

Design and Access Statement

WEST STREET I WORSBOROUGH I BARNSLEY

JANUARY 2014

architectural design
town planning
landscape architecture
John R Paley Associates

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... **SUMMARY**

This Design and Access Statement has been prepared by John R Paley Associates in relation to the outline planning application for residential development at West Street, Worsborough.

PURPOSE

This Statement responds to the requirements of the Town and Country Planning Development Management Proceedure Order (England) (Amendment) 2013 for applications of this type to be accompanied by a Design and Access Statement.

The aims of the statement are to ensure design is integral to the creation of new developments; this further reinforces guidance contained within the new National Planning Policy Framework.

The content of the design element of the statement must demonstrate how the physical characteristics of the scheme have been influenced by a thorough process, which includes:

Assessment
Involvement
Evaluation
Design

The statement should also address the following factors:

Use - What the land and buildings will be used for

Amount - How much development can the site accommodate

Layout - How the buildings and public and private spaces will be positioned and the relationship between them and buildings and spaces around the site.

Scale - How big the buildings and spaces will be, specifically their height, width and length.

Landscaping - How open spaces will be treated to enhance and protect the character of a place.

Appearance - What the building and spaces will look like, for example building materials and architectural details.

The access element of the statement must include two aspects of access to the development:

Vehicular and transport links - Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

BRIEF

The following points summarise the brief at an early stage of the design process:

Deliver quality of built form and spaces which are image enhancing

Employ innovations which are a model for environmentally sensitive development

Enable local residents and businesses to have meaningful influence on our proposals at every stage

Create a scheme which is deliverable and viable

ASPIRATIONS

Our intention is to deliver a secure and sustainable development of modern family homes in a safe, green and welcoming environment.

Achieve this vision through careful design and communication with the local authority and residents without preconception of the possibilities for this site.



AERIAL IMAGE

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This document is the Government's key reform to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

The over arching theme of the NPPF is sustainable development and this is outlined in paragraph 14, which states:

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking."

A planning case report has been prepared to accompany the submission and as such, this document should be read in conjunction with this document in addition to the suite of specialist consultant reports which accompanies this application.

The accompanying Planning submission provides a full assessment of the relevant policy context and as such this section identifies the design policies which need to be reviewed.

High Quality Design

Paragraph 56 - The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 57 - It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Paragraph 58 states:

Planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other 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 and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 63 - In determining applications, great weight should be given to outstanding or innovative designs, which help raise the standard of design more generally in the area.

While more recent changes to the planning system have confused certain areas of policy, Section 38(6) of the Planning and Compulsory Purchase Act (PCPA) 2004 remains and states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be in accordance with the plan unless material considerations indicate otherwise".

<u>Barnsley Saved UDP Policies</u>

The site is designated Urban Land to Remain Undeveloped although this designation and related policy is now considered out of date having regard to the provisions of the NPPF.

<u>Key Core Strategy Policies</u>

- CSP 1 Climate Change
- CSP 2 Sustainable Construction
- CSP 3 Sustainable Drainage Systems
- CSP 4 Flood Risk
- CSP 5 Including Renewable Energy in Developments
- CSP 8 Location for Growth.
- CSP9 The Number of New Homes to be Built.
- CSP10 The Distribution of New Homes.
- CSP14 Housing Mix and Efficient Use of Land.
- CSP15 Affordable Housing
- CSP 25 New Development and Sustainable Travel
- CSP 26 New Development and Highway Improvement
- CSP 27 Parking Strategy
- CSP 28 Reducing the Impact of Road Travel
- CSP 29 Design
- CSP36 Biodiversity and Geodiversity.
- CSP 39 Contaminated Land
- CSP 40 Pollution Control & Protection
- CSP 42 Infrastructure & Planning Obligations

<u>Relevant Supplementary Planning Guidance, Documents, Advice Notes or Planning Brief</u>

- SPD-Designing New Housing Development
- SPD-Open Space on New Housing Development
- SPD - Parking

<u>PAN</u>

- 30 Sustainable Location of Housing
- 33 Financial Contributions to School Places

THE SITE

The site is located at West Street, Worsbrough, Barnsley South Yorkshire and is situated around Ordnance Survey grid reference SE 35846 03689.

The site is approximately triangular, with the long northern edge formed by West Street. A dismantled railway runs along the southern boundary. There are residential developments to the north east, north and west. To the east there is further industrial development and to the south is open field and the River Dove. The site area is approximately 1.6ha.

Access to the site is directly from West Street in the north west and north east of the site. The accesses lead directly onto concrete highway that runs throughout the site connecting the various industrial units and parking areas which make up the majority of the site. The remainder of the site is made up of compacted made ground and overgrown areas, with dense vegetation noted adjacent the northern, western and southern boundaries.

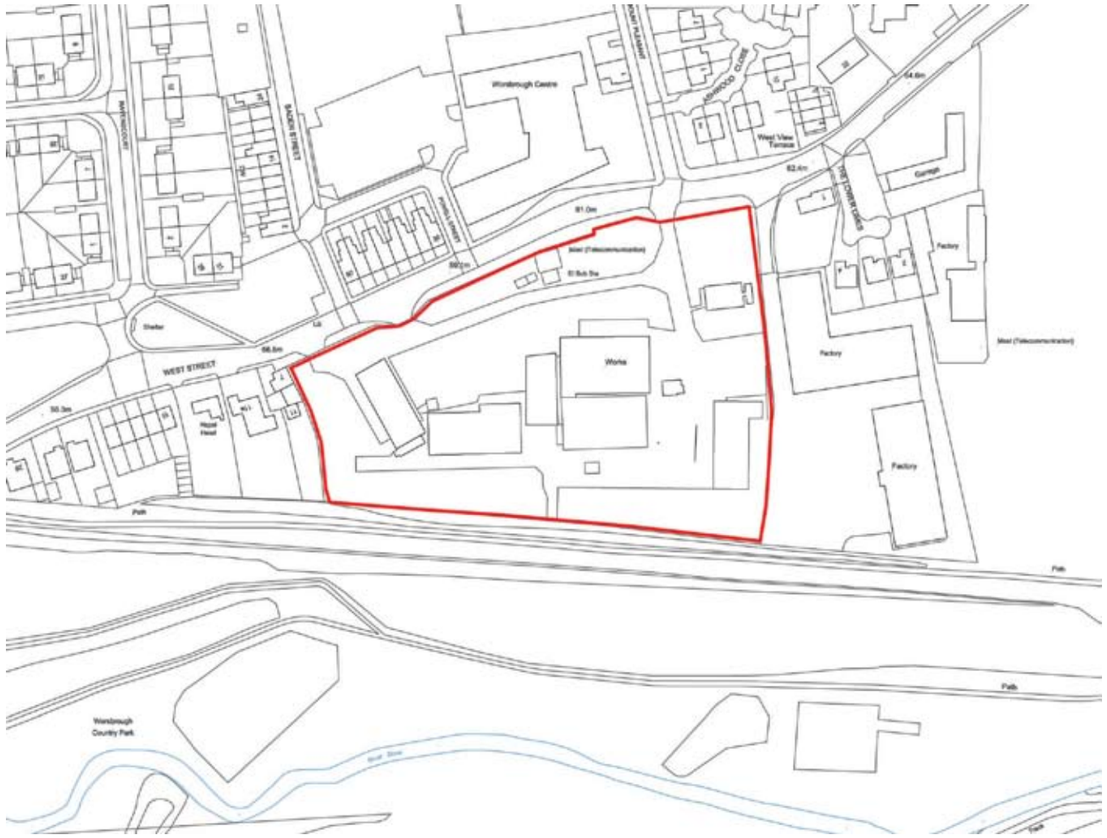
The site generally falls from north to south, with a high point of approximately 60m AOD in the north east corner of the site and a low point of approximately 53m AOD in the south east of the site.

The site is bounded to the west, east and south by a post and wire fence. The northern boundary is formed by a stone wall which has openings for vehicular access to West Street in the north west and north east.

The site comprises under-utilised employment uses which are let on a nominal or rent free basis.



