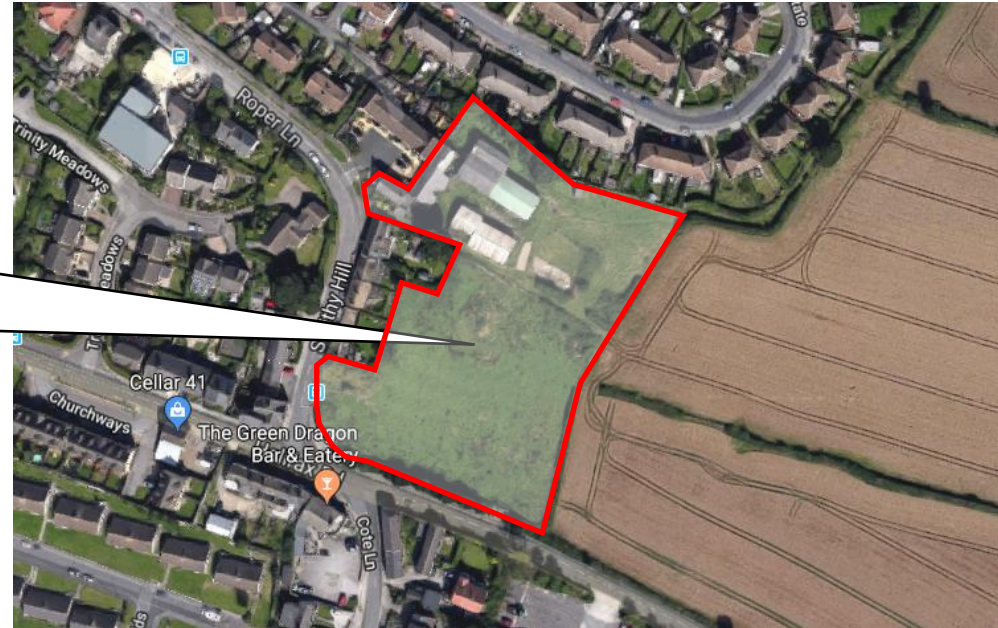






Mr Elmhirst
Land off Halifax Road, Thurgoland

Design and Access Statement

Date: 08 January 2018

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LIMITATIONS

The assessments and interpretation have been made in line with legislation and guidelines in force at the time of writing, representing best practice at that time.

All of the comments and opinions contained in this report, including any conclusions, are based on the information obtained by Johnson Mowat Planning Partnership LLP during our investigations.

There may be other conditions prevailing on the site which have not been disclosed by this investigation and which have not been taken into account by this report. Responsibility cannot be accepted for conditions not revealed by the investigation.

Any diagram or opinion of the possible configuration of the findings is conjectural and given for guidance only and confirmation of intermediate ground conditions should be considered if deemed necessary.

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- b) the date on which the final report is delivered.

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CONTENTS

1.0 INTRODUCTION

2.0 SITE LOCATION AND CHARACTERISTICS

3.0 DESIGN POLICY CONTEXT

4.0 AREA AND SITE ANALYSIS

5.0 SUSTAINABILITY

6.0 ACCESS AND DESIGN

7.0 BUILDING FOR LIFE 12

8.0 SUMMARY



1.0 | Introduction



This Design and Access Statement has been prepared by Johnson Mowat on behalf of Mr Elmhirst in support of a an outline application for circa 25 no. dwellings including details of access at land off Halifax Road, Thurgoland.

The site was allocated as safeguarded land within the former Barnsley UDP and is currently available to contribute to meeting the shortfall in the Council's planned housing target and growth of the identified villages. A detailed Planning Case Report accompanies this application and sets out the case in support of the proposals.

