 'quarter house' dwellings on plots 33-36, for affordable accommodation were originally proposed by Alison Dalton. I have since spoken to Alison and explained my concerns about this house type for providing one bedroom dwellings and carried out some research which the results of which I have shared with Alison.

I do not support the inclusion of a 'quarter house' one bedder dwelling on plots 33-36. 'Quarter house' one bedders give a poor quality of internal and external residential amenity. With regards to internal residential amenity they can be rather claustrophobic inside and they do not give sufficient cross-flow ventilation. I note that plots 34 and 35 have no front views of the road, and the view from the windows of plot 35 will be of close boarded fencing at close proximity. Plots 34 and 35 would be more prone to burglary as none of their doors or windows are overlooked from the street. I don't know how external wheelie bins would be stored in this arrangement, (Barnsley currently has four wheelie bins per property). I think there is a risk that the wheelie bins will be permanently stored by the roadside. There is no sense of a contained private external space at the rear for the occupant's amenity.

I note that the planning layout Revision 'M' showed four dwellings arranged as semi-detached properties, with individual rear gardens. I think this would be a much better arrangement if it could be replicated for the affordable accommodation. I have attached some examples of alternative formats of providing one bedroom dwellings, one a current planning application in Barnsley and one as built in Sheffield, so I would suggest that these alternative formats are considered.

### **Enabling future flexibility for the provision of wayfinding signage**

I note that the masterplan framework included provision for wayfinding signage (on page 131, in the design code section of the framework). I also note the suggested locations given on page 130. I appreciate that the overall development is being carried out in phases, and in terms of the housing it may be built out with different developers. Therefore there could be a risk that no coordinated wayfinding signage is provided. Given that this is a landscape-led development with a particular emphasis on healthscape, wayfinding signage would play a key part in promoting active travel, including along the dedicated pedestrian/cycle routes.

I am therefore asking if some planning provision can be made to ensure that wayfinding signage is included in phase 1, at the appropriate time, in order to show the connections across the wider site and promote active travel.

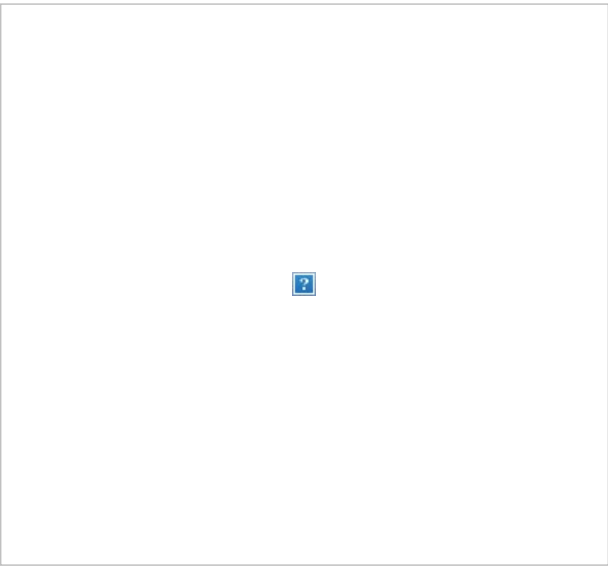
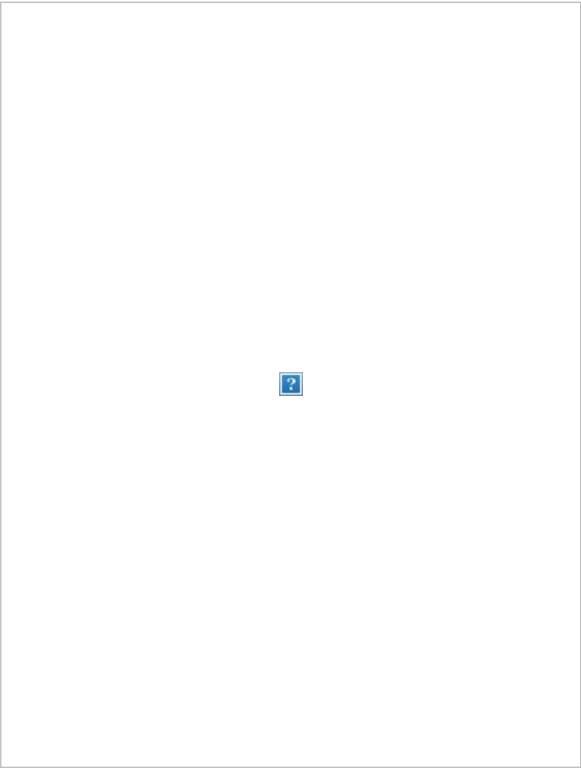
### **Enabling future flexibility for the provision of entrance feature**

As each of the housing areas, by different developers, are distinct and defined in their location, (being separated by green swathes of landscaping), one way of adding to the character & identity of each housing phase and aiding legibility, would have an entrance feature. Besides being of long term benefit this feature may also benefit housing developers when marketing their properties for sale. I am therefore asking if some planning provision can be made so that an entrance feature could be included for phase 1.

