

## CERTIFICATE OF CALIBRATION

<b>Issued By :</b>	AGL Airtesting	<b>Certificate Number :</b>	0000120799
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<b>Customer :</b>	Ian Farmer Associate	<b>Calibrated by :</b>	Aaron
		<b>Date :</b>	03/03/2006

<b>Instrument :</b>	Phocheck PID	<b>Ambient Temp :</b>	29
<b>Serial No. :</b>	500418	<b>Ambient Pressure :</b>	996
<b>Asset No. :</b>	329	<b>Ref Temp Calibrator :</b>	CI 23 T-221832 (NIST)
<b>Job No. :</b>	5234	<b>Calibration Due :</b>	01st May 07
<b>Service Done :</b>	01 12 05	<b>Ref Pressure Cal :</b>	DPI 705 186/98-04 druck
<b>Service Interval (days):</b>	365	<b>Calibration Due :</b>	01st May 07
		<b>Linearity Check :</b>	N/A
		<b>Conv. Eff. Check :</b>	N/A

**Method :**

Gas Calibrations - The instrument under test was calibrated by applying known concentrations of calibration gases at set flow rates. The results are recorded below after adjustments have been made and a constant reading obtained.

All calibration processes follow procedures which comply to BS EN ISO 9002:2000.

Gas / Conc	Cert Tracability	Instrument Reading
Isobutylene 97 ppm	11949-4	97.6

<b>Filter Condition :</b>	OK	<b>Data logger Works :</b>	Yes
<b>Pump Operates :</b>	Yes	<b>Batteries OK :</b>	Yes
<b>Overall Result :</b>	<b>PASS</b>		

# HIRE      SALES      SERVICE

MANUFACTURE, HIRE AND SUPPLY OF AIR MONITORING INSTRUMENTS AND SYSTEMS SINCE 1968



**TECHNICAL SPECIFICATIONS FOR PHOCHECK 5000  
(Hand-held hydrocarbon Analyser)****Dimensions**

Phocheck Analyser	-	340 x 60 x 50 mm
Short Probe	-	140 mm long
Long Probe	-	240 mm long
Standard Carry Case	-	420 x 320 x 97 mm

**Weight**

Phocheck 5000Ex	-	0.57 kg (1.3 pounds)
Standard Carry Case	-	1.75 kg (4.0 pounds)

**Materials**

Phocheck 5000Ex casing.	-	Conductive carbon-loaded polypropylene-based resin
Standard Carry Case	-	Polypropylene, with a polyester foam insert
Battery	-	Internal Rechargeable NiMH

**Environmental Conditions**

Operating Temperature Range	-	-4°F to 140°F (-20°C to +60°C)
Storage Temperature Range	-	-13°F to 158°F (-25°C to +70°C)

**Analyser Specification (short probe fitted)**

Response Time	-	< 1 s
Recovery Time	-	< 1 s

**Analyser Specification (long probe fitted)**

Response Time	-	< 3 s
Recovery Time	-	< 3 s

Range	-	1-999 ppb 1-1000 ppm
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Gases Detected	-	User selectable
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**Operating Lifetime**

Lamp (10.6eV standard)	-	>1500 hr
Pump	-	>1500 hr

Accuracy	-	+/- 5% displayed reading +/- one digit
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**Operating time**

Fully Charged Internal Battery	-	14 Hours
External Charger (Non IS Areas!!)	-	Indefinitely

**Charging Time**

Fully Charge from Flat	-	16 Hours
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**CAUTION: QUOTED CHARGE AND BATTERY LIFE IS ASSUMING FOR AN AMBIENT TEMPERATURE OF 20°C (68°F).**

AWG

Bolton on Dearne

Design and Access Statement

Report Author:

Spawforths

Report Date:

September 2008

Spawforths Project Number:

3224

Revision Letter:

-

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# I. Introduction

## I.1. Client Brief and Objectives

Spawforths have been instructed by Horizon Residential Development Limited to prepare and submit an outline planning application for residential development at land off Lowfield Road, Bolton-upon-Dearne.

This Design and Access Statement has been compiled in accordance with Circular 01/06 Guidance on Changes to the Planning System and the advice given by CABI in their document 'Design and Access Statements – How to write, read and use them, 2006' and is set out in the order of the CABI document to allow for ease of reading and assessment. This statement explains the design principles that have informed the development process and justifies the current application in the context of the relevant planning policy and other identified planning considerations. This statement will consider the following:

- Assessment
- Involvement
- Evaluation
- Scheme Design
- Conclusions

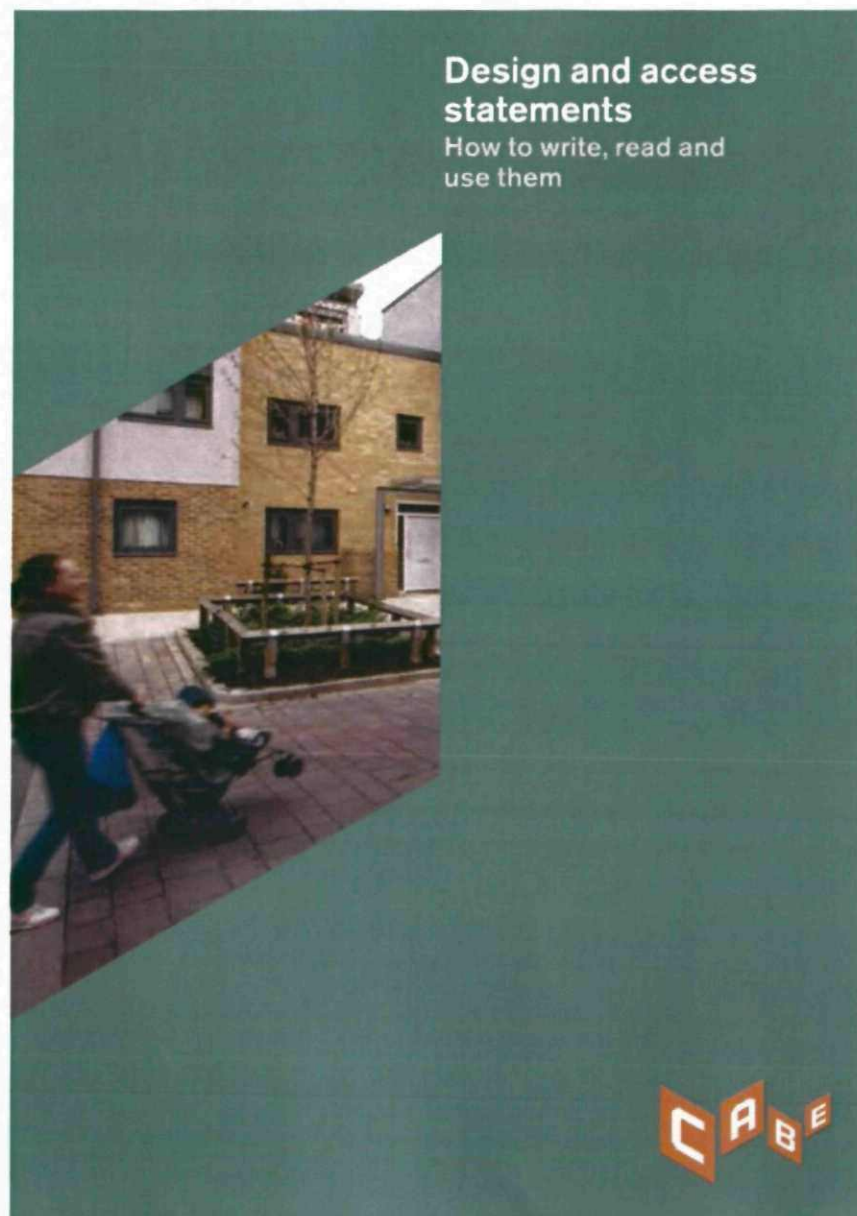
## I.2. Design Team

Spawforths planning and architecture teams have combined to prepare an appropriate design solution which responds to Barnsley Metropolitan Borough Council planning policies, the site's context and constraints.

Spawforths have also taken professional advice from a team of consultants considering the following technical areas:

- |              |                 |
|--------------|-----------------|
| • Highways   | Halcrow Yolles  |
| • Ecology    | WSP             |
| • Noise      | Enviros         |
| • Flood Risk | Enviros         |
| • Trees      | Ian Tavendale   |
| • Donaldson  | Market Research |
| • Drainage   | Halcrow Yolles  |

Separate technical reports have been prepared in support of this application, considering the above mentioned technical areas.



## 2. Assessment

### 2.1 Physical



The assessment of the site explains how the site was initially appraised, identifying the opportunities and constraints of the site and how this has informed the proposed development. As a starting point it considers the local context, which examines the physical, social and economic characteristics of the site and the relevant local and national planning policies.

The site area, identified on this plan with a red line is 13 acres. The site itself is situated approximately 200m from all local shops and services, 25m from the Railway Station and 30m from the nearest bus stop.

The site has clearly defined boundaries: located parallel to the railway track on the West. This railway track sits on a steep bank and forms the most defined edge to the site.

The South is bound by a sewage works, and therefore consideration has been given to potential noise and air pollution.

The Lowfield Mews housing development is situated above the North Eastern edge of the site and consequently consideration has been given with respect to potential overlooking.

There are panoramic views to the North and the East of green open space which is desirable to exposed.

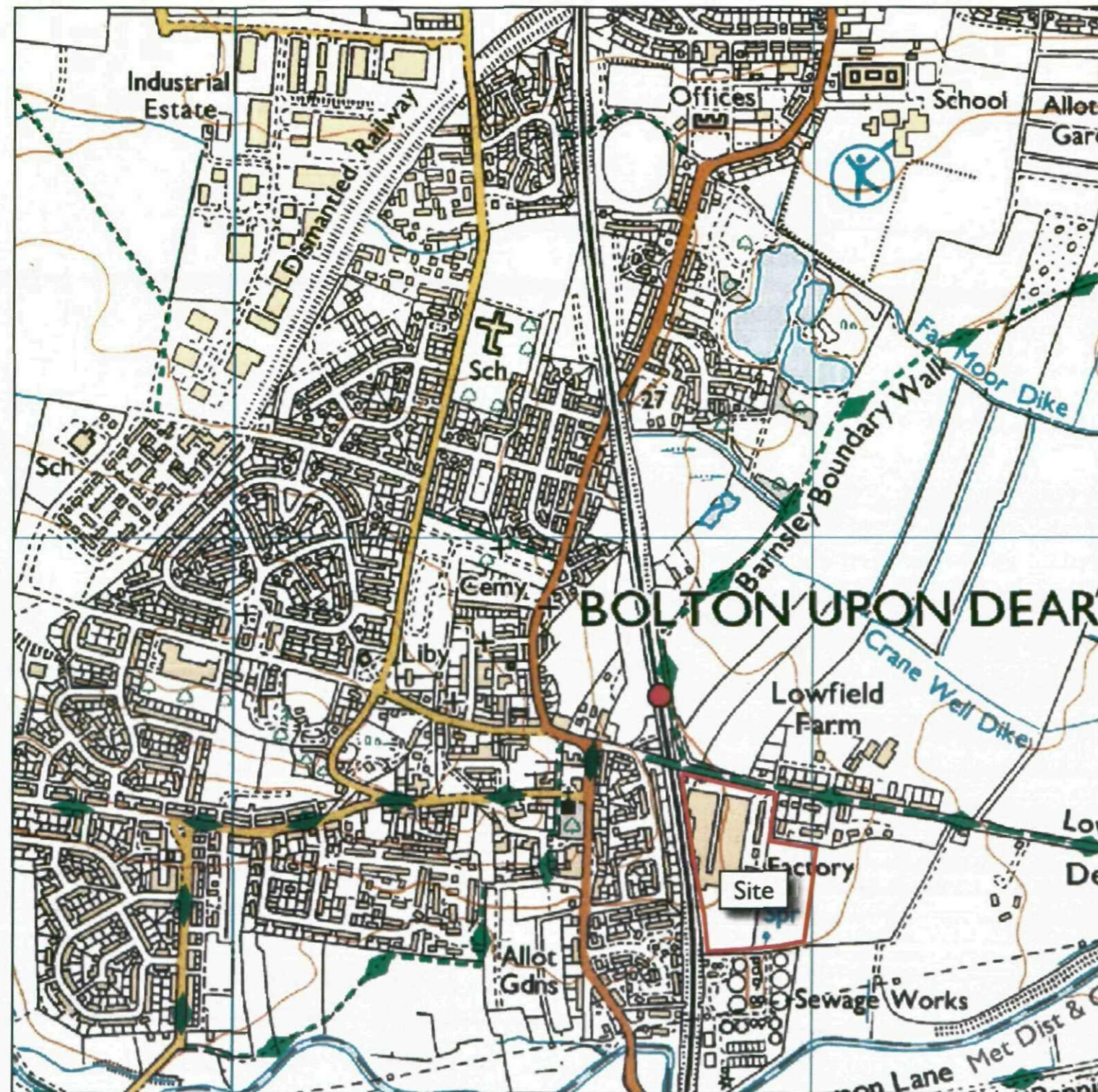


The factory identified within the proposed site as been demolished in 2007.

