

Design and Access Statement

August 2019

Proposed Residential Development

Land South of Darton Lane, Darton



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1.0 Introduction

1.1 Purpose of this document

1.2 National Planning Policy

1.3 Local Planning Policy

1.0 Introduction

1.1 Purpose of this document

1.1.1 This Design and Access Statement has been prepared by Edward Architecture on behalf of the applicant, The Church Commissioners for England, to support an application for Outline Planning Permission for residential development.

1.1.2 This document has been submitted in response to the requirements of the Town & Country Planning (Development Management Procedure) (England) Order 2015.

1.1.3 This document seeks to follow the guidance published by CABE in the document *'Design and access statements - How to write, read and use them'*.

1.1.4 The purpose of this document is to describe in detail the site and its surroundings, relevant design policy and guidance, and the concepts and principles behind the development of the site.

1.1.5 The intention of this document is to ensure that the proposals result in the creation of high-quality places that are inclusive, practical and attractive.

1.1.6 This document will demonstrate how the physical characteristics of the scheme have been informed by a rigorous process including;

- **Assessment**
- **Involvement**
- **Evaluation**
- **Design**

1.1.7 Through the above process the following design issues will be addressed;

- **Use** | What the buildings and spaces will be used for
- **Amount** | How much could be built on the site
- **Layout** | How the buildings and public and private spaces could be arranged on the site, and the relationship between them and the buildings and spaces around the site.
- **Scale** | How big the buildings and spaces could be.
- **Appearance** | What the buildings and spaces could look

like at detailed design stage, for example, building materials and architectural details.

1.1.8 The following access issues will also be considered;

- **Vehicular and transport links** | Why the access points have been chosen, and how the site responds to the existing layout.
- **Inclusive Access** | How everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping.



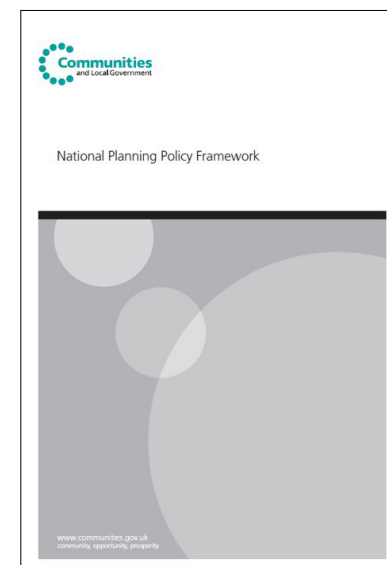
1.2 National Planning Policy Framework

1.2.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. The purpose of the National Planning Policy Framework is to help to achieve sustainable development.

1.2.2 Further information regarding national planning policy and how it relates to the proposed development is provided within the Planning Statement prepared by Deloitte LLP, which supports this application.

1.3 Local Planning Policy

1.3.1 Information regarding relevant local planning policy, and how the proposed development complies with this is prepared by Deloitte LLP which supports this application.



2.0 Site and Surroundings

2.1 Site Location and Current Use

2.2 The Site Allocation

2.3 Visual Analysis of Site

2.4 Visual Analysis of Surroundings

2.0 Site Description and Analysis

2.1 Site Location and Current Use

2.1.1 The application Site is approximately 3.64 hectares (ha) in area and is currently used as agricultural land.

2.1.2 It is located to the south of Darton Lane which connects Darton to the west and Mapplewell to the east.

2.1.3 The site relates closely to Mapplewell village's southern boundary.

2.1.4 It is easily accessible by foot, rail and car.

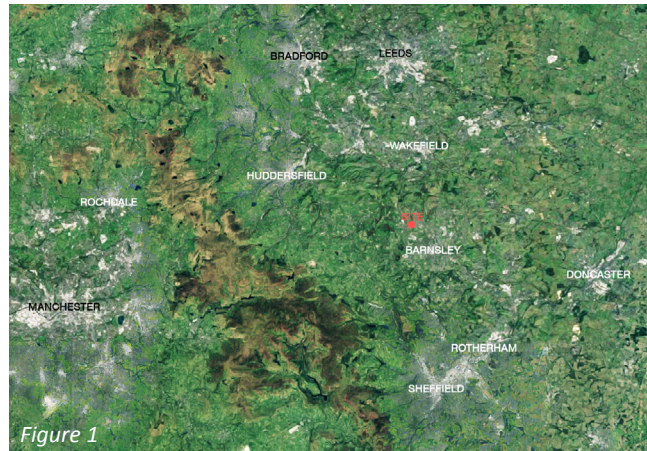
2.1.5 A number of bus services run along Darton Lane including services into Stainscross, Leeds city centre, Barnsley town centre and Wakefield city centre (Numbers 1, X10, 93a, 97, 488 and 489 service). (see figure 3).

