2.0 APPRAISING THE CONTEXT

2.2 Planning Policy

National and local policy documents provide guidance for design and access within new developments. Excerpts of some specific policy effecting the design are below.

National Policy

National Planning Policy Framework (2012)
Section 7 – Requiring Good Design: sets out a list of design based criteria against which policies and decisions should aim to ensure that development achieves. These are as follows:

- To function well and add to the overall quality of the area;
- Establish a strong sense of place;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including the incorporation of green and public space as part of developments) and support local facilities and transport networks;
- Respond to local character and history and reflect the identity of local surroundings;
- Create safe and accessible environments; and
- As a result of good architecture and appropriate landscaping, are visually attractive.

National Planning practice Guidance (2014)
Design (ID:26): highlights that good design is 'an integral part of sustainable development'. It reiterates the NPPF in that decision takers should always seek to secure high quality design. Within the section it is identified that good design should:

- ensure that development can deliver a wide range of planning objectives
- enhance the quality buildings and spaces, by considering amongst other things form and function; efficiency and effectiveness and their impact on well being; and
- address the need for different uses sympathetically

In determining applications the NPPG identifies that the following issues should be considered:

- local character (inc. landscape setting)
- safe, connected and efficient streets
- a network of greenspaces (inc. parks) and public places
- crime prevention
- security measures
- access and inclusion
- efficient use of natural resources
- cohesive & vibrant neighbourhoods

(NPPG Reference ID: 26-006-20140306)

Extant Local Policy

The Unitary Development Plan (2000)
BE5 – Improving Existing Areas of Poorer Quality Built Environment: states that 'the Council will seek to enhance the environmental quality of existing housing, commercial and industrial areas'.

DA11 – Darfield Conservation Area: relates to development within the Conservation Area boundary and highlights that it will only be permitted if it enhances or preserves the character and appearance of the area.

H8A – Existing Residential Areas Design/Amenity: states that the, 'scale, layout, height and design of all new dwellings proposed within the existing residential areas [this being those identified Housing Policy Areas as shown on the Proposals Map] must ensure that 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'.

H8B – Non-Residential Uses in Residential Areas: states that permission will be granted for small scale, non-residential uses in housing policy areas if; 'there is no unduly impact on the amenity of neighbouring and nearby residents…there is no unduly harmful visual impact on the character of the residential area; boundary trees, hedges and walls should be retained wherever possible; and the design of new buildings, or extensions should be to a good standard, relating to existing buildings in terms of appearance, siting, scale and materials' and 'there is no conflict with public safety on the highway and there is satisfactory provision where necessary for off-street parking, servicing... Where parking is to be provided in any area fronting a highway, that area should be provided with soft landscaping and screening where possible'.

ED4 – Economic Development and Residential Amenity: whilst it is acknowledged that the UDP classifies economic development as uses mainly 'falling within Part B1, B2 or B8 of the Use Classes Order'[1], retail development will result in economic output and job creation and as such for completeness will be assessed against this policy which has particular regard to the likely impact on residential amenity in terms of: air pollution; noise from operations or traffic entering or leaving the site ; and visually intrusive buildings, plant, fencing, lighting or outside storage.

Barnsley Core Strategy DPD (2011)
CSP14 – Housing Mix and Efficient Use of Land: indicates that priority for residential development will be given to previously developed land, that housing proposals must include a broad mix of house size/type/tenure, and that a density of 40 dwellings per hectare will be expected unless a lower density is necessary for need/viability/sustainable design reasons.

CSP 26 - New Development and Highway Improvement: highlights that new development will be expected to be designed and built to provide safe, secure and convenient access for all road users.

CSP 29 – Design: identifies that high quality developments will be expected to take account of (inter alia): topography, heritage, townscape and landscape character including the scale, layout, building styles and materials. It also seeks to ensure that development should (inter alia): 'contribute to place making and be of a high quality'; 'help to transform the character of physical environments that have become run down and are lacking distinctiveness'; and 'contribute towards creating attractive, sustainable and successful neighbourhoods'.

SPD Residential Amenity and the Siting of Buildings (2012)
Supplemental planning guidance is set out to protect existing residential amenity, outlook and privacy from new developments (excerpts below).