## 2. Assessment

### 2.1 Physical

#### 2.1.1 Site Context



The application site is located on the south-eastern boundary of Bolton-upon-Deane. Bolton-upon-Deane is approximately 10.5 miles south east of Barnsley Town Centre and 7.4 miles north east of Rotherham Town Centre and is located approximately 10 miles from Doncaster town centre and further afield are the city centres of Sheffield, Wakefield and Leeds.

The application site is within 800m of the local centre of Bolton-Upon-Deane, which is to the northwest of the site.

The gross application site area is 5.383 hectares however the gross developable area includes 3.74 hectares of open space, therefore the net developable area has been calculated as 1.64 hectares.

In close proximity to the site there is a railway station served by the Wakefield Line which offers services to Sheffield, Rotherham, Wakefield and Leeds.

There is a bus transport service to Barnsley and Thurnscoe, which have a frequency of every thirty minutes on weekdays.

The application site also has easy access to the B6098, the main route through Bolton-Upon-Deane that connects the settlement to Goldthorpe. The B6098 provides access to the north to the A635 which provides access to Barnsley to the west and the A1(M) and Doncaster to the east. The B6098 also provides access to the south to the A6023 which provides access to Mexborough to the east and to the A6195 and then the M1 to the west.

As such it has been demonstrated that the application site is strategically located with good access to local shops, services and facilities and to a variety of modes of transport other than the private car i.e. bus and rail.

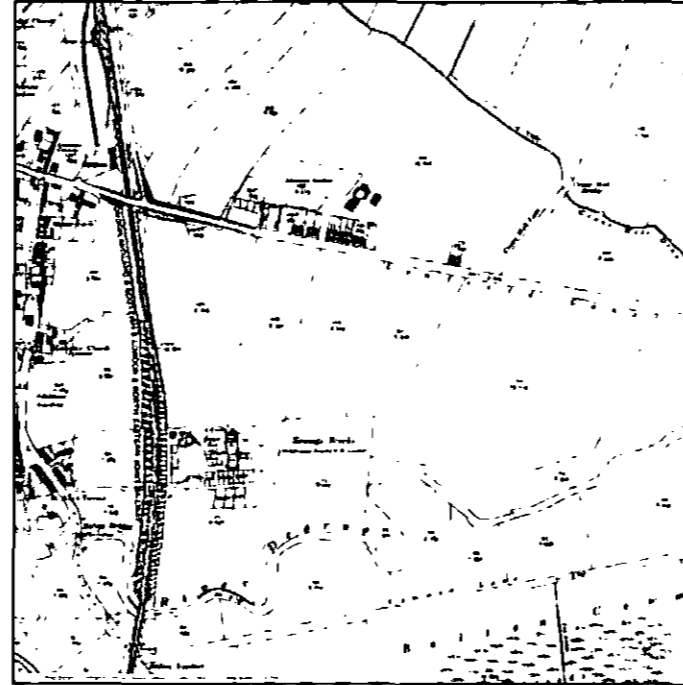
## 2. Assessment

### 2.1 Physical

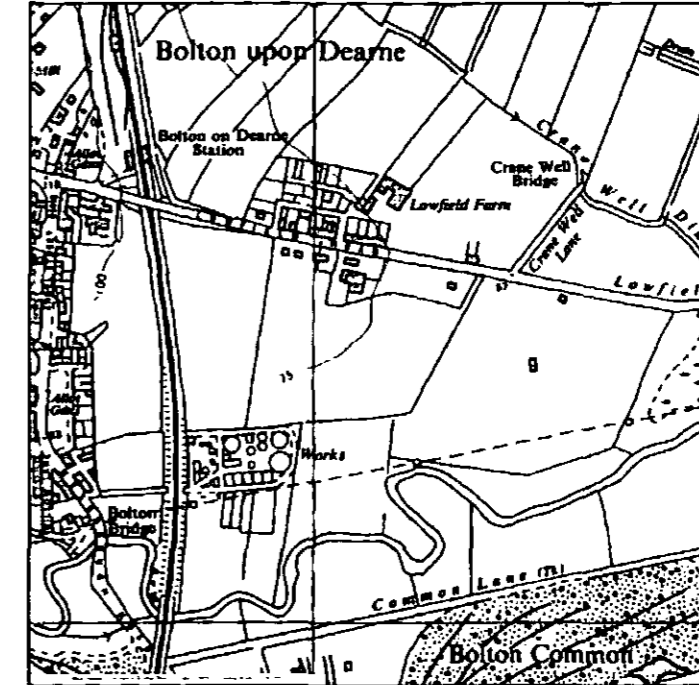
#### 2.1.2 Historical Context



1892



1930



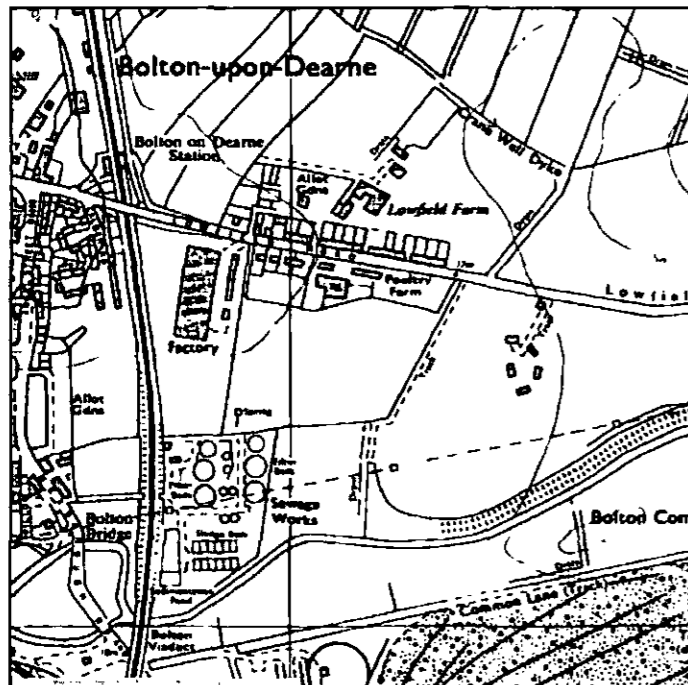
1966

The earlier maps dated middle of XIX century identify the site as an agricultural land.

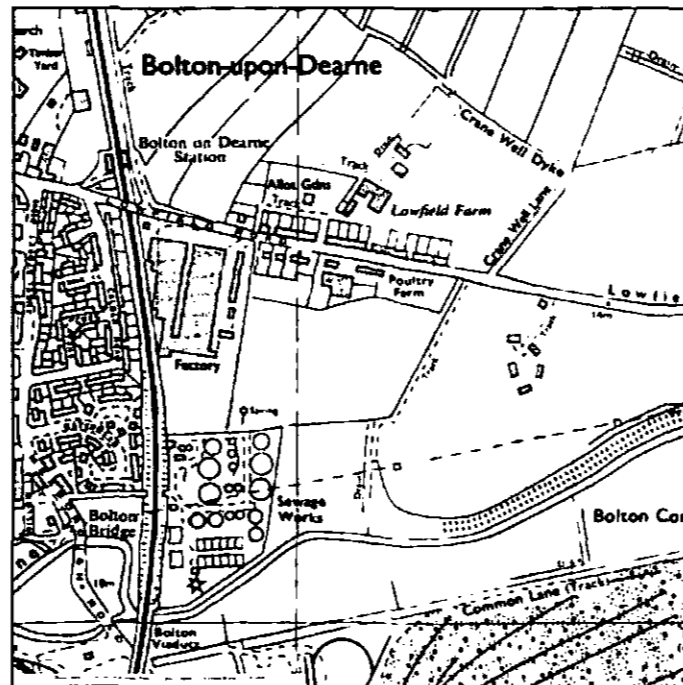
The original north light factory unit was built in the 1960's for clothing manufacturing. The attached buildings have been added since the original factory was built and are suited primarily to storage rather than manufacturing. The modern detached building constructed in the late 1990's is a warehouse building.

There are 3 small outbuildings that house services and a timber framed office/ canteen building was present on the site up until late 2005 but has been destroyed by fire.

The remaining land within the associated curtilage of the site is undeveloped and has not been maintained. There are also some areas of fly tipping primarily associated with the former use of the factory.



1976



1988

## 2. Assessment

### 2.1 Physical

#### 2.1.3 Photographic Survey



\* The factory has been demolished in 2007.



Photo 1



Photo 2

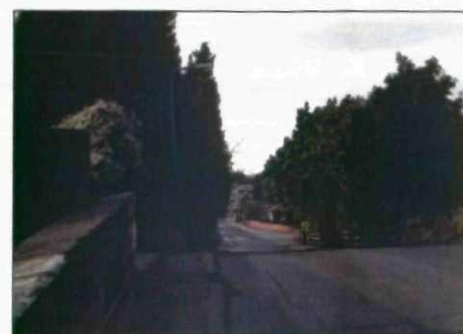


Photo 6



Photo 10



Photo 14



Photo 3



Photo 7



Photo 11



Photo 4\*



Photo 8



Photo 12

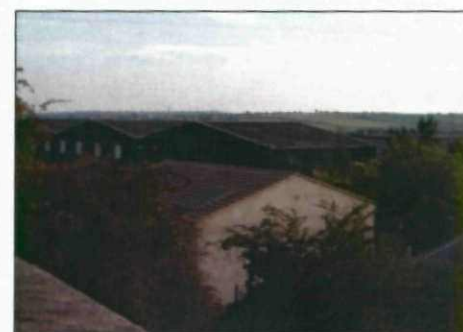


Photo 5\*



Photo 9\*



Photo 13

## 2. Assessment

### 2.1 Physical

#### 2.1.3 Photographic Survey

1. View from the railway station car park onto a new housing development, Furlong Road.
2. Towards the station bridge, Lowfield Road; a major gateway on approach to the site.
3. View onto Calder Road from Lowfield Road.
4. Railway tracks and existing planting form a buffer along the western edge of the site.
5. View onto the west of site from the railway bridge.
6. Planting along the edge of Calder Road shields any potential views into the north of the site.
7. Looking east down Lowfield Road towards the entrance of the site. The north of the site is concealed by existing planting.
8. Only existing site entrance.
9. Agriculture to the north of the site. Overhead pylons are visible.
10. Neighbouring terraces, Lowfield Road, form part of the local vernacular.
11. View south down Lowfield Road towards open fields beyond.
12. Modern mews style housing, Lowfield Meadows, form part of a diverse housing mix.
13. Lowfield Meadows housing development faces directly onto the east of the site.
14. Agricultural fields south of the site showing electricity pylons which runs south of the site.
15. Key issue: Existing landscaped mound forms a screen between Lowfield Meadows and the site.
16. Key issue: Scrubland between the site and the edge of Lowfield Meadows.
17. View south down Lowfield Meadows showing landscape boundary treatment and banking to the east.
18. View south onto the footpath beyond Lowfield Road.
19. North onto Lowfield Road from a public footpath.
20. The parish church is clearly visible from the public footpath south of the site.
21. Semi-detached dwellings west of the site, Calder Road.
22. There is a varied mix of housing type around the site, Sheaf Crescent.
23. Red bricked housing type, Calder Road.
24. Steep banking between the railway line and the site screens views into the site from Calder Road.