2.1.6 Darton Railway Station is located 0.5 miles to the west (see figure 2).

2.1.7 The local planning authority is Barnsley Metropolitan Borough Council (BMBC).

2.1.8 The site does not fall within a conservation area and there are no listed buildings on the site.

2.1.9 The site was previously located within the green belt but is now identified as the HS2 Allocation Site that has been formally adopted for residential development.



2.2 The Site Allocation

2.2.1 Barnsley Local Plan was formally adopted January 2019.

2.2.2 Allocation Title:

- **Site HS2 Land south of Darton Lane, Staincross**

Indicative number of dwellings 86

2.2.3 Allocation Description:

- The development will be to expected retain species-rich grassland meadows at the west of the site.

- A buffer strip of vegetation should also be retained adjacent to the disused railway line at the south.

- Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;
- An assessment of the significance of the remains; and
- Consideration of how the remains would be affected by the proposed development.

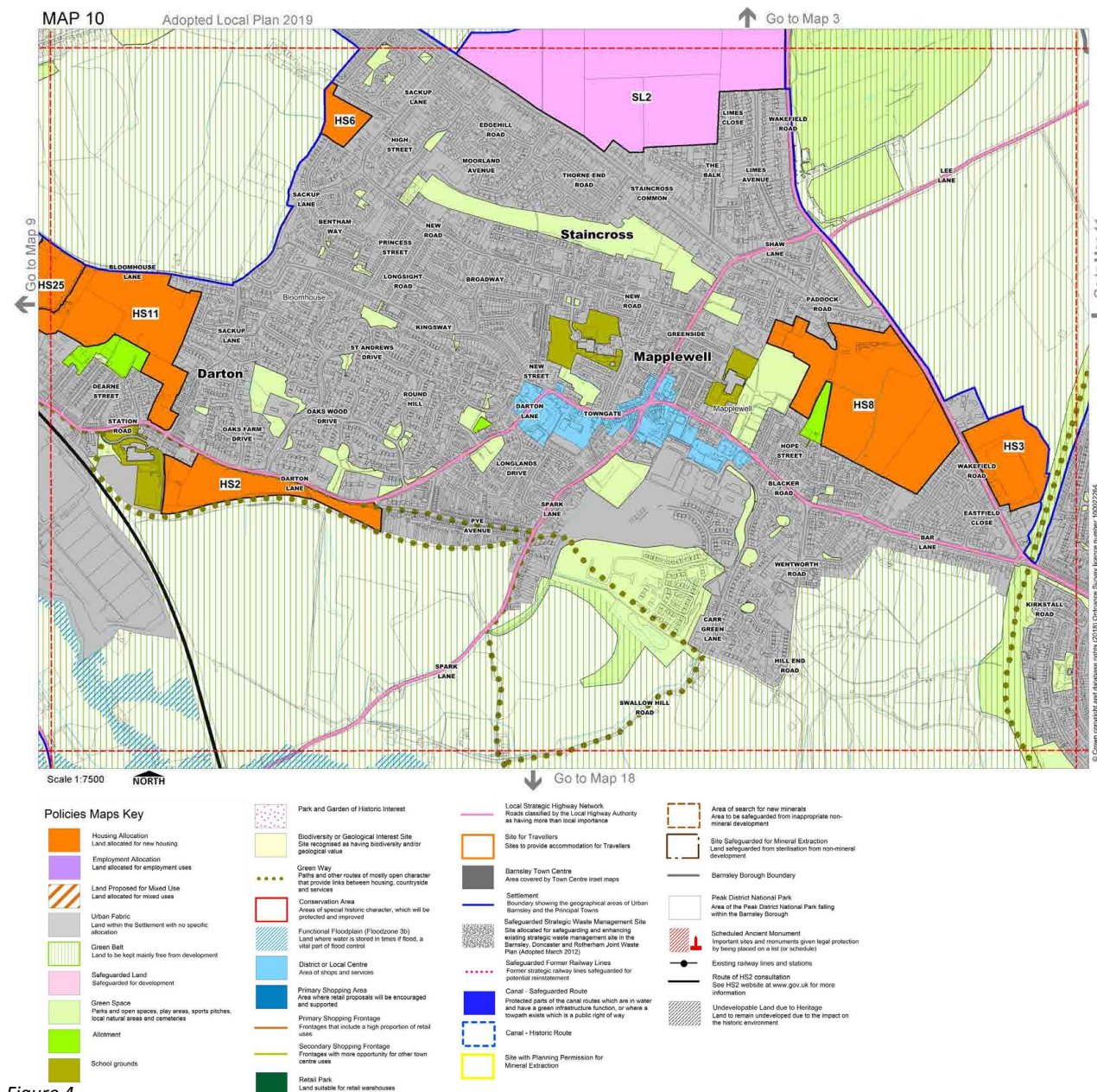


Figure 4

2.3 Visual Analysis of Site

2.3.1 The site comprises of a parcel of agricultural land split into three paddocks which are currently all used for grazing by horses.

2.3.2 The paddocks themselves are further subdivided by temporary fences. (see figure 6)

2.3.3 The site is defined by Darton Lane to the north and a disused railway line, which has colonised with mature scrub and trees, along the southern boundary.

2.3.4 The site sits lower than Darton Lane with a dry stone wall used to divide the changes in level. (see figure 5)

2.3.5 There are limited amounts of hedgerow which sub-divide the site.

2.3.6 The site supports four ponds; mainly formed by the impoundment of drainage as a result of the disused railway embankment to the south.

2.3.7 A further area of damp/tall ruderal vegetation is also located centrally within the site. (see figure 7)

2.3.8 Within the wider context, the site borders existing developed land to the north, east and west while to the south of the site lies generally open farmland.

2.3.9 An existing vehicular track runs through the centre of the site that links Darton Lane with the disused railway and countryside to the south.