Separation Distances
The following guidelines for non residential buildings will be applied unless it can be demonstrated that a design led solution can allow a relaxation of standards whilst maintaining high levels of privacy, amentiy and outlook:

1. Any building at single or two storey height should be a minimum 25m from the windows of any habitable rooms in any nearby dwelling or the distance required by the 25 and 45 degree rules for access to daylight, which ever is greater. See Appendix 1.

4. Distances between new buildings and existing dwellings may be relaxed depending on a number of factors including site level relationships, (ie: if at a lower level), existing screening or landscaping between the existing and proposed buildigns and location. Each case will be judged on its merits in relation to these varying factors and particularly where a difference in site levels effectively reduces the effect of the height of proposed buildings in relation to existing dwellings.

5. Full compliance with standards are expected in predominantly residential areas whereas they may be relaxed in town centre situations/higher density areas.

2.0 APPRAISING THE CONTEXT

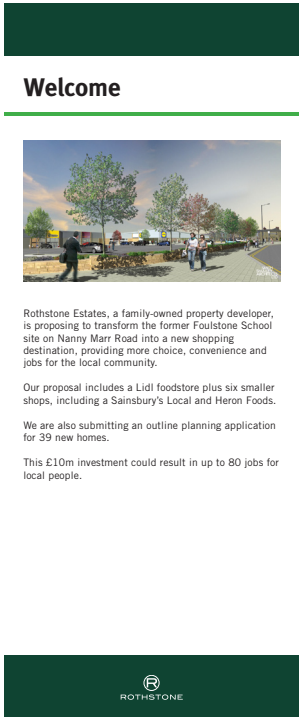
2.3 Involvement

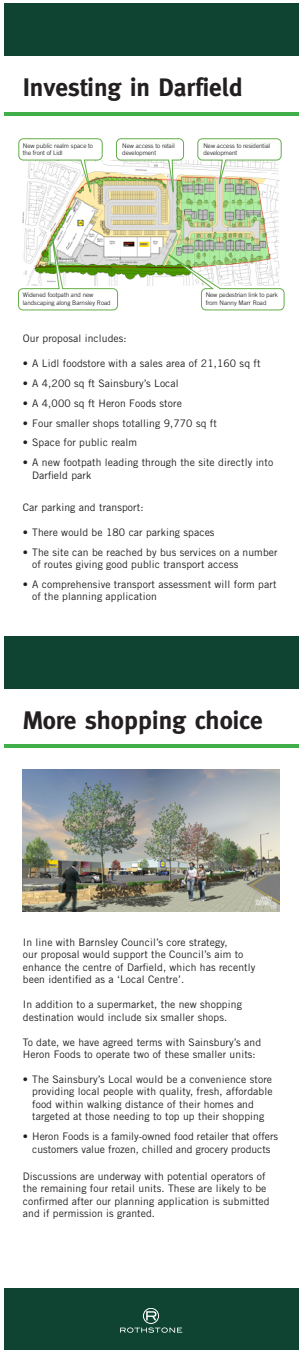
Rothstone and the project team have had extensive involvement with both community members and professionals in relation to the proposed development. The following extensive consultation exercise has been undertaken:

- 18/07/13: First pre-application meeting with Barnsley Council Planning Officer. Discussions focused around the principle of the development and relevant planning policy and highways.
- 26/08/13: Client, Architect and Social PR met with the Darfield Ward Alliance. The Alliance, included a local ward councillor and other key stakeholders representing faith, community and heritage groups were all very receptive to the plans.
- September/October/13: Ongoing communication with the Planning Department, agreeing a catchment area within which to focus the retail impact assessment to accompany the application.
- 30/10/13: Client sent letter to the local MP prior to press release re exhibition.
- 7-9/11/13: A Public Exhibition was held over three days in different venues throughout Darfield and was well attended. Further details including the general receptive response by the community are detailed within the Statement of Community Involvement report by Social PR.
- 07/08/14: Second pre-application at Barnsley Council at which updated layout plans were tabled. Attendees included: Development Team; Planning Officer; Highway Officer; Affordable Housing Officer; Conservation Officer; and Asset Management. Comments from the Policy Officer, Drainage Officer and Tree Officer were also discussed at the meeting. In summary the meeting was positive and the Council advised as to specific matters that should be looked at in further detail i.e, the distance between the retail unit and the dwellings along Barnsley Road, the potential impact upon existing trees and the route of existing drainage.
- 12/09/13: Architect and Arboricultural Consultant met with the Planning Officer and Tree Officer on-site to discuss the proposal and potential impact upon existing trees and the streetscene. Changes to the site layout were also tabled based on discussion from the pre-application meeting in August.

