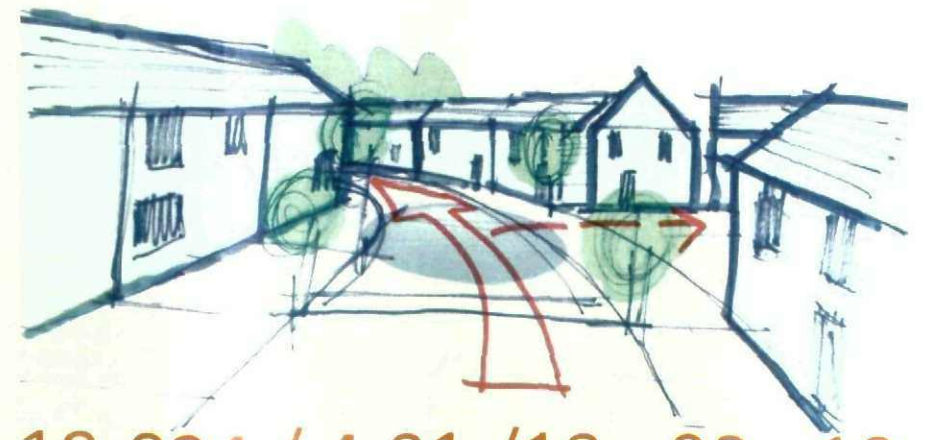


0.0 Design and Access Statement
Polar Ford Site
Dodworth Road
Barnsley



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0.0 Contents

1. Design Principles and Concepts

1.1 Use

1.2 Amount

2. Layout

3. Scale and Appearance

4. Sustainability

5. Landscape

6. Access

7. Consultations

8. Conclusion

1.0 Design Principles and Concepts

1.1 Use

1.1.1 The Design and Access Statement relates to an application for residential development on a 1.7Ha site located at the former Polar Ford Site, Dodworth Road, Barnsley.

1.1.2 The application site is located within the main urban area of Barnsley, approximately 1km west of the town centre and to the immediate north of the A628 Dodworth Road. The site is allocated for mixed use in the adopted UDP. The commercial buildings that remain on the site are located to the north west of the site to the rear of 227 Dodworth Road. The remainder of the site comprises open hardstanding.

1.1.3 The site has an extensive frontage to Dodworth Road, the main arterial route connecting the M1 to Barnsley town centre from which vehicular access to the site is gained. The surrounding area is primarily a well established residential area with a mature infrastructure of local amenities, excellent public transport connections and schools. It has the added advantage of a large open space, Pogmore recreation ground, adjoining the western boundary. (Figure 1 - Neighbourhood)

1.1.4 Planning Policy pertaining to the sites suitability for residential is discussed at length in the Planning support statement. Regional and local policies were discussed at a pre application meeting (22nd June 2010), which stated that residential development would only be allowed in mixed use areas 'where, through comprehensive development, a significant self contained area can be created separate from commercial and industrial uses.' This proposal does comprise such comprehensive development and is therefore, in principle, acceptable on this site in terms of policy.

1.2 Amount

1.2.1 Paragraph 20 of PPS3 states Key characteristics of a mixed community are a variety of housing, particularly in terms of tenure and price and a mix of different households such as families with children, single person households and older people.

1.2.2 Paragraph 14 of PPS3 states that quality of development for the local area, will be aimed at:

- Creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character.
- Promoting designs and layouts which make efficient and effective use of land, including encouraging innovative approaches to help deliver high quality outcomes

1.2.3 Paragraph 47 of PPS3 states that Local Planning Authorities may wish to set out a range of densities across the plan area rather than one broad density range. This is taken with reference to design standards and assessed needs.

1.2.4 Section B1.5 Density of the South Yorkshire Residential Design Guide : Consultation Draft states Within the range set by policy, the density of proposed development should be an appropriate response to the character of the area, the location of the site within the settlement, the proximity and accessibility of facilities and services, acceptable levels of parking.

1.2.5 The area has been evaluated in terms of character and urban grain (figure 8 - Character areas) and a range of housing is proposed that is in keeping with the scale and mix of the surrounding area whilst providing housing that meets market requirements and affordable contribution.