2.4 Visual Analysis of Surroundings

2.4.1 The site sits within the settlement of Darton with residential development to the north, east and west.

2.4.2 Common and meadow land is located to the south, beyond a disused railway line that helps define the site's southern boarder.

2.4.3 Intermittent views to the countryside and south can be found beyond the disused railway.

2.4.4 The northern boundary adjoins Darton Lane (B6131), a secondary transport route that links to junction 38 of the M1 via the A637, to the west.

2.4.5 Darton Lane is a 30mph main road that is residential in nature.

2.4.6 Pedestrian pathways can be found on both sides of the street, and the street is lined with walls and strong hedgerows and bushes particularly to the north side to mask existing residential curtilage. (See figures 8 and 10)

2.4.7 The southern boundary adjoins greenfield land that is bound by the Hallam rail line and the river Dearne.

2.4.8 The western boundary adjoins a two storey dwelling fronting onto Darton Lane, with in-curtilage parking. (See figure 9)

2.4.9 To the north of the site is an existing residential development in a mixture of styles, materials and storeys. (See figure 8)

2.4.10 Building materials are a mix of brick, stone and render, with red or grey concrete tile pitched roofs. All look to use white soffit and fascia boards and white uPVC windows.

2.4.11 All existing dwellings are serviced from public and private drives that extend from Darton Lane. They are set back from the road with in-curtilage parking and stone wall or hedge frontage. (See figures 8 and 9)



3.0 Design Development

3.1 Constraints

3.2 Opportunities

3.0 Design Development

3.1 Constraints

3.1.1 The key Site Constraints have been assessed and are shown diagrammatically (see Figure 12). The key Site Constraints have been considered as follows;

3.1.2 The site is split into three paddocks which are currently all used for grazing by horses.

3.1.3 The site is defined by Darton Lane to the north and a disused railway line, which has colonised with mature scrub and trees, along the southern boundary.

3.1.4 The site slopes down from north to south and sits lower than Darton Lane with a dry stone wall used to divide the changes in level.