With regards to how we have responded to the outcome of the above in terms of design changes, the following significant changes have been made:

- Moving the retail unit element of the proposal northwards to create further separation distance from the dwellings on the other side of Barnsley Road. This separation distance is now over 20m;
- Proposed retention of the main grouping of trees along the southern boundary (abutting Barnsley Road);
- Additional soft landscaping and green space within the identified areas of proposed public realm;
- Additional landscaping along Nanny Marr Road, including the indicative retention of two key trees and new semi-mature Lime tree plantings to help create a boulevard effect on the road to replace other trees to be removed;
- Reduction in number of dwelling units to reduce densities and allow for more side and rear car parking to soften front elevations of the housing and create additional garden space.





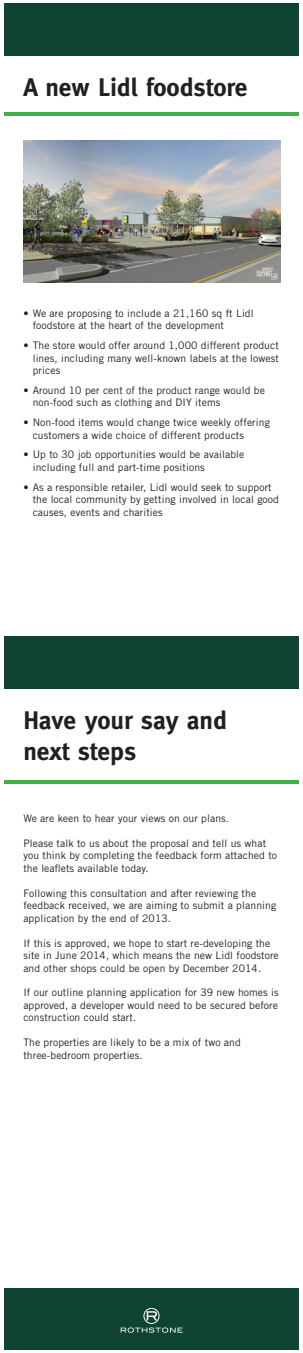


Fig 3: Public Exhibition Banners

2.0 APPRAISING THE CONTEXT

2.4 Site Constraint & Opportunities

The development site presents a number of constraints and opportunities that have been drawn out through appraisal of the context and site analysis.

The majority of these constraints present the design team with a complex range of opportunities which are illustrated on the plan.

Residential Properties

Commercial / Retail Properties

Darfield Conservation Area

Existing boundary trees which are a significant feature to the character of the conservation area. Any development must not negatively impact the health or setting of these boundary trees.

Existing trees which may be removed, but should be retained where possible.

Existing Lime trees on west side of Nanny Marr Road. Potential landscaping solution to include same species at regular intervals to create a uniform boulevard treatment to the streetscape.

The site levels fall away by up to 5m from Nanny Marr Road to the boundary with the park. Any future development will need to take this into consideration and the design should be such that it does not impact on the park boundary trees which are lower than the road.

The character of this boundary is very much residential suggesting that the proposed site use in this area should be a compatible use.

The Council require that non-residential buildings maintain a separation distance to protect residential amenity, outlook & privacy. This would potentially impact development on Barnsley Road where houses are built right up to the footpath edge.

