design and access statement

incorporating

planning statement
sustainability statement



land off green road, dodworth

october 2008

■ architectural design
■ town planning
■ landscape architecture

JRP

John R Paley Associates



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INTRODUCTION

This design and access statement has been prepared by John R Paley Associates in support of the planning submission for outline planning approval with means of access for residential development.

This statement responds to the requirements of the Town and Country Planning (General Development Procedure (Amendment) Order 2006 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 PPS 1 "Delivering Sustainable Development" which requires:

"Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning." (para.33)

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 - where the buildings, public and private spaces are positioned and their correlation to the site surroundings.

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

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.





SITE ANALYSIS

The Site

The application site is located on the south eastern side of Green Road, Dodworth, some 3.0 kilometres to the south west of Barnsley Town Centre and is designated within the Barnsley Unitary Development Plan as a Housing Policy Area.

The site is 2.2 hectares in size and roughly rectangular in shape with a long axis running north to north east. Three detached houses and associated garden land are present on site. "Hillside" and "Fieldhouse" occupy the northern quarter of the site. Access to these properties is along a drive, which marks the northern boundary, from Green Road. The third property is the "Old Stables", which lies in the central area of the site, adjacent to the western boundary. South of the "Old Stables" is a level terrace raised above the surrounding site to the south and east by a retaining wall up to 3 metres in height. The wall is in a poor state of repair.

A stream flows south east through the centre of the site and forms a small valley, breaking the overall fall in gound level to the south.

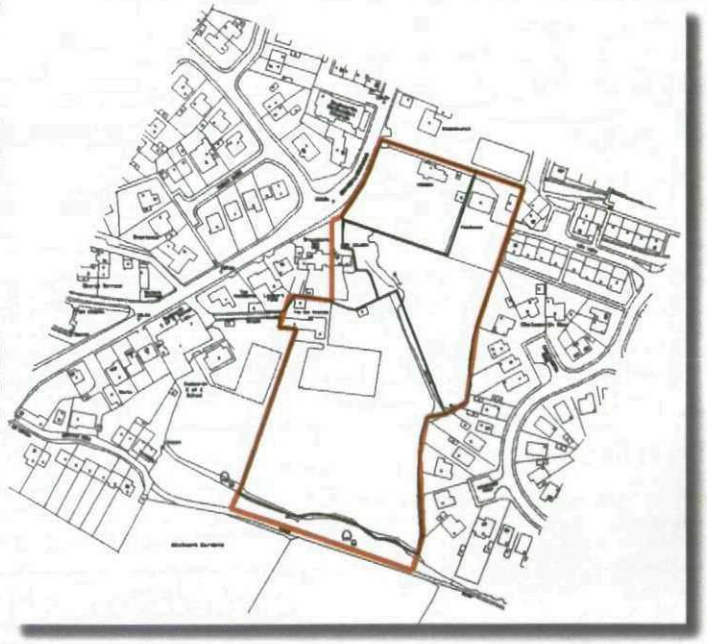


Topography and Land Use

The site is sloping in parts and is not all formal garden land, however it is not necessary for land to be formally laid out and actively gardened to form part of the curtilage of a dwelling. The land is either laid out as a formal garden or informal/rough grassland. It is not open land in the countryside, nor is it designated urban greenspace. All of the application land is in the curtilage or is private residential land which has been and is being used for the personal enjoyment of the occupiers. None of the land comprises any form of public open space. A topographical survey accompanies the application.

Historical Land Use

A review of historical OS data reveals that the site was open fields in 1855. There was an Old Coal Pit shown in the centre of the site and a well is shown in the central area of the site (north of the old coal pit). In 1893/94 the Old Coal Pit and well are no longer shown. In 1906/07 there is a spring shown in the north west central area of the site and a small building in the central western area. Between 1906/07 to 1962 little appears to have changed with the site. The properties of Hillside and Fieldside are shown on the map of 1962.
The village of Dodworth is shown to expand slowly overtime and encroach around the site.
The application is accompanied by a Preliminary Site Investigation prepared by Sirius.



Boundaries

The development site is surrounded by residential development on 3 sides. Housing to the eastern boundary (off Low Fold Rise and Strafford Walk) appears on the historical OS data in 1978. To the north the site is bordered by the gardens of a large detached house "Stonehurst," to the east by the gardens of housing off Strafford Walk and to the south by a stream, beyond which are fields and allotments. To the west the site is bordered at the northern end by Green Road, in the centre by the grounds of the Travellers Inn (pub) and in the southern area by recently constructed housing on the site of the former Dodworth C of E School.

Planning History

Previous planning applications have been made to form an access into parts of this site to the north of the Travellers Inn. These were refused, and the appeals unsuccessful, because of the impact on the listed buildings and trees along the edge of the site.

Trees

There are a number of trees on site, which have a moderate impact on the local treescape. There are a number of species including Sycamore, Ash, Horse Chestnut, Goat Willow and fruit trees. There are five Tree Preservation Orders (TPO's) in force on this site which date from 1974 to 2005.
The application is accompanied by a full Arboricultural Assessment prepared by JCA.



SITE ANALYSIS
local vernacular





The Travellers Inn abuts the site to the western boundary and is listed grade 2. The building is three storey with two storey wings. The roof is hipped over the central block with gables to the two wings. Chimney stacks are prominent to the roof line. The building is rendered with a welsh slate roof.



