



Design and Access Statement - Reserved Matters

WAKEFIELD ROAD | MAPPLEWELL | BARNSELY

March 2016

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This Design and Access Statement has been prepared by John R Paley Associates in relation to the reserved matters planning application (Phase 1 - 46 dwellings) for residential development at Wakefield Road, Mapplewell.

PURPOSE

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

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

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

- Assessment
- Involvement
- Evaluation
- Design

The statement should also address the following factors:

Use - What the land and buildings will be used for;

Amount - How much development can the site accommodate;

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

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

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

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

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

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

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

BRIEF

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

- Deliver quality of built form and spaces which are image enhancing
- Employ innovations which are a model for environmentally sensitive development
- Enable local residents and businesses to have meaningful influence on our proposals at every stage
- Create a scheme which is deliverable and viable

ASPIRATIONS

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

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



AERIAL IMAGE - wider red line for the entire site

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

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

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

High Quality Design

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

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

Paragraph 58 states:

Planning policies and decisions should aim to ensure that developments:

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

and appropriate landscaping.

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

OUTLINE PLANNING CONSENT

The site has the benefit of outline planning consent for residential development of up to 250 dwellings (all matters reserved) which was approved by Barnsley Council 15th April 2014 (reference 2014/0249).

There are a number of conditions which are relevant to the reserved matters submission:

Condition 2

Reserved matters comprise of:

- Layout
- Scale
- External appearance
- Access
- Landscaping

Condition 3

Reserved matters submission shall indicate existing ground levels and finished floor levels.

Condition 4

Reserved matters submission shall indicate biodiversity mitigation and enhancement measures.

Condition 7

Dwellings shall achieve Code Level 3.

Condition 8

There shall be a 15% reduction on carbon dioxide emissions from the site.

Condition 12

Reserved matters submission shall indicate how existing footpaths are to be secured through retention and improvement or the provision of alternative footpaths.

Condition 16

No development within 3 metres of the watercourse on site.

Condition 17

No development within 4 metres of the centre line of the twin 12” live water mains,

Condition 20

Phasing of the development shall be submitted to and approved in writing prior to commencement of development.

Condition 21

Carriageway widening, radius improvements, carriageway and footway resurfacing; provision of 2 no. pedestrian refuges and associated tactile paving and white lining; alterations to white lining, highway drainage, streetlighting and furniture as required; provision of waiting restrictions under TRO legislation; provision of a right turn lane.

Widening of Lee Lane carriageway to create left and right turn lanes.

Condition 22

The reserved matters submission shall be accompanied by a scheme for the submission of surface water attenuation.

Condition 24

Visibility splays of 2.4m x 120m to be provided.

Condition 25

Prior to commencement of development details of the enhancements to public rights of way linking the site to Paddock Road and Blacker Road shall be submitted and approved by the LPA.

THE SITE

The site is located on land to the south-west of the A61 Wakefield Road and north of the B6121 Bar Lane in Mapplewell and extends to around 9.8 hectares. The first phase relates to 2.53 hectares.

The proposed development site consists of overgrown / rough grass and approximates to a pentagonal shape with five distinct boundaries as follows:

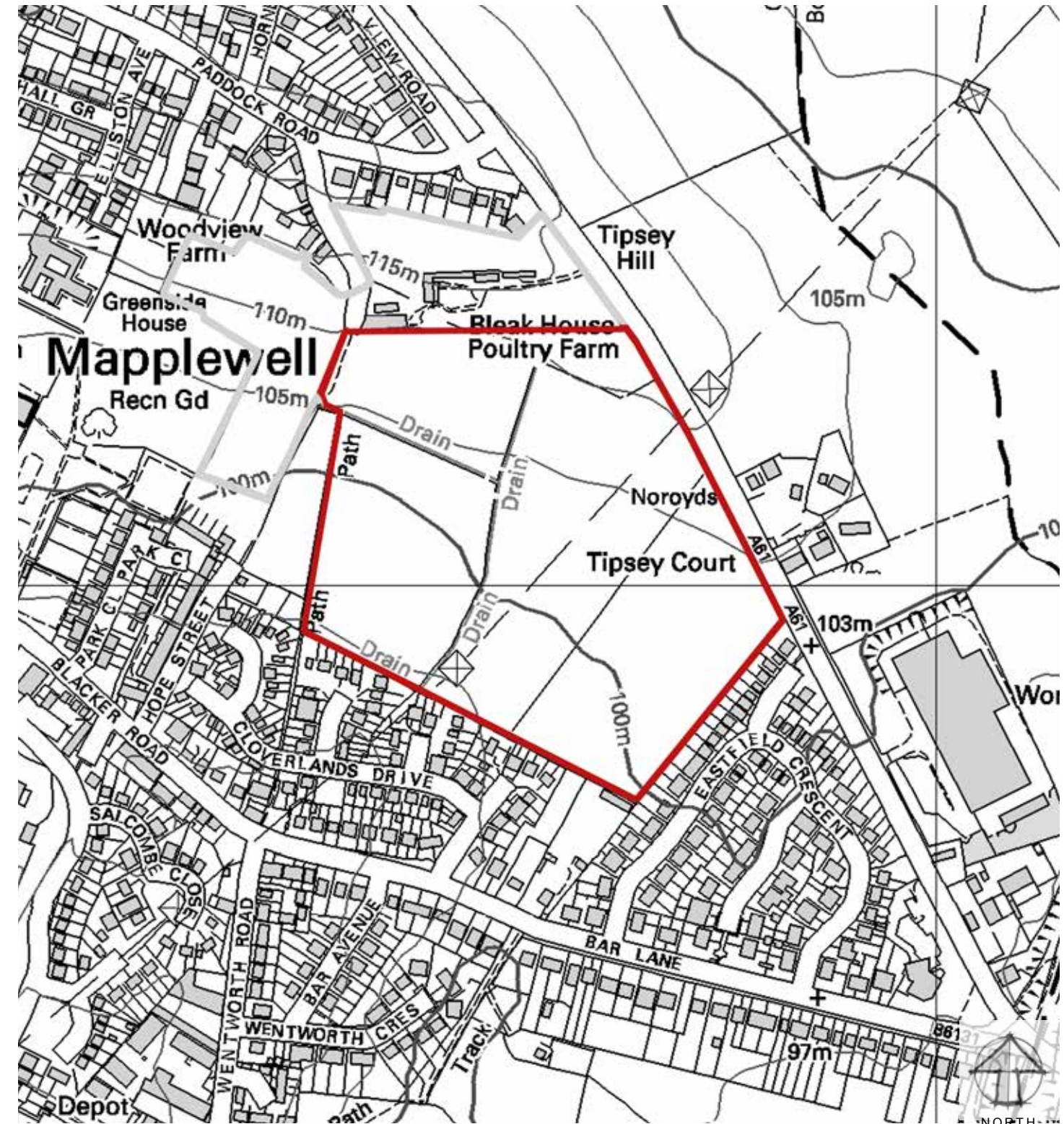
- The north boundary separates the development site from the buildings and maintained grass of an adjacent poultry farm.
- The east / northeast boundary is defined by an overgrown hedgerow separating the proposed site from the A61 Wakefield Road.
- The southeast boundary is formed by a hedgerow and trees separating the site from the rear gardens of properties on Eastfield Crescent.
- The southwest boundary is defined primarily by hedgerow and wood fencing but also incorporates a drainage ditch, shrubs and trees which separate the site from the rear gardens of properties of Cloverlands Drive, Snailsden Way and Cloudberry Way.
- The west / northwest boundary is defined by a series of footpaths separating the site from Allotment Gardens to the south and grassland and trees to the north.

The main constraint to development is the Electricity Transmission Line and Pylon which crosses the site from the approximate mid point of the northeast boundary to the approximate mid point of the southwest boundary.

The topography of the site decreases relatively consistently from the north east to the south west, from a high point of around 111m at the northeast of the site, to a low point of around 95m at the south west corner of the site.