### **Enabling future flexibility for provision of public art in the primary heartspaces**

The masterplan framework emphasized the intended variety in the character of heartspaces. However, from evidence to date (from phase 1 and the Countryside Properties proposal), they are tending to look fairly similar in character- namely grassed areas with some trees and shrubs. The design panel were keen on the integration of public art into the Barnsley West proposal. Specifically for the primary heartspaces (the locations of which are shown on page 146 of the masterplan framework) the addition of public art would help to provide some variety and differentiation between the heartspaces. I am therefore asking if some planning provision can be made to ensure that public art in the primary heartspace for phase 1 can be included.

**For the proposed relocation of the central area:**



<p><i>Above left: The originally proposed ‘thrust stage’ of open space overlooked on two sides by three storey residential, with the other two sides being the front elevations of the primary school, the retail premise(s) and the community hall.</i></p> <p><i>(This was the layout shown in the masterplan framework. The base plan shown above is taken from the drawing ‘Illustrative Masterplan’ (Rev PO2)).</i></p>	<p><i>Above right: a similar ‘thrust stage’ of open space, (this example is at Roussillon Barracks, Chichester), this time with four sides overlooked by three storey residential and with a community hall integrated with the residential buildings.</i></p> <p><i>This layout, with the POS heavily overlooked by residential, leads to lots of informal activities from the residents occurring in this space, such as picnics, playing with your dog and informally kicking a ball. (The size of the open space shown here is larger than that originally proposed for</i></p>
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### Relocation of community hub and community green

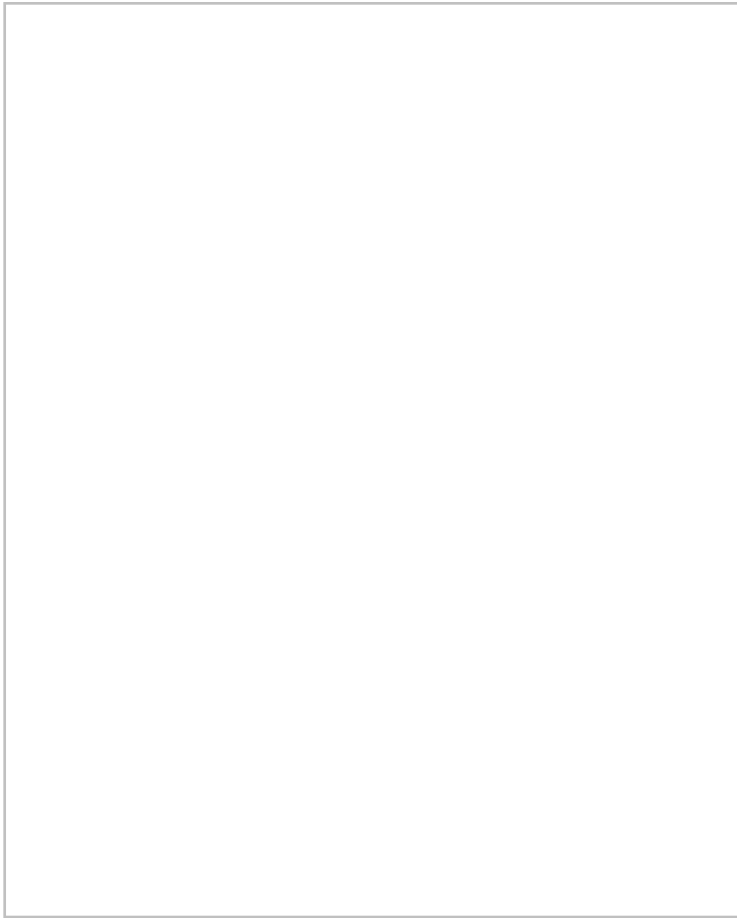
I asked the applicants (at the pre-briefing before the design panel) why they were proposing to relocate the community hub and community green away from its location shown in the Masterplan Framework. (Clearly there must have been strong reasons why the original location was proposed as it went through an extensive amount of consultation during the adoption of the Masterplan Framework for the site.)

I was informed by the applicants that the reason for the relocation of the community hub and community green was due to the comments of highways. I checked with Wayne Lake and yourself and I understand that this was not the case.