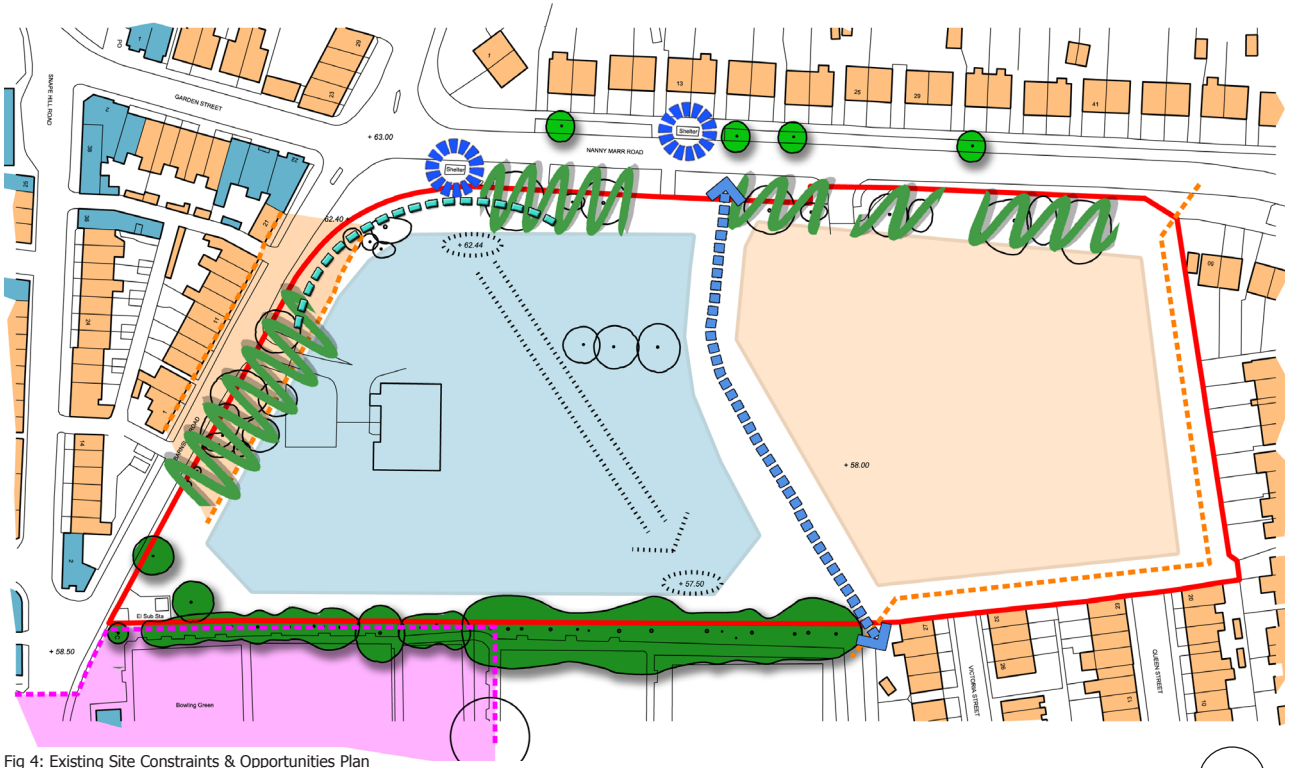


Fig 4: Existing Site Constraints & Opportunities Plan

not to scale

The site is on the very edge of the defined local centre of Darfield and benefits from excellent infrastructure and transportation links to the wider area including two local bus shelters immediately adjacent on Nanny Marr Road.

Lambeth Walk - Formerly the site was bisected by a footpath which gave Nanny Marr Road a direct link to the park. This pedestrian route could be re-established to increase site permeability to the benefit of Darfield residents and could be used to divide the site between different use classes.

This area of the site benefits from strong visibility and good pedestrian links to public transport and the local centre.

Potential Residential Development Area - In considering the site constraints this portion of the site is most suitable to residential development.

Potential Retail Development Area - In considering the site constraints this portion of the site is most suitable to retail development.

2.0 APPRAISING THE CONTEXT

2.5 Design Development

Design development for this site commenced in the summer of 2013. The initial layouts were produced following consideration of the site constraints on the previous pages and requirements from potential retailers.

Summer 2013



Initial feedback from the Local Authority favoured siting the largest anchor retail unit parallel with Barnsley Road to provide a stronger defined edge to the streetscape. The positions of the residential and retail elements were favourably viewed in principle.