1.2.6 The current proposal seeks to create 59 dwellings. The mix of units will contribute to the creation of a mixed community with a balanced proportion of dwelling types (Table 1. Schedule of Accommodation). By utilising current good practice residential design guidance the layout has been carefully considered planned 'making efficient and effective use of land', whilst maintaining general amenity, public open space and space about dwellings (all as advocated in South Yorkshire residential Design Guide - Draft and the aspirations of PPS3). This provides a gross development density of 35 units/ Ha.

Unit Type	No. of Units
Mi - Milton - 2 Bed Mews House	7
G - Greenwich - 3 Bed Semi	5
D - Darwin - 3 Bed Semi	2
De - Darwin Evolved - 3 Bed Detached	10
C - Coventry - 4 Bed Detached	9
P - Piccadilly - 4 Bed Detached	11
S - Sovereign - 4 Bed Detached	9
Ox - Oxford - 4 Bed Detached	3
Ox1 - Oxford Type 1 - 4 Bed Detached	1
Ox2 - Oxford Type 2 - 4 Bed Detached	2
TOTAL	59

Table 1. Schedule of Accommodation

2.0 Layout

2.1 The site is a relatively flat 'brown field' site formerly occupied by a car sales, servicing and repair garage, now cleared, with only hard standing remaining. It has a frontage to Dodworth Road which is the main route into Barnsley town centre (A628) from the M1 motorway which is about a kilometre to the west. This presents the only opportunity for vehicular access to the site. The northern boundary is the Barnsley/ Penistone railway line and to the west is a large area of informal public green space. An easement strip passes through the site on a broadly north-south alignment. The town centre and facilities are about a kilometre away to the east and the site has good accessibility by public transport.

2.2 Following neighbourhood and character studies an analysis of the constraints and opportunities of the site were carried out (*Figure 2 - Site Analysis*). From the various levels of analysis schemes and concepts were explored (*figure 3- Concept Studies*) to derive a robust design proposal that responded to the site and context whilst referencing policy and design guidance.

2.3 Paragraph 16 of PPS 3 outlines matters to consider when assessing design quality whilst Policy BE6 of the UDP sets out the Local Authorities design standards.

THE COUNCIL WILL SEEK TO ACHIEVE GOOD DESIGN STANDARDS FOR ALL TYPES OF DEVELOPMENT.

PROPOSALS FOR DEVELOPMENT WILL BE ASSESSED USING THE FOLLOWING DESIGN CRITERIA :

A) THE QUALITY OF LAYOUT, AND SUITABILITY OF SCALE OF THE DEVELOPMENT

B) THE USE, QUALITY, DESIGN AND LANDSCAPE TREATMENT OF OPEN LAND WITHIN THE SITE AND THE AREA AROUND BUILDINGS

C) THE STANDARD OF DETAILED DESIGN AND FACING MATERIALS OF PROPOSED BUILDINGS

D) THE SUITABILITY OF THE WHOLE DEVELOPMENT FOR ITS PROPOSED CONTEXT AND ITS RELATIONSHIP WITH ADJOINING LAND USES.

