



DESIGN & ACCESS STATEMENT

**KIRK BALK ADVANCED LEARNING CENTRE, WEST STREET,
HOYLAND, BARNSELY**

PROPOSED BUS LAY-BY

Our Ref: AAH/1107/11PLA

JULY 2011

DESIGN & ACCESS STATEMENT

CONTENTS	PAGE
1.0 INTRODUCTION.....	3
2.0 THE SITE DETAILS.....	4
3.0 PLANNING POLICY.....	5
4.0 CONSIDERATION.....	7
5.0 CONCLUSION.....	8

1.0 Introduction

- 1.1 This statement considers the issues surrounding the application and includes information necessary to form the Design and Access Statement required by circular 01/2006. The application seeks planning permission for a new lay-by to provide bus parking and vehicles to attend the previously consented school (Planning reference 2008/1820) West Street, Hoyland. The proposal will seek to address planning policy and guidance in respect to the proposed bus lane.
- 1.2 The development proposal involves the creation of a bus lay-by immediately outside of the school, to the north of West Street. The proposal will be to facilitate buses loading and unloading students to the school. Overall the site may be considered as level.
- 1.3 The location of the proposed bus lay-by is close to the main entrance to the school, in order to maximise the amount of students passing the entrance, and making use of the buses. This will encourage the use of public transport and reducing parent's and student's dependence upon private vehicles.
- 1.4 The main planning considerations are considered within this report in relation to local and national planning guidance alongside relevant planning case law.

2.0 The Site Details

- 2.1 The application site is adjacent and linked to a new ALC which has been granted planning approval. The site is to be constructed with the school buildings located towards the north of the site with playing fields and open space being situated to the east and west of these buildings. The ALC site lies to the west of the main urban area of Hoyland within Barnsley Metropolitan area.
- 2.2 The proposed lay-by is sought to be positioned to the north of West Street, outside of the Kirk Balk ALC grounds but within the adjoining land. The lay-by would be suited on West Street, which may be characterised as mainly residential properties, with residential properties to the south, and the main entrance to the school to the west. There would be landscaping immediately to the north, which is part of the school complex. The proposed location would be in close proximity to the main entrance to the school itself, and will be part of a wider plan to provide public transport for students.

3.0 Planning Policy

- 3.1 Planning policy guidance can be found in both national planning documents and the local planning guidance. Planning Policy Guidance Note 13 provides one of the main considerations for determining applications which has an impact on transport infrastructure and highway safety.
- 3.2 PPG13 states that, *'Higher and further education establishments, schools and hospitals are major generators of travel and should be located so as to maximise their accessibility by public transport, walking and cycling. Similarly, proposals to develop, expand or redevelop existing sites should improve access by public transport, walking and cycling,'* in addition it also states that, *'The likely availability and use of public transport is a very important ingredient in determining locational policies designed to reduce the need for travel by car'.*
- 3.3 Within the Transport Chapter of the Barnsley UDP it sets out the main priorities of the plan, the focus is set out as a list set out below:
1. To improve transport provision and services to areas of poor accessibility and job creation as an integral part of a coherent regeneration strategy.
 2. To improve and protect the environment.
 3. To improve the safety and efficiency of the transport network.
 4. To provide genuine choices of travel mode as alternatives to the private car by assisting public transport operation, retention and development of the network, and development of facilities for cyclists and pedestrians.
 5. To meet the needs of the physically and socially disadvantaged.
- 3.4 One of the main policies to consider within the plan is Policy T9. This policy states that, 'Development of the public transport network within and beyond the borough, including both urban and rural areas, in relationship to existing and future settlement patterns, will be pursued to meet the following aims :
- a) encouraging use of public transport

- b) minimising journey numbers and length of journey by car
- c) improvement of strategic access to surrounding centres of population and employment
- d) facilitating local accessibility
- e) maintenance and improvement of mobility for disadvantaged groups

4.5 Policy T11 of the UDP is also relevant, it states that, *'measures for bus priorities, and to ease the movement of buses, will be introduced where feasible in order to increase the attractiveness of bus patronage'*.

4.0 Consideration

- 4.1 This section of the report will seek to address the main design and access considerations on which the development proposal is based. The main consideration for determining the application may be found in the Barnsley Unitary Development Plan, although in future the Local Development Framework will be used to determine applications. The main consideration will refer to suitability of the proposal, highway safety and visual impact and amenity. Each will be considered in this part of the report.
- 4.2 In terms of the principle of development, the lay-by is designed to provide easy access to the school site for those wishing to use public transport. In line with this, the proposal has been sited within close proximity to the school vehicular entrance. The bus lay-by will also serve the underlying planning conditions imposed by the previously consented school. The principle of improving the provision of public transport to a site, such as a school, is inherently sustainable, and accords with the principles of PPS1. Accordingly, the principle of development should be considered favourably.

Highway safety

- 4.3 The proposed lay-by has been designed to comply with PPG13 and national policy guidance in T9 and T11 of the Barnsley UDP. The proposal would seek to reduce the reliance upon public transport, whilst, at the same time encouraging the use of buses, compliant with policy T11.

Visual impact and amenity

- 4.4 In terms of the visual impact the proposal would have upon the locality, it would be limited. Typically lay-bys for buses are a standard highway feature along main roads, and are generally focused around school areas. The proposal would be an appropriate feature in the locality, and streetscene. In terms of amenity, a lay-by, not only from a safety perspective, but also an amenity perspective, is preferable as it would prevent stationary traffic waiting as the bus loads and unloads students. Stationary vehicles would increase pollution and noise in the locality. The lay-by would have a materially positive impact on the locality.

5.0 Conclusion

- 5.1 In conclusion, this application has been discussed and considered by Planning Officers within Barnsley Development Control, and forms a relatively minor part of a much larger consented application. The proposal would comply with guidance provided by the highways department, and would provide an essential use for the site. Accordingly the proposal may be considered favourably, and in accordance with local and national planning policies.