Autumn 2013



This layout was produced following the first pre-application meeting with the Local Authority and was submitted to the residents for comments at a Public Exhibition in November 2013.

Summer 2014



Following the Public Exhibition and receipt of detailed topographic and arboricultural information the layout was amended to reflect these details and comments and submitted to the Local Authority for a second pre-application meeting. Several comments which led to the final indicative design solution included increasing the separation distance between the retail unit and the houses on Barnsley Road and further consideration in retaining more of the existing trees on site.

3.0 OUTLINE DESIGN

3.1 Use

The development site is split into two uses with the retail component occupying 1.51 Ha and the residential component .94 Ha of the site.

The retail proposals occupy the south half of the site and are for a discount size food retail unit to serve as the anchor unit for the development with an additional parade of smaller retail shops. The retail development would be supported by a car park to the front of the site, cycle and motorcycling parking and a separate private rear service area.

The north half of the site, given its close proximity to existing residential properties, is best suited for a similar development. The proposal is to develop the site for 2 / 3 bedroom houses with a single access point off Nanny Marr Road. Each home will have suitable off-street parking and/or garages with ample private garden space.

The site is well located within the centre of Darfield with easy access for both pedestrians and shoppers travelling by car or bus. It is ideally located to serve the needs of residents of Darfield who currently have to travel further afield to do their shopping. This retail led development will deliver much needed housing in Darfield and provide central shopping resources which are sorely needed for a centre of this size. The proposals will help secure investment and regeneration for this important central brownfield site.

3.2 Amount

The retail proposals are for a 1,765m^2 discount foodstore to serve as the anchor tenant with an additional 1,645m^2 retail divided into a small parade of shops to suit retailer size requirements. The retail development would be supported by a car park of 166 spaces including 6no. disabled, 3no. parent child spaces, 12no. cycle spaces and 8no. motorcycle spaces with separate servicing to the rear. The retail component is of a size to reflect the local areas needs and sit comfortably in the site given the constraints and local context noted previously. Ample structured landscaping is indicatively provided on all sides.

It is proposed to provide up to 35 dwellings on the residential half of the site. With an area of 2.32 acres (.939Ha) this would equate to an approximate housing density of 30-36 houses per Ha. This density would be in keeping with the prevailing residential density and character of the area, allowing for suitable off street parking and ample sized private garden spaces.

3.3 Layout - Reserved Matter

The proposed indicative site layout has been informed by the site opportunities and constraints as noted in the analysis section of this statement as well as the comments and feedback by both the Local Authority and residents of Darfield during pre-application meetings and the Public Exhibition.

Several overriding parameters included:

- Existing Residential Properties & Site Prominence – The strong residential character of the north half of the site was a main driving factor in locating the retail and residential uses in their proposed locations. Equally, the visual prominence and nearness to other retail element of the local centre strengthen the rationale for locating the retail component on the south half of the site.

- Site Access – Vehicle access is better suited off of Nanny Marr Road and is near the existing access point. The principle of re-establishing Lambeth Walk also created another element which taken with the vehicular access point created a strong bisecting line to separate retail and residential uses and also helped inform the sizes of each component.

- Site Levels & Existing Boundary Trees – The drop in site levels of over 5m from Nanny Marr Road to the park boundary and its potential effect on existing boundary trees was given careful consideration and greatly informed the retail component of the layout.

- Barnsley Road – The existing boundary trees and the need to create adequate separation distances to the housing on this street helped to determine the location of the anchor food retail unit.

The above feedback and constraints have thus led to a layout which sites the retail component on the south half and the residential component on the north half of the site with access to both components off Nanny Marr Road.

Very early on the Council expressed a preference to have the largest of the proposed retail units parallel to Barnsley Road. To maintain adequate separation distance with the housing on that street the retail unit has been offset 10m from the site boundary and over 20m from the front elevations of the north facing Barnsley Road properties. This has also then allowed for the retention of many of the existing trees along this boundary line which coupled with a massing profile similar to that of the housing should be an acceptable distance to offset the retail unit so as not to negatively impact the Barnsley Road properties with regards to outlook, amenity and privacy.