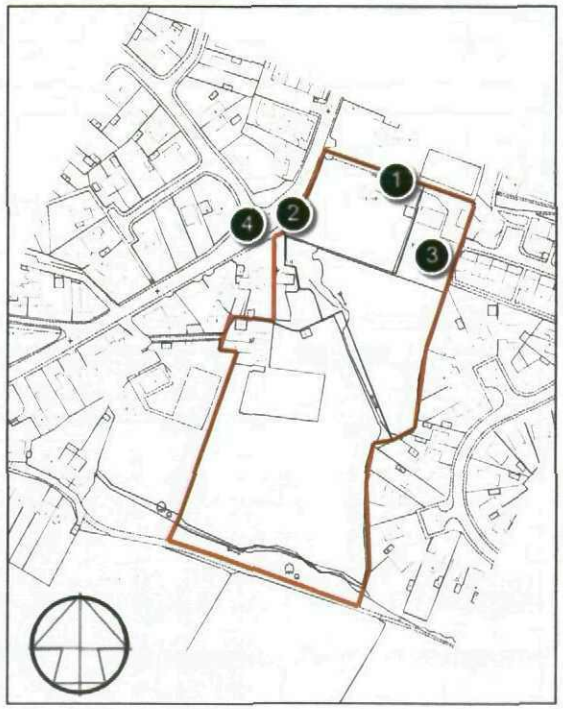
Housing opposite off Padley Close is of brick construction with dormer windows

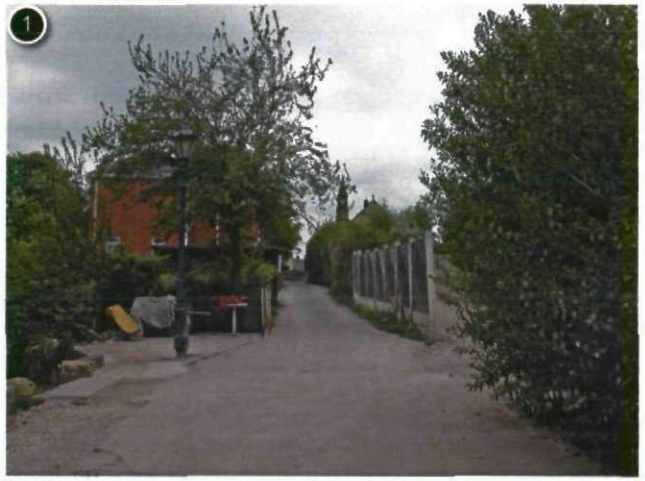


Housing on the site of the former Dodworth C of E School has been constructed in artifical stone with slate roofs.