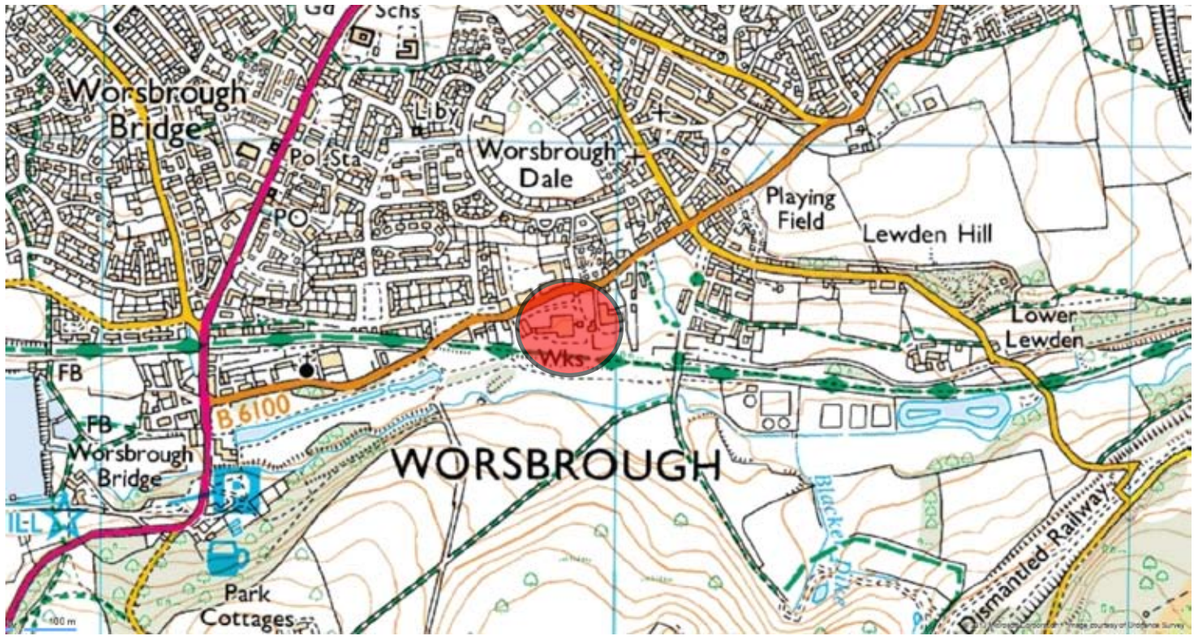
SITE TOPOGRAPHY (NOT TO SCALE)



OS LOCATION PLAN

NORTH

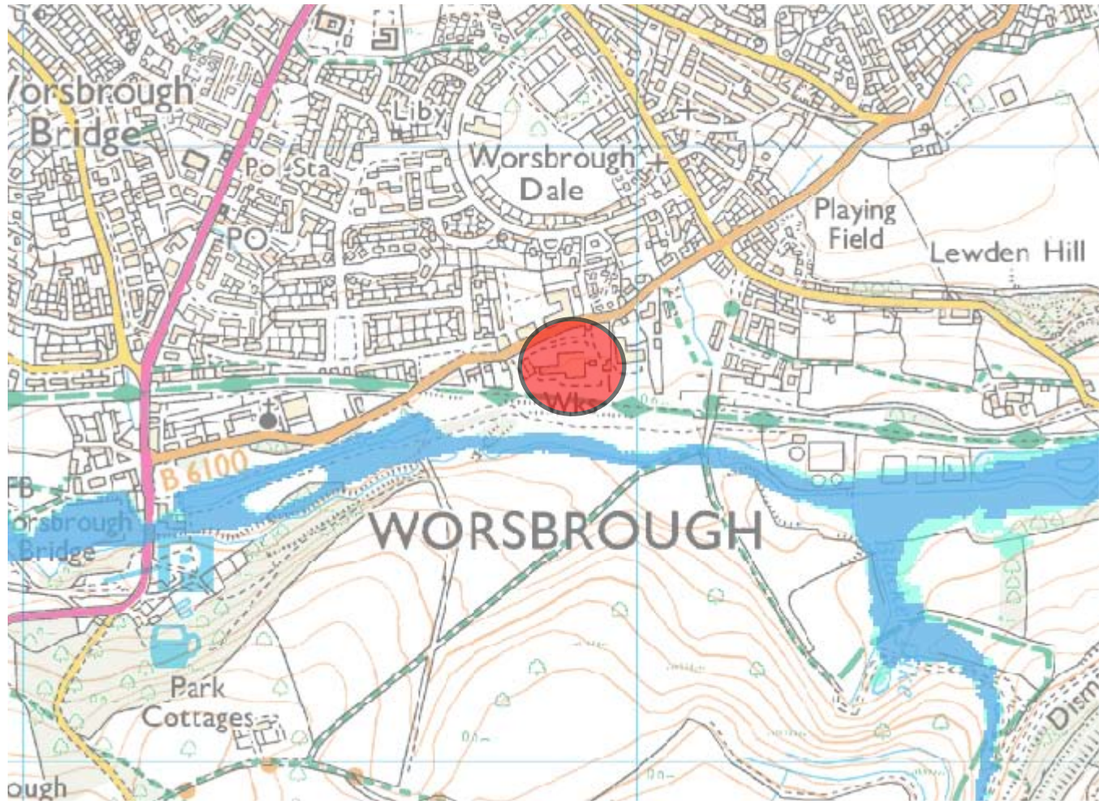
PUBLIC RIGHTS OF WAY



@BING MAPS 2013

The Transpennine Trail runs along the southern boundary of the site and can be accessed 180m west of the nearest site access. This section of the trail is a popular cycle route linking Silkstone, Wombwell, and Elsecar, providing a good quality track for cyclists, pedestrians, and horse riders.

FLOOD RISK



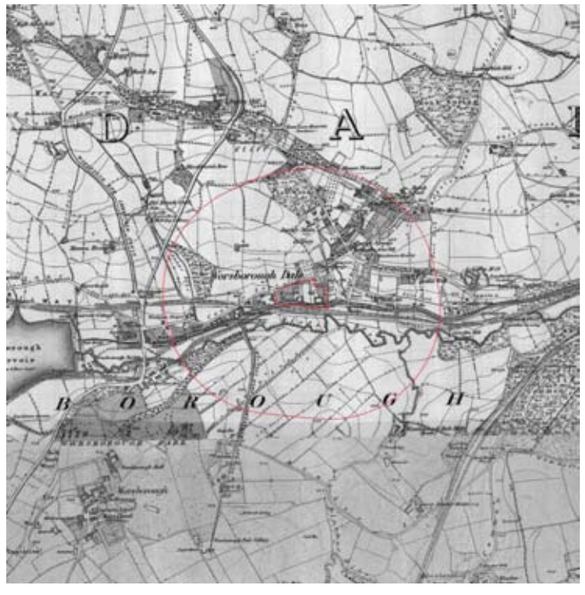
ENVIRONMENT AGENCY FLOOD MAP (NOT TO SCALE)

The Environment Agency have confirmed that the site lies within Flood Zone 1, which is land outside the 1 in 1000 year flood plain and deemed to be safe from flooding in the event of a flood with a 0.1% probability of occurring in any one year.

HISTORIC DEVELOPMENT

A number of historical Ordnance Survey plans from 1850-2012 have been consulted. Below is a brief description outlining the significant developments that may effect future construction of the site.