The south facing elevation of this unit will help shield the Barnsley Road properties from the more active elements of retail development. Included with the provision of a foodstore are 17,200sqft of additional retail in the form of a parade of smaller units which would be set back and face Nanny Marr Road. Fronting these units would be the main car park which would gently slope down from a proposed landscape embankment to the road. By siting the units and using the levels in this way the retail elements would give an active frontage to Nanny Marr Road, but be set-back and slightly lower than the streets so as to mitigate the impact to the residential dwellings facing the site.

It is anticipated that pedestrian access to the site would be via an enhanced public open space on the corner of Nanny Marr & Barnsley Road, and the re-established Lambeth Walk public footpath which would also link pedestrians west of the site with the park.

Vehicle and service access is off Nanny Marr Road approximately 14m south of the existing access point. Service vehicles would travel east beyond the car park and retail unit to an enclosed private service area to the rear of the units. In this location the retail units would shield the service actively from the west and south while the existing +3m high stone wall and tree coverage to the park would similarly provide coverage to the east and north.

Vehicle and pedestrian access would create a physical divide between the retailing and residential components that would be reinforced by landscaping along Lambeth Walk. The housing component would also take access off of Nanny Marr Road.

The residential layout illustrated is indicative only as layout is a reserved matter to the application, however it demonstrates that the level of accommodation is acceptable for this the site.

3.0 OUTLINE DESIGN

3.4 Proposed Outline Site Layout



PROPOSED SITE PLAN

Do not scale this drawing.
Architects are to be notified of any discrepancies.
Contractors must check all dimensions on site
This drawing is subject to copyright laws and is for use on this project only.
This drawing is to be used solely for the information as titled only.
For other information refer to the latest revision of any cross referenced drawings.
To be read in conjunction with relevant design standards/protocols

RETAIL SITE AREA	15,100 SQM	3.73 ACRES
RESIDENTIAL SITE AREA	9,391 SQM	2.32 ACRES
TOTAL SITE AREA	24,491 SQM	6.05 ACRES

PROPOSED TENANT	AREA (GIA)	AREA (GIA)
FOODSTORE	1,765 SQM	19,000 SQFT
RETAIL UNIT 1	232 SQM	2,500 SQFT
RETAIL UNIT 2	372 SQM	4,000 SQFT
RETAIL UNIT 3	390 SQM	4,200 SQFT
RETAIL UNIT 4	465 SQM	5,000 SQFT
RETAIL UNIT 5	186 SQM	2,000 SQFT

* DIVISION OF RETAIL SPACE INDICATIVE AND SUBJECT TO CHANGE AND APPROVAL AT RESERVED MATTERS

TOTAL PARKING SPACES	166
FOODSTORE PARKING RATIO	1:17
NON-FOOD RETAIL PARKING RATIO	1:30

* ALL PARKING SPACES ARE 2.5x5m w/ 6m LANE WIDTHS;
* PARKING RATIO EXCLUDES SPECIAL NEEDS SPACES

POTENTIAL RESIDENTIAL SITE CAPACITY

TOTAL: UP TO 35 x 2 TO 3-BED UNITS @ 2-STOREYS

SKETCH SCHEME FOR INDICATIVE CAPACITY STUDY PURPOSES ONLY - FINAL DETAILS INC. P.O.S AND ASSOCIATED REQUIREMENTS SUBJECT TO AGREEMENT WITH L.A. PLANNING DEPARTMENT AND A RESERVED MATTERS APPLICATION

Rev	Date	Description	Dm	Ckd
		Amendments		
#	25/03/13	First issue	JLT	SR

Status: PLANNING

Client: PEVERIL SECURITIES LTD.