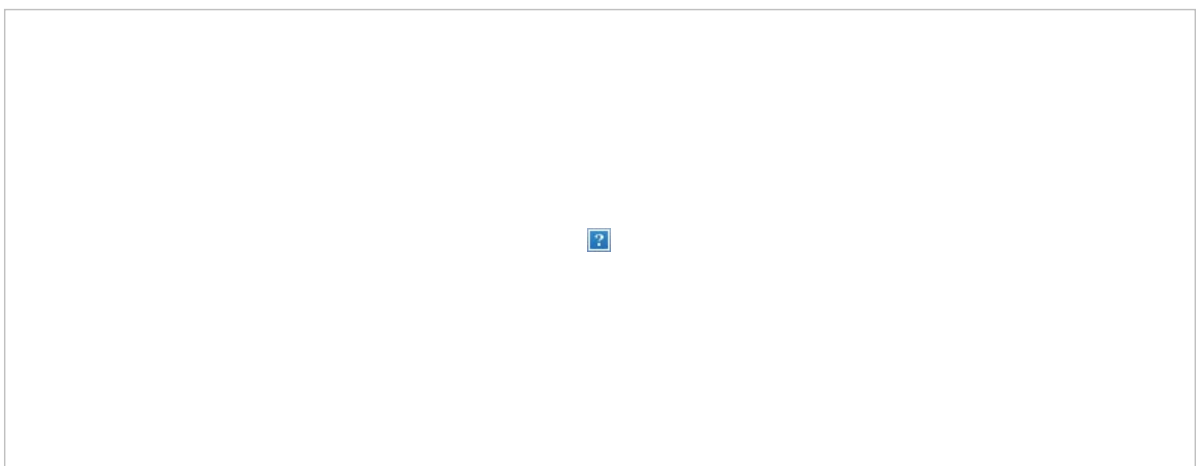
I appreciate that the proposed separation of the community hub & community green from the residential development, into its own distinct phase, will enable easier delivery of the scheme. I also appreciate that the Delta Trust has written to say that they prefer this new location and arrangement for the primary school. Also, there is likely to be more potential passing trade for any retailer looking to locate in this location.

However, I have a number of concerns about the new proposed arrangement, which I have annotated onto the plan below:

- **Lack of overlooking of the public open space (community green).** There is very little overlooking of the central public open space by residential properties, (only from the end of three storey flats, and this is across a main road). Once the primary school shuts down in the evening it will just be left to just the (potential) community building and (potential) retail facility to provide any additional overlooking.
- **There could be less of a sense of residential ownership of the space,** (as its location feels more 'tucked away' than the previous 'thrust stage' arrangement).
- **These two issues could lead to potential anti-social behaviour occurring in this space.**
- **The size of the public open space may be reduced as the details of the road circulation are further worked up.** There are a number of practicalities that will need to be worked through as traffic circulation details are further worked up. For example for the drop-off outside the primary school there may be a need for a turning circle, (as otherwise vehicles will have to navigate through the primary school car park or the retail/ community building car park). Also there will be pressure from any retail operator for any car parking to be located close to their entrance. Thirdly there will be a need for disabled parking places to be located close to the entrance of the retail and the community building.
- **Pressure for parking spaces/ drop-off spaces on the road linking the two roundabouts.** I think there will be pressure from the school operator and the retail operator for parking spaces/ drop-off spaces to be located on this main road. However, I would assume that for one of these locations there will be pressure for a bus stop to be located, to serve the community hub.
- **Relatively poor first impression of the centre, from the northern road leading off the link road, only relieved by soft landscaping.** For the entrance route off the link road, travelling along the northern boundary of the central area, this will rely heavily on soft landscaping to prevent a relatively poor first impression of the centre of the scheme. There are views of the car park, views of the rear elevations of the community building & retail and potentially further views of inactive elevations of the retail unit(s). There is also a possibility that tall wire fencing could border the edge of the rear loading bay for the retail.
- **Smaller area of rectangle of grassed space.** The previous location of the central area, shown in the plan above gave a potential size of grassed space of 62m by 34m. The rectangle of green space shown proposed is now measuring 38m by 20m.



- **Soft/ hard landscaping mix of community green.** The landscaping located between the community building/retail unit(s) and the primary school is shown as half grassed rectangle and half planters, (the latter containing more hard landscaping). I would prefer to maximise the grassed area, at least as a starting point, and I have shown a potential alternative arrangement in the diagrams below. I wish to maximise this grassed space as I think that the overall Barnsley West proposal is missing big, flat grassed areas to informally kick around a ball; there is one NEAP provided for Barnsley West and there is a currently question mark whether the outdoor sports facilities of the primary school will be open for community use. I also think that there may be an opportunity for the local community to have a say in the design of what will be their focal green space. So I would like to suggest that the design and layout of this landscaping is not fixed/ finalised at this stage.