Photo 15



Photo 19

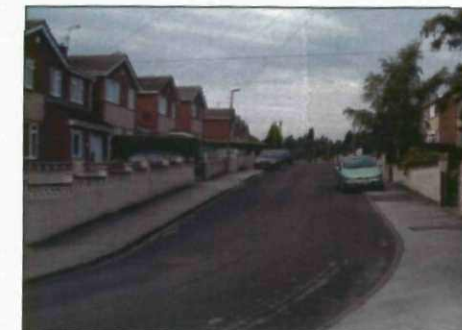


Photo 23



Photo 27



Photo 16



Photo 20



Photo 24

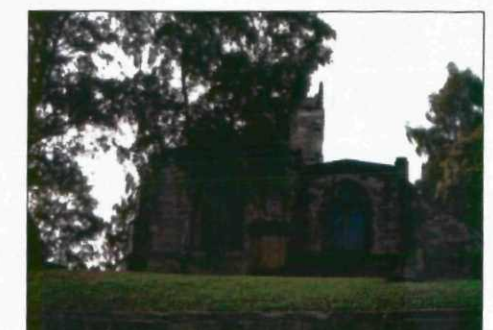


Photo 28



Photo 17



Photo 21



Photo 25



Photo 29



Photo 18

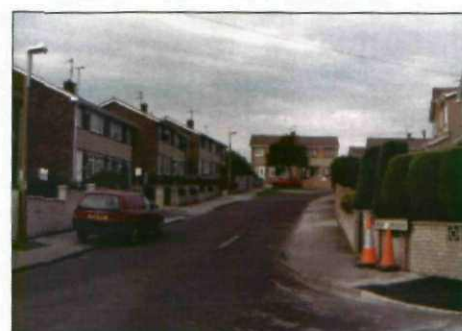


Photo 22



Photo 26

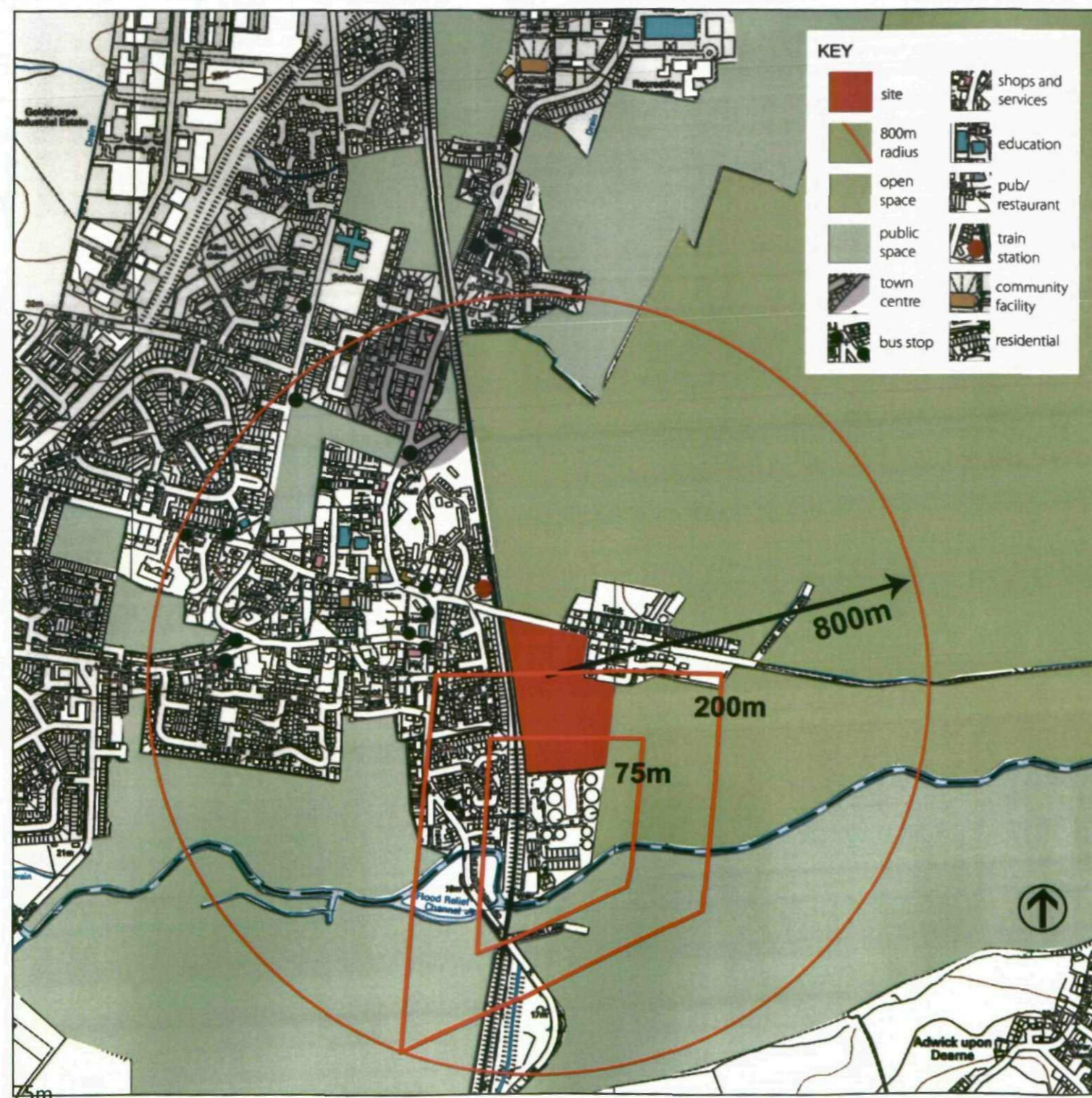


Photo 30

## 2. Assessment

### 2.1 Physical

#### 2.1.4 Sustainability



The site is located within Bolton-Upon-Deerne. It is within 800m of the local centre of Bolton-Upon-Deerne, which is to the northwest of the site and there are a number of other local shops within 400m of the site. The settlement of Bolton-Upon-Deerne is located approximately 10.5 miles from Barnsley town centre and 7.4 miles from Rotherham town centre. The site is also located approximately 10 miles from Doncaster town centre and further afield are the city centres of Sheffield, Wakefield and Leeds.

A Sustainability Study shows the services and facilities that are within 400m and 800m of the proposal site.

The site has the following services and facilities within 400m:

- Train station;
- A number of bus stops;
- A number of local shops and services;
- Public house/restaurant; and
- Open space and public open space.

In addition to these, the site has the following services and facilities within 800m:

- Local centre;
- Educational facilities;
- Community facilities;
- More bus stops;
- More local shops and services;
- More pubs/restaurants; and
- More areas of open space and public open space

In summary the site is considered to be highly sustainable and sufficiently accessible by public transport and other non car modes.

## 2. Assessment

### 2.1 Physical

#### 2.1.4 Sustainability



There are also employment opportunities within 400m of the site as well as within 1000m of the site. Just beyond 800m of the proposal site is another school and Goldthorpe Industrial Estate.

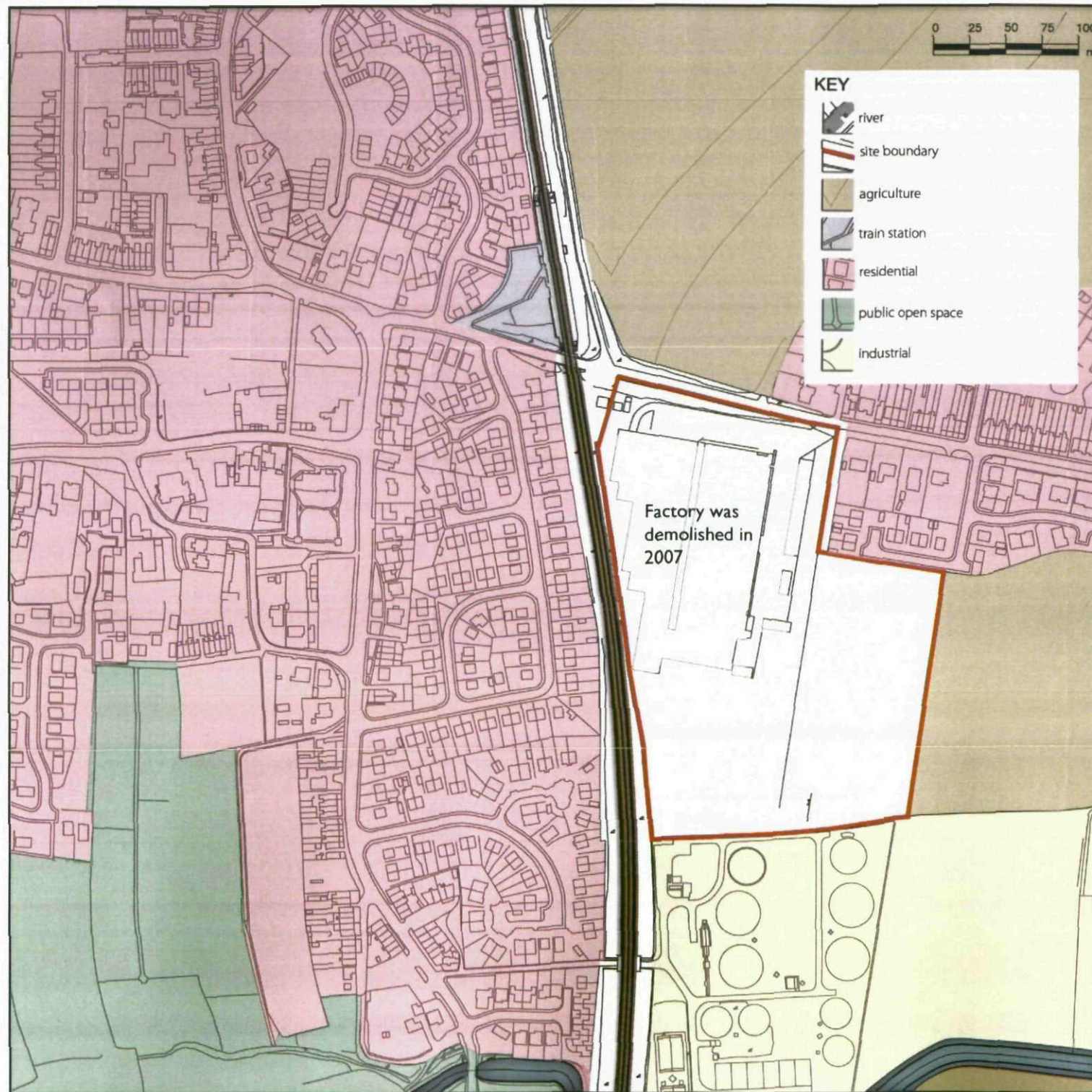
The railway station is served by the Wakefield Line and offers direct hourly (on weekdays) services to Sheffield, Rotherham, Wakefield and Leeds.

The bus stops in closest proximity to the application site are served by buses to Barnsley and Thurnscoe, which have a frequency of every thirty minutes on weekdays.

As such it has been demonstrated that the application site is located in a very sustainable location, with good access to local shops, services and facilities and to a variety of modes of transport other than the private car i.e. bus and rail.

## 2. Assessment

### 2.2 Social and Economic



In terms of land use, agricultural land bounds the site to the North and the East whilst a sewage works is situated to the South. Residential developments exist to the West and the North-East of the site.

#### Social

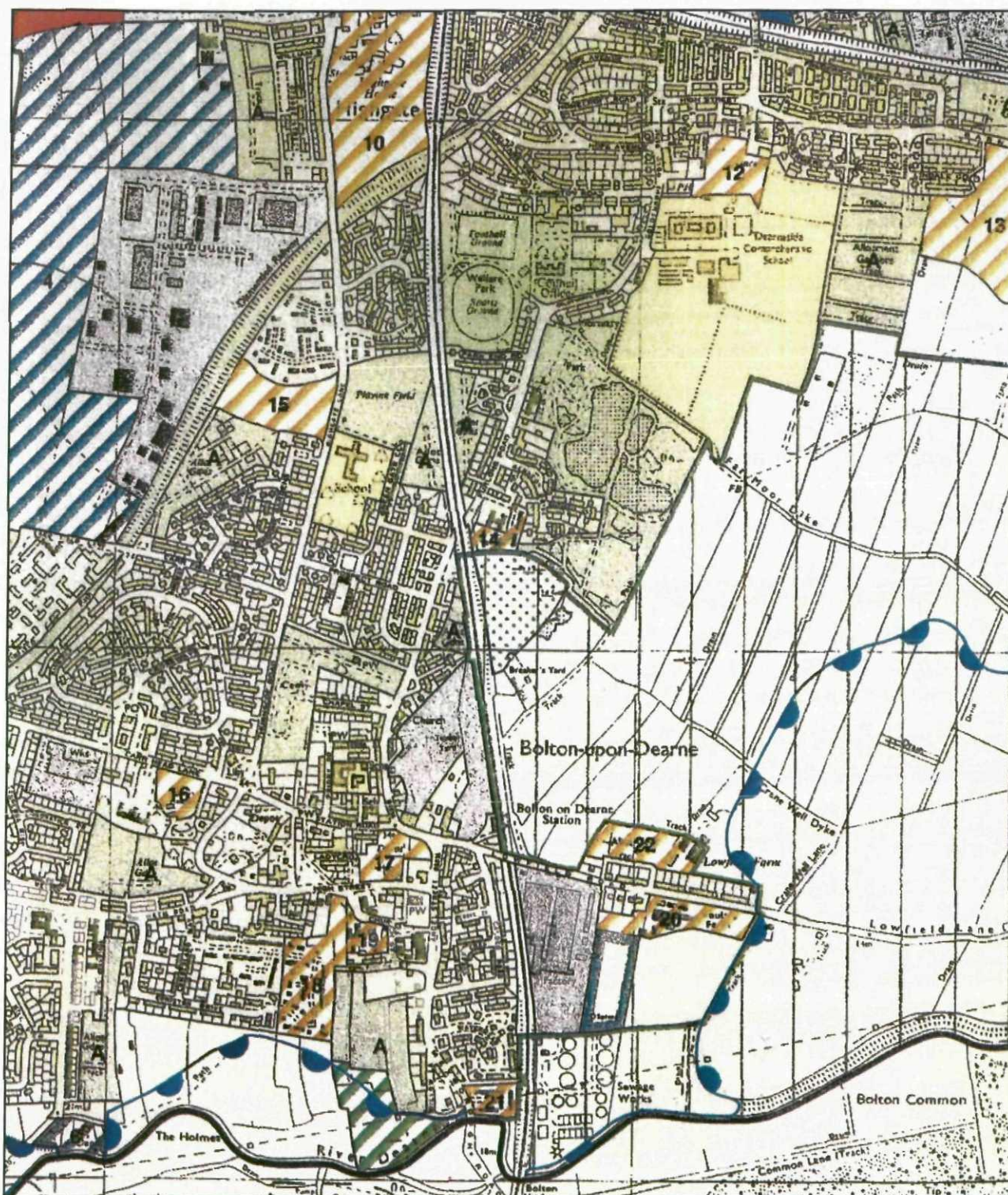
The site is predominantly surrounded by residential development. The redevelopment of the site will provide wider housing opportunities and choice in a sustainable location. In addition, the proposal will not lead to any conflict in land use terms.