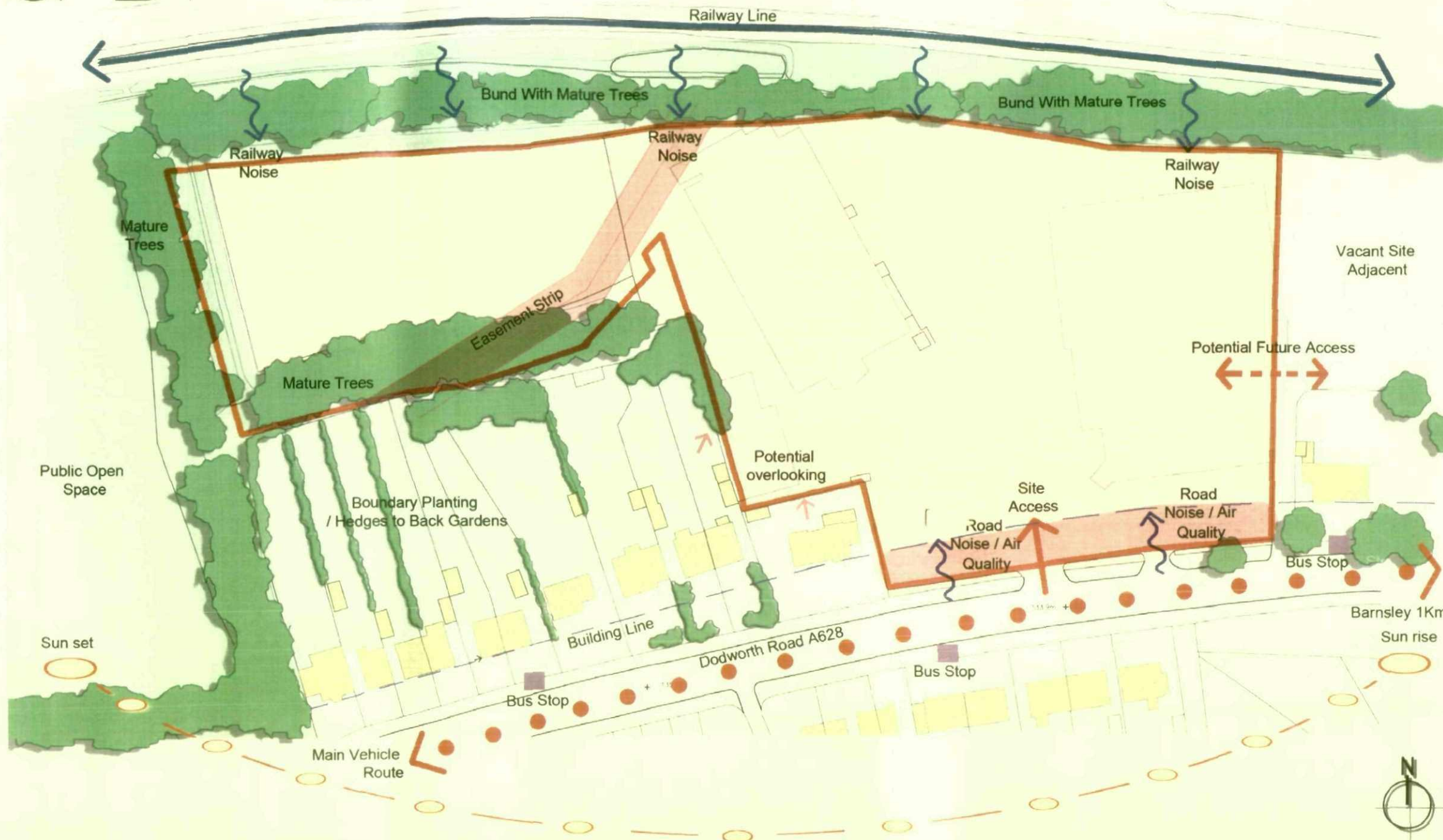
All options are based on interpretation of good practice residential design guidance.

2.4 The layout was also developed to accord with further good design guidance (CABE - Building for Life, South Yorkshire Residential Design Guide : Consultation Draft, Residential Layout : Mike Biddulph, Manual For Streets)

2.5 As such the initial layout (figure 4) seek to address:

- Housing orientated to give frontages onto streets for activity and passive surveillance.
- Housing of a scale and massing consistent with residential development context.
- Provide a mix of accommodation.
- Overlooked centrally located public open space. Focal point - orientation
- Housing design articulated to create features and interest at entry points, junctions and vista terminations. Use of 2 storey domestic scale variation. Assists in orientation and navigation
- Nodes and visual connections orientation and navigation.
- Built form and retained trees create enclosure. Street defined by active frontages.
- Back boundaries to back or side boundaries. Secure perimeter to private space.
- Avoidance of arbitrary curves
- Street is a common element of all neighbourhoods but each street should have its own character and identity.
- Private and shared out door space.
- Tree planting included in community focal points, public open spaces.
- Distinctive character and variation
- Provision of 25% affordable homes

2.6 The scheme was further explored with eye level views of the nodes, vistas and place making (*Figure 5*). To ensure and enhance design quality the proposals were then presented to Barnsley Urban Renaissance Design Advisory Panel on 29th June 2010