SITE TOPOGRAPHY (NOT TO SCALE) - wider red line for the entire site



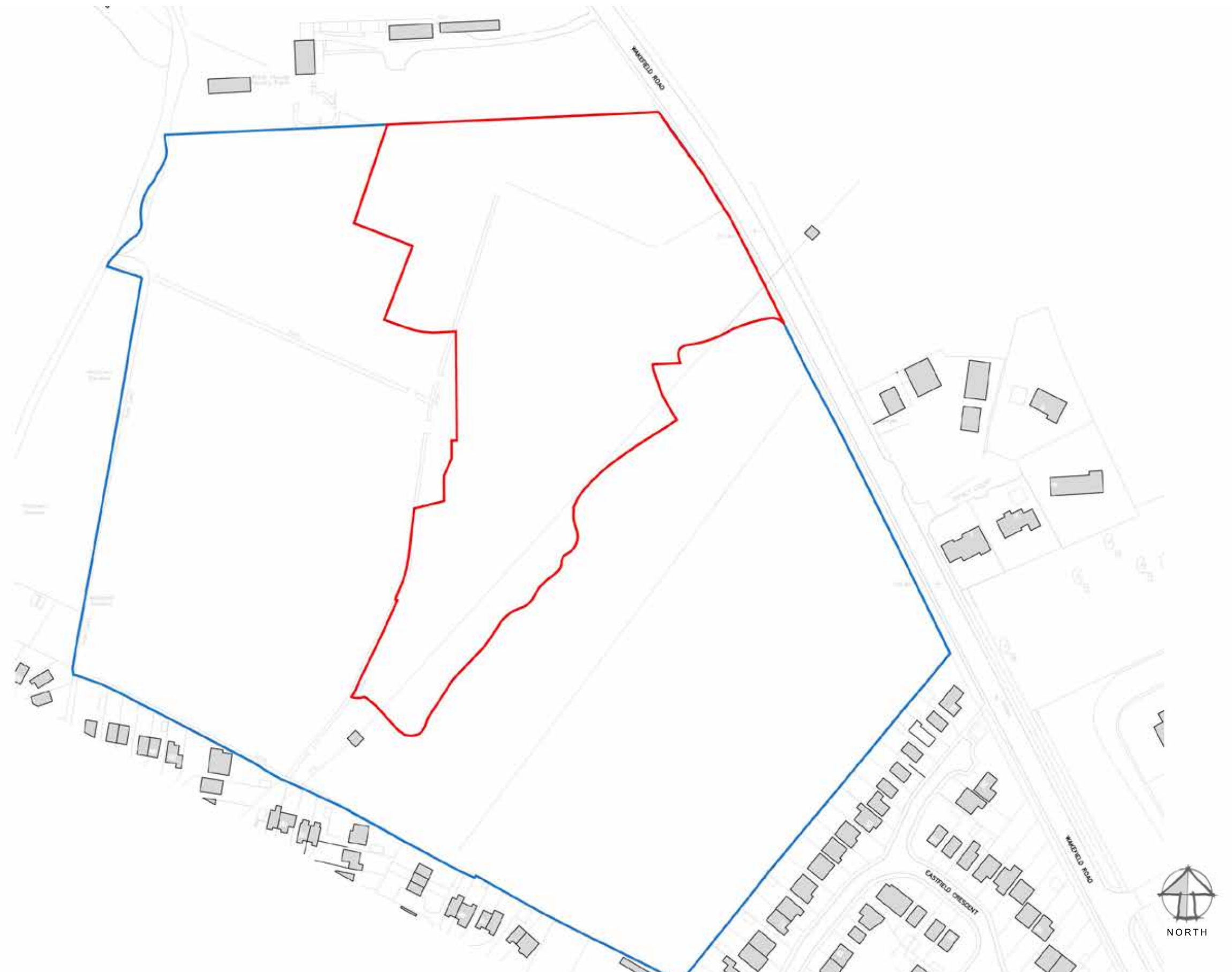
OS LOCATION PLAN - wider red line for the entire site

THE SITE

KEY

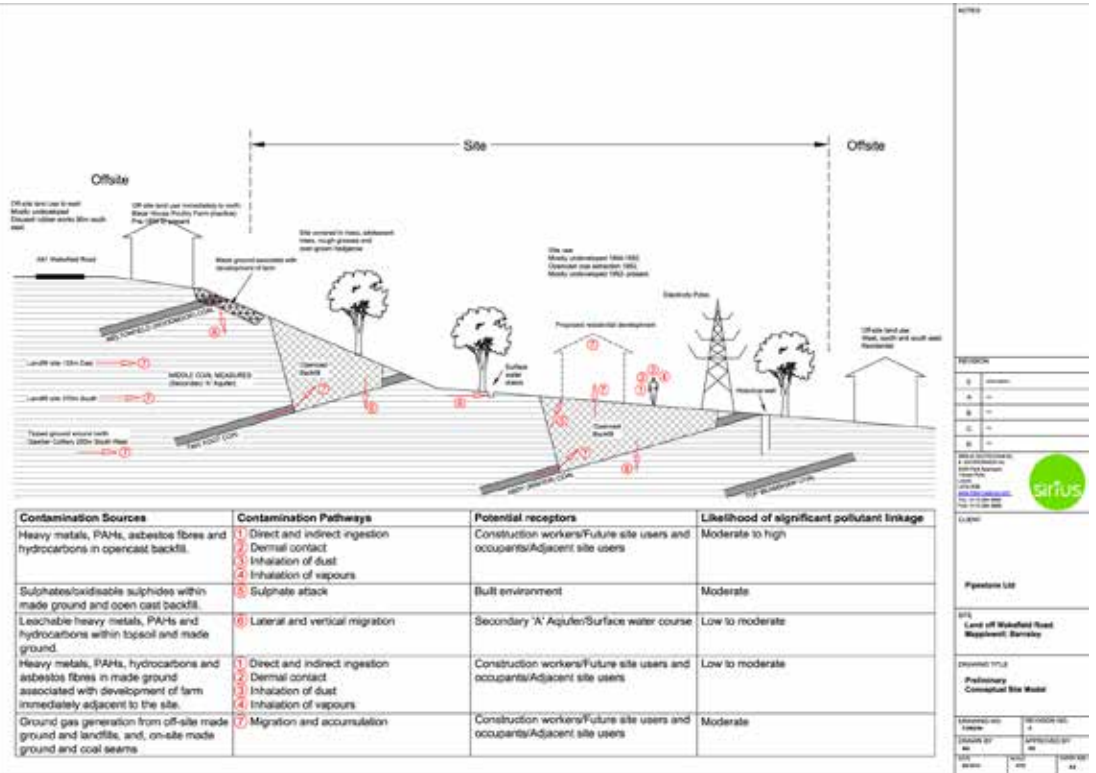
Land within the control of the Applicant ———

The extent of the development proposals ———



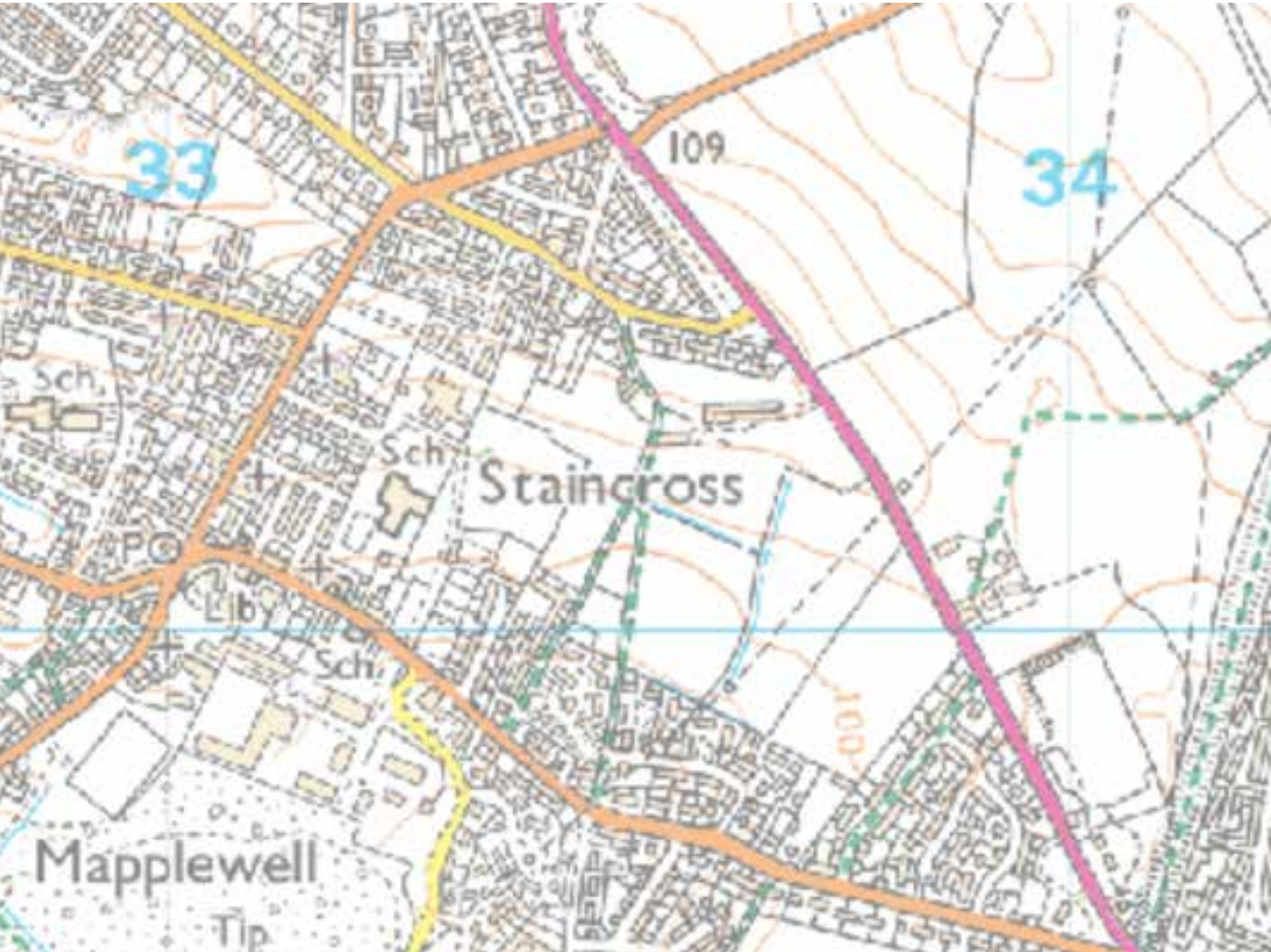
PREVIOUS USES

The site is currently under-utilised at present. The parcel of land was previously used for open cast mining, the remnants of which are still visible.