*Above Left: layout of greenspace as currently proposed, with rectangle of green space measuring 38m by 20m*

*Above Right: potential alternative arrangement, with a larger size of greenspace. This still allows a desire route, half way across its length, between the primary school and the community building/ retail unit(s).*

### **Little clarity on the provision of community building**

The community building is listed as 'Commercial' on the key of the plan and I can find little clarity on its provision in the planning application. I have a concern that this facility may not be provided. I note that site specific policy for the site just lists the provision of community facilities without specifying what these facilities should be. I would suggest that if the council wants a community building to be provided as part of the Barnsley West scheme a marker is laid down now to state this.

I have checked online for any examples of community buildings and their sizes, and (by googling 'typical community centre dimensions uk') have found a link for a community building specification:

[https://centralbeds.moderngov.co.uk/documents/s77931/Appendix%20A%20-%20Part%202%20-%20Community%20Building%20Specification.pdf\\*\\*\\*\\*\\*](https://centralbeds.moderngov.co.uk/documents/s77931/Appendix%20A%20-%20Part%202%20-%20Community%20Building%20Specification.pdf*****)

I appreciate that this example may contain more facilities than required for this particular site but it gives a useful list of dimensions. The internal use sizes listed in the table total an area of 512 sq. m., (plus internal circulation space). I note from measuring the indicative drawn lines of the 'Commercial' building on the plan (Proposed Indicative site plan, Rev P16) that it has an indicative ground floor space of 2,100 sq. m. So, in terms of dimensions, there is enough room to include a community building.

### **No clarity on the primary school premises being available for community uses.**

During design reviews of the proposals the panel asked for some clarification on whether the Trust for the primary school will allow community use of their facilities, including out-of-school hours.

I understand that with the other new school builds in Barnsley, (those built as part of the 'Building Schools for the Future' initiative and those built after), that limited community use of their playing fields is occurring. As stated above, I am concerned that there do not appear to be many places for an 'informal kick' about for football within the Barnsley West scheme, with one NEAP provided. I think that the playing field of the primary school could provide a much valued resource for the local community to use.

### **Enabling flexibility for the future provision of wayfinding signage, entrance feature, and public art in the primary heartspace, for this central area.**

This is similar to my request as set out for phase 1 of the development above.

### **For the other phases (all residential)-**

#### **Capacity of overall site to hold projected housing numbers**

I appreciate that the number of projected dwellings for this site has been reduced, (once the Countryside Properties housing proposal has also been taken into account), to meet the indicative figure of dwellings proposed for this site within the local plan, of 1700.

I note that over time, the number of dwellings proposed in Phase 1 of the residential development has been reduced in number and density, when compared to the original layout drawings produced during the formation of the masterplan framework.

I also note, from looking at the plan 'Proposed indicative site plan' (Rev P16), that the residential phase closest to the Pogmoor settlement will similarly be a lower density, comprising mainly of detached properties with some terraces of three dwellings and some four dwellings.

From the indicative plan it is noted that the other phases will be higher density, mainly terraced properties, with a lot of three and four dwelling terraces. This higher density is confirmed in the cross sections provided through some of these phases. I have a concern regarding how the car parking is going to be arranged in these phases, to ensure that the streetscape is not over dominated by front of dwelling parking. Another concern is how rear access to gardens is going to be provided, to help ensure that wheelie bins are not stored at the front of properties. Both of these aspects are integral for any housing development to meet the requirements of the SPD 'Design of Housing Development' (2023). If they cannot meet these requirements there may be pressure to reduce the number of dwellings.

#### **Snapshots to show how parking is being dealt with**

In my previous comments I suggested that 'snapshot plans' be produced for housing areas, to show in detail plots, dwellings and car parking arrangements, in order to demonstrate that the number of dwellings stated can be achieved on site and meet the requirements of the SPD 'Design of Housing Development' (July 2023). The plans could also demonstrate typical rear garden wheelie bin access.

With the revised layout of the Barnsley West scheme, I would suggest that snapshot plans be produced for the residential areas other

Specifically regarding car parking, I note that visitor parking has been added to phase 1 retrospectively and this has 'eaten into' the proposed soft landscaping. Clearly if this was replicated for all the phases this would result in the loss of a considerable amount of soft landscaping. Again, how visitor parking is proposed to be dealt with could be shown on the snapshot plans.

This is similar to my request set out for phase 1 of the development above.

Nik King (He/Him)  
Senior Urban Design Officer  
Planning Policy, Regeneration and Culture  
Barnsley Council  
Telephone: [REDACTED]  
Email: [REDACTED]  
Mail: Regeneration and Culture, PO Box 634, Barnsley, S70 9GG