3.1.5 There are limited amounts of hedgerow which subdivide the site.

3.1.6 The site supports four ponds; mainly formed by the impoundment of drainage as a result of the disused railway embankment to the south.

3.1.7 A further area of damp/tall ruderal vegetation is also located centrally within the site.

3.1.8 An existing pedestrian route runs through the centre of the site that links Darton Lane with the disused railway and countryside to the south.

3.1.9 Existing sewer lines run laterally along the north of the site.

3.1.10 An area of the site was first considered to be of archaeological interest, but following the undertaking of a Heritage Assessment it is concluded that this is no longer a concern.

3.1.11 Existing overhead cables can be found running through the centre of the site.

Constraints

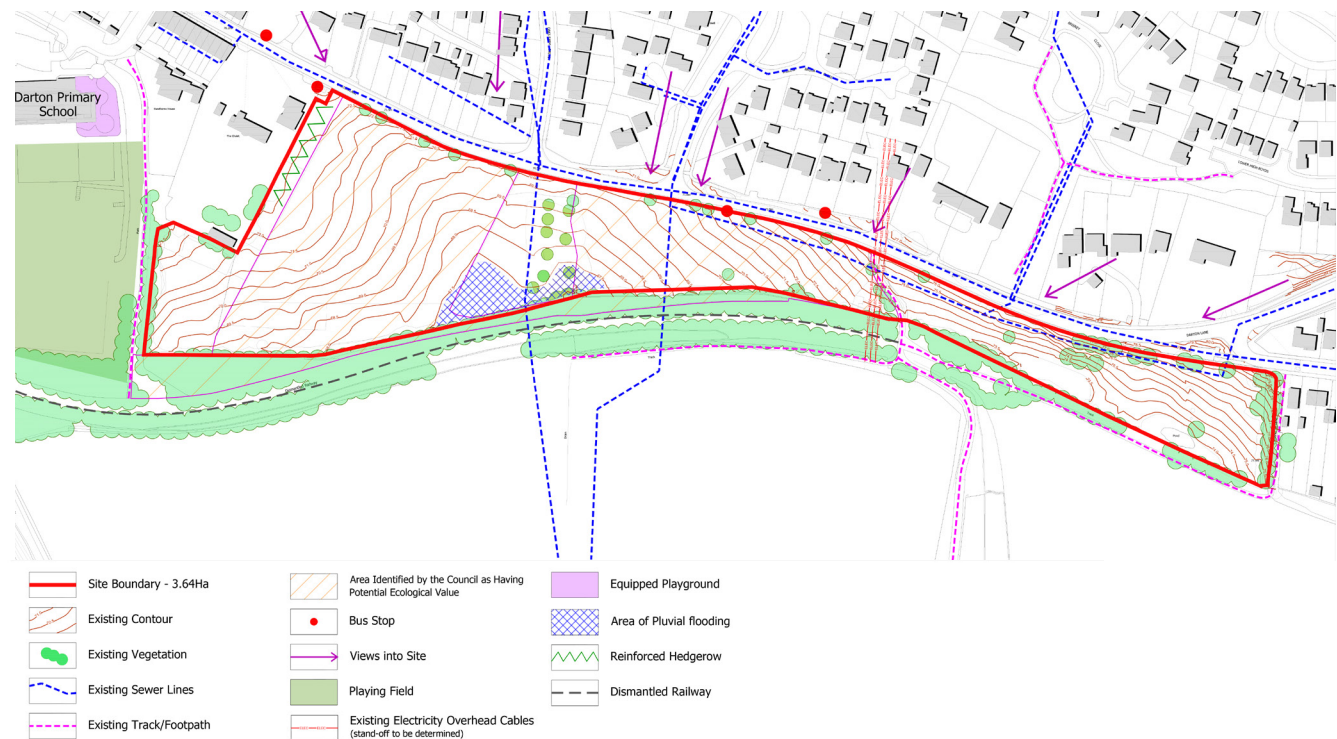


Figure 12 - (Site Constraint Drawing courtesy of Barton Wilmore)



3.2 Opportunities

3.2.1 Upon assessing the site's constraints, a series of site led opportunities have been derived and set out diagrammatically as follows; (see Figure 13)

3.2.2 Proposed development would provide a natural extension to the existing village.

3.2.3 The existing slope of the land from north to south means that current site levels sit lower than that north of the site and at the opposite side of Darton Lane. This means that existing dwellings to the northern side of Darton Lane sit higher than the site and any future development would have minimal visual impact to existing properties.