Shapshots along Dodworth Road walking towards Barnsley Town Centre



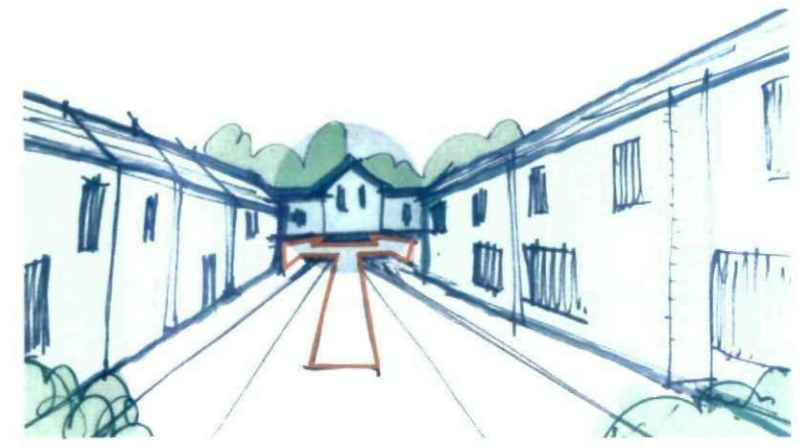
Aerial View of Site

Figure 2 - Site Analysis



OPTION 1

- Development based on geometric street pattern.
- Clear, legible, and easily navigable layout.
- Where development abuts existing public highway fronts and completes existing street.
- Built form terminates vista, but turns back on public open space.
- Lacks permeability / connectivity.
- Reasonable use of site but leaves some dead space.
- Development same character throughout.



OPTION 2

- From the 1970s onwards, the layout plans of private housing estates are more commonly of cul-de-sac form, and more organic in road pattern.
- Where development abuts existing public highway fronts and completes existing street.
- Built form allows mature trees and recreation ground to terminate development. Embraces open space and visually integrates into scheme.
- Accommodates a wider range of movement and informal interaction between people.
- Attempts to create zones of pockets within development. Each street has its own individuality whilst maintaining a unified whole.
- Would be forced - trying to articulate too much - resulting in compromised plots.



OPTION 3

- Adopts a hybrid of geometric street pattern and cul-de-sac. Best use of site in terms of density / amenity.
- Where development abuts existing public highway fronts and completes existing street.
- Accommodates a range of movement and informal interaction between people.
- Attempts to create zones of pockets within development. Each street has its own individuality.
- Connectivity to adjacent site.

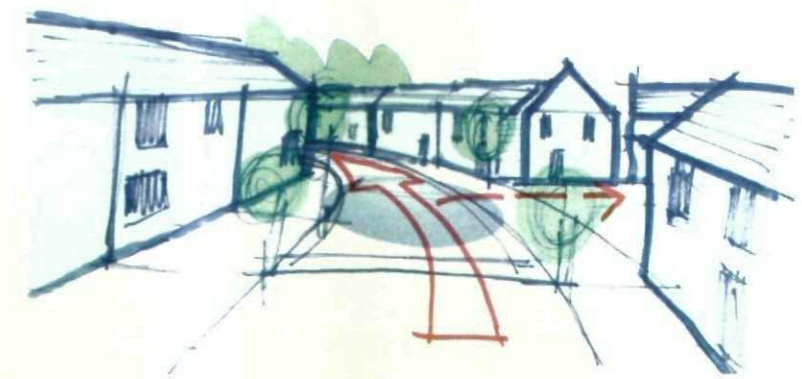


Figure 3 - Concept Studies



Figure 4 - Site Layout - Design Review Panel

2.0 Layout - Eye Level Views



VIEW 1 - Entrance view with flanking units clearly mark the access into the development



VIEW 2 - Nodal Point - Orientation.



VIEW 4 - Existing mature trees terminate the vista yet connect visually to the recreation ground beyond



VIEW 3 - Overlooked public open space with framed view into the remaining development beyond

2.0 Layout

2.7 Following the Design Advisory Panel feedback was as follows. The panel thanked the presenters for their well structured presentation which clearly explained the development of the design put forward. Bringing the scheme for review at the start of design considerations was commended as the right time to have a beneficial impact. In conclusion it was felt that the scheme had stood up to analysis well and that there was a nice sense of what the scheme would look like. It was thought that with not a lot of further work a good sense of place could be created through elements in the ways suggested.

Recommendations of the Design Panel:

- a) Design the two houses flanking the entrance to the site as multi-aspect houses rather than presenting two blank gables to the access road.
- b) Ensure the position and design of the first 'nodal' point dwelling (plot 23) relates well to its neighbours and performs well as a node.
- c) Consider bringing a suitably qualified artist into the design team, so that items such as: hard surface patterns; street furniture; lighting and signage, might receive a highly creative impulse and thus build and establish the special character of the place.
- d) Consider alternative alignment of houses in the western end of the site to avoid the arbitrary curve.
- e) Make more of the 'easement land' as open space, possibly a hard surfaced area with soft landscaping and realign houses facing onto the space.
- f) Ensure that a well designed access is provided to adjoining public green space to the west for future residents of the site.
- g) In this strong location consider a Code for Sustainable Homes target of 4.
- h) Avoid frontages over dominated by garage doors.

