

YORKSHIRE LAND LTD

Sheffield Road, Penistone, Barnsley

Outline Consent for 14 Detached Dwellings

Design & Access Statement



June 2013

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1.0 INTRODUCTION

- 1.1 This Design & Access Statement has been developed in support of an outline planning application for development of the site to provide 14 new detached residential units.
- 1.2 This Statement sets out the design principles to be adopted in the scheme together with an assessment of the site in its local context.
- 1.3 This application seeks to promote a scheme that satisfies current national and local planning policies and Design Best Practice guidance.

2.0 SCOPE

- 2.1 This Design & Access Statement has been prepared in accordance with the CABE Guide "Design & Access Statements – How to Write, Read and Use Them", and Circular 01/06 "Guidance on Changes to the Development Control System". In addition, it is in accordance with the guidance prepared by the local planning authority and responds to the recommended templates put forward in these documents.
- 2.2 The Design & Access Statement will demonstrate that an integrated approach to the extension of the existing buildings and site has been taken and that the design and access issues have been carefully considered.
- 2.3 This document should be read in conjunction with all other documents that form the planning application.

3.0 SITE CONTEXT

This section looks at the site and its context with the surrounding development and the local area. It aims to identify local characteristics both in terms of construction styles and layout that may influence the proposed layout and building style.

3.1 Wider Context

- 3.1.1 The site relates to a wider urban area – Penistone within Barnsley MBC – and is situated to the west of the town centre along the main arterial road B6462
- 3.1.2 The site is previously developed land located at the end of a newly remade access (Lairds Way) in an elevated position above Sheffield Way.
- 3.1.3 The development immediately surrounding the site is primarily a mix of industrial and residential with the properties bordering a railway line to the south, previously industrial (now vacant) land to the west, residential units to the east and a mix of industrial and residential to the north.

3.2 Local Context

- 3.2.1 The site is bounded by former railway sidings to the west boundary, the railway line to the southern boundary, and a modern residential estate to the eastern boundary that is approximately 4/5 metres below the level of the site.
- 3.2.2 Of the dwellings located to the eastern boundary of the site, these houses have rear bedrooms directly towards the site boundary which is approximately 4/5 metres above the level of houses in the street – Green Acres. There is open land to the North and beyond this there is a steep wooded bank/stone retaining wall to Sheffield Road, over which are now industrial units.

3.2.3 Vehicle access and egress of the site is via the existing Lairds Way onto Sheffield Road, and proposed highway arrangements are outlined later within this statement.

3.2.4 To the north of the site the land comprises a large flat plateau, defined by a steeply sloping bank to Sheffield Road, and is approximately 5m above the adjacent residential units in Green Acres to the east boundary

3.2.5 There are no trees within the site

3.2.6 The site does not lie within a conservation area.

3.2.7 The site does not lie within a flood zone.

3.3 Character Summary

3.3.1 The land is the site of former industrial development and is now vacant. In the early 1900's there was an Iron Works, however, maps show that by 1948 this had gone and the land was vacant. Due to the proximity of the nearby Penistone Railway Station, part of the site has previously been used as railways sidings; these have also gone and the site left vacant until the present time.

4 LOCAL PLANNING POLICY

4.1 The supporting Planning Statement discusses policy accordant in greater detail, inclusive of the National Planning Policy Framework

Barnsley Adopted Core Strategy (2011)

The relevant policies apply:

- Policy CSP 5 - Renewables
- Policy CSP 14 - Housing Mix
- Policy CSP 19 - Design
- Policy CSP 25 - New Development and Sustainable Travel

The following SPD's are also relevant -
(Barnsley Local Development Framework 2012)

- Designing New Housing Developments
- Parking

Barnsley MBC – Unitary Development Plan

This document was adopted in 2000 and outlines the council's strategy for the physical and economic development of the area. The following UDP policies apply to the proposed development designated as 'Mixed Use Development'

- Policy PE 3/3
- Policy PE 1/11

4.2 Housing – Aims in relation to Barnsley MBC Policy

The scheme identifies and uses an area of previously developed and now vacant land to help deliver Barnsley MBC's aspiration for housing numbers as identified in their UDP.