3.2.4 Potential for existing hedges and bushes bounding the site to be retained.

3.2.5 Potential for existing ecological grass to be retained.

3.2.6 Potential to retain vehicular track through site.

3.2.7 Existing land-form provides logical locations for attenuation solutions.

3.2.8 Provision of public open space within development.

3.2.9 Proposed dwellings to the west of the site to maintain an appropriate distance from the neighbouring properties.

3.2.10 A buffer strip of vegetation should also be retained adjacent to the disused railway line at the south.

3.2.11 Proposed new access from the north, on Darton Lane, to adoptable standard.

Opportunities

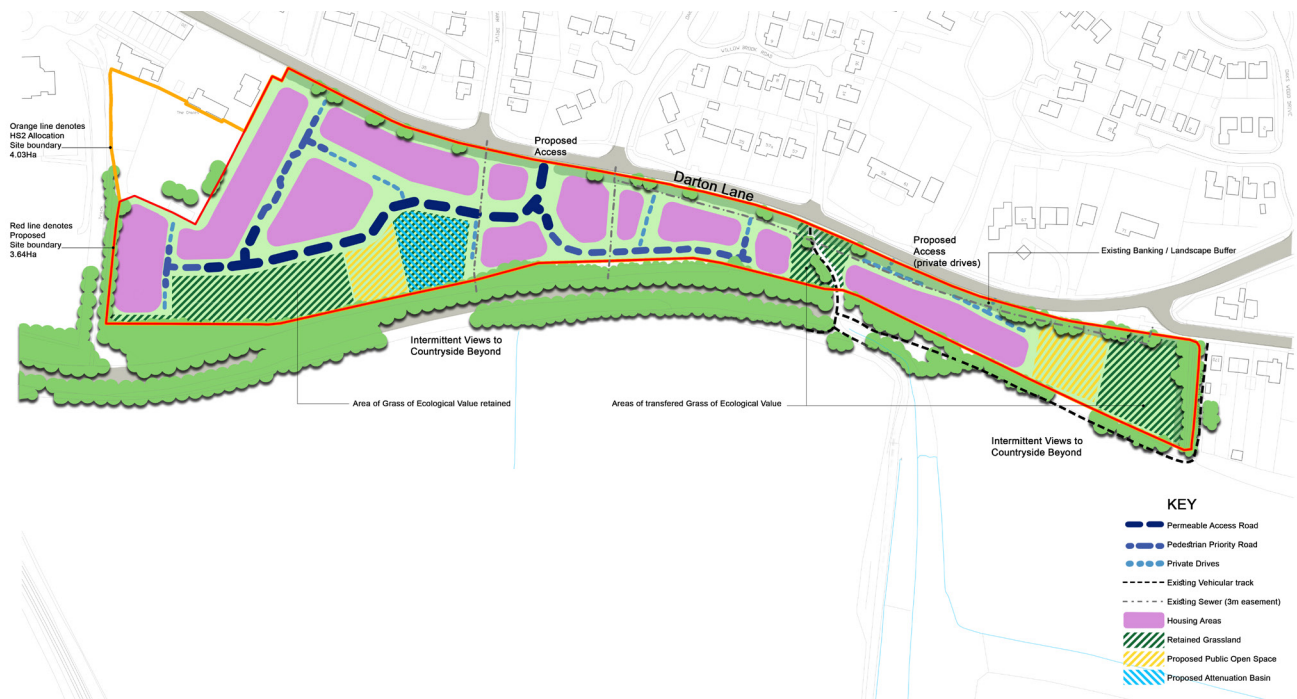


Figure 13

4.0 Proposal

4.1 Barnsley Metropolitan Borough Council's
Design Policies

4.2 Use

4.3 Amount

4.4 Layout

4.5 Scale

4.6 Appearance

4.7 Access

4.8 Crime Prevention

4.0 Proposal

4.1 Barnsley Metropolitan Borough Council's Design Policies

4.1.1 This document has been prepared to support an outline application for residential development of up to 73no. dwellings with proposed access. All other matters will be reserved except for vehicular access into site. Whilst design matters have been considered at this stage, the development will be subject to a future Reserved Matters Application.