EXTRACTS FROM GROUND INVESTIGATION PREPARED BY SIRIUS

FLOOD RISK



ENVIRONMENT AGENCY FLOOD MAP (NOT TO SCALE)

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

There are several unnamed drains crossing the site which are classified as ordinary watercourses under the terms of The Land Drainage Act 1991.

Flooding from Local Watercourses - There is evidence of overgrown open watercourse channels or drains within the development site, and these will need to be maintained as part of the development layout. Whilst there is no indication that flooding occurs from the open watercourses, these will need to be cleared as part of the development, and it will be necessary to make allowance for overflow from any potential blockage and comply with any local Bye laws imposed by The Land Drainage Authority.

SUSTAINABILITY

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

Local Services

The site is well situated to access local services as shown on the plan opposite. The local centre of Mapplewell is within 400 metres, which equates to a 5-6-minute walk. There is a range of local services including a Co-Op supermarket, restaurant, pub. There are local schools, the nearest being within 400 metres with others within 800 metres.

Vehicular and Transport Links

The site is well situated to access the public transport network which runs along Wakefield Road and Blacker Road/Bar Lane.

There are existing bus stops on both sides of the B6131 Bar Lane and the A61 Wakefield Road, the closest being within approximately 350 metres from the site access. The route from the proposed development site to the bus stops is fully lit with adequate footways, dropped crossings and tactile paving present with signalised pedestrian crossings located at the signalised junctions. These bus stops are used by services 1, 11 and 96. The 96 stops at Darton Railway Station and the 1 and 11 both within walking distance of it, all of these services stop at Barnsley Interchange. The 96 provides a direct route from Barnsley Interchange to Wakefield City Centre where both local and national bus and train services are available.

The nearest railway station to the development site is Darton Railway Station. The station is located on Station Lane approximately 2.4 miles from the development site which is within a reasonable cycling distance from the development and as previously mentioned is accessible using bus service numbers 1, 11 and 96. The station is managed by Northern Rail and provides an hourly service to Barnsley Interchange and also to Leeds and Sheffield where both local and national services are available.

It is therefore considered that there are a range of local facilities including education, healthcare and convenience shopping within the area surrounding the proposed development site that would be accessible by a range of modes other than the private car. These facilities will also provide a range of local employment opportunities that are within walking distance of the site as well other commercial uses in the surrounding area.



BUS STOPS



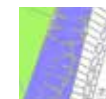
PRINCIPLE BUS ROUTE



EXISTING GREEN SPACE



STRATEGIC HIGHWAY



MULTI USER RECREATIONAL ROUTE



GREENBELT



PRINCIPLE SHOPPING AREA



EMPLOYMENT

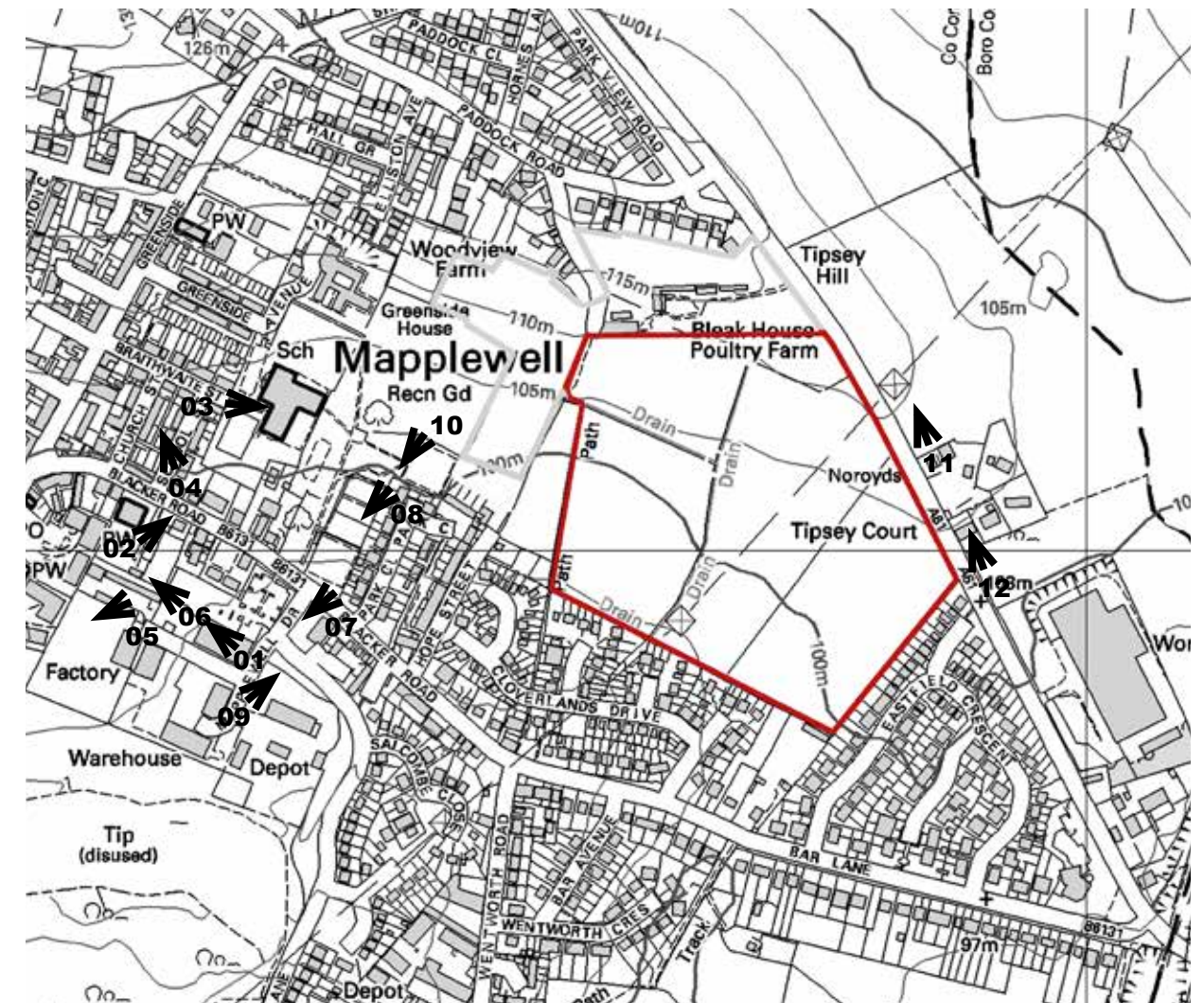


KEY PEDESTRIAN ROUTES



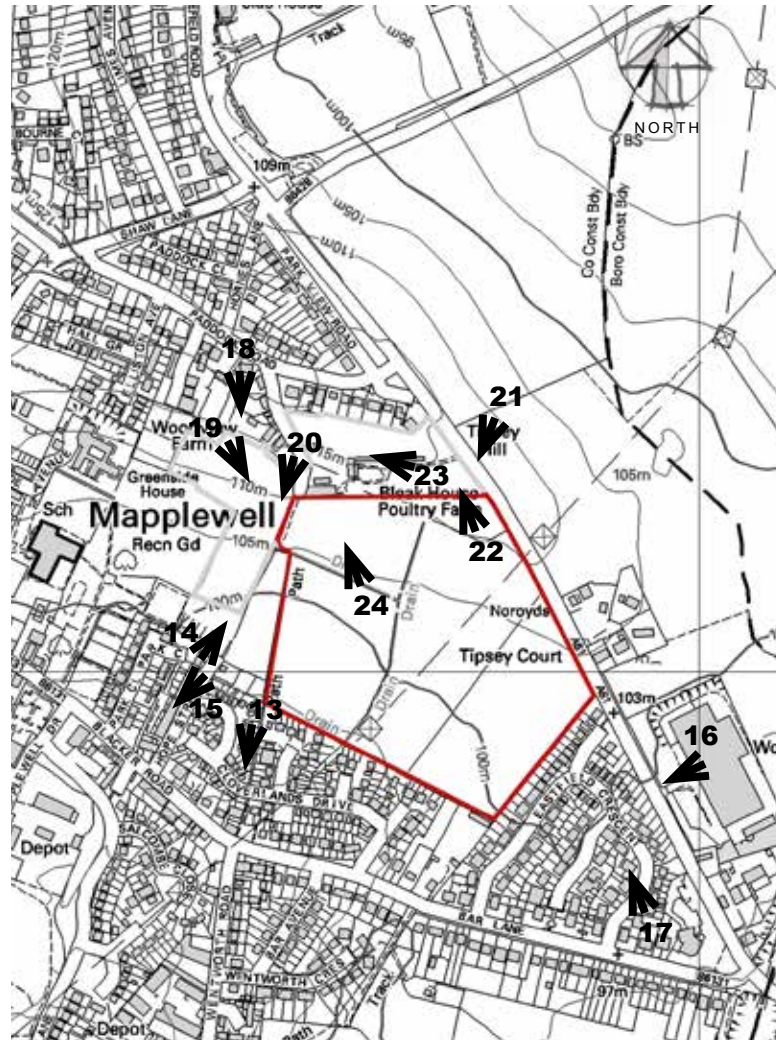
SUSTAINABILITY DIAGRAM (NOT TO SCALE) - wider red line for the entire site