#### Economic

Given that all of the buildings on the site have now been demolished following the closure of the factory, the redevelopment of the site will not result in the loss of any existing jobs. The most viable alternative use is residential. The development of new dwellings in this locality will provide economic benefit to the surrounding area through increased use of facilities and services in the area.

## 2. Assessment

### 2.3 Planning Policy



Section 38 (6) of the Planning and Compulsory Purchase Act 2004, requires that applications should be determined in accordance with the relevant development plan unless material considerations indicate otherwise. Under Section 38 (3), the statutory development plan for the area comprises the Regional spatial strategy for the Yorkshire and Humber (May 2008) and Barnsley Unitary Development Plan (2000).

The development should consider the following policies of the Barnsley Unitary Development Plan (2000):

- Policy DE4 Employment Area
- Policy DE5 Site expansion of existing firm
- Policy ED2 Uses of employment sites
- Policy ED7 Existing employment areas
- Policy H6 Open space provision
- Policy H8C Home based businesses
- Policy BE6 Design standards
- Policy BE6A Design to avoid crime
- Policy BE6B Design and access for the public
- Policy ES2 Sewerage treatment works
- Policy ES7/ES8 Contaminated land
- Policy GS9 Visual amenity

The development should also consider the following national policies:

- PPS 1 Delivering sustainable development (2005)
- PPS Planning and climate change – Supplement to PPS1 (2007)
- PPS3 Housing (2006)
- PPG13 Transport (2001)
- PPG15 Planning and the historic environment (1994)
- PPS25 Development and flood risk (2006)

Local and national policies can be referred to in more detail in the supporting planning statement that forms part of the application.

## 3. Involvement

### 3.1 Introduction

The proposed scheme for the redevelopment of land off Lowfield Road, Bolton-Upon-Dearne has evolved and been informed by community consultation and pre-application discussions held as part of previous applications

Spawforths consider community consultation and stakeholder engagement to be a key part of the development of any scheme. Consultation allows the aspirations and ambitions of the local community to be realised as proposals are developed.

We have had regard to national, regional and local policy and guidance in considering the process of community consultation. We have set out below a summary of guidance we believe is relevant to this process and the planning application by nature of its location and form.

The need for effective community consultation as part of the development process became a statutory requirement in 2004 as laid out in the Planning and Compulsory Purchase Act (part 2 and schedule 8) which requires those involved in planning to move towards a more proactive, inclusive approach as opposed to the often adversarial, reactive and conflict based system which previously existed, in line with advice contained in PPS1 and the Town and Country Planning Regulations 2004.

#### 3.1.1. PPS 1: Delivering Sustainable Development

The report has been prepared in response to PPS1 which requires more effective consultation to take place within the preparation of development proposals.

Planning Policy Statement 1 informs that more effective community involvement is a key element of the governments planning reforms. The statement identifies that this is best achieved where there is early engagement of all the stakeholders in the process of plan making and bringing forward development proposals. Paragraph 11 states 'this helps to identify issues and problems at an early stage and allows dialogue and discussion of the options to take place before proposals are too far advanced'. Paragraph 12 of PPS1 highlights that engagement benefits both developers and local planning authorities in ensuring better understanding of the objectives and constraints that exist.

#### 3.1.2. Barnsley Metropolitan Borough Council Statement of Community Involvement (2006)

The Barnsley Metropolitan Borough Council Statement of Community Involvement, adopted 2006, sets out how people and organisations will be involved in the planning process.

Within Barnsley Metropolitan Borough Council's statement of community involvement (SCI), early discussions prior to the submission of applications is promoted and applicants proposing major schemes are encouraged to undertake greater levels of community consultation. The SCI identifies methods for consulting the community which are appropriate to each level of development.

Prior to making a planning application for residential development of up to 80 homes. Barnsley Metropolitan Borough Council encourages the following methods of community involvement.

- Write to people who live in the local area to tell them about your proposals and where they can see any plans or documents you have that show and explain what you want to do.
- Involve the parish or Town Council.
- Use the local media, such as newspaper or radio station to tell people about your plans
- use your website, or set one up, so that people you tell about your plans can see them on-line.

### 3. Involvement

#### 3.2 Consultation Process

##### 3.2.1 Community Strategy

It was agreed with officers at Barnsley Council that given the previous consultation as part of the previous application (Ref 2006/1119) no further consultation was required as part of this revised scheme.

##### Summary of previous consultation

As part of the previous application (Ref 2006/1119) a communication strategy was identified early on in the process in order to ensure the most effective methodology was employed. Given the nature of the proposal the chosen method per consultation was to involve and inform members of the local community meetings.

Meetings took place on the following dates:

##### **Introduction and identification of strengths, weaknesses, opportunities and threats**

*12th December 2005 7pm-9pm Ings Lane Sports and Social Club*

##### **Objective setting/feedback**

*23rd January 2006 7pm-9pm The Angel Pub*

##### **Exhibition**

*12th June 2006 16th June 2006 Mon-Thurs 7pm-10pm. Fri 3pm-7pm  
The Angel Pub*

Spawforths ensured every effort was made to communicate consultation events as far in advance as possible using the following techniques:

**Posters** – Posters are used throughout the process about development of the site and advise all upcoming meetings. With the help of local businesses, posters were displayed with local shops and public houses located within Bolton–Upon–Dearne. In some instances local businesses were unable to display posters due to company policy. Posters were hand delivered which allowed for informed conversations to be had regarding the meetings, site and community consultation which then allowed further information to be passed by word of mouth.

**Direct Mail** – Direct mail was the method employed to advertise the second public meeting which addressed issues associated with the site, allowed for feedback and presented development options for the site. Letters were sent to properties immediately surrounding the site providing everyone an opportunity to raise any issues, concerns and ideas and also to feedback on issues regarding site security.

**Byrne Media Leaflet distribution** – A leaflet distribution was undertaken to all addresses within Bolton–Upon–Dearne with the aim of engaging with a larger audience to publicise an exhibition displaying the proposed site layout which was to be submitted to Barnsley MBC for planning. The leaflets were distributed w/c 5th June 2006 advertising the week long exhibition w/c 12th June.

**Email** – The email list evolved from the initial telephone conversation with community group members and then through attendance lists at the public meetings. Members of the community also contacted Spawforths Associates Urbanism team (whose details were on the leaflets and posters) and requested to be added to the list.

**Local News and Radio** – Press releases advertising initial meeting dates and venues were sent to Barnsley Chronicle, Dearne Today and Dearne FM advertising.

**Telephone calls** - telephone contacts were stored within the database. This approach allowed for a more personal service presenting opportunities for more detailed and urgent information to be delivered. Contact details for Spawforths were made available to members of the community allowing them an opportunity to raise any issues or ask questions should they not be able to attend meetings or simply wanted to chat about the scheme or meetings.

##### **Issues raised and action taken**

The following section identifies the form and nature of the issues raised in the consultation process and the action taken. The table identifies groups of issues and does not identify which individual body raised them. It does however comprise a comprehensive list of all matters raised.

##### **Pre – Application**

Pre – application discussions regarding the previous application and the amended scheme have taken place with Planning officers at the local authority. On 23rd April 2008 a meeting was held with Bob Merryweather, Lloyd Downer and Andrew Osbourne regarding the principle of development, affordable housing and the impact on the pathfinder. Further to this meeting a site visit accompanied by Andrew Burton and Bob Merryweather was undertaken on 23rd May to agree landscaping principles.

### 3. Involvement

#### 3.2 Consultation Process

##### 3.2.2 Stakeholder Pre - Application Consultation

AWG Property Ltd /  
Horizon Residential Development Ltd

## Proposed Development at Lowfield Road, Bolton Upon Dearne

Spawforth Associates

### Introduction

A planning application is to be submitted for the redevelopment of the industrial premises off Lowfield Road, Bolton-Upon-Deerne, Barnsley. The application will seek permission to redevelop the site with 204 residential dwellings which will provide a range of accommodation ranging from larger detached family homes to smaller apartments.

We have undertaken two community consultation meetings prior to the scheme being prepared in order to understand the main community issues and public concerns regarding the redevelopment of the site. Alternative uses and redevelopment as a factory and commercial area have been considered but due to the community feedback regarding vehicular access and the position of the site it was decided residential development was most suited to the site.

Other commercial and technical reasons have also informed this decision. These reasons include, the location of the site in relation to the wider road network and other, competing and better located employment sites and the site's lack of visibility and prominence.

The redevelopment of the site for housing will result in a use that is compatible with the neighbouring community, allow the existing vacant buildings to be demolished and result in a general improvement to the area.

The housing development has been designed to take into account the constraints and opportunities of the site and seeks to create a distinctive sense of place, enhance the Lowfield Road area and offer a wide variety of new accommodation. The proposed development will also result in a number of benefits to the local community. These benefits are identified opposite.

### Site Plan



### Benefits of the Proposed Development

1. Redevelopment of the site which will result in the removal of an unattractive use;
2. Removal of HGV traffic and associated commercial traffic from Lowfield Road;
3. Positive visual and environmental enhancement of the site;
4. Highway improvements to Lowfield Road and railway bridge providing safer pedestrian and vehicular access to Lowfield Road;
5. Upgraded electricity substation to serve all the residents of Lowfield Road area;
6. Provision of a public footway to the frontage of the site along Lowfield Road resulting in an increase in pedestrian safety and amenity;
7. Provision of areas of Public Open Space that benefit from natural surveillance and easy access from Lowfield Road for use by all local residents;
8. Retention of existing landscaping where possible to screen development from existing housing and provision of additional planting throughout the site;
9. Provision of a mix of housing types from family homes to apartments;
10. Removal of the opportunity for anti-social behaviour.



