PROPOSED RESIDENTIAL DEVELOPMENT OF LAND AT THE FORMER SR GENT FACTORY, DODWORTH ROAD, BARNSLEY

On behalf of PRICEWATERHOUSECOOPERS

DESIGN AND ACCESS STATEMENT

REF 1254. DAS

LOROC Architects
Whitehall Waterfront
2 Riverside Way
LEEDS
LS1 4EH

Tel 0113 233 7755
Fax 0113 243 4806
www.loroc.co.uk

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INTRODUCTION

1.1 This Design and Access statement has been prepared on behalf of PricewaterhouseCoopers ("PwC") and is submitted with the outline planning application package for proposed residential development of land at the former SR Gent factory, Dodworth Road, Barnsley.

1.2 The outline planning application is seeking determination for access only, with all remaining matters reserved. The application is supported by an indicative site layout plan illustrating how a maximum number of residential dwellings can be accommodated on the site.

1.3 The Design and Access Statement identifies the key design principles, which have been considered in the preparation of this illustrative layout plan. For clarification, the outline planning application is not seeking approval for the illustrative layout plan.

1.4 This statement provides background information on the matters taken into account in relation to the design of the illustrative layout plan. The illustrative layout plan comprises:

- 172 residential dwellings;
- Associated facilities and car parking; and
- Formal and informal areas of on-site public open space.

1.5 The housing mix promotes a mixture of 1 & 2 bed apartments and 3 & 4 bedroom houses. The houses are a mixture of two, two and half, three storey and two / three storey split-level units. These are in a mixture of detached, semi-detached and terrace / townhouse blocks.

1.6 Information on the key planning policy considerations have been addressed in the Planning Support Statement prepared by WYG Planning & Design ("WYG").

DESIGN

2.0 Use

2.1 The site is situated within a predominantly residential area, which is characterised by terraced and semi-detached housing types. The proposals aim to re-develop a vacant brownfield site which will significantly regenerate the area and improve the amenity of surrounding residents

2.2 The development is located 1.5 km from Barnsley town centre which offers a broad range of community facilities and services.

2.3 Large areas of public open space located immediately to the north-west and south-east of the site.

2.4 Access to the proposed scheme has been considered for all groups. This is an inclusive development that adequately provides facilities for residents, visitors and the wider community.

3.0 Amount

3.1 The number of dwellings proposed on the illustrative layout plan is appropriate for the size and topography of the site. The density is also in keeping with the character of the area. The number of dwellings equates to 40 dwellings per hectare. (Site area = 4.33 Hectares gross).

3.2 The housing mix promotes a mixture of 1 & 2 bed apartments and 3 & 4 bedroom houses. The houses are a mixture of two, two and half, three storey and two / three storey split-level units. These are in mixture of detached, semi-detached and terrace / townhouse blocks. The apartments are located in three storey and two / three storey split-level blocks.

3.3 Existing local amenities are more than adequate for the additional residences proposed. This is an appropriate level of development.

4.0 Layout

4.1 The layout has been designed to create visual interest and clarity throughout. Focal points have been utilised to create legibility. Interchange devices between different areas of the site have also been utilised such as change in road surfaces, disposition of mass etc.

4.2 The illustrative layout plan shows accommodation being set back more than 15 metres from the kerbside on Dodworth Road. This is to ensure that all accommodation is located outside of the Air Quality Management Area (AQMA) along Dodworth Road as was advised by the Pollution Control Officer at Barnsley Metropolitan Borough Council ("BMBC").

4.3 The illustrative layout also reflects the type of residential development along Dodworth Road, with a mixture of detached and semi-detached properties being proposed on this frontage. All the proposed accommodation fronting onto Dodworth Road is served from a centrally located mews court removing any drives or other vehicular access points that would be adjacent / near the site access. The massing of these dwellings is reflective of those along Dodworth Road, i.e. two storeys.

4.4 The site has access to large areas of open space to the north-west and to the south-east of the site. These areas are not clearly defined in terms of access linking the two areas together.

4.5 The scheme proposes to address this situation by creating a green link along the western boundary of the site. The illustrative layout shows the majority of the proposed informal and formal open space located in the south-west corner of the site which will enhance the existing area of public open space located immediately outside the application site.

4.6 A parcel of on-site public open space is detailed on the north-west corner of the illustrative layout. This area of on-site public open space will promote linkages to the area of existing green space across Dodworth Road to the north of the site. This proposed area of green space also seeks to retain existing trees in this part of the site.

4.7 The green link proposed will be publicly accessible and overlooked by the front elevations of proposed houses along this section of the estate road. The open space locations also comply with BMBC's requirements for this site with on-site open space provision being located as far away as possible from the Dorothy House Nursing Home (located to the north-east of the site boundary). A children's play area is also detailed on the illustrative layout. 15% of the total gross site area is proposed as being on-site public open space.

4.8 To promote pedestrian access throughout the site, a footpath is being proposed linking the north-west corner of the site to the main on-site area of open space provision in the south-west corner. These footpath links will be overlooked by front elevations of dwellings adjacent the paths created.

4.9 The existing rock face / embankments to the north-east and south boundaries range from 0 to 6 metres high. This does represent, in places, potential overshadowing issues. We have therefore suggested that some of the units be split-level (the ground floors being single aspect) thus reducing the height of the rock face / embankments and overcoming the above potential overshadowing issue.