KEY VIEWS



PHOTOGRAPH KEY (NOT TO SCALE) - wider red line for the entire site

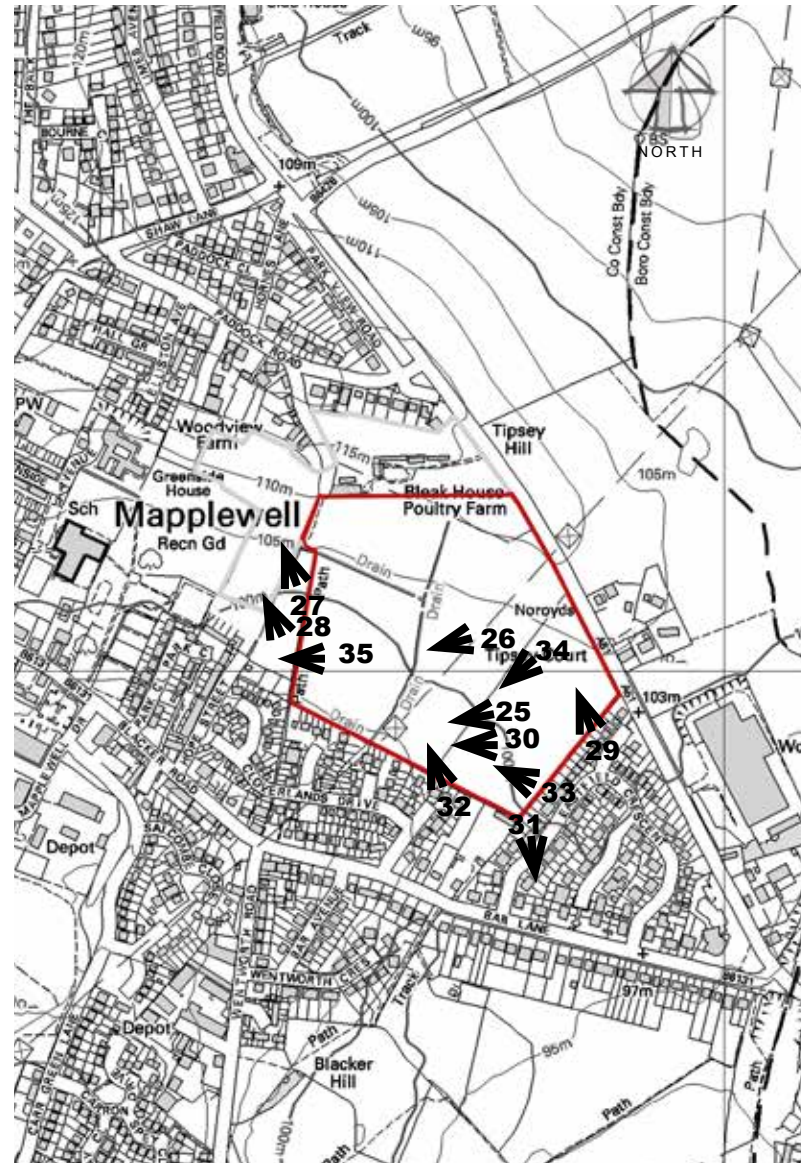
KEY VIEWS



PHOTOGRAPH KEY (NOT TO SCALE) - wider red line for the entire site



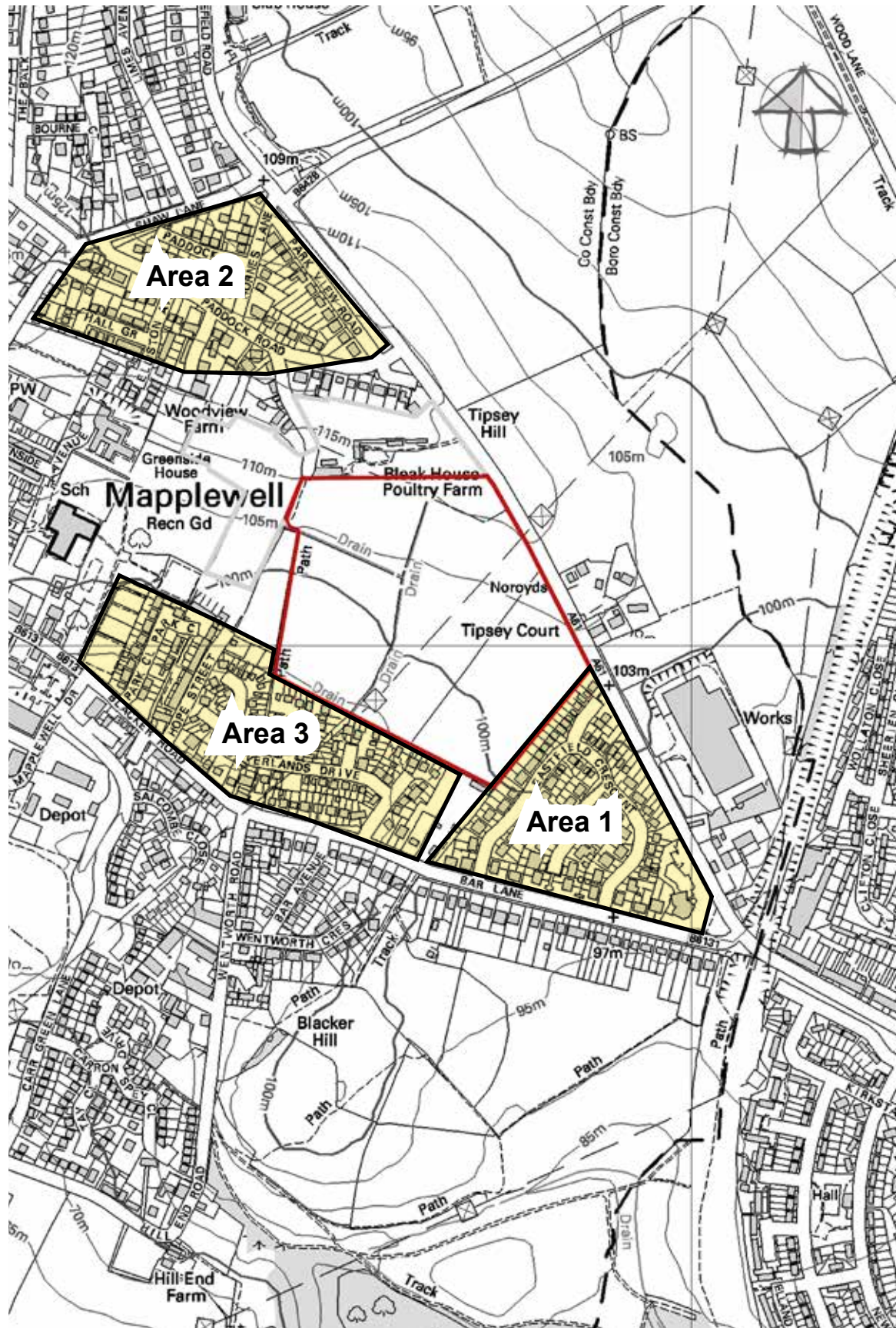
KEY VIEWS



PHOTOGRAPH KEY (NOT TO SCALE) - wider red line for the entire site



SETTLEMENT CHARACTER STUDY



AREA ANALYSIS PLAN (NOT TO SCALE) - wider red line for the entire site

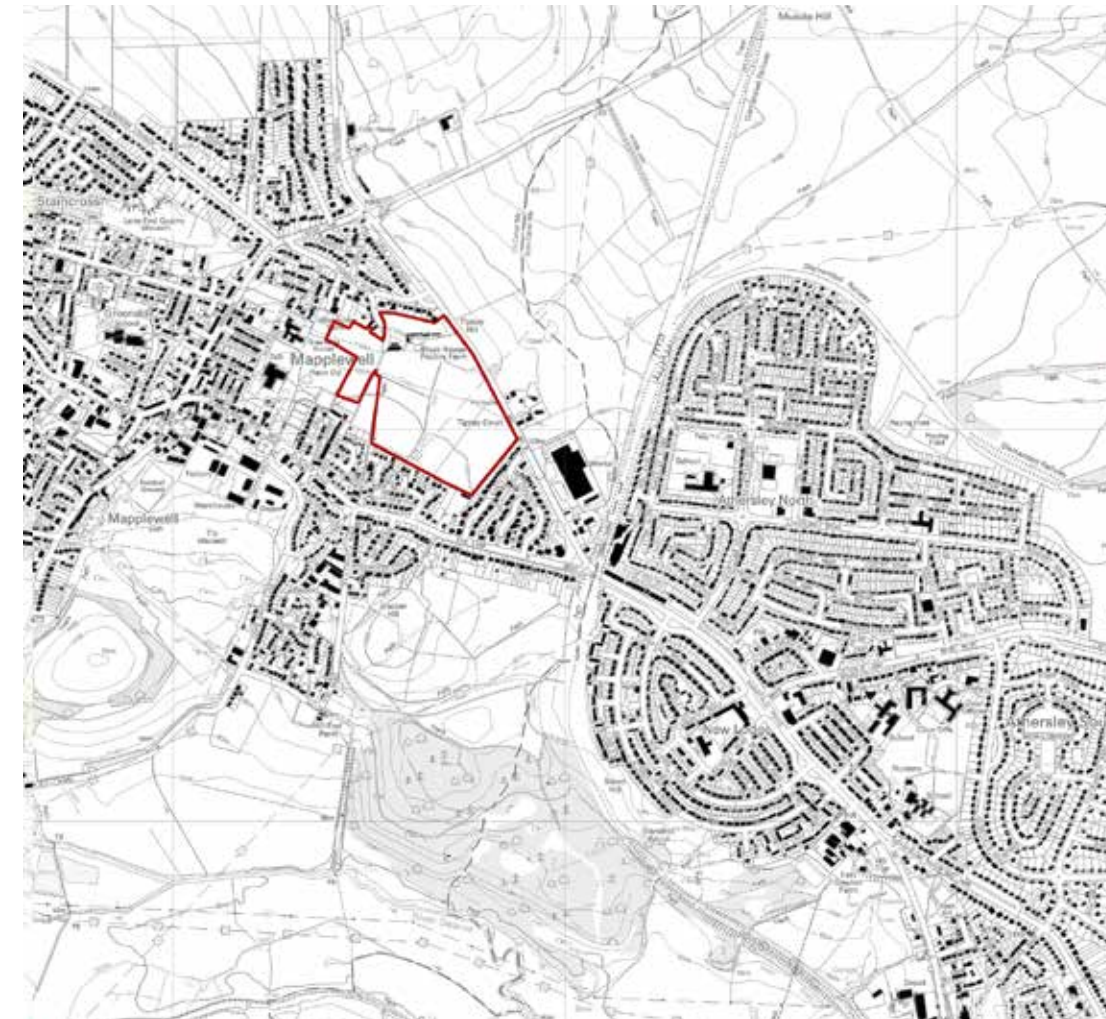
The settlement character study provides an overview of existing built form character in the local area. Inspiration for the architectural style and built form should be taken from the local context. The context should be analysed in detail to determine its positive and negative characteristics in order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