This statement has been prepared under the requirements of the Town & Country (General Development Procedures) (Amendment) (England) Order 2006. The structure and content has been informed by:

- The Town & Country Planning (General Development Procedure) (Amendment) (England) order 2010;
- DCLG 'Guidance on Information Requirements and Validation' (March 2010);
- 'Design & Access Statements – How to write, read and use them' (CABE 2006); and
- Secretary of State Appeal decisions on the role of a Design & Access Statement.

The statement seeks to explain the design principles for the development, based upon an understanding of what is appropriate for the site, determined through an analysis of the surrounding context. These principles are based upon good practice as set out in national planning and urban design guidance.

The document has the following functions and purpose:

- Identify the existing context of the site;
- To provide a description of the key issues, constraints and opportunities afforded by the site, and the evaluation that has informed and led to the proposed form of development;
- Identify the key development principles and framework which has informed the design of the scheme; and
- To provide appropriate information on the development in terms of layout, scale, amount, landscaping, appearance and access.

The ethos of the design is to:

- Create a sustainable residential development that supports the existing community and respects the positive features of the site;
- Create a legible and attractive place with a sense of identity;
- Create a high quality living environment; and
- Provide a well-planned layout and the creation of pleasant and well-designed streets and spaces.



2.0 | Site Location and Characteristics

2.0 | Site Location and Characteristics



The site is located on the north eastern edge of Thurgoland, a settlement located around 6.1m south west of the Centre of Barnsley.

The site comprises an irregular shaped piece of agricultural land, totalling around 1.04 Ha and formerly designated as 'safeguarded land' within the Barnsley UDP (2000). The northern extent of the site is occupied by a vacant farmhouse together with a number of outbuildings.

The site is bordered by existing residential development along the north western edge by virtue of properties located on Smithy Hill. An existing bus shelter is located along the western boundary of the site, with the south western edge occupied by an existing war memorial. The Green Dragon Inn PH is located directly adjacent to the site together with an existing hair & beauty salon on the corner of Halifax Road/Cote Lane. Properties within the surrounding locality comprise a variety of architectural form & scale, with the majority of existing residential properties being of a stone built construction incorporating slate roofs.

The site can be considered as having good sustainability credentials, given it is well located within the village of Thurgoland, which scores highly in terms of its sustainability as a village under the Council's October 2017 Village Assessments.

The Centre of Barnsley is accessible by sustainable transport methods, and provides access to a greater number of services, facilities, employment and leisure opportunities.





3.0 | Design Policy Context

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NATIONAL POLICY

The National Planning Policy Framework aims to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. The underpinning thread of the NPPF is sustainable development and paragraph 56 states:

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”

With regard to design, the NPPF states at paragraph 58 that policies & decisions should 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.*

NATIONAL DESIGN GUIDANCE

There are numerous best practice documents relating to design including ‘By Design’ (DETR and CABE), The Urban Design Compendium (English Partnerships and Housing corporation), and ‘Better Places to Live By Design’ which all outline the importance of good urban design and provide advice for the design of residential areas. All of which will provide the underlying principles on which the development for this site is designed. There is general consensus over the principles of good design, although different terminology is sometimes applied. The core factors contributing to good urban design which underpin all of the above best practice include the following principles:

Character – somewhere with a sense of place and local distinction

Legibility – a place, which is easy to understand and navigate

Permeability – achieving a form of layout, which makes for efficient pedestrian and vehicular movement

An articulated townscape – creating an interesting, locational responsive townscape utilising building height, scale and massing all of which should be human in scale

Human scale – the arrangement of building forms, which are easy for the human eye to read and provide a sense of scale and perspective

Security, natural surveillance – creating places, which are properly overlooked and make effective passive and active policing

Detailing, richness and interest – promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment

Quality within the public realm – promoting routes and spaces, which are attractive, safe and uncluttered

3.0 | Design Policy Context



Continuity and enclosure – promoting the continuity of the street frontage and the definition of public and private space

Adaptability, robustness and sustainability – the layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage

NATIONAL PLANNING POLICY GUIDANCE (NPPG)

The centrality of good design as an integral part of achieving sustainable development is reinforced from the NPPF. An emphasis is placed on good design making “the best possible use of resources, including land, community, economic, infrastructure and other resources over the long as well as short term.