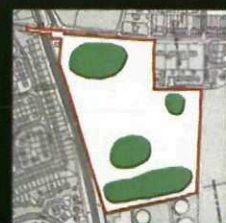
Courtyard Elevation



Mainstreet View



Principle access into the site



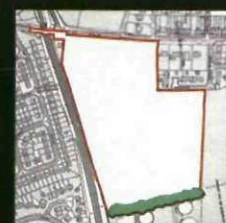
Distribution of interconnecting public open spaces



Retention of existing landscape buffer on the north-eastern boundary



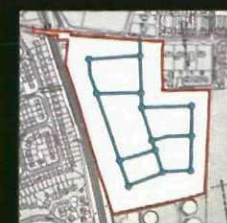
Landscaped screening of railway line



Landscaped screening and buffer to sewage works



Main spine into the site, vehicular and pedestrian access terminating in public open space



Permeability throughout the site



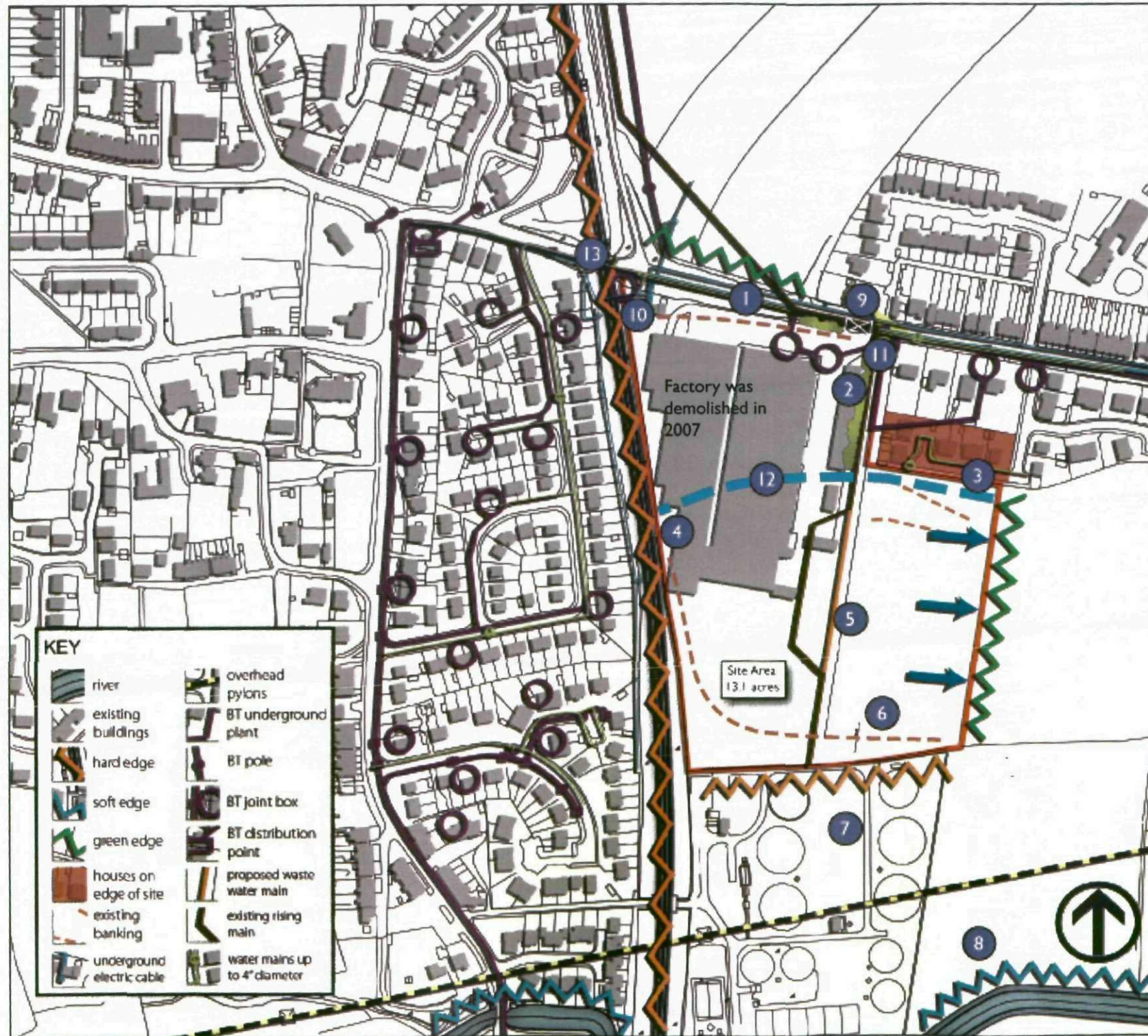
Connectivity of pedestrian and vehicular links to the wider environment



New centralised Electrical Substation

## 4. Evaluation

### 4.1 Constraints and Opportunities



The assessment section site identifies the site context and illustrates the character of the site and its qualities allowing us to identify a number of site constraints and opportunities which have been used to determine the site layout and produce an appropriate design solution. The site constraints and opportunities identifies the following parameters which should be taken into consideration as part of any design solution:

#### Key

- 1 Water main and Electric cables run underground along Lowfield Road
- 2 BT joint boxes and underground plants run through the north-east of the site
- 3 Close proximity of residential dwellings to the site boundary
- 4 Noise generation from adjacent railway and sewage works
- 5 Existing rising waste water main runs through the site, alongside a newly proposed main
- 6 Natural spring on site
- 7 Air contamination from sewage works
- 8 Close proximity of river; flooding potential
- 9 Site Access
- 10 Existing Sub-station
- 11 Existing hedge with TPO to be preserved
- 12 Boundary at the developable area
- 13 Existing constraint access from a bridge

## 4. Evaluation

### 4.2 Design Principles



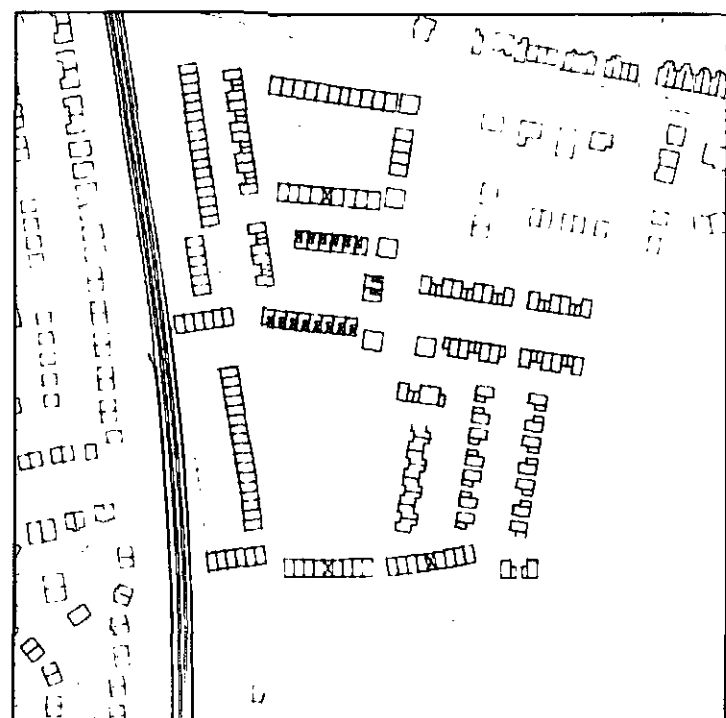
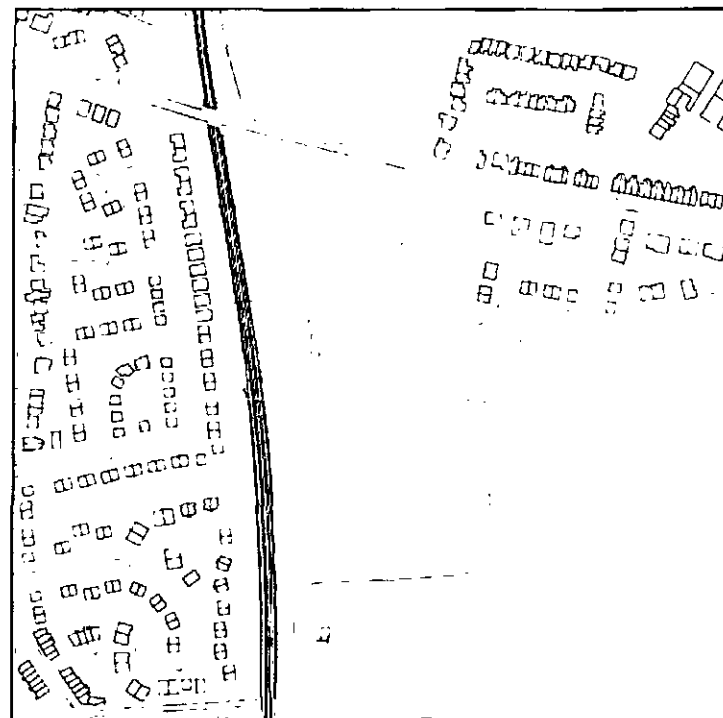
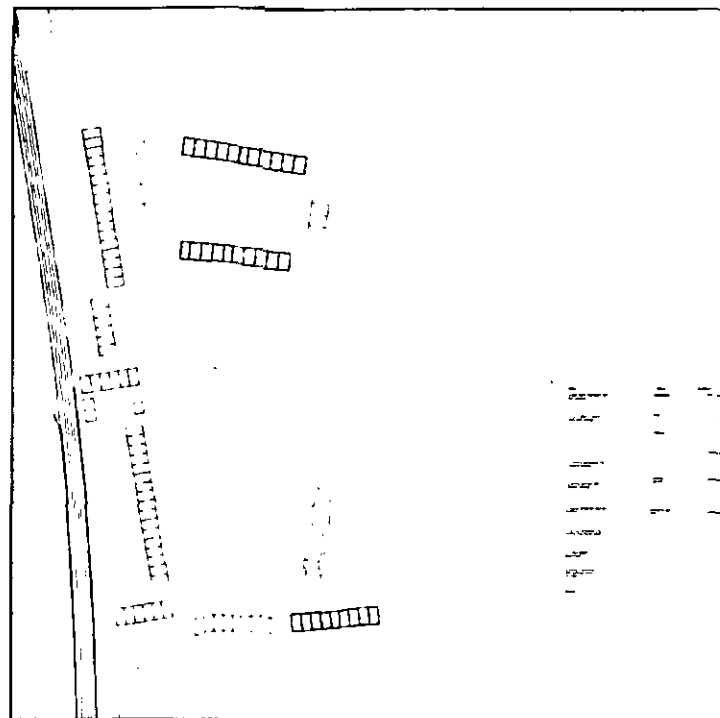
Key	
	Area to be integrated into overall scheme
	Pedestrian Link
	Boundary of developable area
	Strong development area
	Naturally Survived space
	Developable Area
	Buffer to Railway Lane and Sewerage Works
	Landscape Frontage
	Bespoke Unit
	Gateway into the site

The following design principles were derived from the baseline assessment work undertaken at the start of the project. We have defined a design principles for the purposes of this document as follows:

- To create a high quality development with its own distinct identity but which is appropriate to the surrounding character of the area and introduces new development of an appropriate scale into the site;
- Focus on the quality of the places, spaces and living environments being created;
- Attract future residents through the creation of an attractive residential development designed with the needs of people in mind;
- To incorporate pedestrian and vehicular accesses, parking, space about dwellings, amenity space, POS and landscaping within a considered strategy for pedestrian and vehicular access to the site to ensure permeability;
- To provide a safe and secure environment by producing a well considered and well designed indicative scheme;
- Ensure that the development reflects the required densities by making the best use of the land;
- Create a green residential environment with an appropriate element of private amenity space, POS and additional landscaping;
- Provide an attractive and enhanced frontage to Lowfield Road;
- Respect existing neighbouring residential amenities;
- Enhance the character and appearance of the area;
- To create attractive and enhanced views into and out of the application site; and
- To retain existing boundary treatment where possible and ensure that more than adequate new planting is provided to create an attractive and enhanced environment and pleasant setting for existing and future residents.

## 4. Evaluation

### 4.3 Options Assessment



As part of the development of the current application proposals, the applicant and professional team have considered the design principles, which have been carried forward into the proposed scheme.

The presented options reflect the design development process and the need for reassessment of site constraints in terms of the developable site area and the design principles.

The earlier options show the densely built up urban development of approximately 200 dwellings with the density of 38 dwellings per ha .

Gradually the number of dwellings decreased to finally arrive at 50 number of units.

The reduced developable site area and the lower density of the development has impacted on the massing and the character of the proposal, which has evolved from a scheme of predominately 3 storey townhouses to 2.5 and 2 storey detached dwellings with large front and rear gardens and garages.