2.8 The scheme was assessed in light of the above observations and the following amendments have been made to arrive at the site layout which is submitted for Planning (*Figure 6*). Eye Level views have been generated for the revised scheme (*figure 7*).

- a) Windows have been added to the two houses flanking the entrance to the site to create multi-aspect houses. It was however considered important to retain a hierarchy and maintain the 'front' of the house adding to the strong building line to Dodworth Road.
- b) The first node has been reassessed and plot 23 re-oriented. The node retains its strength with change of surface material and widening of the highway to incorporate planting.
- c) A landscape consultant will provide a coherent and holistic design approach to all aspects of the public realm.
- d) The western parcel of the site has been redesigned. As suggested a more orthogonal approach has been adopted which opens up views to the open space allowing it to further integrate into the scheme. The break in the scheme afforded by the 'easement' land allows the area to maintain the desired effect of another zone within the whole.
- e) The houses previously facing the open space obliquely have been re orientated to accord with the orthogonal nature of the redesigned area, which has allowed the area of open space to become more regular. The breaking up of the layout by the use of different surfaces to create 'zones' and 'places' within the scheme, to help create a more individual feel, was welcomed in principle. It is suggested that a formal square be introduced for home zone planning. We have interpreted this area in these terms as a change of scale and pace. A well designed coherent soft landscaping scheme will compliment an amorphous road that is intended to feel like a path through a park. This should create a safe and welcoming environment.
- f) Ensure that a well designed access is provided to adjoining public green space to the west for future residents of the site.
- g) The houses are being designed to meet current Building Regulations.
- h) Where possible garages are pushed to the rear of plots to avoid dominance of garages. Whilst visible on a flat elevation the eye level views demonstrate that detached garages are not seen. There are a number of plots with integral garages which will clearly be visible in the street scene. These dwellings have however been designed to balance the frontage with large areas of glazing and active frontage, to mitigate garage dominance.



2.0 Layout - Eye Level Views



VIEW 1 - Entrance view with flanking units clearly mark the access into the development



VIEW 2 - Nodal point - Orientation



VIEW 4 - Existing mature trees terminate the vista yet connect to the recreation ground beyond



VIEW 3 - Overlooked public open space with framed view into the remaining development beyond

3.0 Scale and Appearance

3.1 A character study of the area was undertaken (*figure 8*) which has been summarised as - Generally the area has a mature and affluent residential character along this arterial road with good access to schools and open space. The context is one of grid iron, stone fronted and compact terrace property nearer the town centre. By and large this is privately owned and includes a proportion of detached 19th and 20th century villas. Progressing away from the town there are mid 20th century suburban developments which are not compact and which generally front the highway. Pockets of private residential development from the 1960's onwards fills gaps in the frontage and surrounds some cul-de-sacs off Dodworth Road. The review site is probably the last remaining substantial site for residential development in this locality. The immediate context is provided by mid 20th century red brick, two storey, detached and semi-detached houses with gable and hipped roofs. Single and two storey bays are prevalent. Virtually all are frontage development, providing a strong building line, with individual vehicular accesses and generous gardens.

3.2 The South Yorkshire Residential Design Guide - Draft states that 'The street is the common element of all neighbourhoods but each street should have its own character and identity.'

3.3 Section B2.1 of the SYRDG states The choice of plot and building type (size and tenure) must be a suitable response to the character of the area and the site as well as to housing demand and need. The design of residential areas should strike a balance between unity and variety. Designs that are too uniform or too mixed should be avoided. Variations should be included within a well ordered whole to deliberately add interest and avoid monotony. Variation should also help contribute to increasing the range of housing size, type and tenure.

3.4 The elevation treatment avoids confused application of architectural styles, inappropriate historical imitation or random stuck on elements to differentiate plots. The whole seeks an overall articulation of form and detail as found within the local area, and re-interprets it in a contemporary manner, to give the development its own identity.

3.5 The dwellings are all at 2 storey and are consistent with the scale and massing of existing properties. The prevalence of bay windows is referenced as is the generous proportioning of windows.