A development should reinforce or enhance the positive aspects of the locality. Negative aspects will determine what should be avoided. In some cases, it may be appropriate

to depart from the local context with high quality innovative proposals.

An understanding of local vernacular, including existing urban form close to the site is important in formulating the design proposals for the site.

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

URBAN GRAIN ANALYSIS
(NOT TO SCALE) - wider red line for the entire site

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

MATERIALS

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

BOUNDARY TREATMENTS

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

CAR PARKING SOLUTIONS

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

ARCHITECTURAL STYLES AND FEATURES

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

SETTLEMENT CHARACTER STUDY



Area 1 - Key Features

- Mix of detached, semi detached and semi-detached bungalows
- Hipped and gable roofs
- Materials - buff brick, and brown tile, timber boarding

IMAGERY ©2013 GOOGLE, MAP DATA ©2013 GOOGLE



IMAGERY ©2013 GOOGLE, MAP DATA ©2013 GOOGLE

Key Features - Area 3

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



Key Features - Area 2

- Mix of detached and semi detached
- Variety of roof styles
- Chimneys
- Bay windows
- Dormers
- Materials - red buff brick and stone

IMAGERY ©2013 GOOGLE, MAP DATA ©2013 GOOGLE

The aim of the design process is to:

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

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

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

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

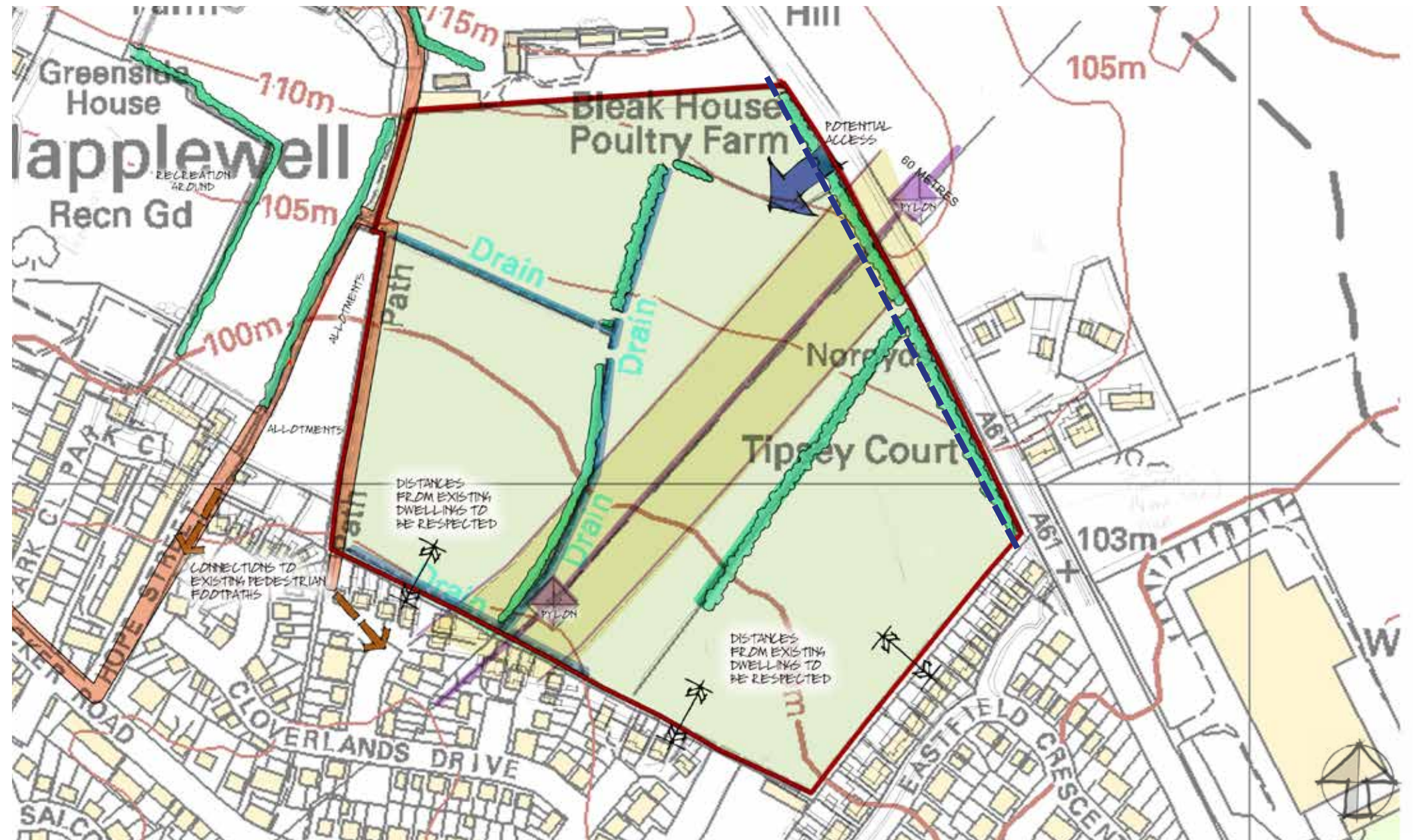
The site area and analysis enables a detailed evaluation of the potential opportunities and constraints of the site, this informs the initial design process.

OPPORTUNITIES

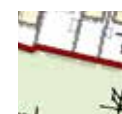
- Sustainable location of the site to provide additional housing in this area of the Borough.
- Surrounding land use is predominantly residential
- Opportunity to promote sustainable methods of movement, given the location of the site.
- Opportunity to provide open space.
- Opportunities to increase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

ISSUES

- Road noise can be designed out, through careful integration of the design and landscaping.
- Overhead pylon, will require careful design integration for the residential element of the scheme.
- Existing boundaries to adjoining properties to be respected.



OPPORTUNITIES / CONSTRAINTS DIAGRAM (NOT TO SCALE) - wider red line for the entire site



SITE BOUNDARY



DITCH / DRAIN



EXISTING PEDESTRIAN LINK



EXISTING HEDGEROW



OVERHEAD PYLON (60 METRE STANDOFF)

CONCEPT MASTERPLAN

The design illustrated opposite proposes an indicative residential layout of up to 250 dwellings and includes:

- An indicative single access point is proposed to Wakefield Road.
- Central corridor of green space, which helps to mitigate against the overhead power line.
- Green corridors incorporate pedestrian connections.
- The proposed open space which has the potential to serve as a variety of functions from village green to an informal kickabout area. Open space provided will comply with Barnsley's requirement of 15% on sites of this size.
- Existing public footpaths are incorporated within the site layout.
- Retention of the existing hedgerows where possible.

Concept Design Principles:-

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

The total site area is 9.84 hectares. The breakdown of land uses on the site as demonstrated is as follows:

Nett Area of development: 8 hectares
Open Space: 1.84 hectares



CONCEPT MASTERPLAN (NOT TO SCALE)- wider red line for the entire site



SCALE PLAN (NOT TO SCALE) - wider red line for the entire site

- Single storey
- Two storey
- 2.5 storey
- 3 storey



MOVEMENT PLAN (NOT TO SCALE)- wider red line for the entire site

- Primary route
- Secondary route
- Tertiary route
- Pedestrian connection

DEVELOPMENT PROPOSALS - 6

AMOUNT



Reserved matters layout - Phase 1

The indicative masterplan which accompanied the outline planning application demonstrated how the development would include the provision of up to 250 dwellings.

This comprised a total site area is 9.84Ha. The breakdown of land uses on the site was as follows:

Nett Area of development: 8ha
Open Space: 1.84ha

The aspiration for this site is that the scheme will be developed at varying densities in different parts of the site with an overall density in the range of 31 dwellings per hectare. A mix of accommodation comprising 2, 3, and 4 bedroom properties was proposed with the desire to create a mixed and sustainable community.

The proposed dwellings comprise of 2-4 bedroomed dwellings which will range from semi-detached to detached dwellings.