Project name: FOULSTONE SCHOOL SITE

Project address: NANNY MARR ROAD, DARFIELD, BARNSLEY

Drawing Title: PROPOSED INDICATIVE SITE LAYOUT

Job No:	Drg No:	Revision:
5364	P03	#
Date:	Scale:	Sheet size:
OCT '14	1:500	A1

SMITH SMALLEY ARCHITECTS
Craven Lodge
37 Victoria Avenue
Harrogate
North Yorkshire
HG1 5PX
Tel: +44(0) 1423 531 100
Fax: +44(0) 1423 531 449
Web: www.smithsmalley.co.uk
Email: admin@smithsmalley.co.uk
RIBA Chartered Practice

3.0 OUTLINE DESIGN

3.5 Scale & Appearance - Reserved Matters

Scale and appearance are both reserved matters of the planning application, however indicative elevations and a levels strategy have been produced for the retail component of the proposal and the application will seek to agree and establish a set of Design Principles to carry forward to the Reserved Matters application. These elements are meant to help inform the future design and allow the evolution of the base principles/elevations into a final design solution which is distinctive yet reflects the character of the local context.

Scale & Appearance Design Principles:

- The elevations should provide glazed active frontages to prominent facades facing the car park and Nanny Marr Road.
- The elevational treatment of each building should clearly provide prominent architectural features to the entrances of each unit to clearly define destination points for users of the retail area.
- A palette of materials should be selected to provide a clean modern aesthetic and durable appearance that compliments the local setting and proposed landscaping. It is anticipated that the primary cladding element will be stone to match the existing character and appearance of the houses and buildings south of the site including those on Barnsley Road and in the Darfield Conservation Area.
- The profile of the larger food retail unit should retain a prominent entrance point facing Nanny Marr Road and within the car park. The mass of the unit should reduce in height and scale towards the Barnsley Road elevation to provide a building height more in keeping with the character of that streetscape.
- Long expanses of unbroken elevation should be avoided where possible. This is particularly important along Barnsley Road. Here the elevation can retain some active elements of the front facade at the west end. The full extent of the elevation should incorporate various architectural elements to break up the facade and provide variation. These can potentially take the form of steps in the plan, variations in materials, breaks in the eaves details, and additional sections of glazing.
- Building massing should create a variable roofscape to add visual interest and reduce the perceived size and bulk of the retail units.
- Where incorporated, sustainable building elements should be highlighted within the designs of the elevations and building mass.
- Where incorporated, canopies should be arranged above glazed sections of facade to provide shading from direct sunlight while allowing diffuse light into the building's internal spaces.

Indicative Massing & Elevations

The indicative elevations on the following pages are illustrative only and seek to start to establish many of the proposed design principles. As unit sizes and retailer requirements are not known at this time, certain elements such as the extent of glazing; the positioning of feature entrance elements; and variations to the elevations and roof profile will all receive significant additional design consideration as the Reserve Matters application is progressed and finalised.

Levels Strategy

The existing site levels drop from the southwest front corner of the site to the middle of the east boundary by over 5m. It was therefore paramount that designs for the retail component work with the site levels to ensure a gradual drop over the retail car park and pedestrian areas while creating an acceptable relationship between the proposal and the east boundary so as not to negatively effect the eastern boundary trees which are outside the planning boundary and within the park.

Indicatively the layout proposes a landscaped embankment fronting onto Nanny Marr Road which would fall into the site by up to 1.4m before a gradual drop in car park levels up to the proposed retail units. By cutting the foodstore into the site in this way the strategy would also improve the relationship the unit would have on Barnsley Road by minimising the perceived mass of the larger unit to a subservient scale to the houses on Barnsley Road.

Behind the retail terrace levels would gradual fall within the service yard before meeting the east boundary roughly at existing site levels. A gradually sloped permeable area up to 5m wide would separate the service areas from the east boundary.

3.6 Landscape - Reserved Matters

Landscape design for the proposal is a reserved matter and is presented in the layout as indicative. The main focus to date in determining the landscape design principles and through discussions with the Local Authority has rightly centred on the proposed treatment of existing trees on the site which are predominantly on the boundaries. The levels strategy and the protection of the trees along the park boundary has driven the landscape strategy to a great extent.

A meeting was attended by Architect and Arboricultural Consultant with the Planning Officer and Tree Officer on-site to discuss the proposal and potential impact upon existing trees. The levels strategy and the specific removal / retention of existing trees were agreed in principle.

Additional information can be found in the Arboricultural Report produced by AWA Tree Consultants.