3.6 To generate rhythm and pattern to the proposed street scenes and environment a number of dwelling types are used, and rather than many facade treatments, variety is created through scale, plot widths and roof line, groupings of buildings and their relationship to each other. The scheme progresses from cul-de-sac, to node, to linear street, to open space and landscaping and so forth.

3.7 Materially elevations will be constructed predominantly of brick and concrete tiled roofs to reflect their surroundings with the introduction of render. Various types of red / multi brick will be proposed with red and grey roof tiles. Heads and cills to windows will have consistent details. Entrance canopies are integrally designed.

3.8 The proposed housing will reflect and enhance the local character—positions of windows, doors etc. will be functionally located with reference to internal layout and natural light whilst referencing the rhythm, patterns and sense of place defined by the wider context. The proposed scheme as a whole coordinates and balances proportion, material and colours. (*Figure 9*)

3.0 Scale and Appearance - Character Areas



Grid Iron Terraced Housing This zone is a relatively small market town up until the 19th century when iron manufacturing and other industries drew large numbers of people into the area. This influx of population led to a substantial expansion of the settlement over a short period of time. This zone is largely made up of the later developments of terraced housing with its larger houses and improved living conditions. Most of the housing within this zone was built in regular grid patterns from the late 19th century into the 1930s. There is generally much similarity of building styles within rows of terraces but within the zone there is a certain amount of variation. On sloping roads the roots of the terraces are often built in a continuous slope from one end of the street to the other.



Early to Mid 20th Century Private Suburbs This zone is characterised chiefly by small areas of housing developed speculatively between 1918 and 1945 in small estates or as areas of ribbon development on the edges of existing settlements. Stylistically, developments in Barmley during this period have much in common with areas developed in the 'Municipal Suburbs' and 'Planned Industrial Settlements' zones. These housing developments have geometric street patterns and sparsely arranged semi-detached housing.



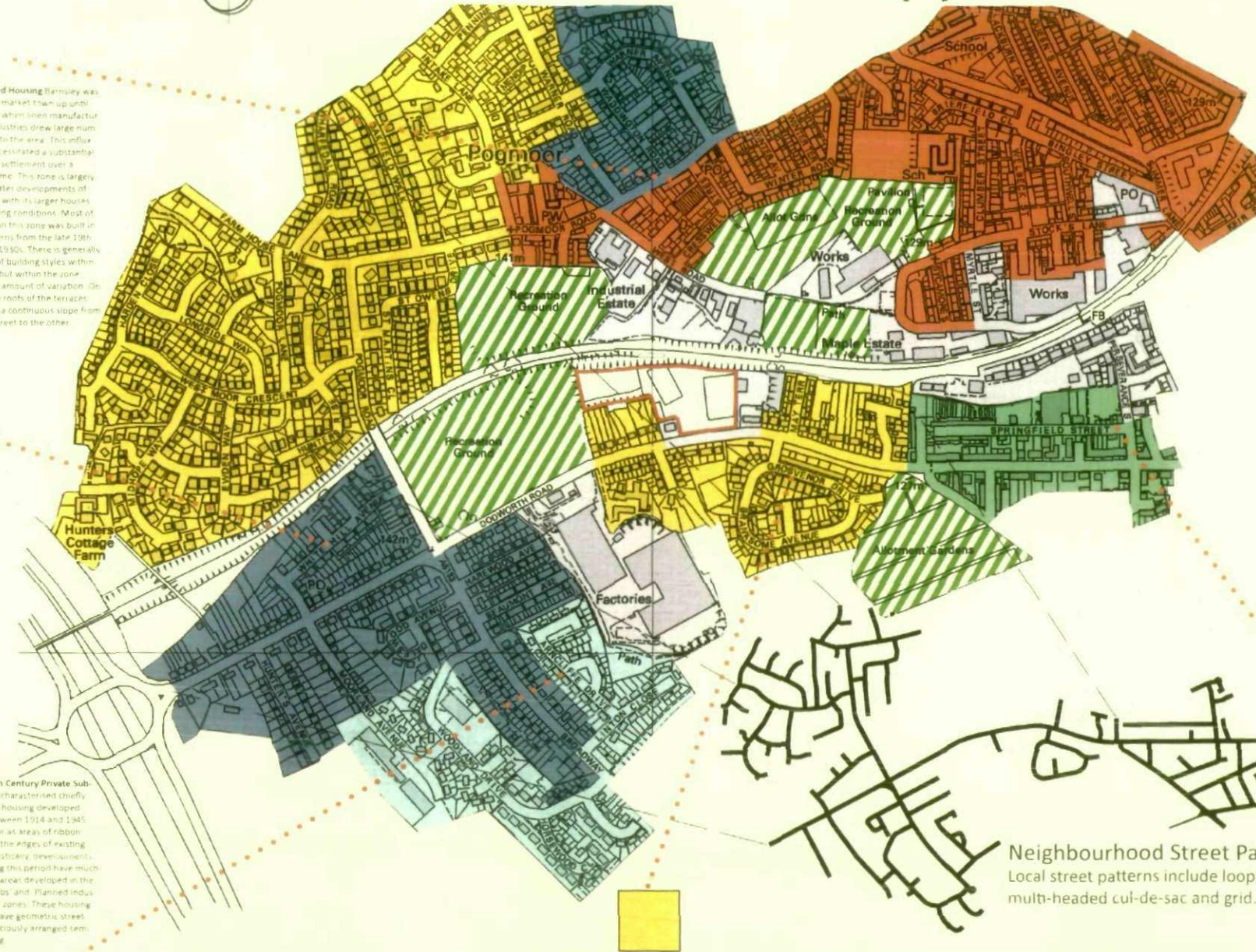
Municipal Suburbs This zone is dominated by semi-detached houses and short row terraces laid out in geometrical patterns based on intersecting circles with open greens, institutional buildings and retail areas placed at the hubs of these radial streets. Cul-de-sacs are rare, with major roads forming circles, and houses generally aligned to a repetitive pattern with small front and larger rear gardens. Public green spaces are generally simple areas of grass and there are few street trees included in the design.