Housing mix comprises of:

	No.
2 Bedroom Dwellings	8
3 Bedroom Dwellings	20
4 Bedroom Dwellings	18

DEVELOPMENT PROPOSALS - 6

LAYOUT

Purpose of the Plan

In line with local and national validation requirements, the application is required to provide information on the approximate location of buildings, routes and open spaces proposed.

The reasoning behind this section of the Design and Access Statement is therefore to provide that plan, expanding and developing the outline masterplans and explaining the principles behind the choice of development zones and blocks or building plots proposed and how these principles, including the need for appropriate access.

Principles taken forward from the masterplan are: -

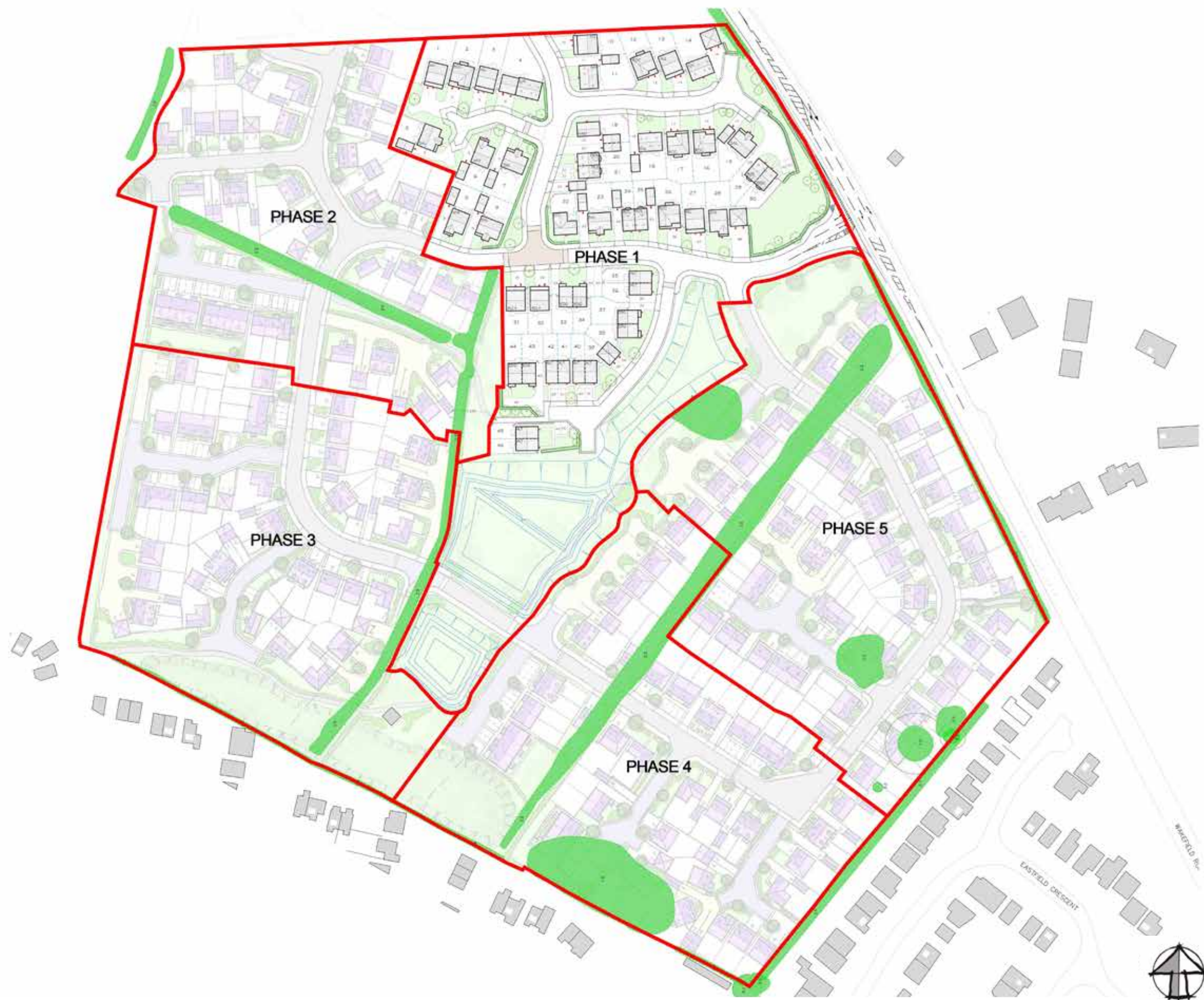
- Access from Wakefield Road (A61) with construction of new right turn ghost island. As required by condition 2.
- The layout provides 46 dwellings as part of Phase 1 of the development and demonstrates how the identified number of dwellings complies with the requirements of local guidance (SPD Designing New Housing Developments) in terms of space about dwellings and garden sizes. This sits within the wider masterplan of 250 dwellings.
- A number of hedgerows exist within the site which were identified as being retained given the amenity value that they provide. Adequate distances have been afforded to those in line with local guidance. The retention of these trees within public spaces where possible will reduce future pressures for removal through amenity issues.
- Given the proximity of existing dwellings along the site boundaries, it is important to ensure that adequate separation distances are proposed in order to maintain residential amenity. This phase does not relate to any of the boundaries with existing dwellings.
- All dwellings have adequate car parking provision, which comprises of the following: parking bay, driveway, and garage. The design seeks to ensure that parking should not be a dominant feature of the street scene.
- Key corners have been addressed and the use of dual aspect dwellings achieves this.
- Consideration will be given to the materials in order that they compliment the existing surroundings.
- Green corridors, open spaces and structural landscaping are proposed as per the masterplan.
- Existing public footpaths retained with new pedestrian linkages provided.



DEVELOPMENT PROPOSALS - 6 LAYOUT



DEVELOPMENT PROPOSALS - 6 PHASING



PHASING PLAN (NOT TO SCALE)

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

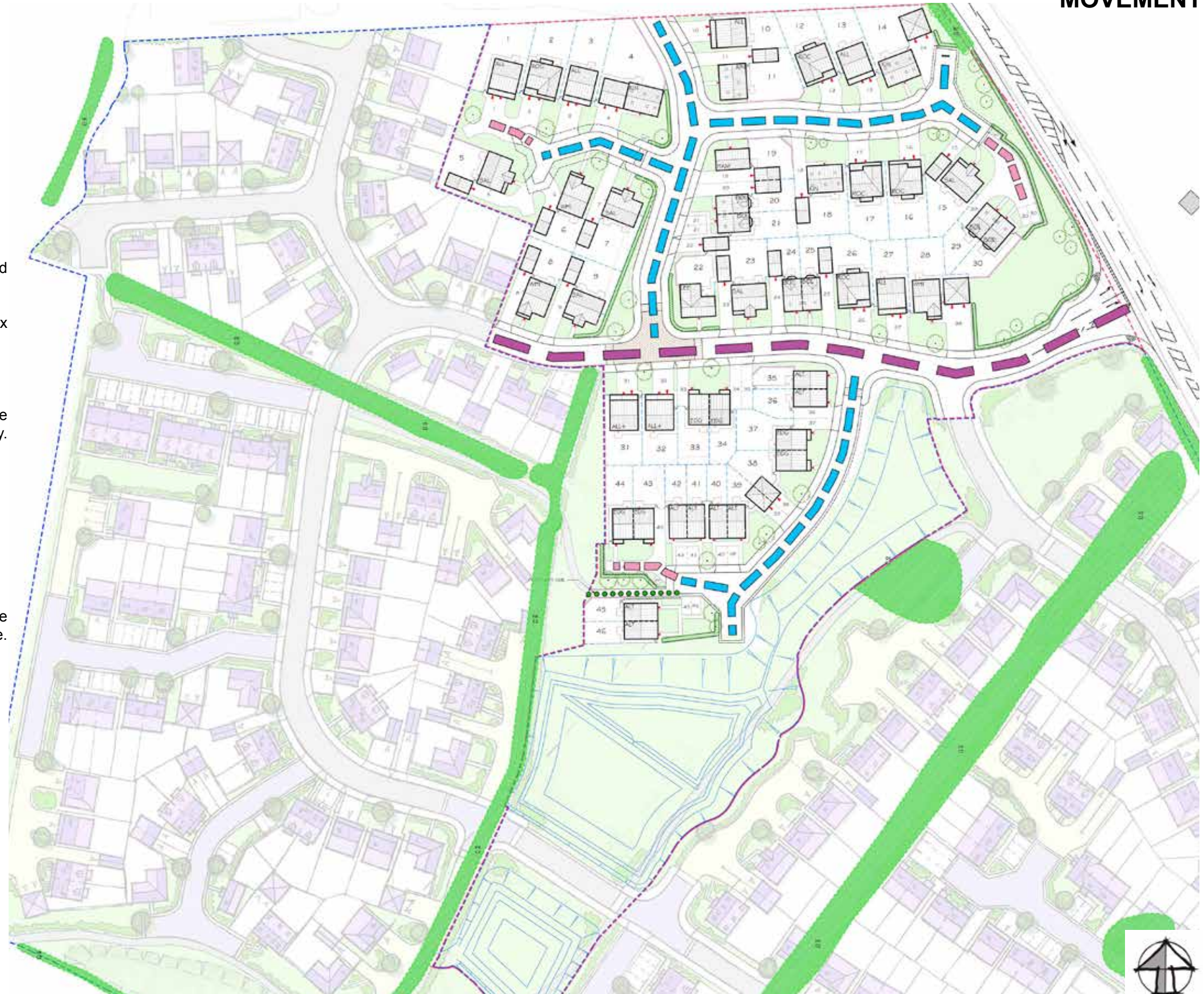
- The character and role of the streets and spaces in the development
- The movement function
- Built form
- Landscape character and public realm.