Date	Historical uses on site	Historical findings within 100m perimeter of the site	Historical findings further than 100m perimeter of the site
1850	i). Coal pit labelled in western third of the site. ii). Dearne and Dove canal shown on site running alongside southern boundary with two docks extending northwards.	i) Chemical works immediately to the east of the site. ii).Wells located immediately to the east of the site and 100m to the east. iii). Railway line running east-west immediately to the south of the site. iv). River Dove located to the south of the railway. v). Northern boundary formed by Caulker Lane.	i). Glass works 150m to the west. ii). Foundry 200m to the west. iii). Darley Main Colliery 200m to the north of the site. iv). Sandstone Quarry 200m to the north east of the site.
1890-1892	i). Buildings for Dearne and Dove saw mills shown in south eastern quarter of the site. ii). Coal pit no longer labelled in west of site. iii). Terraced buildings shown along eastern half of northern boundary.	i). Wells no longer shown to the east. ii). Reservoir immediately to the east of the site. iii). Residential development 100m to the north east of the site.	i). Darley Main Colliery no longer labelled to the north. ii) Sandstone quarry no longer labelled to the north east.
1903-1906	i). Western half of site labelled as Timber Yard.	i). Residential development immediately to the north west.	i). Glass Works 150m to the west now labelled as Steel Works. ii). Air shaft shown 200m to the north west of the site.
1929	i). Saw Mills extended into western half of site.	i). Two schools constructed immediately to the north of the site.	i). Works no longer labelled to the west of the site.
1938	i). The on-site features are similar to the previous sheet.	i). The features within 100m of the site are similar to the previous sheet.	i). No significant developments further than 100m from the site.
1948-1951	i). The on-site features are similar to the previous sheet.	i). Residential development to the north west of the site.	i). Residential development extends over air shaft 200m to the north west.
1960-1966	i). Dearne and Dove Canal now shown as area of marsh in southern quarter of site.	i). Chemical works and reservoir no longer shown to the east of the site.	i). Works labelled 200m to the south east. ii). Colliery works extending to within 450m south of site.
1967-1971	i). Saw Mills now labelled as Engineering Works. ii). Depot shown to west of Engineering Works. iii). Marsh no longer shown in south of site.	i). Battery Works shown immediately to the east of the site.	i). No significant developments further than 100m from the site
1977	i). The on-site features are similar to the previous sheet.	i). The features within 100m of the site are similar to the previous sheet.	i). Colliery works extended to within 250m of the south east of the site. ii). Sewage Works 400m to the south east.
1987-1993	i). Engineering works reconfigured on site.	i). Railway line to south of site dismantled.	i). Colliery works 250m to south east of site now labelled as disused tip.
2002	i). The on-site features are similar to the previous sheet.	i). Factory shown immediately to the south east of the site.	i). No significant developments further than 100m from the site.
2012	i). The on-site features are similar to the previous sheet.	i). The features within 100m of the site are similar to the previous sheet.	i). The features further than 100m from the site are similar to the previous sheet.



1850



1891

HISTORIC DEVELOPMENT



1903



1929



1938



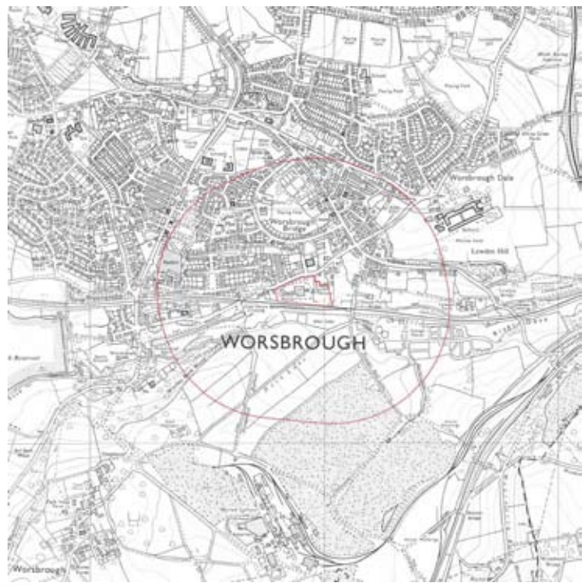
1948



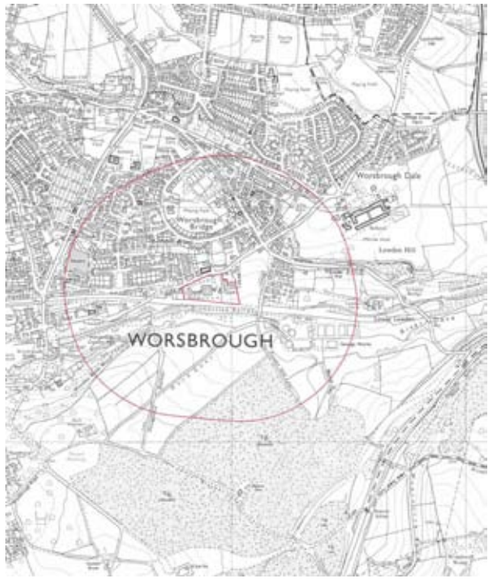
1951



1965



1977



1987

SUSTAINABILITY

The information provided opposite identifies the position of the site in relation to local services.

Paragraph 35 of the NPPF states that “developments should be located and designed where practical to:
• accommodate the efficient delivery of goods and supplies;
• give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
• create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
• Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
• consider the needs of people with disabilities by all modes of transport.

The catchment areas for the preferred maximum walking distance of 2km are shown on the plan opposite. The site is well placed to for residents to walk to work or shop.

West Street provides a good quality link to the nearest bus stops, and both High Street, and the A61 Park Road, which both contain local shops and services. There is small supermarket with ATM located on High Street adjacent to its junction with West Street approximately 350m northeast of the site. There is also a large medical centre located directly opposite the site which contains GP surgeries. The local footway network is considered suitable in terms of width, construction, and lighting. West Street, High Street, and Park Road all contain dropped footway crossing facilities and tactile paving in the majority of cases.

There are a series of pedestrian refuge islands along the A61 Park Road through Worsbrough allowing pedestrians to access the shops and services on both sides of the road safely. Park Road also has the benefit of a push button cycle and pedestrian crossing facility located adjacent to the Transpennine Trail.

The pedestrian catchment includes the whole of Worsbrough and its local services and amenities such as a large supermarket, food outlets, bakers, hairdressers, convenience stores, post offices, and a pharmacy. Worsbrough therefore contains good employment potential as a result of the large number of commercial and retail properties. There are 3 primary schools and an academy within this catchment, catering for all school ages.

With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”. The plan opposite shows the 5km cycle catchment area from the site. Within the cycle catchment area is the whole of Barnsley Town Centre, together with the neighbouring town of Hoyland, and the village of Birdwell. Barnsley Town Centre in particular offers significant employment, retail, and leisure facilities for the residents of the proposed development.

Bus stops are located on or adjacent to West Street within 400m of the centre of the site. The majority of these stops have timetable cases, with the nearby stop on Elmsdale also having the added benefit of a shelter.

As can be identified from the above table, there are up to 2 bus services per hour to the large commercial and retail areas of Barnsley Town Centre. There are also hourly services to the nearby settlements of Hoyland, Wombwell, Darfield, and Great Houghton.

These bus services also travel to the nearest railway station at Barnsley Interchange. The bus services are therefore considered to be of a good standard and will provide a suitable alternative to the private car in line with current Government guidelines.

In summary, the site is considered to be in a very sustainable location being within close proximity of the nearest bus stops and within acceptable walking distance of the many local services and amenities within Worsbrough. There are also four schools within this catchment. Within cycling distance of the site there is the whole of Barnsley Town Centre and surrounding industrial properties to the east including the significant industrial areas of Stairfoot. Barnsley Town Centre offers significant employment, leisure, and retail opportunities for the potential residents of the proposed development. Therefore the site conforms to current Government directives for ensuring developments are located in a sustainable locations.

1. Site Location
2. Doctor’s Surgery / Medical Centre
3. Local Shops
4. Dentist
5. School
6. Sports / Recreation Area
7. Pharmacy
8. Worsborough Country Park and Reservoir

● Local Bus Stops



SUSTAINABILITY DIAGRAM (NOT TO SCALE)