SITE ANALYSIS
Views

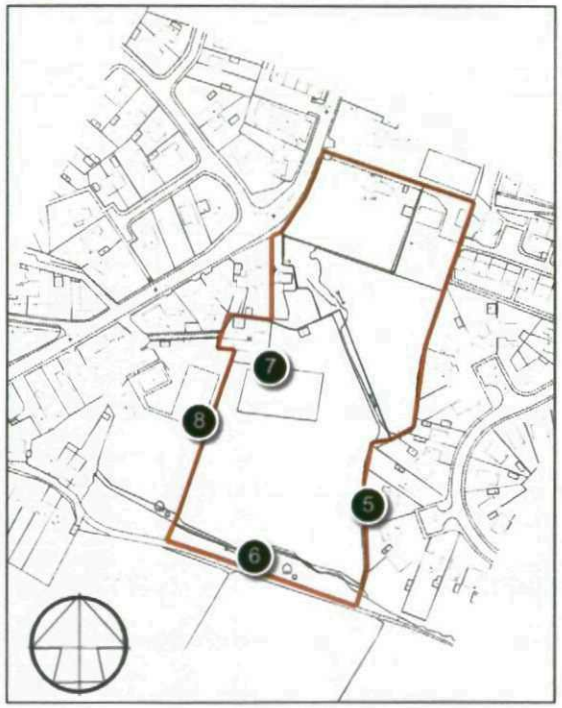











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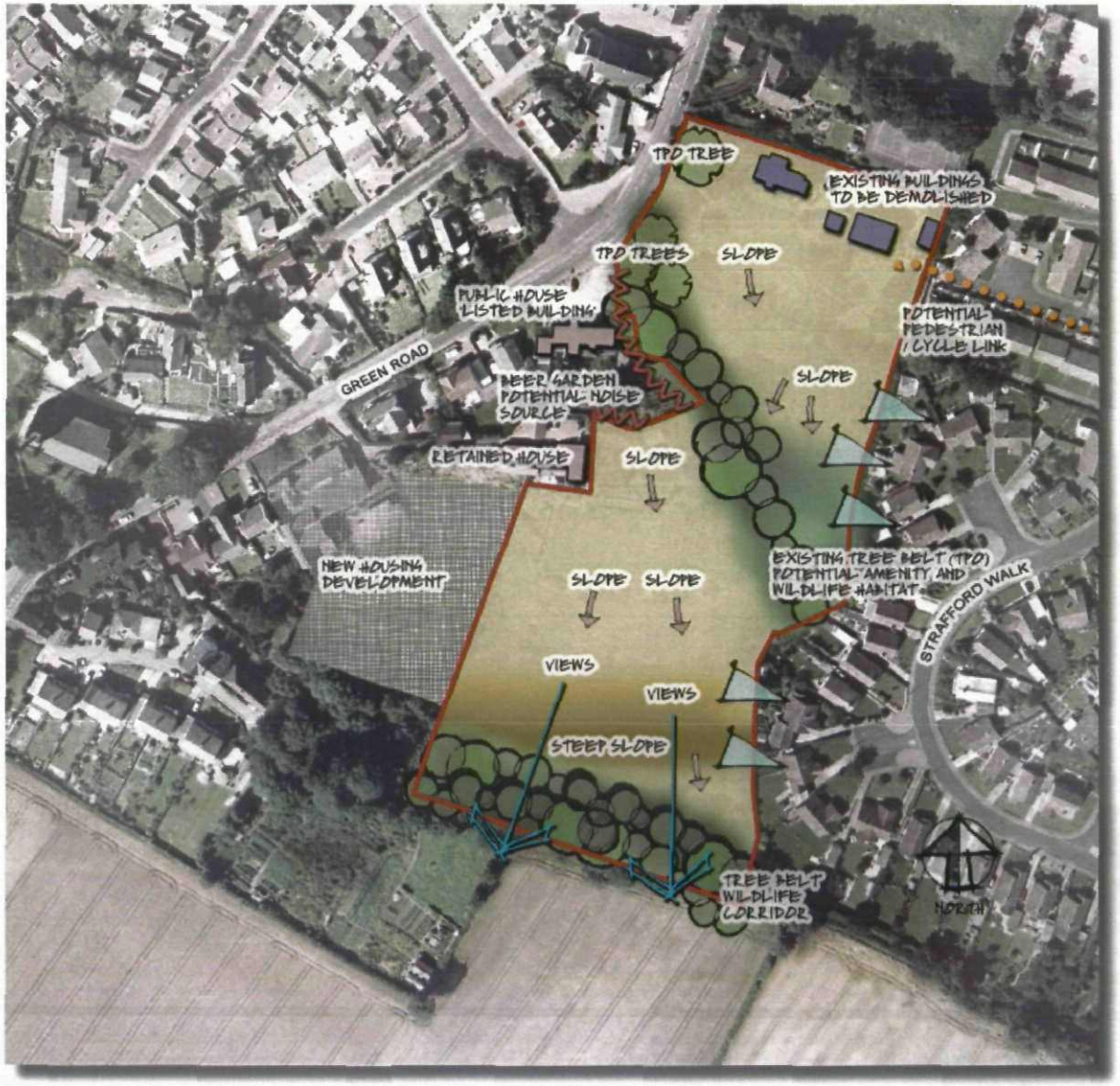

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OPPORTUNITIES AND CONSTRAINTS

The plan opposite highlights the opportunities and constraints the development of the site presents.







ACCESS

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 proposed development is in outline form; the indicative concept masterplan proposes 51 dwellings. The proposed access will be from Green Road.

Policy

At a national level, Planning Policy Guidance 13 Transport (PPG13) objectives are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight.

PPG13: Transport (March 2001)

PPG13 requires Local Planning Authorities to: -

"Place the needs of people before the ease of traffic movement in designing the layout of residential development; and

Seek to reduce car dependence by facilitating more walking and cycling, by improving linkages by public transport between housing, jobs, local services and local amenity and by planning for mixed uses."

Regional Spatial Strategy (May 2008)

A key aim of integrated land use and transport planning policies is to reduce the need to travel and to reduce the length and number of journeys, particularly those made by private car. The Plan includes a number of complementary policies to attract more journeys by foot, bicycle and onto public transport, encourage developments in locations well-served by public transport and introduce measures aimed at achieving a shift away from increasing car dependency.

Policy T1 covers the specific contribution which transport planning makes to effect modal shift, and Policy T2 (parking) makes an important contribution. There are strong linkages with Policy T3 (public transport), as significant increases in the capacity of the public transport network will be needed if a step change in modal share is to be achieved.

Barnsley Unitary Development Plan (Adopted *December 2000*)

The following section reviews the Unitary Development Plan, which provides policy direction at a local level relating to transport and access. The following policies are saved in accordance with the Secretary of States "saved policy" protocol issued 28th September 2007.

Policy T2

Development will only be allowed if the additional demand for travel generated can be accommodated on the highway network without significant detriment to the environment or the safety and ease of movement of vehicles and pedestrians using the network, or through measures to assist public Transport, cycling or walking. Completion of the necessary highway works or other measures may be the subject of conditions attached to the planning permission or be the subject of a planning obligation under section 106 of the Town and country planning act 1990 or other agreement requiring an appropriate contribution from the developer to the cost of the works or measures.

Policy T2A

A) All roads, footways, private drives, vehicle maneuvering areas and Points of access serving development must be designed and constructed in accordance with the appropriate standards of the borough council
B) Carriageways and footways should be constructed to be usable in A safe and convenient manner before the use of the building which they Serve commences.

Policy T14
Development proposals will be required to include measures to facilitate access to, and where appropriate, by public Transport services.