It suggests good design should:

- Ensure that development can deliver a wide range of planning objectives;
- Enhance the quality of buildings and spaces, by considering form and function, efficiency and effectiveness; and
- Address the need for different uses sympathetically.

The NPPF’s expectation that design will have a prominent role in plan making is reiterated by a reaffirmation that the plan making body will need to “evaluate and understand the defining characteristics of the area as part of its evidence base” as a means of informing appropriate design opportunities and policies. Once again, good design is identified as indivisible from good planning, and should be at the heart of the plan making process.

A clear attempt is being made to demystify ‘good design’ by establishing sound, clear and easy to follow design policies and processes. This provides the foundation for assessment by use of expert advice from appropriately skilled in house staff or consultations. However, it is clearly stated that design should not be the preserve of specialists and it is important to seek the views of local communities, emphasising the importance of the consultation process.

It is recognised that although design is only part of the planning process it can affect a range of economic, social and environmental objectives. Planning policy and decision, of which design is a part, are identified as needing to support these objectives and should therefore consider matters relating to: local character (including landscape setting); safe, connected and efficient streets; a network of green spaces (including parks) and public places; crime prevention; security measures; access and inclusion; efficient use of natural resources; and cohesive and vibrant neighbourhoods.

The outcomes of good design are to be benchmarked against 7 criteria or “qualities” typical of valued places, including: functionality; supporting mixed use and tenures; successful public spaces; adaptability and resilience; distinctiveness; attractiveness; and ease of movement.

Notwithstanding that By Design: Urban Design in the Planning System (2000) and Better Places to Live By Design (2001) have been cancelled with the publication of the PPG, the central urban design principles that underpin good design and need to be considered are reiterated, including: Layout, Form, Scale, Detailing and Materials.

Which planning processes and tools can we use to help achieve good design?

The promotion of good design is identified as being relevant to all stages of the planning process, from the development plan stage through to planning applications.

3.0 | Design Policy Context



For the latter stage a series of ‘established ways’ are identified in which good design can be achieved:

- Pre-application Discussion;
- Design and Access Statements;
- Design Review;
- Design Codes;
- Decisions on Applications; and
- The Use and Implementation of Planning Conditions and Agreements.

The guidance recognises that the qualities of well-designed places are similar across most developments but articulates what this can mean for housing design, town centre design, and street design and transport corridors.

HOUSING DESIGN

Themes consistent with the NPPF are in evidence with functional, attractive, sustainable and adaptable criteria being singled out as underpinning well designed housing. Affordable housing provision is also highlighted as needing to be tenure blind and not ‘banished to the least attractive part of the site’ in well-designed places.

In recognition that comparatively small items can have a significant influence on the success of places, bin and bike storage, access to meter boxes, spaces for drying clothes and space for deliveries are identified as requiring particular consideration with a duty placed on local authorities to ensure that each dwelling is carefully planned.

The Manual for streets influence is evident in the principles identified for successful streets, with an integrated approach ‘where buildings and spaces and the needs of people, not just of their vehicles, shape the area’.

The rigid application of highway engineering standards are condemned as delivering a ‘sense of sprawl and formlessness and development contradicts some of the key principles of urban design’. Imaginative and context specific design is advocated with a requirement for each street to be considered as ‘unique’, responsive to its character and location.

The quality of streets, the integration of public transport, the removal of street clutter, the legibility of the place are all also highlighted as strong contributory factors in supporting social, economic and environmental goals by encouraging people to walk and use streets.

3.0 | Design Policy Context



LOCAL DESIGN POLICIES AND GUIDANCE

The following local policies relate to design (and matters influencing design) and access.

The Development Plan for Barnsley comprises the saved policies of the Barnsley UDP (2000) together with the Barnsley Core Strategy (2011).