KEY VIEWS

1



2



3



4

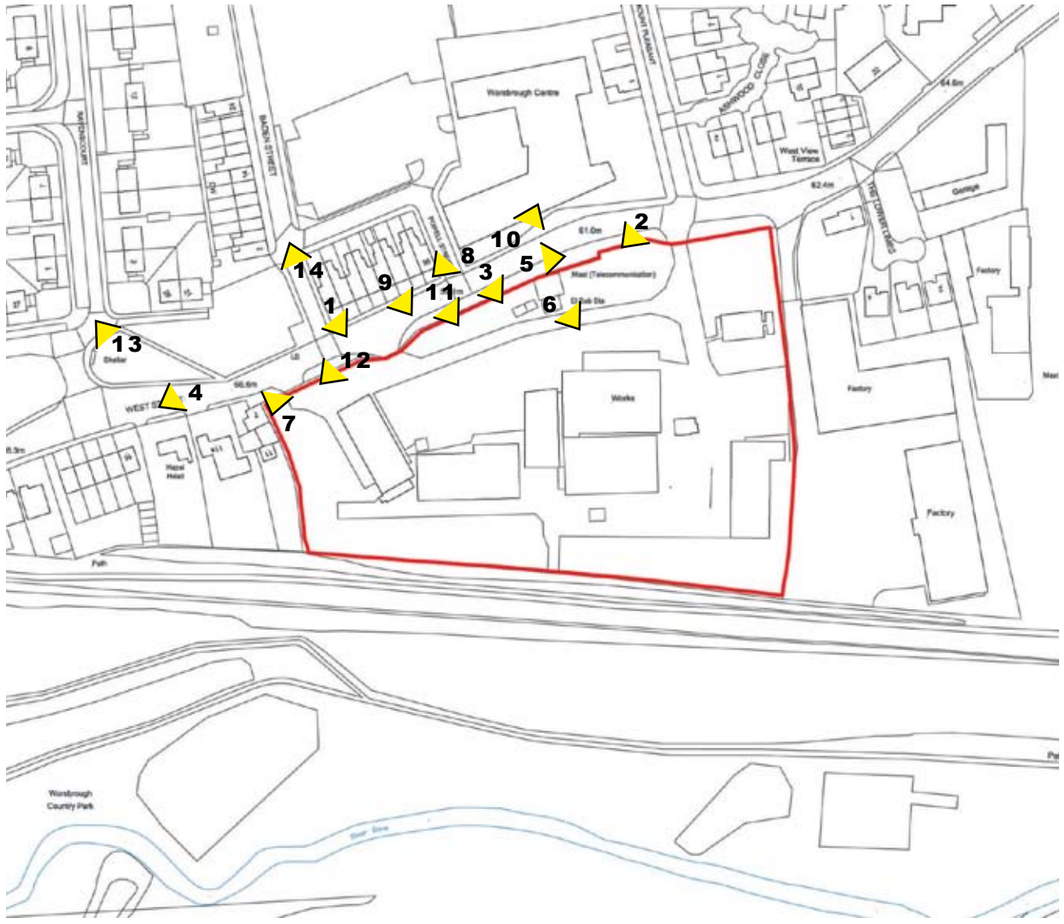


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PHOTOGRAPH KEY (NOT TO SCALE)

7



8



9



10



11



12



13



14



SETTLEMENT CHARACTER STUDY

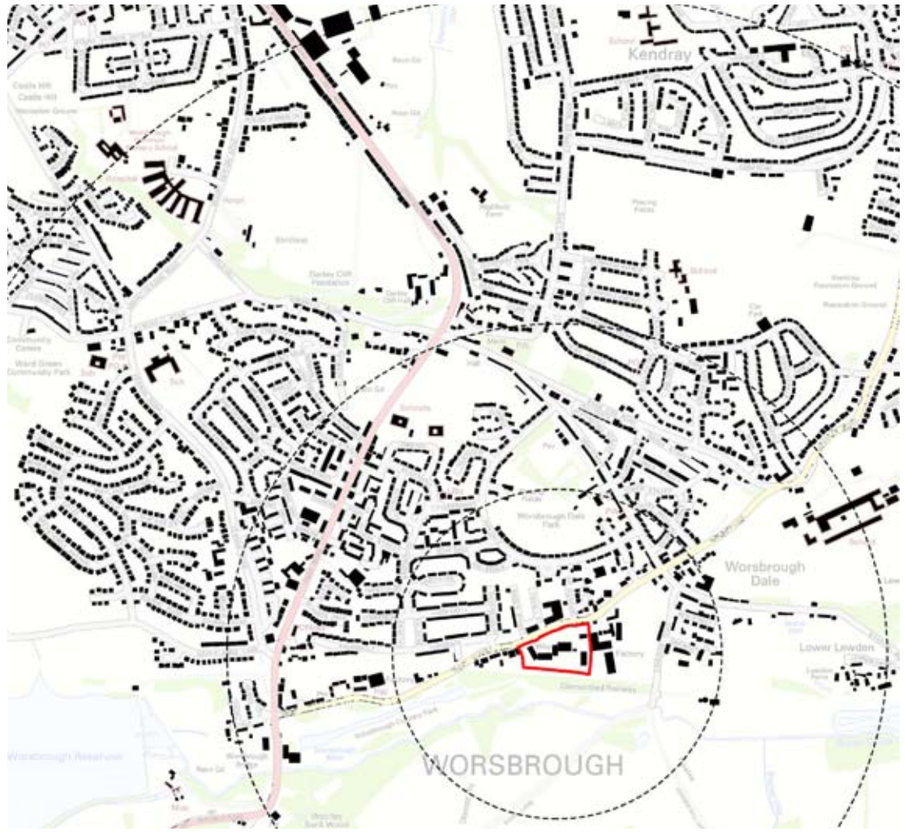


AREA ANALYSIS PLAN (NOT TO SCALE)

The settlement character study provides an overview of existing built form character in the local area. Inspiration for the architectural style and built form should be taken from the local context. The context should be analysed in detail to determine its positive and negative characteristics in order to inform the design solution.

A development should reinforce or enhance the positive aspects of the locality. Negative aspects will determine what should be avoided. In some cases, it may be appropriate to depart from the local context with high quality innovative proposals.
An understanding of local vernacular, including existing urban form close to the site is important in formulating the design proposals for the site.

The grain plan below demonstrates a settlement that has developed over time with a variety of land uses, with no dominant form.



URBAN GRAIN ANALYSIS (NOT TO SCALE)

An examination of the surrounding area has been undertaken to inform the design proposals. We considered materials, boundary treatments, parking solutions, architectural styles and features.

MATERIALS
Examples of stone, and redbrick.Heads and cill details where present these are in keeping with the primary construction. Window styles vary in terms of style and material with brown and white present. There are examples of horizontal and vertically emphasised windows. Roof tiles are generally red, grey or dark brown.

BOUNDARY TREATMENTS
There are a range of boundary treatments in the settlement, ranging from open plan, to low walls, fences and landscaping.

CAR PARKING SOLUTIONS
Existing parking solutions include: on-street, drives and garages.

ARCHITECTURAL STYLES AND FEATURES
The styles of properties vary significantly. Examples of styles and features includes variation in the roofscape, gables, some examples of chimneys. Eaves detailing is generally simple and in keeping with the primary construction of the dwellings.

SETTLEMENT CHARACTER STUDY






Area 1 - Key Features

IMAGERY ©2013 GOOGLE, MAP DATA ©2013 GOOGLE

- Mix of semi detached and semi-detached bungalows
- Hipped and gable roofs
- Materials - red brick, render and timber boarding






Key Features - Area 2

IMAGERY ©2013 GOOGLE, MAP DATA ©2013 GOOGLE

- Mix of detached, semi detached and semi-detached bungalows
- Variety of roof styles.
- Chimneys
- Materials - red buff brick and render






IMAGERY ©2013 GOOGLE, MAP DATA ©2013 GOOGLE

Key Features - Area 3

- Mix of detached, semi detached and semi-detached bungalows.
- Linear terraced form
- Variety of roof styles
- Chimneys
- Materials - red buff brick and stone

OPPORTUNITIES AND CONSTRAINTS - 4

The aim of the design process is to:

Appreciate the Context of the Area - interpretation of character of the area, natural resources and aspirations of local community to arrive at a realistic vision of what the place may become.

Creating the Urban Structure - creating the inter relationship between development blocks, streets, buildings, open space, landscape and all other features that contribute to creating an urban environment.

Making Connections - the roads, streets, footpaths, public transport routes and green corridors need to achieve a sustainable interlinked movement system.

Detailing the Place - considering the detail of the buildings and public realm and the interface between them, the corner treatments, roof lines, pavement and street furniture etc.

The site area and analysis enables a detailed evaluation of the potential opportunities and constraints of the site, this informs the initial design process.

OPPORTUNITIES

- Sustainable location of the site to provide additional housing in this area of the Borough.
- Surrounding land use is predominantly residential
- Opportunity to promote sustainable methods of movement, given the location of the site.
- Opportunity to provide open space.
- Opportunities to increase pedestrian permeability via existing footpath network.

ISSUES

- Road noise can be designed out, through careful integration of the design and landscaping.
- Existing boundaries to adjoining properties to be respected.