Policy T17

In support of the council's goals, the car parking policies will seek to ensure the provision and management of car parking to secure:
A) Levels of provision of parking commensurate with the Encouragement of means of travel other than the *car Particularly by commuters*
B) Avoidance of harm to the free flow of traffic, safety levels and the amenity of residents and other road users
C) Encouragement of development that increases the number and Range of job opportunities;
D) The vitality and viability of Barnsley town centre and other Shopping and commercial centres.

Policy T22

New development shall be provided with no more car parking, Servicing and maneuvering space than is necessary in order To ensure there is no significant adverse impact upon:
A) Highway safety
B) The local environment including the amenity of local residents and adjoining land uses
C) The vitality and viability of Barnsley town centre and other Shopping and commercial centres. Planning applications, which propose parking servicing and/ or maneuvering space in excess of or less than that which is Necessary will be refused permission. For car parking associated with employment premises, Shopping areas, leisure and recreational facilities, places Open to the general public and public car parks, provision Should be made for disabled car parking which *should Amount* to at least 4% of the total car parking provision to Be provided.

Where the required car parking cannot be provided on site or where the council deems it, appropriate, suitable parking Provision off site or contributions to *enhance or provide Alternative means of transport may* be acceptable. In these circumstances, the council will seek to enter into an Agreement under s106 of the act with the developer to Ensure that a financial contribution is secured towards the Provision of public car parking and/or to enhance or provide Alternative means of travel.

Policy T27

The council will seek to encourage and support walking, as a Mode of transport and the design and layout of all Development will be required to take account of the needs of pedestrians.

Supplementary Planning Guidance

At a local level, there are also a number of SPG's, which are applicable to the design and layout of the proposal, these are as follows:

- SPG2 The Design and Layout of New Housing
- SPD32 Parking, Transport Assessments and Travel Plans

SPG2 The Design and Layout of New Housing

Supplementary Planning Guidance 2 was produced primarily to support policies H3, H8A and BE6 of the *UDP.*

The SPG requires that the road design should use a hierarchical structure so that traffic is routed onto most appropriate roads. The development should facilitate



access by public transport. The road layout should be designed to meet the needs of pedestrians and cyclists. The parking ratio specified is 1.5 spaces per dwelling, in accordance with the previous parking guidance of PPG3. Developers should provide well-designed and located garages, which are convenient, provide security and improve the appearance of the area. Any shared parking areas should be well lit, in a location visible from the highway and overlooked by dwellings.

Road layout should be designed to accommodate refuse collection vehicles and fire appliances.

SPD 32Parking, Transport Assessments and Travel Plans

Supplementary Planning Guidance 32 was produced to supplement Policy T22 and the UDP, and explains how Barnsley Council intends to implement Planning Policy Guidance 13 Transport.

Car parking is specified at 1.5 spaces per dwelling for residential dwellings in accordance with guidance in PPG3. The size of parking bays should be 5m long and 2.5m wide.

The SPD requires the submission of a Transport Assessment on applications for residential development over 80 dwellings. The TA will outline the effects of the development on the local highway network, whether the site can accommodate the level of development proposed, any transport mitigation measures and what can be done to promote travel by walking, cycling and public 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.

Existing Site Circumstances

The application site is located on the south-eastern side of Green Road, Dodworth, some 3.0 kilometres to the south-west of Barnsley town centre. The site has a 29.0 metre long frontage onto Green Road, B6449; an allpurpose distributor road providing a link between Dodworth, Silkstone Common and Oxspring. A public house is situated immediately adjacent to the south-western site boundary and directly opposite the public house is the junction with Baslow Crescent, a residential access road. Green Road has a 7.6 metre wide carriageway flanked by a nearside footway varying in width between 1.0 metre and 1.4 metres and a far side footway varying in width between 1.5 metres and 1.8 metres. The road is lit to side road standard, is subject to a 30mph speed limit and the centreline of the road is marked with hazard warning lines. The site is located on the outside of a bend in Green Road and therefore visibility from points along the site frontage is generally good.

Proposed Site Circumstance

Access to the site will be provided from Green Road by way of a simple priority junction, as shown on the site layout plan (PAGE 9). The design of the access will incorporate a 2.4 metre x 90 metre visibility splay to the left (south) and a 2.4 metre x 90 metre visibility splay to the right (north), The proposed access forms a staggered junction with Baslow Crescent, with a separation of some 35.0 metres, measured centreline to centreline. As noted previously, the existing Baslow Crescent junction incorporates informal acceleration and deceleration lanes. These features encourage drivers to execute left turn manoeuvres at excessive speed and in particular, the acceleration splay encourages drivers turning left onto Green Road to glance to the right rather than carefully assessing the available opportunities to enter a gap in the approaching traffic stream. In association with the construction of the proposed site access, the acceleration and deceleration splays at the Baslow Crescent junction will be removed and replaced by 10.0 metre kerb radii. Also, the existing give-way line at the junction will be brought forward to improve visibility for drivers turning from Baslow Crescent onto Green Road. The internal site layout will be designed in accordance with 'Better Places to Live in South Yorkshire' at detailed application stage. The main access roads serving the site will be designed to incorporate a 5.5 metre carriageway and two 2.0 metre wide footways and therefore there are no fundamental reasons why a development of this scale should not be served by way of a cul-de-sac arrangement. A separate footpath link to Green Road will be provided adjacent to the Travellers Inn public house.