The Council are currently undergoing examination on a new Local Plan that will replace both the UDP and Core Strategy to set both spatial policies and specific land use allocations across the District.

Policy D1 'Design' of the emerging Local Plan sets out the Council's expectations on design as part of applications:-

"Design Principles:

High quality development will be expected to respect, take advantage of and reinforce the distinctive character and features of Barnsley, including:

- *topography, Green Infrastructure assets, important habitats, woodlands and other natural features*
- *views and vistas to key buildings, landmarks, skylines and gateways*
- *heritage, townscape and landscape character including the scale, layout, building styles and materials of the built form particularly in and around:*
 - *Barnsley Town Centre*
 - *Penistone and the rural villages in the west of the borough*
 - *within and adjacent to Conservation Areas"*

SUPPLEMENTARY PLANNING DOCUMENTS

- Designing New Housing Development (March 2012)

The Council adopted an SPD containing specific design guidance relating to new residential development in March 2012. The SPD is intended to compliment guidance set out within the South Yorkshire Residential Design Guide and sets out a number of technical requirements of which detailed proposals are expected to adhere to.

As the application proposed seeks outline permission only, that being for the principle of residential development, it is not necessary to consider the requirements in any amount of detail.

An indicative masterplan has however been prepared by STEN Architecture in support of the proposals and has had regard to the general principles of the Council's SPD.



4.0 | Area and Site Analysis

4.0 | Area and Site Analysis



TOPOGRAPHY AND VIEWS

The site comprises an irregular shaped piece of land, which slopes from north to south toward Halifax Road.

The site sits borders existing residential development along the western edge along Smith Hill. Views into the site from Smithy Hill are more open, with a number of mature trees along the southern boundary limiting views into the site from Halifax Road.

LOCAL CHARACTER

The site is located on eastern edge of the village of Thurgoland. The majority of residential properties adjacent the site are of a two storey form, varying in scale.

The majority of existing residential properties comprise stone and render elevations, together with timber frame windows and slate roofs. Architectural details present within the locality include bay windows & canopies, dormer windows and sill detailing to first & ground floor windows.



Figure A: View down Smithy Hill



Figure B: View west along Halifax Road

4.0 | Area and Site Analysis



View C: Mix of architectural styles on Cote Lane



View D: Mix of architectural styles on Cote Lane



View E: Late 1990s development along Halifax Road

4.0 | Area and Site Analysis



HERITAGE ASSETS

The site is not located within a Conservation Area and no designated heritage assets are located either within or adjacent to the site.

BIODIVERSITY AND GEOLOGICAL CONSIDERATIONS

The site is not located within or in close proximity to any designated nature conservation areas or landscape designations.

An Ecological Survey has been undertaken by Brooks Ecological in support of the outline planning application. The survey confirms the site to be a species poor habitat of limited ecological value.



5.0 | Sustainability



SUSTAINABILITY APPRAISAL

The proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental wellbeing.

ACCESSIBILITY ASSESSMENT

The site is in a sustainable location with good accessibility to a wide range of services and facilities.

Within a 1km radius from the application site are the following facilities and services:

- | | | |
|----------------------|------------------|----------------------|
| -Bus stops | -Post Office | -CofE Primary School |
| -Village Store | -Village Hall | -Hair & Beauty Salon |
| -Holy Trinity Church | -Green Dragon PH | -Horse & Jockey PH |

Barnsley Town Centre is located 6.1 m north east of the site and provides access to a large range of shops, services, employment, leisure facilities and local amenities.