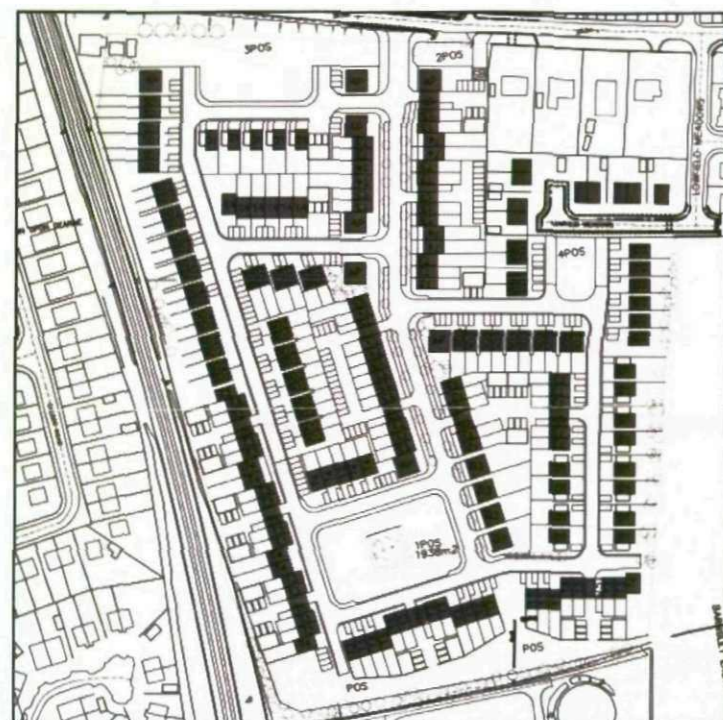
This significant reduction in the number of units is in response to the requirement to provide a large landscape and screening buffer to the existing sewage works.

The second factor to inform the latest layout is the requirement by the Local Planning Authority to create a development of higher value with large properties and low densities which is less likely to compete with the Housing Market Renewal sites that have been released in the local area.

We believe that the design principles have been translated into a final scheme, which has its own identity, whilst respecting the character and appearance of the locality.

## 4. Evaluation

### 4.3 Options Assessment



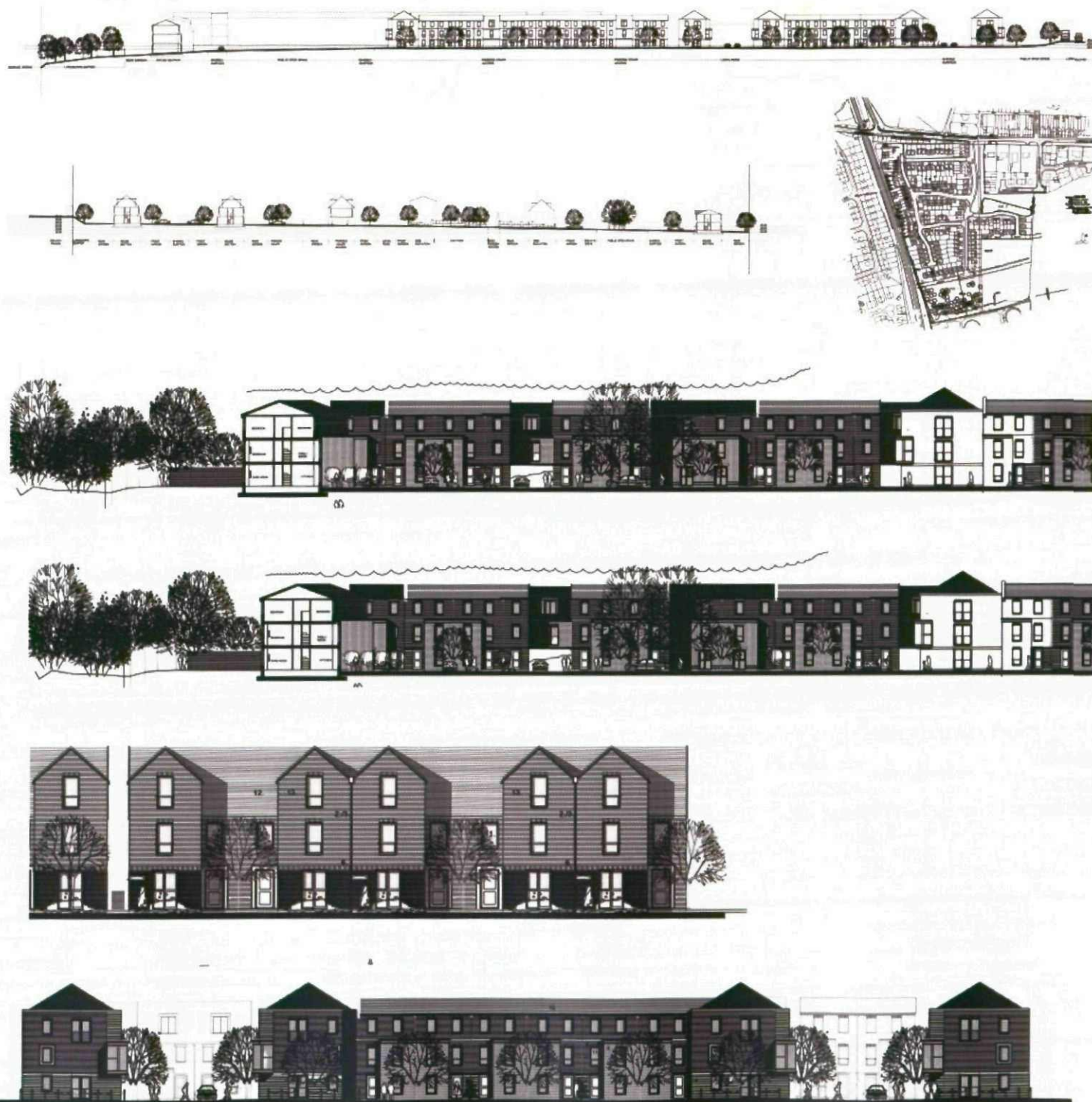
A full planning application was submitted on the 23rd June 2006 for the erection of 204 residential units comprising of apartments, detached houses, terrace housing and semi-detached houses and associated car parking (ref 2006/1119)

During the application number of amendments were made to the proposals resulting from discussion with the Council to take on board the following concerns :

- Potential impact of the housing market renewal initiative
- Development of areas of proposed safeguarded land
- Stand off distances to the sewerage works
- Layout and design of public open space and
- Impact on trees and hedges protected by TPO's

# 4. Evaluation

## 4.3 Options Assessment



## 4. Evaluation

### 4.3 Options Assessment



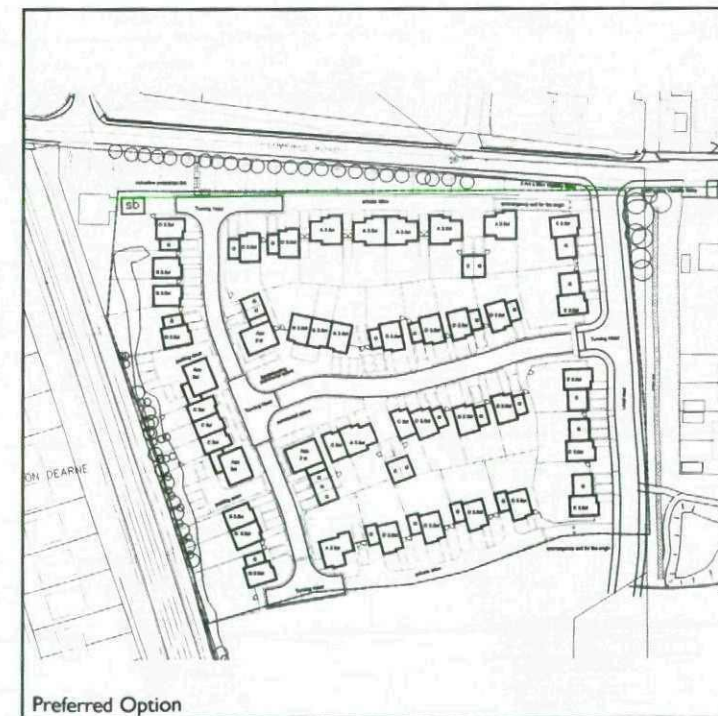
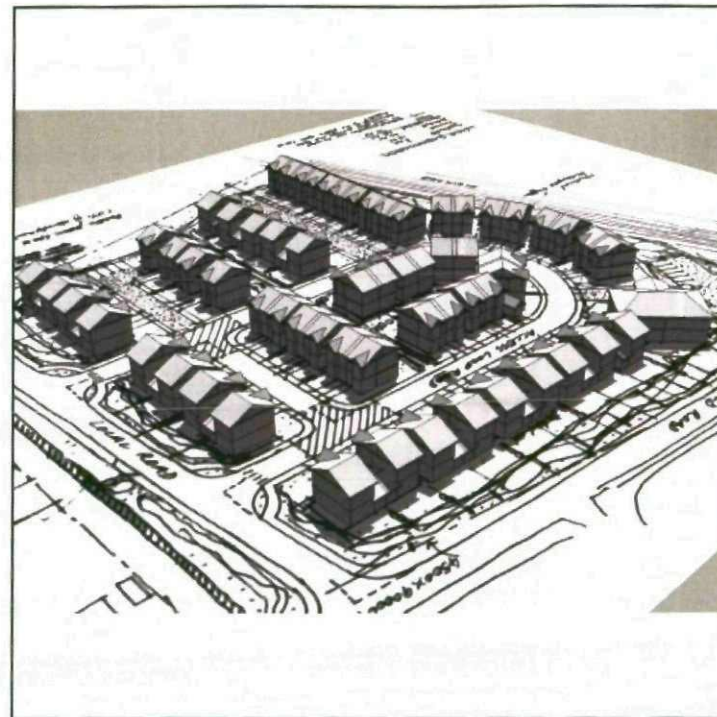
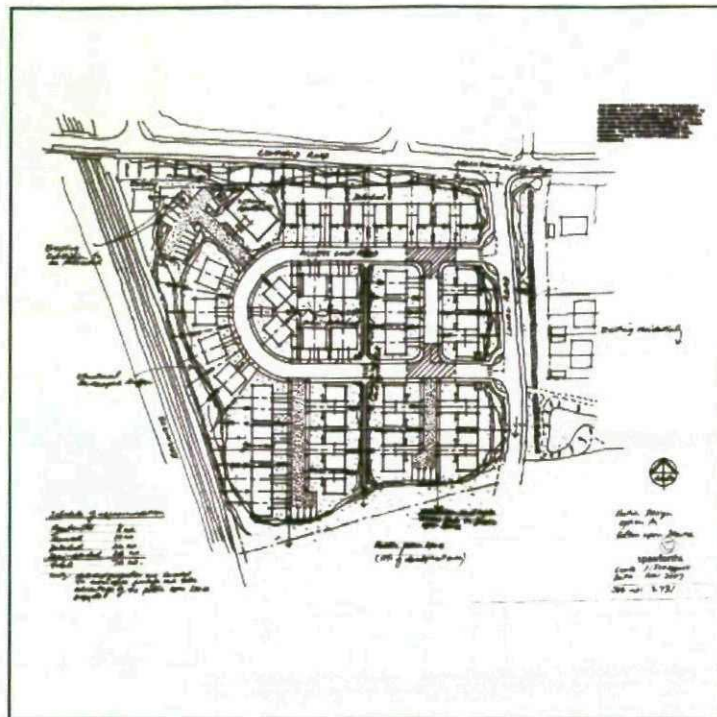
As such the number of units proposed as part of the application was reduced from 204 dwellings to 141 dwellings following the submission of a revised layout. However the application (ref 2006/1119) was refused planning permission by the local Planning Authority at planning committees on 6 February 2007. Following reasons :

- The site is located within the South Yorkshire Housing Market Renewal Pathfinder Area, the purpose of which includes improvements to, and diversification of the housing stock, and in line with the Regional Spatial Strategy for Yorkshire and Humber, the HMR Pathfinder has put forward a high level of specific housing allocations that will assist the realisation of the HMR programme.
- The proposal is contrary to Policy ES2 of the UDP in that the development fails to achieve a satisfactory separation distance from the existing Bolton Waste Water Transfer Works to the proposed residential development.
- The proposal is contrary to Policy ES3 in that there is insufficient capacity at the Bolton Waste Water Treatment Works to allow for the increased flow that a development of this size would generate.
- The proposal is contrary to Policies T2 and T2a of the UDP in that the road layout is characterised by long straight roads, conducive to high vehicle speeds.
- The site is located to the edge of open countryside with an open aspect and extensive views to the south and east. The proposal is characterised by tall house types of a monotonous design and rigid road layout. The proposal fails to adequately respond to its context, contrary to Policy BE6 of the UDP.
- The development of the modern warehouse site is seen as an isolated finger of development that fails to relate to its context. Proposal is therefore contrary to SPG24



# 4. Evaluation

## 4.3 Options Assessment



Preferred Option

## 4. Evaluation

### 4.4 Preferred Option



By establishing the physical constraints and opportunities, associated with the site at commencement of the creative design process a bench mark was established against which the final proposals were assessed.

The preferred option is a consequence of a lengthy and in-depth design process which required the input of various consultants and statutory bodies.

The developable site area is 5.383 hectares in size and it is proposed to redevelop the site with 50 high quality residential units with associated gardens, car parking and public open space.