Vehicular and Transport Links

Dodworth Railway Station is located on Station Road approximately 0.4 miles north west of the development site. The maximum recommended walking distance of 2.0 kilometres covers Dodworth Railway Station. There are existing bus stops on both sides of Dodworth Green Road and the both sides of the High Street. The stops on Dodworth Green Road are approximately 60 metres north of the proposed site access and the stops on High Street approximately 180 metres north east of the proposed site access.

These bus stops are used by services 20/20A/21, 23 and 24/24A, all of these services stop at Dodworth Railway Station and at Barnsley Interchange, where both local and national bus and train services are available. Dodworth Railway Station is managed by Northern Rail. There are regular trains available on a daily basis to Barnsley Interchange where both local and national trains are available. There is a free car park with 14 spaces which is open 24hrs. Barnsley Interchange is a combined bus and rail station offering a wealth of facilities to the travelling public including a newsagents, a chemist, a café, rail ticket office, information centre, offices & meeting room, toilets, cash machines, telephone, cycle racks, lifts & escalators, real time information screens a car park with 74 spaces for rail users and a secure, fully enclosed, high quality passenger concourse and waiting area.

Inclusive Access

External Access

The proposed development has direct, at-grade access to the surrounding footway network off Green Road. There is also direct, at-grade access from the proposed development to bus network that extends along Wetherby Road.

The route from the proposed development site to the bus stops is fully lit with adequate footways, dropped crossings and tactile paving present.

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.

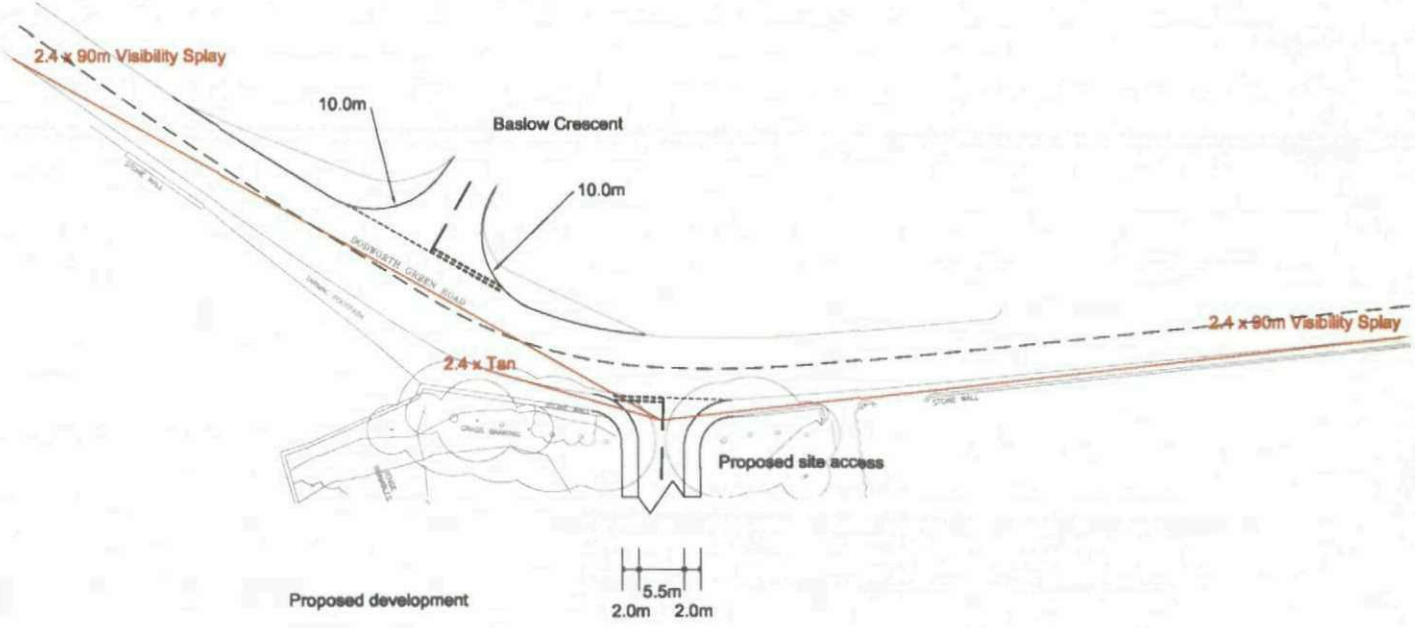
Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings and the house types 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



The initial concept scheme opposite, was the subject of pre-application discussions with Barnsley Council in 2005, the comments made are outlined below:

PLANNING

Bob Merryweather Barnsley Council
Emma Jackson Barnsley Council
Laura Mepham - John R Paley Associates Ltd