SUSTAINABLE CONSTRUCTION

In addition to the wider sustainability benefits identified above, there are opportunities to reduce the environmental footprint of the development by incorporating sustainable design and construction techniques. The following is a series of guiding principles for sustainable design and construction. It is expected that these, as well as others, would be explored as part of the detailed design process:

- Arranging homes and buildings to maximise solar gain and light penetration. Wherever possible and practicable, positioning buildings with south facing fronts to maximise sunlight;
- Designing the internal layout of homes to provide for modern living;
- Building design, which allows for flexible living e.g. potential future expansion of living areas.
- Provide opportunities and space for home based working and office space within new homes;
- Maximising storage space within the building and individual plots, with appropriate space for recycling, refuse, cycle storage, and rainwater harvesting;
- The use of efficient appliances, heating systems, energy controls and management; improved insulation and glazing;
- The potential use of recycled construction materials and aggregates, and the preference for using environmentally friendly and more sustainable materials and products;
- The conservation of natural resources on site such as hedgerows and trees;
- Providing grassland, native trees, shrubs, hedgerows, street trees and garden trees, which will encourage biodiversity as well as sustainable drainage;
- Controlling water demand through best practice approaches such as low flow showers and baths, dual flush toilets, efficient taps, water efficient white goods, and rainwater harvesting through water butts; and
- The consideration of other emerging technologies during the course of the design phases.



6.0 | Access and Design

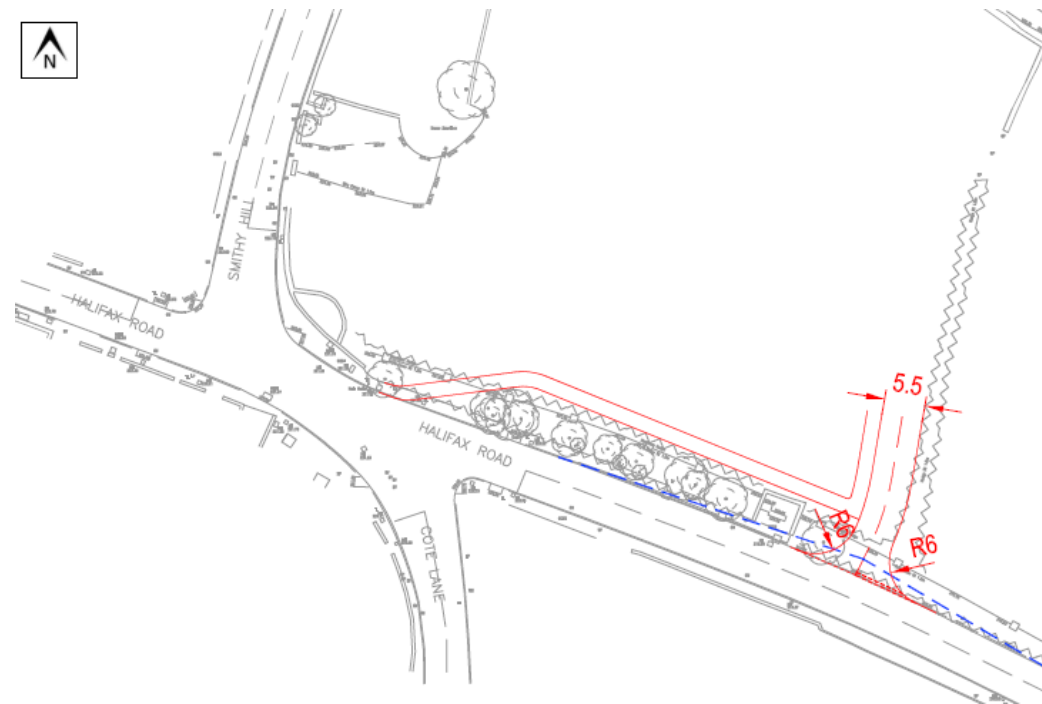
ACCESS

Vehicular access is proposed to be taken through a single access point off Halifax Road.

The proposed access would comprise a 5.5m carriageway with 2m footway to either side. These are in accordance with Manual for Streets guidance. Private parking will be provided within the scheme to meet current standards.

The proposed access arrangement is shown on the accompanying drawing 17121/GA/01, prepared by Optima Highways as part of the planning application.