4.10 A working space of circa 5 metres has been observed from the proposed units to the existing rock face. This distance has been specified by the civil engineering specialists appointed by the applicant. The strengthening, re-grading, engineering works, to the areas with exposed rock face will be as specified during the detailed design stage. Information on the expected preparatory works required to the rock face is detailed in the Phase 1 Geo-Environmental Report prepared by WYG Environment.

Secure by design

4.11 Secure by design guidance has been considered in production of the illustrative layout plan. The following elements have been incorporated into the scheme:

- Exclusion of rear garden access paths. Where units are in blocks of three or more units, covered passageways have been provided for access to rear gardens. (which will be gated);

- Where possible rear gardens abut rear gardens;
- All doors and windows will be fitted with appropriately approved locks;
- Surface parking, if not located directly in front or to the side of the proposed dwellings, is overlooked by either front elevations or side elevation windows, i.e. the apartment parking;
- Street Lighting will be provided in accordance with Section 38 requirements, including to the footpath links and open space/s;
- All front gardens will have low level railings or other boundary treatments (dense shrub planting) thus defining private cartilage/s. These boundary treatments are also subject to Highway comments with regards forward visibility and set back 2m from the rear of the back edge/s of the pavements where drives are located if above 900mm high;
- A solid boundary is to be provided to the perimeter of the site and treatments to the rear gardens of units generally, i.e.1.8m high close boarded timber fences.

5.0 Scale

5.1 As detailed above, the proposed housing detailed on the illustrative layout are a mixture of two, two and half, three storey and two / three storey split-level units. These are in a mixture of detached, semi-detached and terrace / townhouse blocks. The apartments are located in three storey and two / three storey split-level blocks.

5.2 The scale of the proposals as detailed on the illustrative layout reflect the character of the surrounding residential properties, in terms of footprint, height and mass.

5.3 The housing is set down in level from the surrounding residential development to the east and west of the site. Therefore, the proposals will not interrupt the nature of roof lines in the area.

5.4 The scale and proportion of detail has been considered carefully and all elements are domestic in both scale and nature. Residents will feel both comfortable and secure with the scale of development proposed.

6.0 Landscaping

6.1 Landscaping is an important issue when considering the development of any site because it defines the quality of the development and helps to create a sense of place.

6.2 BMBC has identified some groupings of existing trees that enhance the site and are worthy of retention, namely the existing trees to the north-west corner and the north-east boundary of the application site. These trees have been retained and incorporated as part of the proposals on the illustrative layout plan.

6.3 Tree & shrub planting is proposed throughout the development however the scheme provides for dedicated pockets of tree and shrub planting along / next to the carriageway(s) to help soften / improve the streetscapes.

6.4 The landscaping of the proposed areas of on-site public open space including a potential children's play area will be dealt with during the detailed design stage.

7.0 Appearance

7.1 The illustrative site layout and disposition of mass relates directly with the shape of the site. The domestic scale proposed is also in keeping with the character of the area.

ACCESS

8.1 The site access is proposed to be relocated 33 metres to the east of the existing position to achieve 2.4 x 90m sight lines along Dodworth Road. The relocation of the access road onto the site benefits the scheme in terms of layout and promotes the retention of existing trees in the north- west corner of the site.

8.2 The site access has been set at 7.2m width by WYG Highway Engineers and reduces to a standard 5.5m wide estate road (1.8m pavement, 5.5m road & 1.8m pavement). This continues throughout the site and converts to a mews court loop and in places to private drives to help break up the road hierarchy.

8.3 All apartments provide 100% parking (apartment A has a garage and parking space). All houses have a garage and a space. No visitor parking has been proposed along the estate roads, however, 25% minimum visitor parking has been provided to the mews courts.

8.4 As detailed above, to promote pedestrian circulation throughout the site, footpath links have been provided linking the north-west corner of the site to the main open space provision in the south-west parcel of the site.

8.5 Current disabled doorway widths, ground floor WCs and other requirements, (such as flat paths to front doors, level thresholds to front entrances, etc.) are to be incorporated into the design.

8.6 Access for fire vehicles into the site is achievable.

8.7 The bin and cycle stores for the split-level units will be located within the buildings, i.e. to the rear of the ground floors. Traditional apartments have bin and cycle stores located in the rear, secure, gardens.

8.8 All houses have garages and therefore these units have provision for cycle storage.Bins for these units are located in rear gardens where access to rear gardens is possible i.e. (for detached, semi-detached, traditional end terrace / townhouses and traditional mid terrace where a covered passageway is provided).

8.9 A bin store will be provided to the front elevation or the side gables of split-level units.

8.10 The site has excellent access to public transport with bus stops located immediately outside of the site frontage on either side of Dodwoth Road. The site is within walking distance to both the Kingstone and Holgate Secondary Schools and the Shaw Lane Primary School. Barnsley town centre is approximately 10 minutes walking distance from the site.

CONCLUSIONS

9.1 The proposals detailed on the illustrative layout plan submitted as part of the outline planning application package promotes a mix of housing types in a highly sustainable location. It is considered that the proposed layout reflects the predominant surrounding residential development and will significantly regenerate and enhance this area of Dodworth Road. As a consequence, the application should be supported and approved.