OPPORTUNITIES / CONSTRAINTS DIAGRAM (NOT TO SCALE)

SITE BOUNDARY

PROPOSED ACCESS POINT

POTENTIAL GREEN CONNECTION

MOBILE PHONE MAST/SUB STATION

EXISTING PEDESTRIAN FOOTPATH

EXISTING DWELLINGS

EXISTING EMPLOYMENT

CONCEPT MASTERPLAN

The design illustrated opposite proposes an indicative residential layout of up to 70 dwellings and includes:

- Two vehiclar connections to West Street.
- Central corridor of green space, connecting to the Trans Pennine Trail.
- Dwellings sited to front West Street.

Concept Design Principles:-

- Overlooking for existing footpaths, public open space and recreation ground.
- Key vistas and views are framed
- Highway network will be designed for low speeds, pedestrians, cyclists, vehicles can mix safely together
- Pedestrian linkages are proposed to the wider locality, a safe attractive and well cared for public realm will encourage people to walk.
- The urban structure aims to create a rhythm with quieter thematic areas giving way to occasional focal points. This can be achieved by marking key focal points and gateways with landmarks, distinctive landscaping or varying the building line.



CONCEPT MASTERPLAN (NOT TO SCALE)

1. ACCESS POINTS TO WEST STREET
2. CENTRAL GREEN SPACE
3. PEDESTRIAN ONLY ACCESS
4. PEDESTRIAN CONNECTION TO OFF-SITE FOOTPATH
5. MOBILE PHONE MAST

B BUS STOP

AMOUNT

This application seeks outline approval with means of access for residential development. In line with local and national guidance, it is a requirement to identify the amount of development being proposed. Although only at the outline stage, the indicative masterplan demonstrates how the development would include the provision of up to 70 dwellings.

The total site area is 1.52 hectares. The breakdown of land uses on the site as demonstrated is as follows:

Nett Area of development: 1.36 hectares
Open Space: 0.16 hectares

The aspiration for this site is that the scheme will be developed at varying densities in different parts of the site with an overall density in the range of up to 46 units per ha.

Mix of housing

Although the mix of housing will be established at the more detailed stage it is envisaged that the development would provide a mix of 1, 2, 3, and 4 bedroom properties in line with the aspirations of National and Local Guidance and the desire to create a mixed and sustainable community.

Affordable housing

Policy CSP 15 requires affordable housing on developments of 15 or more dwellings and in this location the provision should be up to 15% of dwellings provided as affordable.



An indicative masterplan has been prepared to demonstrate the design principles for the site and the quantum of development which could be achieved.



DEVELOPMENT PROPOSALS - 6

LAYOUT



1. Access points to West Street
2. Central Green Space
3. Pedestrian-only Connection
4. Pedestrain Connection to off-site Footpaths
5. Mobile-phone Mast

Purpose of the Plan

Given that layout is reserved, at the outline stage, in line with local and national validation requirements, the application is required to provide information on the approximate location of buildings, routes and open spaces proposed.

The reasoning behind this section of the Design and Access Statement is therefore to provide that plan and explain the principles behind the choice of development zones and blocks or building plots proposed and how these principles, including the need for appropriate access will inform the detailed layout to be considered by the Local Authority at the detailed Reserved Matters Stage.

Principles to be taken forward include: -

- Vehicular access to the development will be provided from two new junctions on to West Street, the first will be located to the west of the existing east side access, and the second will be located to the east of the existing west side access. Subsequently, the existing site access points will be removed, with the kerbed radii removed and footways extended across each of the existing junctions. The proposed junctions will be simple priority junctions and will include kerbed radii on both sides and footways (at least 2m wide) returning into the site.
- The layout provides an indicative amount of development and demonstrates how the identified number of dwellings complies with the requirements of local guidance (SPD Designing New Housing Developments) in terms of space about dwellings and garden sizes. We are able to demonstrate that this site could accommodate up to 70 dwellings comprising a mix of apartments, terraced, semi-detached and detached dwellings.
- A number of trees exist within the site which are identified as being retained given the amenity value that they provide. Adequate distances should be afforded to those trees in line with local guidance. The retention of these trees within public spaces where possible will reduce future pressures for removal through amenity issues.
- Given the proximity of existing dwellings along the easterN site boundary, it is important to ensure that adequate separation distances are proposed in order to maintain residential amenity.
- All dwellings will have adequate car parking provision, which could comprise of the following: parking bay, driveway, garage and where possible parking should not be a dominant feature of the street scene.
- It is important to address key corners and the use of dual aspect dwellings achieves this.
- Consideration should be given to the materials in order that they compliment the existing surroundings.
- A green corridor, incorporating open space and structural landscaping is proposed.
- Existing public footpaths retained with new pedestrian linkages provided.

MOVEMENT

The arrangement of a number of streets have been developed and respond to:

- The character and role of the streets and spaces in the development
- The movement function
- Built form
- Landscape character and public realm.

The need to manoeuvre should be avoided where possible, by the use of a well connected street network, cul-de-sacs in excess of 20 metres will require a manoeuvring facility capable of accommodating the largest anticipated vehicle (normally a refuse vehicle).

Principles to consider when undertaking detailed designs for the Reserved Matters Stage: -

- Visibility splays should be identified at all internal junctions.
- Adopted forward visibility splays should be identified.
- Drive lengths should be a minimum of 5.6m. They must not be of an intermediate length where a vehicle could potentially park and overhang the footway.
- Areas that serve more than 5 dwellings must be adopted.
- Suggested adoption of footpath link.
- Garages should be 3 x 6m to count as a space.
- Refuse Strategy must be fully considered and integral to the detailed design proposals for the site in terms of collection and storage.
- Provision for cycles should be incorporated within the design and considered at the Rerserved Matters stage.

Primary route

Secondary route

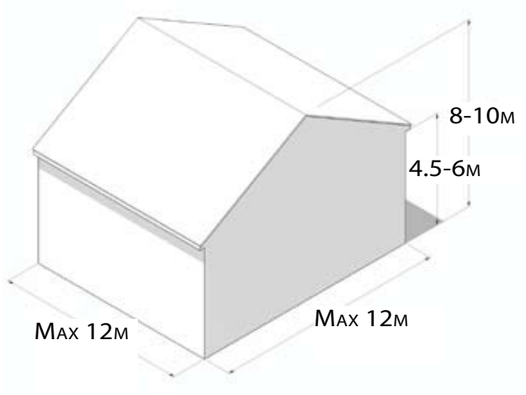
Pedestrian connection

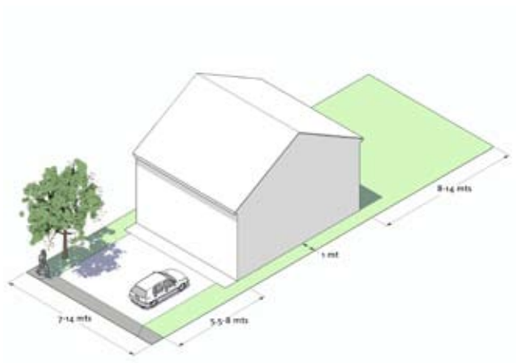


MOVEMENT PLAN (NOT TO SCALE)

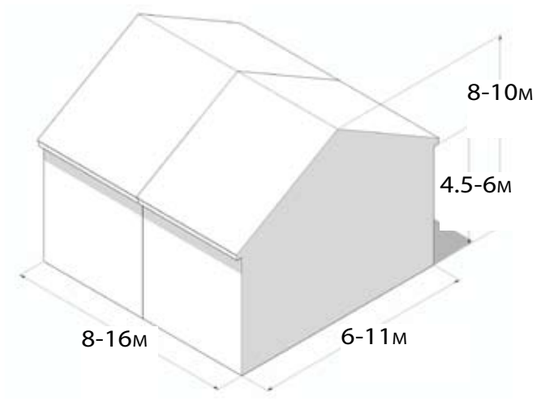
TYPOLOGIES

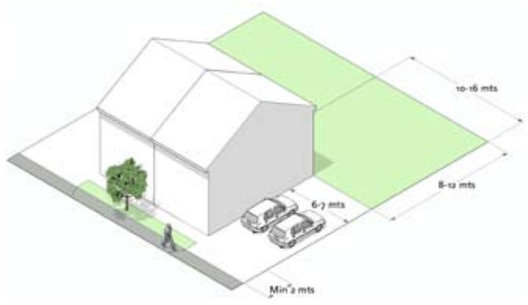
2 st. detached dwelling





2 st. semi - detached dwelling



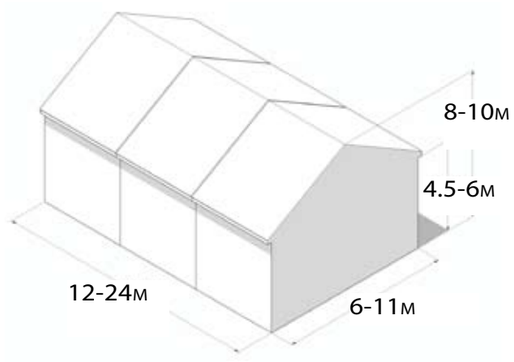


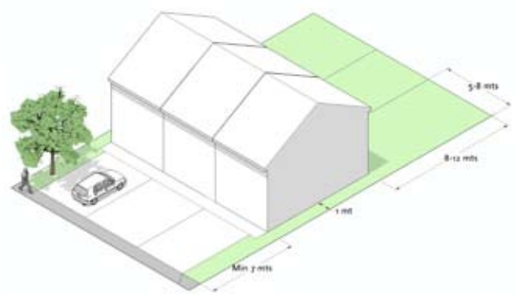
Given that this application is in outline form only, the specific scale of development is reserved for the more detailed planning stage. Irrespective of this, the typologies above provides examples of the types of dwellings, which could be taken forward as part of this development in the various scale parameters identified.