Access to the development is to be gained from Lowfield Road. Pedestrian linkages are provided throughout the site and from the site to Lowfield Road. The existing public footpath along Lowfield Road is currently inadequate and as such the scheme allows for it to be improved providing a wider footway to increase pedestrian safety.

An improved and active site frontage to Lowfield Road will be achieved by fronting the dwellings and private drive to the main road and reinforcing the existing contour of the road.

A sense of space and community will be achieved through a highway layout which provides a safe access and hard standing communal areas.

A mix of house types are proposed and these will provide a varied townscape and street scenes in terms of storey height and particular house types while an additional planting will be added within the body of the site and to the boundaries for enhancement. This layout respects the amenity of the neighbouring land users

The indicative layout allows for respect of the amenity of adjoining land uses

An extensive area of the site is to be used as public open space.











The use of materials that reflect the materials of other buildings in the locality.

## 5. Design

### 5.1 Overall Concept



#### Key

-  Area to be integrated into overall scheme
-  Formal and informal pedestrian Links
-  Boundary of developable area
-  Strong development area
-  Naturally Surveilled space
-  Developable Area
-  Buffer to Railway Lane and Sewerage Works
-  Landscape Frontage
-  Bespoke Unit
-  Gateway into the site

An outline site layout along with the indicative street scenes, has been submitted with the application. This has been prepared by Spawforths and we would refer to the following key benefits of the proposed development for the local community and future residents:

Redevelopment of the site which will result in the removal of an unattractive use;

- Highway improvements to Lowfield Road with provision of public footway providing safer pedestrian and vehicular access to Lowfield Road. As such it is considered that this footway will provide better access for existing and future residents to services and facilities beyond the railway bridge. This will therefore provide improved access to the equipped children's play area that is to be provided within the Strata housing development which is close to the application site
- Upgraded electricity substation to serve residents of local area
- Provision of areas of Public Open Space that benefit from natural surveillance and easy access from Lowfield Road for use by all local residents.
- Retention of existing landscaping where possible to screen development from existing housing and provision of additional planting throughout the site.

The buildings will vary between 2 storeys to 3 storeys in height and will utilise a form of design that allows for varying relationships to the highways.

## 5. Design

### 5.2 Use, Amount and Scale

All of the buildings previously on the site have now been demolished and the site is currently vacant. As such it is considered that the proposal site is previously developed land as defined in PPS3.

The main part of the site is allocated as an Employment Policy Area and protected under Policy DE4 with the western part of the site identified as Site Expansion of Existing Firm within the Barnsley UDP under policy DE5. Therefore employment uses would be acceptable on this site and would comply with local policy.

PPS3 sets out the criteria against which to judge the suitability of sites for housing to promote more sustainable patterns of development. The priority for development is placed upon previously developed land, in particular vacant and derelict sites and buildings. This is redefined in Policy H2 of the Regional Spatial Strategy for Yorkshire and the Humber (May 2008). Policy H2 sets out how Local Planning Authorities should identify and manage the release of land to maintain the momentum of the urban transformation of the Regional Cities, Sub-Regional Cities and Towns, and Principal Towns by prioritising housing development on brownfield land and through conversions to contribute to a regional target of at least 65%. As the site is considered to be previously developed it is therefore suitable for redevelopment with housing.

The main part of the site is allocated as an Employment Policy Area with the western part of the site identified as Site Expansion of Existing Firm within the Barnsley UDP. Paragraph 44 of PPS3 states that "in developing their previously-developed land strategies, Local Planning Authorities should consider a range of incentives or interventions that could help to ensure that previously developed land is developed in line with the trajectory/ies. It further identifies that sites that are currently allocated for industrial or commercial use could be more appropriately re-allocated for housing development".

The local authority's SPG 24 (Re-Use of Employment Policy Areas) sets out a number of criteria for assessing alternative uses against. These criteria were outlined in the above Policy section of this report.

SPG 24 also states that applicants may wish to provide supporting evidence, including for instance, evidence that the site has been marketed for employment uses. The Receivers (Price Waterhouse Coopers) marketed the application site in late 2004 and early 2005 at a national and local level based on the existing use value received from GVA Grimley. However the marketing process did not lead to any substantial interest in the property. A company was introduced by

Barnsley Development Agency in February 2005, however due to contractual issues this company withdrew their offer at the end of April 2005. It can be confirmed that no other party, before or after the aforementioned, showed any interest in the property prior to the site's acquisition by Horizon Residential Developments Limited.

SPG 24 also has a number of additional criteria that will be taken into account when determining planning applications. Based on these additional criteria, we draw the following conclusions:

A report prepared by Donaldsons has been submitted in support of this planning application which examines the suitability of this site for employment uses. This states that the "access arrangements would be a major detraction of the site as access is through residential areas". Furthermore, the route to the site is over a narrow and steep railway bridge, which is impractical for large HGVs. There are also two restricted height railway bridges to pass under when the site is approached from the B6098. The report also states that "the site is some distance from the national road network, especially when compared to the abundance of alternative sites / premises available in and around the Manvers area and off the Dearne Valley Parkway". As such it is not considered that the site has suitable access to the strategic highway network for continued employment use. The report also concludes that "the location of the site is significantly inferior to other sites in the locality which benefit from enhanced access to the local and national road networks".

The Donaldsons report also concludes that the site is not attractive to the market for redevelopment for employment use for a number of reasons, which include the following:

- "Demand in the area has come from a number of large-scale occupiers who have taken space in the Manvers area and at the various business parks / locations along the Dearne Valley Parkway. These sites benefit from far superior access to the national highway networks and have been developed as large, modern warehouse / manufacturing developments which are eminently more attractive to such occupiers."
- "Redevelopment of the site for employment use would not be viable, in terms of cost versus value, the profile of the site and its setting adjacent to other residential uses"; and
- "The location of the site is significantly inferior to other sites in the locality, which benefit from enhanced access to the local and national road network."

The former factory site is currently vacant and as such the redevelopment of the site will therefore not result in the loss of any existing jobs.

The surrounding area is predominantly residential and the scheme has been designed to respect neighbouring residential amenity. As such it is considered that the proposed development would have an acceptable relationship with the residential properties on Lowfield Road to the north and northeast, on Lowfield Meadows to the north and to Calder Road, beyond the railway line to the west. A railway line runs parallel to the western boundary of the site. Furthermore, the sites allocation was cited as a reason for refusal on the previous planning application and the Committee report accepted the principle of residential use

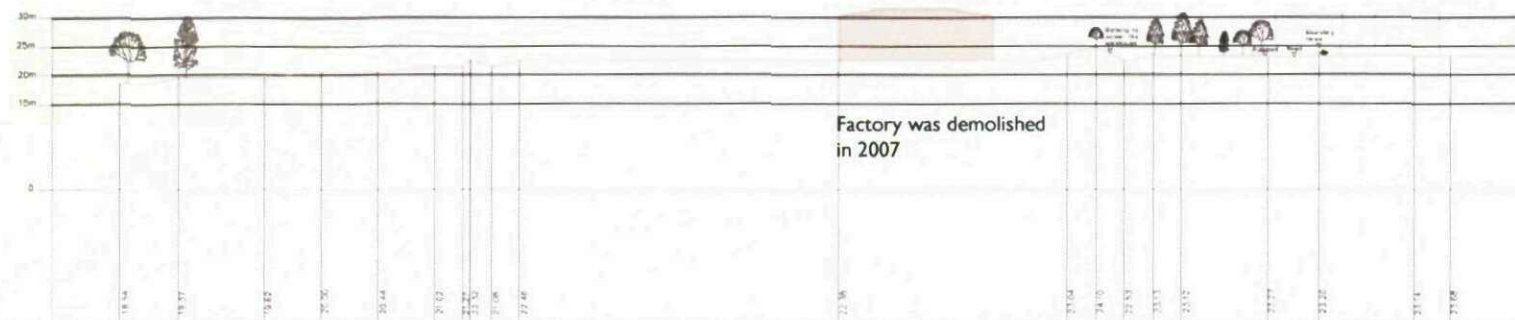
The application site is within close proximity to the surrounding public transport network. In addition the site is close to local services and facilities including local shops, local centre, schools, community facilities, open space, public houses, and allotments. Bus stops are located within walking distance along Station Road offering services to Barnsley Town Centre and Rotherham Thurnscoe. Bolton-upon-Deane Train Station is situated approximately 200 metres from the site. As a result the site is well located to facilitate access to a full range of employment opportunities and services by alternative modes other than the private car. Consequently the site is sustainable.

The redevelopment of the site could assist in building communities by providing a new mix of housing within the locality. It would also provide increased consumer expenditure for local services and facilities, thereby supporting existing services and facilities in the area. In addition, 11 of the proposed dwellings are to be "affordable" and therefore will meet local needs and people who are being priced out of the housing market.

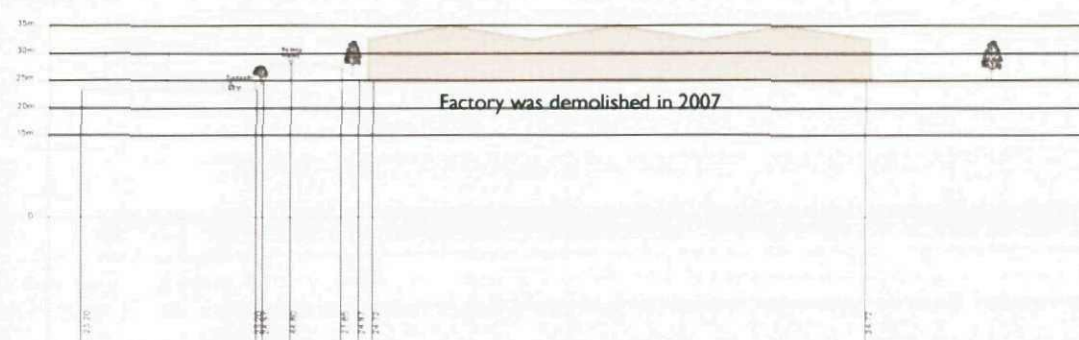
It is considered that the proposed development fully accords with national, regional and local policy and guidance and as such its redevelopment for residential use is acceptable. The proposed redevelopment of the site with residential will result in a number of environmental and visual amenity benefits that far outweigh the sites retention as an employment site. As the site is currently vacant there will also be no loss of existing jobs if the site is redeveloped with residential. Furthermore, the additional housing would help to underpin existing services and facilities and help attract new ones to the local area.

# 5. Design

## 5.3 Amount and Scale



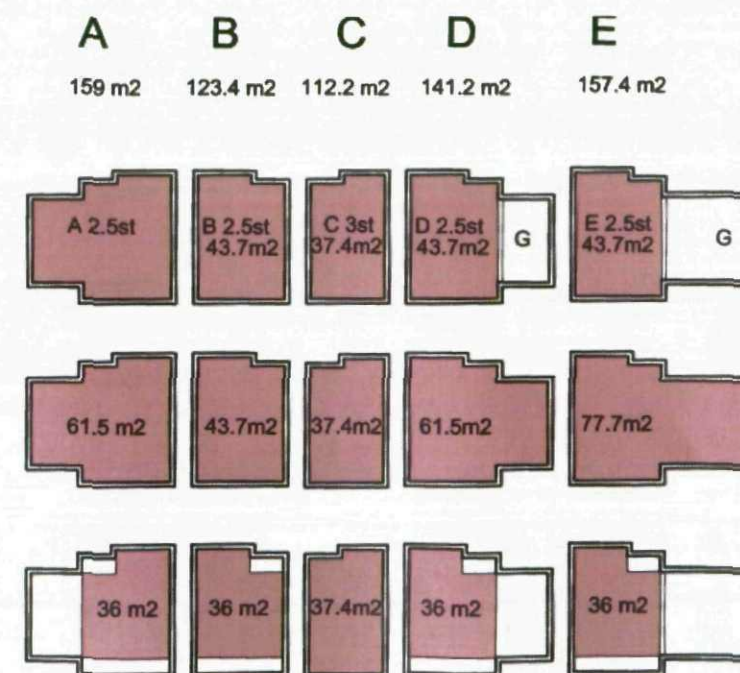
Section A



Section B



Site area 5.383 ha		
House Type	Total ft <sup>2</sup>	No of units
A 2.5 St	1711ft <sup>2</sup> /159m <sup>2</sup>	7
B 2.5 St	1328ft <sup>2</sup> /123.4m <sup>2</sup>	7
C 3 St	1207ft <sup>2</sup> /112.2m <sup>2</sup>	5
D 2.5 St internal garage	1519ft <sup>2</sup> /141.2m <sup>2</sup>	16
E 2.5 St double internal garage	1694ft <sup>2</sup> /157.4m <sup>2</sup>	5
Apartment 2 bed	684ft <sup>2</sup> /63.6m <sup>2</sup>	10
<b>Total No of Units</b>		<b>50</b>
Semi-Detached		8
Detached		26
Terrace		6
Apartments		10



## 5. Design

### 5.4 Layout



Overall, it is considered that the layout and design approach used for the site will result in a form of development not only appropriate given the sites location and context, but also appropriate for the site given its shape and relationships to adjoining uses.