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

The principles which have been considered when undertaking the detailed designs for the Reserved Matters Phase 1: -

- Visibility plays provided in accordance with condition 24 of 2.4m x 120m. Visibility plays are identified at all internal junctions.
- Adopted forward visibility plays are identified.
- Drive lengths are a minimum of 5.6m. They are not of an intermediate length where a vehicle could potentially park and overhang the footway.
- Areas that serve more than 5 dwellings will be adopted.
- Adoption of footpath links are proposed.
- Garages are 3 x 6m to count as a space.
- All dwellings have a minimum of 2 spaces.
- The Refuse Strategy has been fully considered and is integral to the detailed design proposals for the site in terms of collection and storage.
- Provision for cycles is accommodated within curtilage

- Primary route
- Secondary route
- Tertiary route
- Pedestrian connection



MOVEMENT PLAN (NOT TO SCALE)

DEVELOPMENT PROPOSALS - 6

SCALE

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



SCALE PLAN (NOT TO SCALE)

A development should reinforce or enhance the positive aspects of the locality. Negative aspects will determine what should be avoided. In some cases, it may be appropriate to depart from the local context with high quality innovative proposals.

The wide diversity of styles found within Mapplewell indicates that design cannot simply replicate what exists at present since there is no dominant style. Simple traditional design therefore helps to unify and build character within the neighbourhood. Buildings found in the surrounding area do offer a variety of starting points for developing an architectural approach to the new neighbourhood that will balance the joint objectives of integration and facilitation of individual expression using traditional built forms.

We have prepared a number of streetscenes internally within the site, which complies with condition 3 which states:

Reserved matters submission shall indicate existing ground levels and finished floor levels.



STREETSCENE A-A



STREETSCENE B-B

STREETSCENES (NOT TO SCALE)



DEVELOPMENT PROPOSALS - 6

The site sections demonstrate how the site relates to the proposed topography and existing dwellings.



SITE SECTIONS (NOT TO SCALE)



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

At the Outline Stage an overall strategy for the landscaping was established as a guide for the more detailed application to ensure that any existing landscape features are retained and enhanced where necessary.

Barnsley Council have a Supplementary Planning Document for Open Space Provision on New Housing Developments that requires a minimum of 15% of the developable site area of a proposal should be green space. The indicative masterplan proposed a central green corridor with further green corridors incorporating pedestrian/cycle connections. The total greenspace provision is 4 hectares from a total site area of 9.58 hectares, this equates to approximately 40%.



Individual Plot Planting

The following sections identify why these elements should be considered through this process: -

The planting to individual plots will have 3 main aims:

- 1. Defining defensible space
Providing protection from roads and footways and between plots
- 2. Creating distinctive spaces
Using a limited palette of plants for different parts of the development. Creating focal points at key areas such as cul-

de-sac heads and junctions by using contrasting plants with architectural form.

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

Secure by Design guidelines

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

Maintenance

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

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

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

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

Front Gardens

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

Rear and Side Boundary Treatments

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

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

DEVELOPMENT PROPOSALS - 6 LANDSCAPE



DEVELOPMENT PROPOSALS - 6

ECOLOGICAL MITIGATION

In accordance with Condition 4 the reserved matters submission shall indicate biodiversity mitigation and enhancement measures.

The proposed development comprises residential dwellings with associated public open space including SuDS, residential roads and other infrastructure. Phase 1 will comprise 46 dwellings.

Total landtake of grassland will be required to facilitate the development, with re-instatement of a green corridor in the centre of the site. This will accommodate a SuDS scheme to provide a flood attenuation function and also support areas of flower-rich meadow and marshy grassland. Landtake of the majority of trees and all of the scrub will also be required.

The majority of hedgerows are to be retained within the proposed scheme. The majority of H9, H8 and H7 will be retained, with small sections lost to accommodate new roads and footpaths. Boundary hedgerows will also be retained.

Impacts to species that may use site habitats include:

- loss of foraging, nesting and sheltering habitat for a variety of Amber and Red listed birds of conservation concern as a result of landtake;
- loss of foraging and sheltering habitat for invertebrates and small mammals as a result of landtake;
- loss of marshy grassland plant species and orchid populations;

Mitigation and Enhancement Works

Mitigation and enhancement works can be divided into the following broad categories:

- retention and protection of existing habitats, where practicable;
- creation of new habitats to mitigate loss and enhance existing habitats;
- incorporation of features to enhance the value of the site for specific species groups, such as bats and birds;
- employment of an Ecological Clerk of Works during works in sensitive areas.

The specific mitigation and enhancement works are detailed below.

Habitat Retention and Protection Hedgerows

Sections of H7, H8 and H9 will be retained within the site, and the majority of the boundary hedgerows will also be retained. Sections of hedgerow that are being retained will be protected with Root Protection Zones (RPZ) in accordance with British Standard BS5837 (2012). RPZs should be clearly fenced during the construction process to prevent encroachment by machinery.

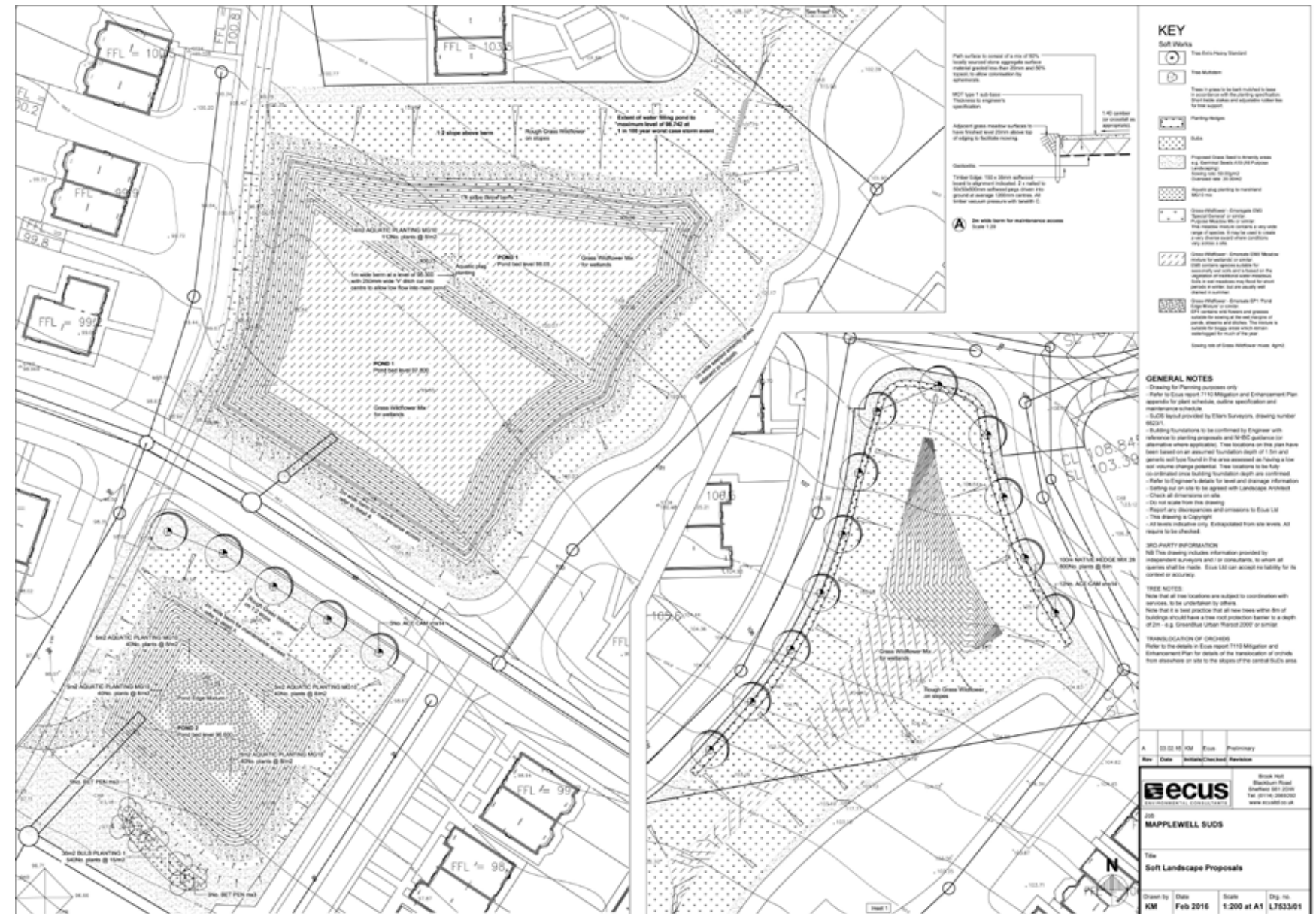
Additional native hedgerow and shrub is proposed on the boundaries of the central greenspace/ SuDS area to replace that which has been removed and maintain connectivity across the site.

Gap planting will be undertaken to strengthen existing hedgerows where practicable and where hedgerows will be severed, the planting of standard trees at either end of hedgerow will be considered, if appropriate, to minimise severance effect.

Orchids

Neither orchid species found on site is listed on Schedule 8 of the Wildlife and Countryside Act 1981 and therefore these plants are not afforded any special level of protection. Wild plants are generally protected against uprooting by an unauthorised person.