In line with the aspirations of the NPPF, the provision of a mix of house types and styles can be attractive to a wide demographic and help to meet local housing need.

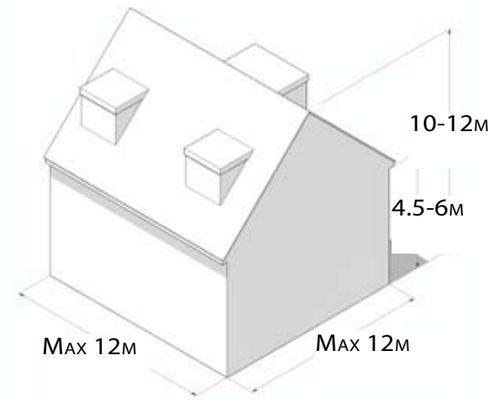
As the local context analysis demonstrated, the architectural styles vary significantly throughout the area leaving no one type to draw inspiration from for this development.

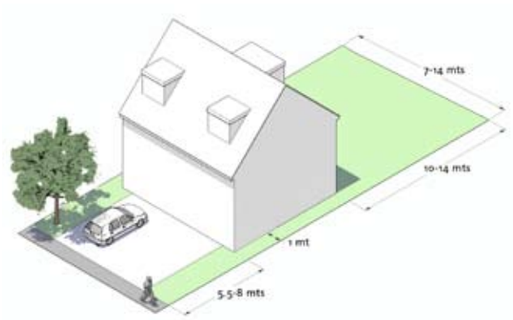
2 st. Terrace

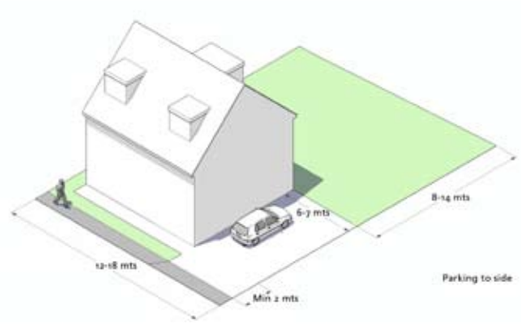




2.5 st. Detached

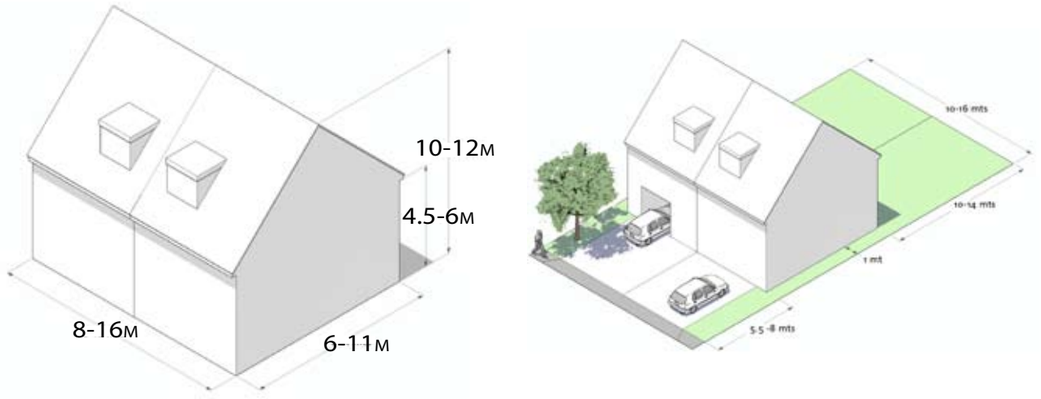




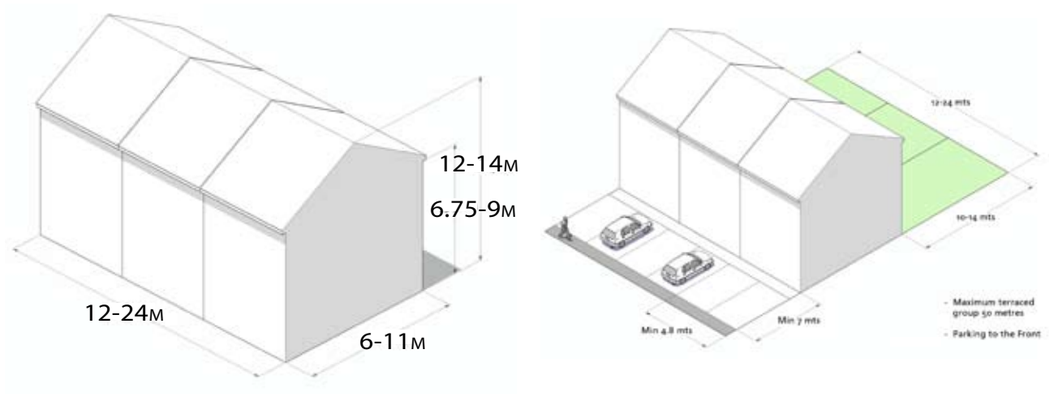


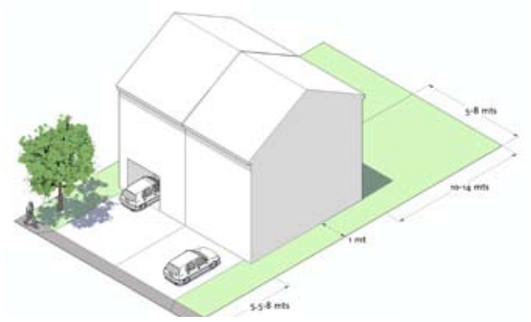
TYPOLOGIES

2.5 st. semi - detached dwelling



3 st. Terrace





3 Storey Apartment Blocks



A higher use of taller larger massed buildings within the street is beneficial given the topography of the site.

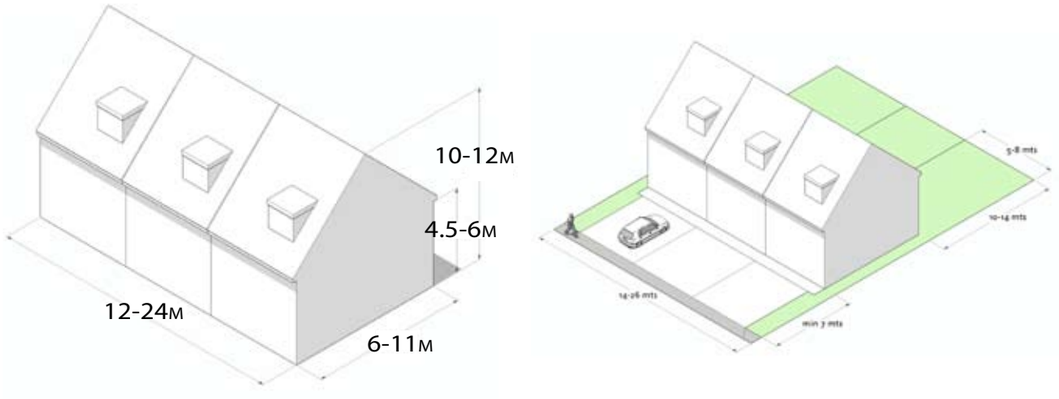
Guiding Principles

The proposed street layouts help to provide legibility and variety within the development whilst relating the design of the space to adjacent land uses.