- 4.2.1 The density of the scheme is in proportion to the requirements for a minimum of 30 dwellings per hectare, as shown within CSP14, 9.72.
- 4.2.2 The housing mix will be accordance with Barnsley MBC's SPD aim for market housing where 50% of provision is for 3-bedroomed dwellings, and that there is a broad mix of 2, 3 & 4 bedroomed units, as shown within CSP14, 9.72.
- 4.2.3 The proposals accord with Barnsley MBC's policy to concentrate sites for new housing within the existing urban area, as shown in Barnsley UDP items 1.9 & 2.2c.
- 4.2.4 The proposal will ensure that the development respects the large amounts of open space and density of development in Spring Vale, and will take special care to incorporate high quality soft landscaping in the layout design at the reserved matters stage, as shown within CSP35, paragraph 9.248.

5 DESIGN PRINCIPLES AND PROPOSALS

5.1 Given this application relates to outline consent with all matters reserved, an indicative design layout has not been provided at this stage. All details are to be provided later within the process and with collaboration of the Co-operative; who are the owners of the adjoining site and currently seeking outline consent for a residential development.

5.2 Notwithstanding the above, the proposal will incorporate the Best Practice Guide “By Design – Better Places to Live” which seeks to promote higher standards in design. This documents does not attempt to provide a definitive guide for good urban design or rigid design standards; rather it is an aid in understanding the objectives of urban design. It provides a set of urban design objectives that act as reminders of what should be sought to create a successful place, these include:

- Character – A place with its own identity;
- Continuity and Enclosure – A place where public and private spaces are clearly distinguished;
- Quality of the Public Realm – A place with attractive and successful outdoor areas;
- Ease of Movement – A place that is easy to get to and move through;
- Legibility – A place that has a clear image and is easy to understand;
- Adaptability – A place that can change easily;
- Diversity – A place with variety and choice.

The Guide then outlines what is considered to be the most important aspects of development form as follows:

- Layout
- Landscape
- Density and Mix
- Scale
- Appearance

5.3 All of the above point will be duly considered as the proposal enters its design stage, however it is the intention of Yorkshire Land Ltd to provide a high quality modest development of 14 detached units, which will be designed in a layout to minimise any

impact upon neighbouring properties whilst promoting good standards in housing design, in accordance with CSP 14 – Housing Mix.

5.3.1 The proposal will seek to address:

- Redevelopment of a derelict site into a high quality residential development.
- Provision of a highway built to adoptable standards within the site and inclusion to link with Lairds Way.
- Enhance the landscape on site to improve nature conservation and habitat creation.

5.4 Landscape

5.4.1 Given the railway line runs across the southern boundary of the site, a buffer zone of approximately 7 metres' will be incorporated in between the rear gardens of the dwellings and the railway line. This will reduce any visual and audible disturbance from the railway.

5.4.2 The proposals have been designed to improve the boundary treatment to all aspect and maximise the use of gardens within each dwelling curtilage.

5.4.3 Provision of landscape structure planting to the south west boundary is designed to minimise the impact of any future commercial development on the adjacent site.

6 ACCESS STATEMENT & CAR PARKING PROVISION

6.3 Statement of Intent

It is the intention of our client to fully comply with current regulations and best practise. Our client aims to make all areas of the development as accessible as possible in line with local planning policy and the obligation imposed upon them and further occupants under the Disability Discrimination Act.

6.4 Car Parking Provision

6.4.1 The proposals seek to have 100 - 200% car parking provision to each dwelling, in accordance with Barnsley MBC SPD Parking.

6.4.2 The proposals seek to have a 5.5m-wide road with 2m footpaths each side and a turning head for vehicles built to adoptable standards.

7 SUMMARY

7.1 The scheme seeks to use a previously developed site which will be designed to provide a high quality scheme with its own identity and coherent character whilst minimising impact on local residents by careful disposition of buildings on site and meeting the directions outlined in Barnsley MBC's UDP, Adopted Core Strategy (2011) and Local Development Framework (2012), SPD's.



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