Landscape Design Principles:

- The designs should protect the existing trees within the park boundary and ensure they are not negatively impacted. Tree T19 & T20 were agreed to be removed.
- As a result of the level difference through the site and the above principle it became necessary to replace the street trees on the Nanny Marr Road Boundary. Along this boundary and particularly within the retail zone it is proposed to have a wide strip of landscaping marked at intervals by new semi-mature Lime trees to match the street trees opposite the road and create a new boulevard character to the streetscape.
- Trees T4 & T5 could be retained along Nanny Marr Road within the residential development zone.
- Improve interconnectivity and pedestrian routes through the site by re-establishing Lambeth walk as a landscaped link to the park.
- Maintain and manage the existing trees along the Barnsley Road boundary where possible including trees T24 & T25.

3.0 OUTLINE DESIGN

3.7 Proposed Indicative Elevations & Sections



Indicative Front Elevation



Indicative Barnsley Road Elevation

not to scale
*Existing tree sizes and appearance are indicative.

Final Pre-Application Comments

SPD Residential Amenity and the Siting of Buildings (2012) was noted in the final pre-application meeting for further consideration in designs for the elevations. This supplemental planning document is set out to protect existing residential amenity, outlook and privacy from new developments. In particular, separation distance between the larger food retail unit and Barnsley Road was raised as well as designs for that facing elevation.

In this regard, the larger food retail unit was moved an additional 13m off the Barnsley Road boundary to achieve a separation distance of over 20m with the Barnsley Road residents. The southwest corner of this unit is now indicatively fully clad in stone with a parapet height similar to the eaves heights of the neighbouring properties. Rounding the corner the elevation would then step down to a scale subservient to the houses before transitioning to a lighter rainscreen or render panel set within stone piers. These variations, along with the existing bank of trees will help break up the facade. Given these measures and including the sites higher density location in the village centre the layout and principles should be considered fully compliant with the SPD on residential amenity at this outline stage.

Please see drawing: 5364/P04 for additional indicative detail on the elevations including side & rear elevations and indicative materials schedule.

4.0 ACCESS

There are two existing vehicular access points to the site off Barnsley Road and Nanny Marr Road. Through our site analysis it became clear quite early on that retail access off Barnsley Road would be unacceptable given the roads relative tightness and the effect it would have on the residential properties situated on the street.

The proposed main access to both the retail and residential components of the outline proposal will be off Nanny Marr Road. This will ensure clear access off an existing primary road into Darfield centre, and not unduly impact the secondary Barnsley Road.

Access to the retail site is roughly in the middle of the site approximately 14m south of the existing access point. The car park and service areas would share access to the interior of the site before separating.

The car park is designed in accordance with current standards and would provide 166 spaces including 6no. disabled spaces, 3no. parent & child spaces, 8no. motorcycle spaces and 12no. secure cycle spaces. Disabled spaces would be full DDA compliant and are easily accessible, located adjacent to the foodstore and in the heart of the retail terrace. The general car parking spaces will be 5m by 2.5m with 6m lanes providing a more generous size to ease parking and vehicular circulation.

Servicing is to the rear and within a fully enclosed private service area. This area has been fully tracked and is acceptable for vehicle movements up to a 16.5m articulated lorry.

The design creates a landscaped open frontage onto Nanny Marr Road to allow ease of access and natural policing of the car park areas, whilst using the buildings to buffer existing residential properties on Barnsley Road. External areas will be suitably illuminated and acceptable signage will be incorporated throughout.

The residential component of the site would incorporate a single access point and off street parking for the new housing.

The site is easily accessible by public transport with two bus shelters immediately adjacent the site on Nanny Marr Road. A network of new and upgraded pedestrian routes would criss-cross the site ensuring greater site permeability and connectivity to the surrounding areas.

One major component to this is the re-established Lambeth Walk bisecting the site from east to west and connecting Nanny Marr Road to the parking on the development sites eastern boundary. This landscaped route would improve pedestrian circulation to the park as well as providing a natural division between the two proposed uses on the site.

The Transportation Assessment and Travel Plan which accompanies the planning application includes a comprehensive assessment on the traffic impacts of the proposed development.