In an attempt to reduce the ecological impact of the development, translocation of the key areas of orchids will be undertaken in an attempt to move the seed bank and encourage the growth of the orchids within the central areas of SuDS/POS. The scheme has been designed with the aim of creating new areas of open wildflower grassland and marshy ground, so that orchids can be translocated into the SuDS area to secure their long term presence on site.



ECOLOGICAL MITIGATION (NOT TO SCALE)

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

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

The wider development proposals are for up to 250 residential dwellings. The indicative layout demonstrated one point of vehicular access will be provided from the site onto the A61 Wakefield Road. These will be in the form of a right turn ghost island priority junction. This was not approved as part of the outline consent and details are required under condition 2.

Policy

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

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

It directs that development should be located and designed (where practicable) to:

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

Manual for Streets, 2007

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

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

MfS aims to assist in the creation of streets that:

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

Site Circumstances

The majority of the site currently comprises undeveloped land.

Highway Network

The existing highway network comprises the A61 Wakefield Road which is a single carriageway two-way road with a width of some 8.0 metres. The grass verge on the north side is of varying widths, however,

a footway in the vicinity of the “light industrial property” commences with a width of approximately 2.0 metres and runs towards Barnsley. On the southern, site, side of Wakefield Road there is a footway of approximately 1.8 metres wide. Wakefield Road is lit and subject to a 40 mph speed limit along the site frontage, with an enforcement camera to the south east of the site. The speed limit reduces to 30 mph approximately 180 metres south east of the north eastern corner of the site boundary.

Development Proposals

The proposed access into the site will be gained via a right turn ghost island priority junction off A61 Wakefield Road. A loop road through the site will be provided with a number of spur arms providing access to all dwellings.

There are existing Public Right of Ways to the east of the site that links the site to Blacker Road (to the south via Hope Street or Cloverlands Drive) and Paddock Road (to the north). The proposals include pedestrian routes to connect to these Public Rights of Way. The provision for pedestrian access to the site will ensure maximum linkage between the site and the surrounding local facilities.

Planning Conditions

Planning conditions attached to the outline consent require the following in respect of access and highway arrangements.

Condition 21

Carriageway widening, radius improvements, carriageway and footway resurfacing; provision of 2 no. pedestrian refuges and associated tactile paving and white lining; alterations to white lining, highway drainage, streetlighting and furniture as required; provision of waiting restrictions under TRO legislation; provision of a right turn lane.

Widening of Lee Lane carriageway to create left and right turn lanes.

Condition 24

Visibility splays of 2.4m x 120m.

Condition 25

Prior to commencement of development details of the enhancements to public rights of way linking the site to Paddock Road and Blacker Road shall be submitted and approved by the LPA.

Vehicular and Transport Links

The nearest existing bus stops to the site are located on both sides of Blacker Road to the south of the site. The majority of the site is within 400 metres walking distance of these stops via the Public Rights of Way detailed above. There are further bus stops on Greenside to the West of the site approximately 800 walking distance that provide access to different services to those on Blacker Road.

The nearest railway station to the development site is Darton Railway Station which is located on Station Road some 2.7 kilometres (walking distance via footways) from the western end of the site. The Darton station is in METRO Zone 5. A further station is located in Barnsley which is approximately 4.5 kilometres from the eastern end of the site. The station has in the order of 40 cycle parking spaces and is within acceptable cycling distance from the site. Both stations are served by the Hallam service between Leeds and Sheffield.

Inclusive Access

External Access

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

The principles of an inclusive environment will be:

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

Internal Access

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

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

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

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

Approach to Building

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

Entrances

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

References:

Approved Document M, Access and Facilities for Disabled People
BS 8300 Design of Buildings and their Approaches to Meet the Needs of Disabled

DEVELOPMENT PROPOSALS - 6

ACCESS



DEVELOPMENT PROPOSALS - 6

ACCESS

DRAINAGE

Condition 22

The reserved matters submission shall be accompanied by a scheme for the submission of surface water attenuation. A scheme has been prepared by Bryan G Hall.



DRAINAGE STRATEGY (NOT TO SCALE)

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

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

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

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

These 7 attributes are:

Access and Movement – places with well defined routes, spaces & entrances that provide for convenient movement without compromising security;

Structure – places that are structured so that different uses do not cause conflict;

Surveillance – places where all publicly accessible spaces are overlooked;

Ownership – places that promote a sense of ownership, respect, territorial responsibility and community;

Physical Protection – places that include necessary, well designed security features;

Activity – places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times;

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

The application seeks reserved approval for residential development of the first phase of 46 dwellings including the detailed access, layout, appearance and landscape of the development. Phase 1 develops on the indicative layout which was submitted to accompany the outline submission, which provided an indication of how the site could be developed.

A number of measures were outlined, which have been considered in the detailed design of the reserved matters submission.

General Principles

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

Footpath links are clearly and logically positioned to ensure surveillance and use.

Parking is to be provided within curtilage through a drive and/or garage where possible. For semi-detached properties parking is either provided by parking bays which are in a logical position to the property, generally to the front to ensure they are overlooked.

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

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

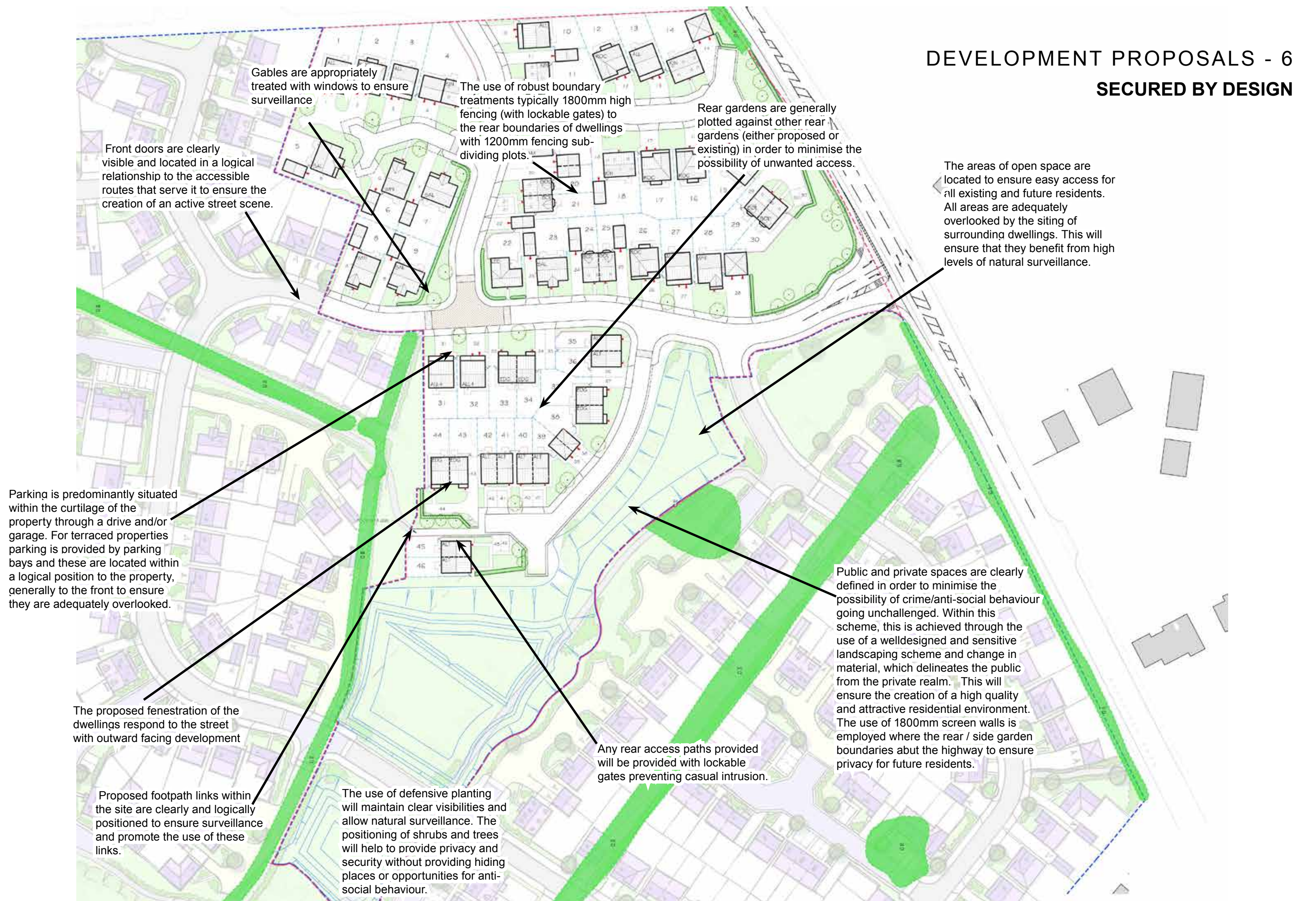
Rear gardens are plotted against rear gardens where possible to minimise the possibility of unwanted access. Rear access paths have lockable gates preventing casual intrusion.

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

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

DEVELOPMENT PROPOSALS - 6

SECURED BY DESIGN



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



SUMMARY

SITE AREA	2.53HA
DWELLING CAPACITY	46
DWELLING TYPE	SEMI & DETACHED
BED RANGE	2-4
DENSITY	CIRCA 31 DPH (GROSS)