The layout of the site has ensured that appropriate relationships exist between the proposed units and existing properties that lie immediately adjacent to the application site. Distances between proposed units meet the required standards and where possible existing boundary treatment is to be retained and additional boundary treatments and landscaping are proposed to soften relationships between the existing properties and the new units.

The units have been orientated to ensure an appropriate relationship to Lowfield Road and also to the existing properties to the east. The units proposed to the west of the site will be set back from the boundary and garages and parking spaces will be located behind the garden space in order to allow buffer zone to be created between the adjoining railway line.

A buffer zone comprising of the existing open green space will be preserved along the southern boundary where the site adjoins the sewage works.

The units proposed to the eastern boundary of the site are fronting the internal access road. The access road is set back from the boundary to preserve the existing conifer hedge which provides a suitable transition and screen between the existing residential units and proposed development.

The style and the indicative design of units chosen for the site will allow for the creation of a varied townscape in this predominantly residential area which will result in the provision of a mix of accommodation. The proposed units will also be in keeping the general character and appearance of the locality.

# 5. Design

## 5.5 Landscape Design - Key Issues



**A1** Removal of leylandii will facilitate sight lines



**A2** New pedestrian access from Lowfield Lane



**A3** Existing informal access to be maintained



**B** Area to be converted to grassland



**B** sloping gradient to be constructed against wall, and top of wall to be taken down to below ground level



**C** Existing grassland to receive minimal intervention



**D** Area to be converted to grassland, and birch screen retained



**E** Hedgerow to be retained and managed



Section through proposed embankment at 'B'

# 5. Design

## 5.6 Landscape Design -Masterplan



The inset sketch indicates an initial proposal, prepared in advance of discussions on site with Barnsley MBC officers. This meeting subsequently formed the basis for further development of the landscape masterplan.

1. Immediately to the south of the residential area is an area of proposed short turf, to be maintained as a kickabout and informal recreational area. It is enclosed to the south by a new mixed native woodland belt, providing shelter and a feeling of enclosure. This area is intended to act as a transition zone between the residential area and the lands to the south.






















2. The latter currently consists of semi-improved grassland interspersed with tall ruderal species and regenerating scrub (bramble, buddleia and silver birch). There are informal tracks created by dog walkers. It is intended to remove large pieces of concrete and scrap metal and glass left over from the demolition contract, but otherwise to allow this area to develop as scrubland, with continued informal pedestrian access.



3. The masterplan indicates a storm water storage area in the form of a dished pond. The photo example below is from Allerton Bywater.



### Key

<p><b>Existing Vegetation to be retained and managed</b></p> <ul style="list-style-type: none"> <li> individual tree, to be managed to promote health of the plant and safety of those residents and visitors</li> <li> tree group, to be managed including selective removal of individual trees to benefit the group</li> <li> tree group, to be managed resulting in selective removal of individual trees to benefit the group</li> <li> mature deciduous hedgerow, to be managed and maintained</li> <li> leyland hedge, to be maintained. Could alternatively be removed and a native hedge be established in its place</li> <li> existing semi-improved grassland to be managed and maintained to create an area of formal PDS and to act as a transition zone for the establishing scrubland to the south of the site</li> <li> semi-improved grassland interspersed with tall ruderal species &amp; establishing scrub, including bramble, hawthorn &amp; hawthorn, to be allowed to continue to establish with relevant maintenance and management</li> </ul>	<p><b>Proposed New Vegetation</b></p> <p><b>Grass Q30</b></p> <ul style="list-style-type: none"> <li> area to be created: private gardens and main road verge</li> <li> area of longer grass to be managed</li> </ul> <p><b>Planting Q31</b></p> <ul style="list-style-type: none"> <li> individual tree planted as an extra heavy standard, street and field</li> <li> individual tree planted as standards and traditional standards within rear gardens, street and field</li> <li> woodland edge planting, consisting of low to mid-height native species, all planted in groups of 3 to 5 at 1m and 2m centres - see schedule for suggested species</li> <li> woodland edge planting, consisting of low to mid-height native species, all planted in groups of 3 to 5 at 1m centres - see schedule for suggested species</li> <li> mixed scrub, consisting of native scrub species, all planted in groups of 3 to 5 at 1m centres - see schedule for suggested species</li> <li> dished to form of dished storage area adjacent to permanent watercourse</li> </ul>	<p><b>Existing Features to be retained</b></p> <ul style="list-style-type: none"> <li> trees</li> <li> informal pedestrian track</li> </ul> <p><b>Existing Vegetation to be removed</b></p> <ul style="list-style-type: none"> <li> individual large trees</li> <li> scrub and tree groups</li> <li> deciduous hedgerow</li> <li> leyland hedge</li> </ul>
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## 5. Design

### 5.7 Appearance and Amenity



The scheme has been designed to take full account of its context and views in and out of the site from the transport corridor of Lowfield Road both from vehicles and by pedestrians and those afforded from immediately adjoining vantage points.

The indicative proposal utilises a mix of house types throughout the development with a series of heights to provide a varied and attractive street scene which creates a sense of place. This varied townscape is illustrated through the indicative street scenes which have been submitted as part of this application.

The indicative Street Scenes submitted with this application provide a visual analysis of the developments streetscape. The approach to the distribution of unit types within the site in terms of storey height, design and materials utilised, has ensured a varied townscape and sky line throughout the development.

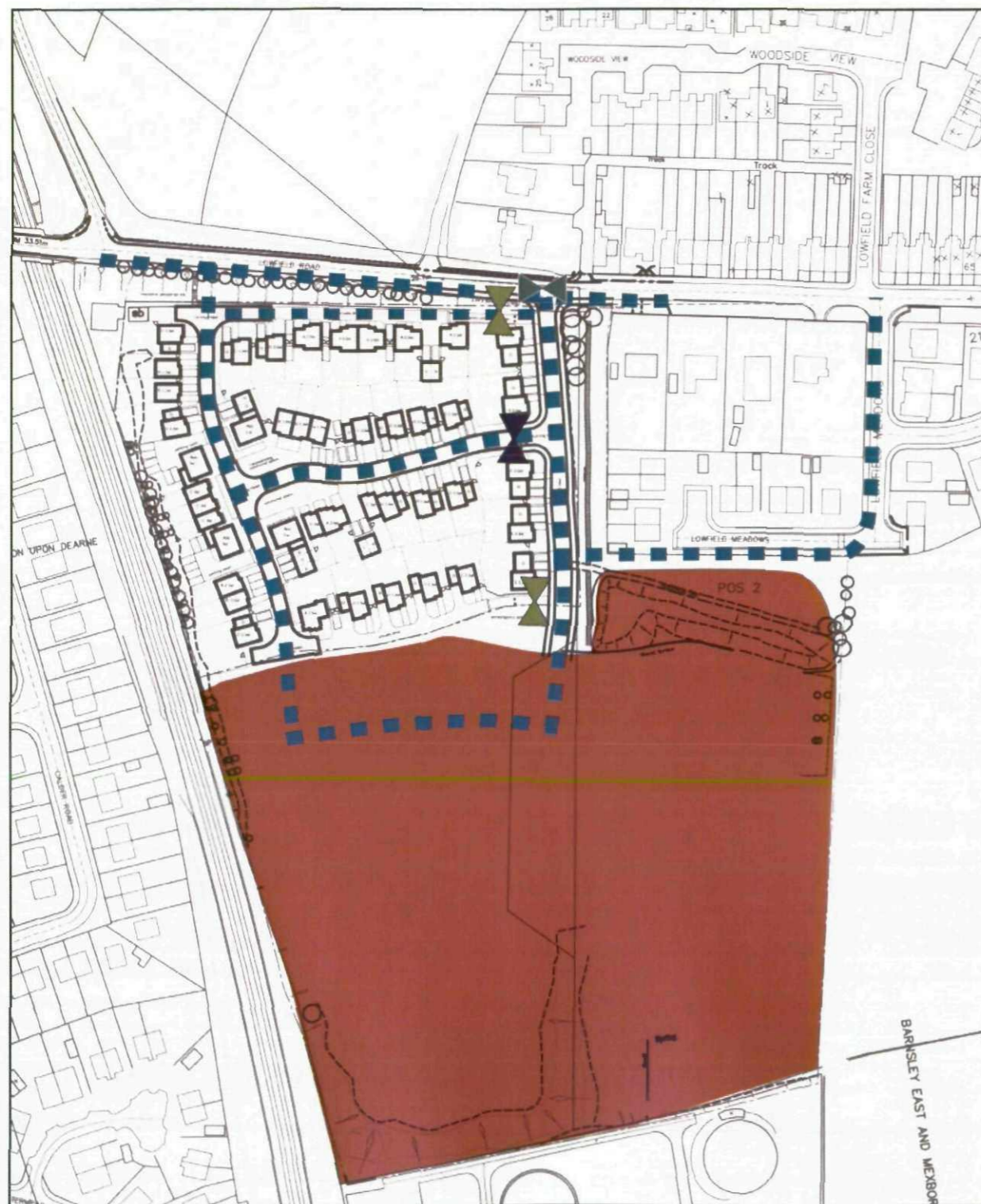
Where the development site adjoins the sewage works a large buffer zone of green open space-informal POS has been proposed. The formal POS has been located adjacent to the north edge of the development. The buffer zone will mitigate any potential problems of odour.

Sufficient distances are also maintained between existing and proposed dwellings so as to protect the residential amenity of existing and future residents in terms of overlooking, overshadowing and over dominance. Existing boundary treatment will also be retained where possible, particularly to the north eastern boundary with existing properties. Sufficient distances are also proposed to the railway line and Lowfield Road to protect the amenities of future residents.

It has been envisaged that the potential materials utilised within the scheme will be dispersed throughout the development to provide a variety in terms of the visual appearance. They will also be in keeping with other properties in the general area.

## 5. Design

### 5.8 Access



#### Key

-  Primary Entrance
-  Internal Primary Entrance
-  Secondary Emergency Exit
-  Public Open Space  
Informal area fully open pedestrian/  
pedestrian links not identified
-  Pedestrian Link

In considering the approach to the access to the site and the internal layout, AWG have taken advice from Halcrow Highway Consultants. The following points were drawn from the Transport statement in relation to access to the site and the internal layout:

- The principal access to the site will be provided off Lowfield Road, as an amendment to the existing access, which provides a safe and suitable link to the existing road network.
- Access will be from a priority junction;
- 2.4m x 90m visibility splays can be provided;
- Off-site highway works will include a new footway to current adoptable standards;
- The general internal road layout has been designed for slow speeds, making the road environment more suitable for non-motorised traffic and pedestrians.
- Parking provision will be provided which complies with Councils requirements.

Overall it is considered that the proposed access to the site and the proposed internal highway layout are acceptable and will not create any significant issues with regard to highway or pedestrian safety.

The transport statement makes the following conclusions :

- The site is well located for local services, amenities and public transport;
- Access to the site will be provided from Lowfield Road as an amendment to the existing access.
- The site is well located to encourage trips on foot and by cycle; and
- The package of improvements include a footway, dropped kerb crossing and improved visibility splays at entrance.

## 6. Conclusions



The report details the justification and design evolution of the scheme and the design principles and precedents which led the scheme as well as the basis on which the proposal was developed.

The evolution of the design process has been shown, taking into account the site context, planning policy and recommendations of the Council and the submitted design provides a design solution appropriate to the site context which conforms to relevant planning policies.

- The site was originally developed in the 1960s and the factory buildings demolished in 2007. The site's location is not suited to modern industrial processes and previous conditions to planning permissions have restricted the site's use;
- The site was previously developed and is located in a sustainable location in Bolton-Upon-Dearne;
- The proposed scheme enhances the character and appearance of the area;
- The proposal will result in highway improvements providing both safer vehicular and pedestrian access for neighbouring properties;
- The proposed scheme represents an appropriate form of development at an acceptable density given the site's context and location;
- The layout is considered acceptable in terms of the access, the relationships proposed to neighbouring land uses, the heights of buildings proposed and the level of POS provision;
- The indicative layout and design approach utilised for the site is appropriate; and
- The proposed access to the site and the internal layout is appropriate.