13th September 2005

Discussed Consultation Draft D05/1891/01 August 2005

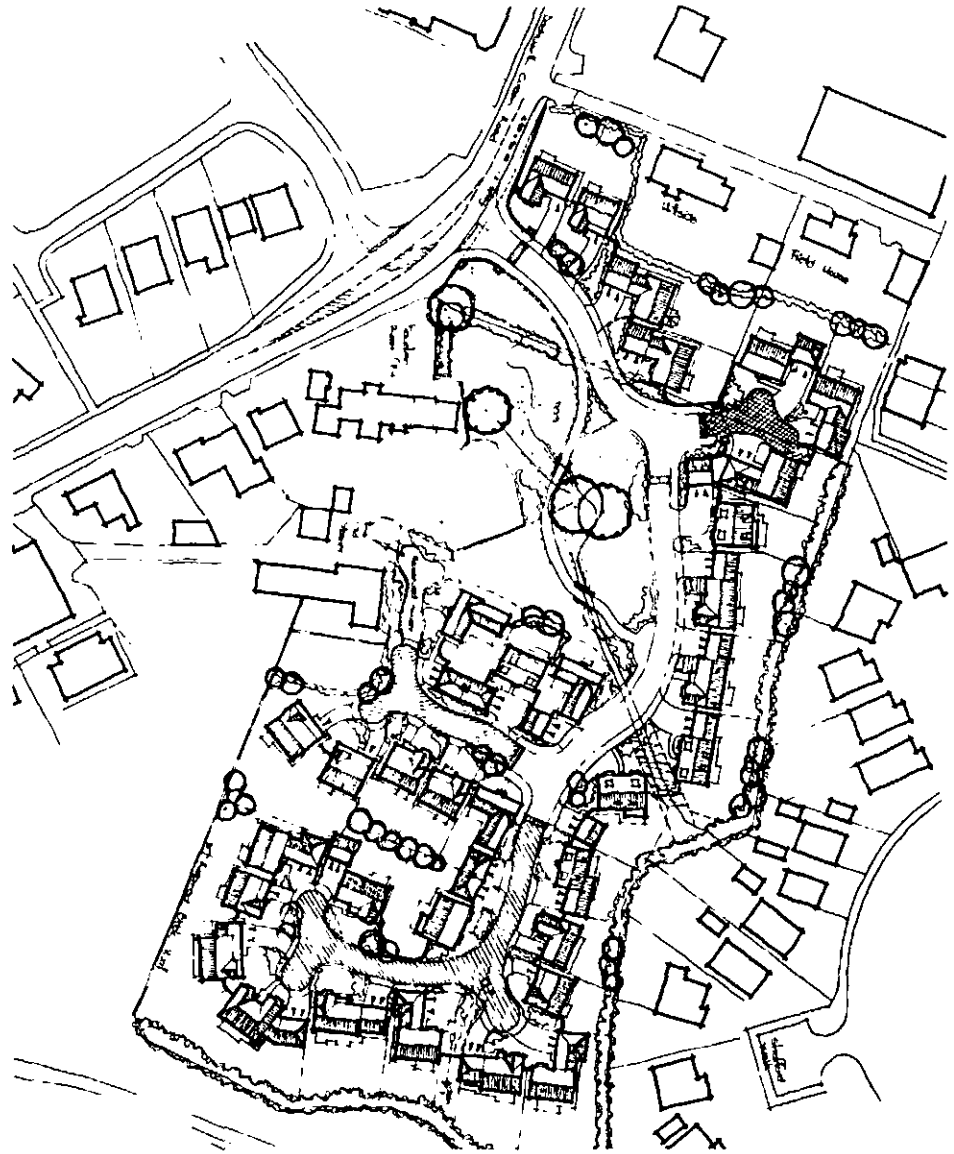
- LM The layout comprises mix of detached homes ranging in height from 2 to 2 ½ storey. Site falls away and as yet no topographical survey has been carried out. POS has been located adjacent to the public house which is a listed building which serves two purposes both enhancing its setting and retaining the TPO'd trees.
- BM First issue to be addressed is the "Greenfield" status of the site. Barnsley are not releasing Greenfield land given there is an adequate supply within the district of brownfield land both with and without planning approval.
- BM The Inspector has tested this at Appeal recently on a number of sites.
- BM Any application would require a supporting sequential test in accordance with guidance contained within PAN30.
- EJ Planning has been approved on the adjoining school site.
- LM Are there any issues with the layout. EJ no issues, which immediately arise, however major hurdle is the Greenfield status of the land.

HIGHWAYS

2nd November 2005

Karen Smith Barnsley Metropolitan Borough Council
Laura Mepham John R Paley Associates

- The location of the access is acceptable.
- The visibility splay is adequate.
- Require kerb build adjacent to plots 2a and 36.
- The highway department has no right to close the access without consent conveyancing agreement between Barnsley Metropolitan Borough Council Estates and purchaser of school to resolve agreement.
- Remove speed bump adjacent to the 1st plot.
- Remove speed bump and provide level block paved area.
- Reduce length of last Cul De Sac and begin near double garages.
- Highways Officer would prefer to see the Old Stables accessed through the new development.
- No objection in principle to retaining the access and re-siting access for school development.
- They would like to see the two developments designed together.





DESIGN EVOLUTION

Public consultation is now at the heart of the government's agenda and an integral part of the planning system.

Community consultation has enabled us to achieve the following objectives:

1. Understand the community, the key players, and the local representatives

2. Brief key players early, ensuring their comments and views add real impetus and insight into proposed planning applications.

3. Engage the wider community in an open and transparent way, ensuring that we consult widely enough to satisfy local stakeholders and officers.