Pedestrian access would be provided along Halifax Road, with additional pedestrian points of access to Smithy Hill, including the diversion of an existing public right of way through an area of managed open space.



Proposed Access Arrangement, Optima Highways

DESIGN

The development proposals would comprise the residential development of circa 25 dwellings together with details of access.

The proposals have been designed to incorporate the following features into the design:-

- A mix of plot types.
- On-site affordable housing in accordance with Policy.
- Managed onsite public open space
- A diverted public right of way through managed open space
- Soft landscaping and new tree planting within the site
- Retention of the majority of mature trees along the southern boundary
- A designated soft landscaped area between the existing war memorial
- Pedestrian access points to Halifax Road/Smithy Hill

The proposals will make a valuable contribution to the District's affordable housing provision, details of which will be discussed with Council Officers.





7.0 | Building For Life 12

Building for Life is the industry standard endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live. The 12 questions below reflect the vision of what new housing developments should be: attractive, functional and sustainable places. Redesigned in 2012, from the original 20 questions, Building for Life 12 is based on the new

National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning. Any detailed proposal should be designed with this in mind and should also be scored against the 12 questions below.



INTEGRATING INTO THE NEIGHBOURHOOD

1. Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

The development would be accessed from a new vehicular access point taken from Halifax Road. The development would facilitate new pedestrian points of access and would improve an existing public right of way.

2. Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Yes. Thurgoland scores well as a village within the Council's latest settlements assessment (October 2017). The site is within walking distance of a shop, school, post office and public house.

3. Public transport

Does the scheme have good access to public transport to help reduce car dependency?

Yes. A bus stop is located directly adjacent to the site, with further stops along Halifax Road. Frequent services to Barnsley, Penistone, Dodworth, Stocksbridge & Chapeltown are provided.

4. Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

The indicative layout has been designed to show how a mix of plot types could be provided. As the application seeks outlien permission only, the final housing mix will be established via a reserved matters submission.

5. Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

The final detailed design, including choice of materials will be subject to a reserved matters application. An indicative masterplan has however been prepared in support of the application which demonstrates a scheme which would integrate well with the surrounding area owing to its density, orientation of plots and landscaping.

6. Working with the site and its context

Does the scheme take advantage of existing buildings, site orientation and microclimates?

The site would adjoin an existing built up area and has been designed to blend appropriately with existing neighbouring properties. There are opportunities through a detailed design to create an attractive frontage toward Halifax Road, including the use of dual aspect plots to create focal points together with strong landscaped boundaries.



7. Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

Yes. The development has been designed to include village green area along the south western boundary to act as a buffer between the existing war memorial. Plots have been designed to be orientated to face out onto the green environment, providing natural surveillance and a quality residential environment.

8. Easy to find your way around

Is the scheme designed to make it easy to find your way around?

Yes. Although we note that the site is of a scale in which this would unlikely cause any potential issues.

STREET & HOME

9. Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

Yes. Given the short extent of highway into the site which has been designed of a nonlinear form, there is no opportunity for speeding vehicles.

10. Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Yes. Vehicular parking would be broken up by the extent of green amenity spaces fronting properties.

11. Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

Yes. An area of public open space has been designated on the north western edge of the site which would facilitate the diversion of an existing public right of way.

12. External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Yes. Ample private space is available for bin storage and collection throughout the site, the detail of which is reserved for a final design.



8.0 | Summary

PROPOSED DESIGN SOLUTION

The indicative layout which accompanies the application has been designed to form a high quality residential environment that would integrate well with existing properties.

The following design parameters have been considered through the indicative proposals:-

- Lower density plots toward the south of the site, with a higher density proposed in the north of the site.
- Attractive landscaped frontage, with mature tree retention.
- A dual aspect property fronting out onto Halifax Road.
- A Village Green area adjacent the existing war memorial.
- Managed on site POS to create a well maintained walking environment through the diverted PROW.





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