4.1.2 The Illustrative Site Plan demonstrates the parameters within which the proposal development can be achieved (see Figure 14). The following policies and guidance have been considered at this outline stage;

4.1.3 The proposed scheme has been designed to meet the requirements of *Secured by Design Homes 2016*.

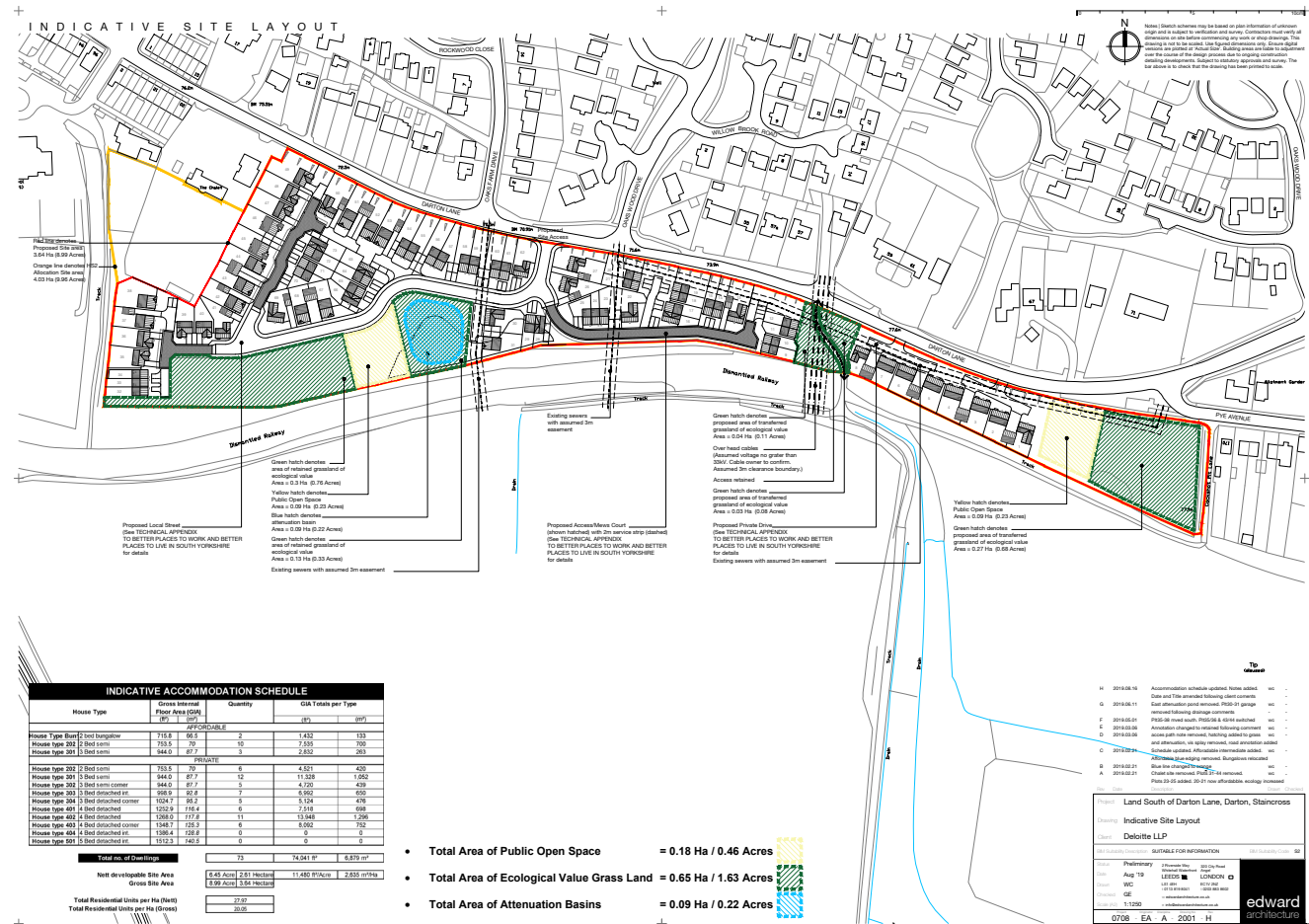
4.1.4 The proposed scheme has been designed in accordance with:

- *The LDF, Supplementary Planning Document - Designing New Housing Development; and*
- *Better Places to Live in South Yorkshire; and*
- *The South Yorkshire Residential Design Guide.*

4.2 Use

4.2.1 The site is currently agricultural land. The proposed use is residential, in accordance with Barnsley's formally adopted Local Plan (Jan 2019).

Illustrative Site Plan



4.3 Amount

4.3.1 The outline application seeks planning for up to 73no. dwellings.

4.3.2 The Illustrative Site Plan, outlined in red, demonstrates the way in which the site could accommodate 73no. units, along with parking in-line with parking standards.

4.3.3 In figure 14, there is an area to the west of the site, bound in orange that is also part of the HS2 adopted site. It is possible to extend the Illustrative Site Plan in its current form and accommodate a further 13no. dwellings to this area, totalling the target 86no. units for the HS2 site.

4.4 Layout

4.4.1 The Illustrative Site Plan (*see Figure 14*) has been developed to demonstrate the parameters within which the site could be developed for residential use. The final site layout will be determined at reserved matters stage. The key layout principles are as follows;

4.4.2 Main access road taken through the northern boundary directly from Darton Lane.

4.4.3 Further private access roads taken from Darton Lane at narrower areas of the site.

4.4.4 Road hierarchy clearly defined with primary access road from Darton Lane and secondary roads serving dwellings in cul-de-sacs.

4.4.5 Proposed dwellings to the west of the site to be located to respect adjoining properties and maintain privacy.

4.4.6 Inward looking development with defensible space to the front of the properties and natural surveillance throughout.

4.4.7 Dual-aspect dwellings to key corners to maximise natural surveillance.

4.4.8 In-curtilage car parking throughout.

4.4.9 Secure perimeter boundary treatment to rear gardens and site boundary.

4.4.10 Layout developed to respect and retain areas of ecological grass land.

4.4.11 Areas of attenuation provided to lowest areas of the site.

4.4.12 Accessible public open space throughout site.

4.5 Scale

4.5.1 The proposed dwelling mix demonstrated in the Illustrative Site Plan are 2 storey in height, which are in keeping with the local character and scale, however, the final scale will be determined at reserved matters stage.

4.6 Appearance

4.6.1 The appearance of the proposed dwellings will be subject to a future Reserved Matters application, however it is suggested proposed dwellings should reflect the local vernacular and provide landscaped frontages.

4.7 Access

4.7.1 A new site access is proposed from Darton Lane, with a further two private drives to the east of the narrower areas of the site.

4.7.2 The access is submitted for detailed consideration.

4.7.3 Inclusive access strategies to be considered. These could be adopted in the form of level thresholds and drop kerbs to allow wheelchair users and mobility impaired inhabitants free movement throughout the development.

4.8 Crime Prevention

4.8.1 The Illustrative Site Plan has been designed to comply with the key principles of *Secured by Design Homes 2016*.

5.0 Conclusion

5.1 Summary

5.0 Conclusion

5.1 Summary

5.1.1 This is an outline planning application for residential development with all matters reserved apart from the number of dwellings and the means of vehicular access into the site. The detailed designs will be subject to a future Reserved Matters Application.

5.1.2 The indicative scheme demonstrates one way in which the site could be developed in order to provide a high quality and inclusive design, consistent with relevant policy and guidance.

5.1.3 The indicative scheme sets out a number of key principles and objectives which should be considered during the detailed design stage whilst giving flexibility to future development.

5.1.4 Detailed and careful consideration has been given to the scheme to provide a high quality place to live.

5.1.5 The proposals create a development that not only respects the visual impact and setting, but is capable of responding to the surrounding context and mitigating the impact on the surrounding areas.

5.1.6 Our focus on quality design will provide access to a new development that is inclusive, attractive and offers secure, long-term vitality to the surrounding area.