19th to Early 20th Century Villa Suburbs This zone is characterised by the development of housing for purchase by the middle classes. These properties were built as semi-detached or detached houses and display less uniformity than those built either in the 'Grid Iron Terraced Housing' or 'Early to Mid 20th Century Private Suburbs' character zones. Most properties generally afford some level of gardens to both the front and rear of the property; the gardens generally aspiring to some degree of landscaping. Streets are often lined with trees and building densities are generally low. The majority of the properties in this zone were developed from the late 19th century to around 1930.



Late 20th Century Private Suburbs This zone represents private suburban areas built since 1960. These tend to consist of relatively low-density estates of detached and semi-detached housing. The earliest private housing developments in this area often develop and continue the layout principles of earlier municipal housing which developed along traditions of geometric grid subdivision with strong garden-suburb influences. Housing density tends to be medium to low, with at least a rear garden common to most houses.



Key

- 19th to Early 20th Century Villa Suburbs
- Early to Mid 20th Century Private Suburbs
- Late 20th Century Private Suburbs
- Grid Iron Terraced Housing
- Municipal Suburbs
- Industrial
- Recreation
- Site Boundary

Based on South Yorkshire Historic Environment Characterisation

Neighbourhood Street Patterns: Local street patterns include loop, cul-de-sac, multi-headed cul-de-sac and grid.