The width between buildings is critical to how well streets work and their aesthetic qualities. Widths should relate to building heights and the proposed characteristics of the streets.

The backs and fronts of buildings need to be treated differently. The basic tenet is ‘public fronts and private backs’, and it is important to get this right in order to make streets work as places.

2.5 st. Terrace



The South Yorkshire Residential Design Guide provides details on the appropriate sizes of dwellings which should be adhered to as part of any detailed design for the site. Those standards are provided below.

Unit Type	Minimum Size (Sq.ft)
1 Bed 1 Person Dwelling	495
1 Bed 2 Person	505
2 Bed 3 Person	667
3 Bed 4 Person	828
4 Bed 5 Person or more	1001

South Yorkshire Residential Design Guide

SCALE

The plan below demonstrates how the use of varied storey heights could create interest to the streetscene and help to frame views, in the future detailed design.



SCALE PLAN (NOT TO SCALE)

LANDSCAPE

This section of the statement provides details of the landscape approach taken at this site.

Although only at the Outline Stage, it is important to establish an overall strategy for the landscaping as a guide for the more detailed application to ensure that any existing landscape features are retained and enhanced where necessary.

Barnsley Council have a Supplementary Planning Document for Open Space Provision on New Housing Developments that requires a minimum of 15% of the developable site area of a proposal should be green space. The indicative masterplan proposes a central green corridor connecting to the Trans Pennine Trail beyond. The total greenspace provision is 0.16 hectares from a total site area of 1.52 hectares, this equates to approximately 10.5%. Any deficit on-site will be made up via an off-site commuted sum.



GREENSPACE PLAN (NOT TO SCALE)

Individual Plot Planting
This will be determined at the Reserved Matters stage when the detailed plans are submitted. The following sections however identify why these elements should be considered through this process: -

The planting to individual plots will have 3 main aims:

1.Defining defensible space
Providing protection from roads and footways and between plots

2. Creating distinctive spaces
Using a limited palette of plants for different parts of the development. Creating focal points at key areas such as cul-de-sac heads and junctions by using contrasting plants with architectural form.

3. Complimenting the built form
Softening walls, breaking up building lines and filtering views between buildings.

Secure by Design guidelines

Incorporating these guidelines within the design will involve the selection of defensive planting while maintaining clear visibility and allowing natural surveillance. Positioning of shrubs and trees to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.

Maintenance
Again, this is a matter, which will be determined at the detailed planning stage and should be fully considered when completing the detailed designs for the site:

Planting within private gardens.
Garden areas would usually come under the ownership of individual householders, who will then be responsible for the maintenance of lawns, trees and shrubs.

Public Open Space
Good management of community assets and public areas will have a major effect on the social and commercial success and profile of any development.

The Public realm should therefore be maintained by either a management company or the local authority to an approved management plan.

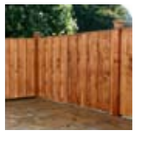
In developing the landscape scheme, it is important to look at the external environment as a whole. Boundary treatments are important in defining perceptions of public, semi-private and private space. They can help to create an attractive setting for the development and local street scene, and are important in integrating the development with its surroundings. The design and detailing of the boundary treatments should complement the materials used in the development and be appropriate for the area. They should be integrated with the proposed planting scheme.

Front Gardens

There are a range of boundary treatments in the settlement, ranging from open plan, to low walls, fences and landscaping. It is important to ensure that although boundary treatments are useful for defining space, they should not restrict levels of natural surveillance onto the street.

Rear and Side Boundary Treatments

Rear gardens must be defensible and ensure that the space is private for the occupiers. In this situation, a higher boundary is considered to be appropriate such as a 1.8m high fence or wall.

Rear and Side Boundary Treatments				
Boundary	Example Location	Materials	Height	Example Images
Rear Boundary between back gardens		Timber fence panel. Ideal is to include gaps to reduce starkness	1.8m	 
Side Boundary between back gardens		Timber fence panel.	1.2 - 1.8m max	 

SUSTAINABILITY

Policy CSP 5 of the Core Strategy requires that the development incorporate decentralised renewable or low carbon energy sources and other design measures sufficient to reduce the developments CO2 emissions by 15% and states that this would rise to 20% for applications submitted after 2015.

Policy CSP 2 Sustainable Construction relates to meeting Code level 3 for residential development, rising according to when the scheme is built.

A Sustainability Statement has been provided as part of this submission and should be read inconjunction with this Design and Access Statement.

The Sustainability Statement concludes that:

The proposed development will make a contribution to the present and recognised need for sustainable housing within Barnsley, in a location that will encourage sustainable alternatives to car travel.

A high proportion of the proposed housing has a south orientation and generous spacing to ensure useful solar gains and good daylighting. These measures will help to minimise housing energy use and carbon dioxide emissions regardless of specific house type design. Subject to a full feasibility study, south orientated dwellings will provide an opportunity to reduce carbon dioxide emissions through the incorporation of roof-mounted renewable energy technologies.

Additional measures will be taken to ensure the efficient use of natural resources such as water and reduce environmental impacts from materials, pollution, waste sent to landfill and surface water run-off.

The proposed layout would preserve the majority of ecologically valuable features along the south and east boundaries of the site and the landscape proposal incorporates a number of new ecological features with the aspiration to increase the ecological value of the site through the introduction of a green corridor and garden planning featuring nectar rich plant species.

These measures respond to the National Planning Policy Framework 'three dimensions' of sustainable development; economic, social and environmental, and address issues identified in the Sustainability and Climate Change section of the current Barnsley LDF document (Sections 4.12, 4.15 and 4.16). A broad measure of the sustainability of the proposed development is that it will contribute to, "securing sustainable development within Barnsley to meet its environmental, economic and social needs" (Barnsley LDF-Core Strategy. Section 4.12, Page 18).



SOLAR ORIENTATION PLAN (NOT TO SCALE)

ACCESS

This section of the Statement will address access issues to the site, including the following aspects:

Policy – justification of the relevant national, regional and local planning policies.
Site Circumstances – how any specific issues, which might affect access to the development, have been addressed.
Consultation – indicating who has been consulted in relation to access for all, particularly the disabled.
Vehicular and transport links - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.
Inclusive access - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

Policy

At a national level, National Planning Policy Framework (March 2012) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.29).

Paragraph 32 requires that “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. “ Paragraph 39 states that a key tool will be a Travel Plan.

It directs that development should be located and designed (where practicable) to:
exploit opportunities for the use of sustainable transport modes
give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
consider the needs of people with disabilities by all modes of transport.

Manual for Streets, 2007

Manual for Streets supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement.

MfS provides a clear framework for the use of local systems and procedures; it also identifies the tools available to ensure that growth and change are planned for and managed in an integrated way.

MfS aims to assist in the creation of streets that:
- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design
- Form part of a well-connected network;
- Are attractive and have their own distinctive identity;
- Are cost-effective to construct and maintain; and
- Are safe.

Site Circumstances

The site has historically been used for general industrial purposes (B2 use class). The site contains two access points located on the east and west sides of the site, both of which form priority junctions with West Street, each containing kerbed radii on both sides and gates set back into the site. Both access points contain suitable visibility splays corresponding with the estimated traffic speeds along West Street. The east side access is 7m wide and the west side access is 6.2m wide.

Highway Network

West Street is a two way single carriageway road with footways provided on both sides. Along the site frontage the carriageway is 7.3m wide and is in a good condition. The nearside footway ranges in width between 1.6m and 4.5m, and the opposite side footway is around 1.6m wide. Both the footways are in reasonable condition, providing a suitable pedestrian link to the nearest shops and services on High Street. Along the site frontage West Street also contains a grass verge separating the nearside footway from the sites northern boundary wall. West Street contains street lighting to an appropriate standard and is subject to a 30mph speed limit. This road also contains Traffic Regulation Orders that restrict waiting at all times. These restrictions are located within the vicinity of the High Street/ Station Road junction.

Development Proposals

The proposals are to demolish the current industrial buildings on site and remove the associated uses that occupy the site to make way for a new residential development of around 70 dwellings.

The internal road layout, drainage, street lighting and footways will be provided in accordance with South Yorkshire’s Residential Design Guide.

Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA.

Vehicular access to the development will be provided from two new junctions on to West Street, the first will be located to the west of the existing east side access, and the second will be located to the east of the existing west side access. Subsequently, the existing site access points will be removed, with the kerbed radii removed and footways extended across each of the existing junctions. The proposed junctions will be simple priority junctions and will include kerbed radii on both sides and footways (at least 2m wide) returning into the site.

The proposed junctions will have visibility splays of 2.4m x 43.0m on both sides, which is commensurate with the 30mph speed limit along West Street and Government guidance given within Manual for Streets.

Vehicular and Transport Links

West Street provides a good quality link to the nearest bus stops, and both High Street, and the A61 Park Road, which both contain local shops and services. There is small supermarket with ATM located on High Street adjacent to its junction with West Street approximately 350m northeast of the site. There is also a large medical centre located directly opposite the site which contains GP surgeries. The local footway network is considered suitable in terms of width, construction, and lighting. West Street, High Street, and Park Road all contain dropped footway crossing facilities and tactile paving in the majority of cases.

There are a series of pedestrian refuge islands along the A61 Park Road through Worsbrough allowing pedestrians to access the shops and services on both sides of the road safely. Park Road also has the benefit of a push button cycle and pedestrian crossing facility located adjacent to the Transpennine Trail.

The pedestrian catchment includes the whole of Worsbrough and its local services and amenities such as a large supermarket, food outlets, bakers, hairdressers, convenience stores, post offices, and a pharmacy. Worsbrough therefore contains good employment potential as a result of the large number of commercial and retail properties. There are 3 primary schools and an academy within this catchment, catering for all school ages.

Within a 5km cycle catchment area from the site is the whole of Barnsley Town Centre, together with the neighbouring town of Hoyland, and the village of Birdwell. Barnsley Town Centre in particular offers significant employment, retail, and leisure facilities for the residents of the proposed development.

Bus stops are located on or adjacent to West Street within 400m of the centre of the site. The majority of these stops have timetable cases, with the nearby stop on Elmsdale also having the added benefit of a shelter.

As can be identified from the above table, there are up to 2 bus services per hour to the large commercial and retail areas of Barnsley Town Centre. There are also hourly services to the nearby settlements of Hoyland, Wombwell, Darfield, and Great Houghton.

These bus services also travel to the nearest railway station at Barnsley Interchange. The bus services are therefore considered to be of a good standard and will provide a suitable alternative to the private car in line

with current Government guidelines.

Inclusive Access

External Access

People are very different in their needs, and in the way they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone.

The principles of an inclusive environment will be:

- Easily used by as many people as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality.

Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings and the housetypes will be compliant with Part M of Building Regulations.

This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc, are adhered to. Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice guidance on accessibility it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.

The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

Approach to Building
The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself. Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

Entrances

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

References:
Approved Document M, Access and Facilities for Disabled People
BS 8300 Design of Buildings and their Approaches to Meet the Needs of Disabled
This section of the Statement will address access issues to the site, including the following aspects:

SECURED BY DESIGN

In order to comply with the recently published National Planning Policy Framework (NPPF), developments should create safe and accessible environments where opportunities for crime are designed out.

Validation requirements for planning and other applications submitted under the Town and Country Acts, states that, in respect of Design and Access Statements, crime prevention is an aspect to consider in relevant circumstances and it will be at the discretion of the Local Planning Authority to determine whether the absence of any reference to this will invalidate a particular Design and Access Statement at the outset. In any event, such information may be relevant to consideration of the application and applicants are strongly encouraged to show how measures to prevent crime and disorder have been incorporated.

NPPF, paragraph 58 states that developments “should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.”

Safer Places: the Planning System and Crime Prevention, a companion guide to Planning Policy Statement 1, focuses on seven attributes of sustainability that are particularly relevant to crime prevention. The attributes are general and descriptive. They are not prescriptive. They are not a set of rules to be applied to all situations. Instead, they should be considered as prompts to thinking about crime prevention and promoting community safety through the planning system.

These 7 attributes are:

Access and Movement – places with well defined routes, spaces & entrances that provide for convenient movement without compromising security;
Structure – places that are structured so that different uses do not cause conflict;
Surveillance – places where all publicly accessible spaces are overlooked;
Ownership – places that promote a sense of ownership, respect, territorial responsibility and community;
Physical Protection – places that include necessary, well designed security features;
Activity – places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times;

Management and Maintenance – places that have these in mind to discourage crime in the present and the future.

The application seeks outline approval for residential development, the detailed layout, appearance and landscape of the development will comprise of the reserved matters submission. An indicative layout has been submitted to accompany the submission, which provides an indication of how the site could be developed.

Given the application is in outline form, it is not possible at this stage to specify how detailed measures to design out crime will be undertaken. However there are a number of measures, which should be considered in the detailed design of the reserved matters submission.

General Principles

Areas of open space and play space should be located so that they are overlooked by dwellings. This will ensure that they are accessible for all future residents and will benefit from high levels of natural surveillance.

Footpath links should be clearly and logically positioned to ensure surveillance and use.

Parking will seek to be provided within curtilage through a drive and/or garage where possible. For terraced properties parking could be provided by parking bays and these will be in a logical position to the property, generally to the front to ensure they are overlooked.

Public and private spaces will be clearly defined to minimise the possibility of crime/anti-social behaviour going un-challenged. This should be through the use of a well-designed and sensitive landscaping schemes or boundary treatments in residential areas which will create a high quality and attractive environment.

The use of robust boundary treatments typically 1800mm high fencing (with lockable gates) to the rear boundaries of dwellings with 1200mm fencing sub-dividing plots. Front boundaries will be defined by landscaping or a boundary treatment as appropriate. The use of 1800mm screen walls should be employed where the rear / side garden boundaries abut the highway.

Rear gardens will be plotted against rear gardens where possible to minimise the possibility of unwanted access. Any rear access paths should have lockable gates preventing casual intrusion.

The use of defensive planting will maintain clear visibilities and allowing natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.

The proposed fenestration of the dwellings will respond to the street with outward facing development, front doors clearly visible and located in a logical relationship to the accessible routes that serve it to ensure the creation of an active street scene. Gables will be appropriately treated with windows to ensure surveillance and dual aspect dwellings should be employed at key corners.

DEVELOPMENT PROPOSALS - 6

SECURED BY DESIGN



The use of defensive planting will maintain clear visibilities and allow natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.

The use of robust boundary treatments typically 1800mm high fencing (with lockable gates) to the rear boundaries of dwellings with 1200mm fencing sub-dividing plots.

Front doors are clearly visible and located in a logical relationship to the accessible routes that serve it to ensure the creation of an active street scene.

Gables are appropriately treated with windows to ensure surveillance

Rear gardens are generally plotted against other rear gardens (either proposed or existing) in order to minimise the possibility of unwanted access.

Dual aspect dwellings will be employed at key corners.

Parking is predominantly situated within the curtilage of the property through a drive and/or garage. For terraced properties parking is provided by parking bays and these are located within a logical position to the property, generally to the front to ensure they are adequately overlooked.

Public and private spaces are clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. Within this scheme, this is achieved through the use of a welldesigned and sensitive landscaping scheme and change in material, which delineates the public from the private realm. This will ensure the creation of a high quality and attractive residential environment. The use of 1800mm screen walls is employed where the rear / side garden boundaries abut the highway to ensure privacy for future residents.

The proposed fenestration of the dwellings respond to the street with outward facing development

Proposed footpath links within the site are clearly and logically positioned to ensure surveillance and promote the use of these links.

The areas of open space are located to ensure easy access for all existing and future residents. All areas are adequately overlooked by the siting of surrounding dwellings. This will ensure that they benefit from high levels of natural surveillance.

SUMMARY - 7

Overall, the concept layout blends a variety of dwelling types with good permeability, strong links to public transport, safe and secure access to public open space and a good variety of built form. These elements will hopefully ensure a pleasant environment to live. This Design and Access Statement has demonstrated how the scheme accords with relevant national, and local planning policy and design best practice.



SUMMARY

SITE AREA	1.52HA
DWELLING CAPACITY	UP TO 70
DWELLING TYPE	APARTMENTS, TERRACED, SEMI & DETACHED
BED RANGE	1-4
DENSITY	UP TO 46DPH
POS	0.16HA