A consultation document was produced and posted on our web-site, we wrote to 89 neighbours on :-
Chantry Orchards
Green Road
Padley Close
Strafford Walk
Ratten Row
Low View.

Of the 89 letters we received a large response from the local community which is summarised below.

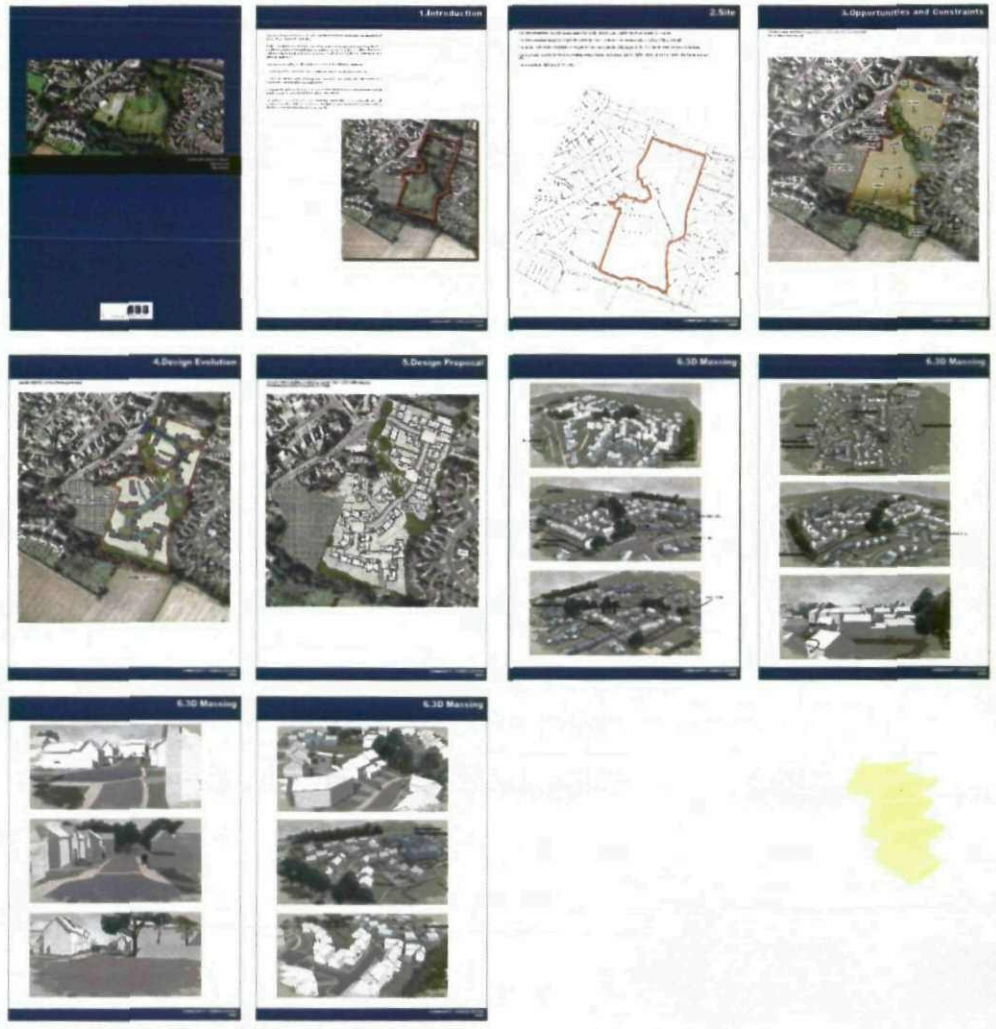
A petition of 12 signatures from residents of Low View, main objections relate to traffic concerns and invasion of privacy. Concerns over plan to introduce a footpath from the development to Low View.

A petition of 37 signatures of residents from Strafford Walk, Ratten Row, St John's Close, Chantry Orchards, Padley Close, Low View, the main issues raised are:-

- Greenfield site
- A previous application has been refused by Barnsley Council and at Appeal.
- Change in levels will affect te privacy of residents.
- Plans provided are not to scale.
- Location of proposed houses is too near existing dwellings.
- Road is to be constructed through the TPO'd area of trees, which add to the character of the listed building.
- Footpath onto Low View will cause a security issue to residents.

A further 14 written responses were received, the comments made are:

- Effect on wildlife
- Increase in traffic
- Footpaths are a concern onto Low View
- Insufficient detail of the proposed buildings and affordable housing
- Three storey property built on boundary with no 53 Strafford Walk
- Green space in heart of Dodworth Village full of wildlife.
- Lack of privacy
- Noise
- Devaluation of property
- Loss of open views
- Drainage issues to Ratten Row
- Bats inhabit the trees on the middle and edge of site
- Concerns over boundary between site and Chantry Orchards
- Overlooking into existing residents windows.
- Welcome footpath access onto proposed estate so can use footpath to Dodworth Village and play space
- Welcome retention of mature trees





CONCEPT MASTERPLAN

The concept masterplan opposite proposes the following:

1. Access from Green Road.
2. Retention of trees protected by TPO to the site frontage, through the centre of the site and to the southern boundary.
3. Utilisation of existing landscape to create a green swathe through the site incorporating a potential play area.
4. Creation of potential pedestrian linkages to Low View, Green Road and land extending beyond the southern boundary.