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Figure 8 - Character Areas



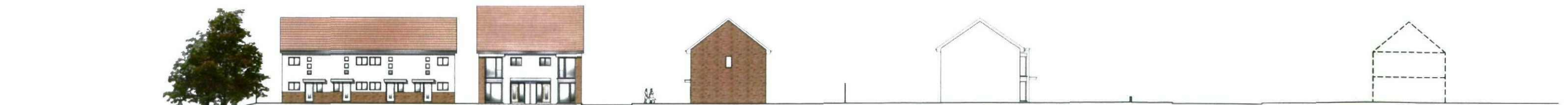
Dodworth Road Street Elevation

Site Entrance



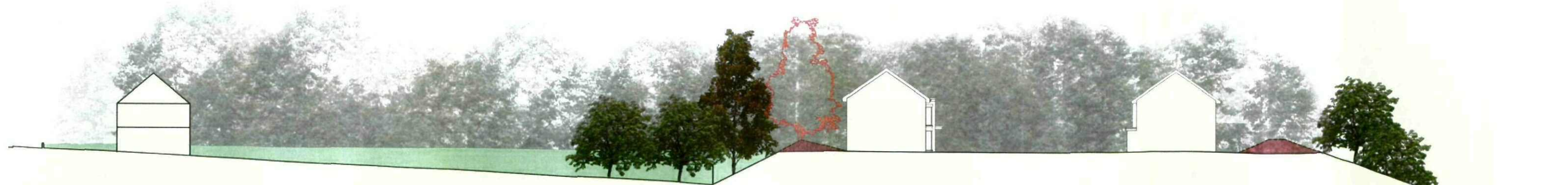
Public Open Space

Public Open Space Street Elevation looking back onto Dodworth Road



Dodworth Road

Indicative Section cutting across Dodworth Road and railway



Dodworth Road

Back Garden

Mature Trees

Railway

Indicative Section cutting across Dodworth Road and railway

Figure 9 - Elevations and Sections

4.0 Sustainability

4.1 The proposed development makes use of a brownfield site and introduces more areas of soft landscaping to aid with surface water drainage. Currently the site is almost entirely tarmac and does not allow for any natural seepage of surface water.

4.2 The proposed development is highly accessible by sustainable modes of travel, particularly walking and cycling, and is connected to well-developed sustainable networks. The implementation of the Travel Plan will ensure that sustainable modes of transport are promoted to occupiers of the new development.

4.3 The proposed house types are being designed to better current Building Regulations and concentrating of ongoing efficiency of the building envelope with improved alternatives and efficient systems of heating, hot water and ventilation.

4.4 The site layout has been carefully considered with regard to trees on adjacent sites so as not harm / impede the existing root conditions therefore sustaining the existing surrounding environment.

4.5 The introduction of public open space and landscaping around the development will enhance the appearance and biodiversity of the site.

5.0 Landscape

5.1 A key feature of the landscape design will be the incorporation of an open area at the centre of the residential site. This area shall provide for the informal enjoyment of residents, complementing the function and character of adjoining Pogmoor recreation ground. It shall include hard and soft landscaping elements and complementary street furniture features.

5.2 The design of the open area also permits the opportunity for a central feature that will cater for a high standard of development and layout at its periphery deriving from this central core of the site. This area benefits from passive surveillance from the properties overlooking the space.

5.3 The design approach has endeavoured to successfully integrate the proposed development into its wider setting and context through a high quality, attractive public realm and well considered routes and opens spaces.

5.4 The protection and incorporation within development of important landscape features, such as trees, can contribute to design quality and assist the successful integration of development into its landscape setting.

5.5 The development will incorporate new planting along roadsides, in public open spaces and within private gardens to create visual interest, provide the right balance between streetscape infrastructure and building setting and provide a platform for increased biodiversity on the site. Planting will typically be of native indigenous species selected to thrive in such locations. Planting details and schedules form part of the landscaping scheme.

5.6 A detailed landscaping scheme is submitted as part of the planning application which demonstrates how landscaping shall be provided.

6.0 Access

- 6.1 PPS requires that new development is easily accessible and well connected to public transport and community facilities. The centre of the site is located within 80m of the A628, Dodworth Road which is a main route into the centre of Barnsley and is well served by public bus services.
- 6.2 All properties within the proposed development will be within 350m maximum walking distance from the nearest bus stop.
- 6.3 Access into the site is via the existing vehicular access onto Dodworth Road.
- 6.4 Parking will be provided to each dwelling in line with local requirements.
- 6.5 A detailed transport assessment and travel plan has been prepared by Sandersons and forms part of this planning application.
- 6.6 The development site is virtually level which makes it possible to achieve compliance with Approved Document M of the Building regulations to ensure that buildings are accessible and useable regardless of disability, age or gender. All properties are entered via a level access.

7.0 Consultation

7.1 Throughout the design process consultation with the Barnsley Metropolitan Borough Council has been undertaken.

7.2 Details of the consultations are listed below:

2nd June 2010 - meeting with BMBC, Bellway Homes PLC and Pegasus Planning Group for pre-application discussions.

29th June 2010 - Meeting with Barnsley Urban Renaissance Design Advisory Panel.

8.0 Conclusion

8.1 The layout of the site has been carefully considered to provide an appropriate level and mix of housing integrating vehicle routes, car parking and private amenity space. Public open space is provided enhancing the scheme as a whole.

8.2 Careful consideration has been given in relation to providing visual and pedestrian links with adjacent sites to allow permeability without compromising security or privacy for residents and neighbouring properties.

8.3 Overall the proposed scheme provides a high quality development that reflects in scale and style the surrounding context. The proposal is in keeping with the existing residential use predominant in the local area and will enhance the site and adjacent properties.