A number of negatives were identified with this scheme following a design critique, these are:

- Three storey dwellings sited next to existing dwellings. They are not characteristic of the area and maybe overbearing on existing properties.
- Lack of visitor parking





The scheme opposite was then produced in 2008, the layout opposite features a number of amendments from the 2005 scheme and follows the principles established in the concept masterplan, which are as follows:

- The inclusion of additional land, notably the properties of:
  Hillside
  Fieldside
  The Old Stables
- The retention of trees along the site frontage with Green Road.
- The layout now takes account of the re-development of Dodworth C of E School with residential dwellings.

This layout has been the subject of pre-application discussions with Barnsley Council.

8th October 2008

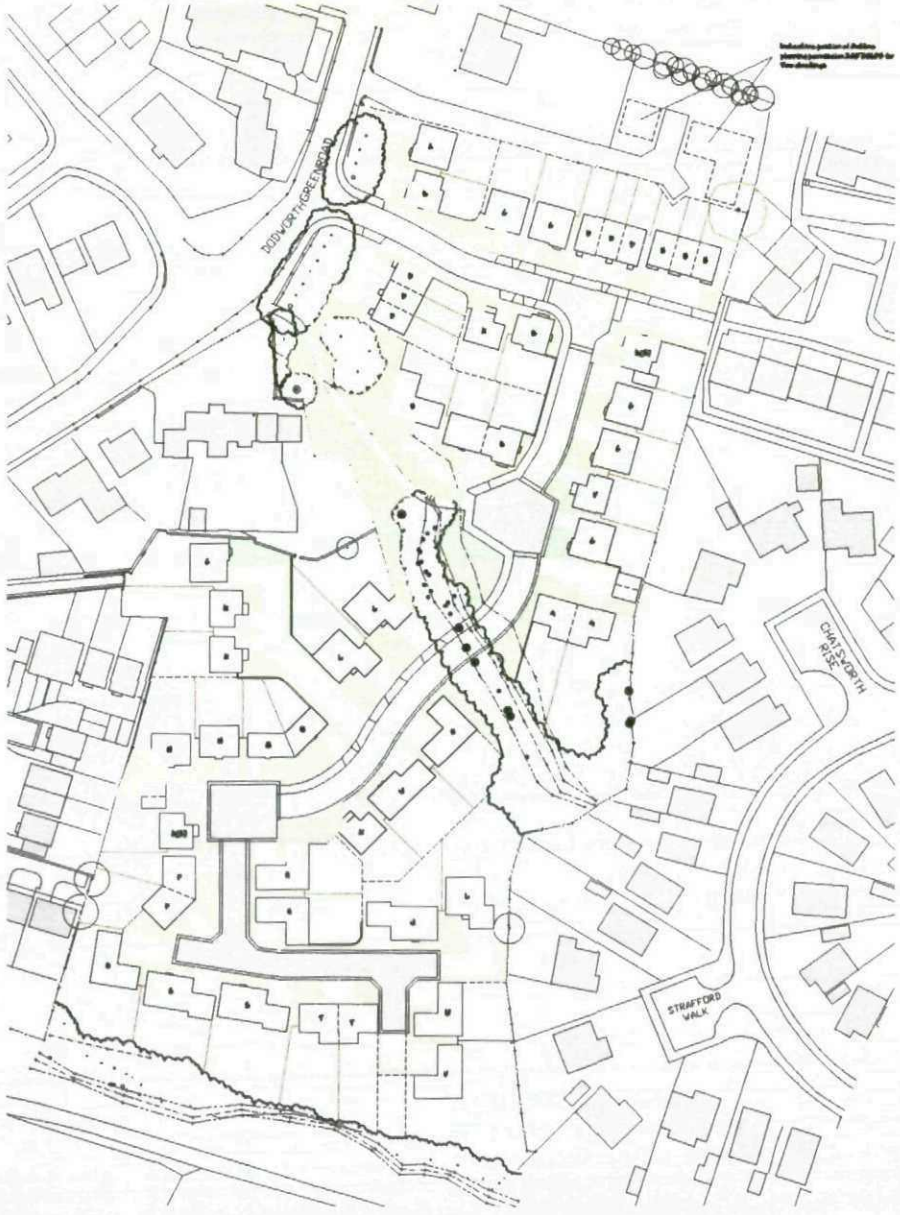
Laura Mepham - John R Paley Associates
Simon Hicks - John R Paley Associates
Andrew Burton - Barnsley Council

- The status of the land was raised by AB and questioned the extent of brownfield land and curtilage of the properties. A PAN 30 assessment would be required with the planning submission. LM confirmed this had been undertaken and could be emailed through for pre-application comments. *A response is awaited.*
- JRPA requested clarification on the position of the entrance and its impact on the wall and trees. *A response is awaited.*
- AB stated that an education contribution from the development was unlikely but would confirm. *A response is awaited.*
- AB stated a unilateral undertaking would be required to be submitted with the application for affordable housing, a template could be provided. 25% contribution would be required, with a 80/20 split for social rented / intermediate housing.
- Public open space would be required, a commuted sum maybe acceptable in lieu of on-site provision.





DESIGN SOLUTION
amount



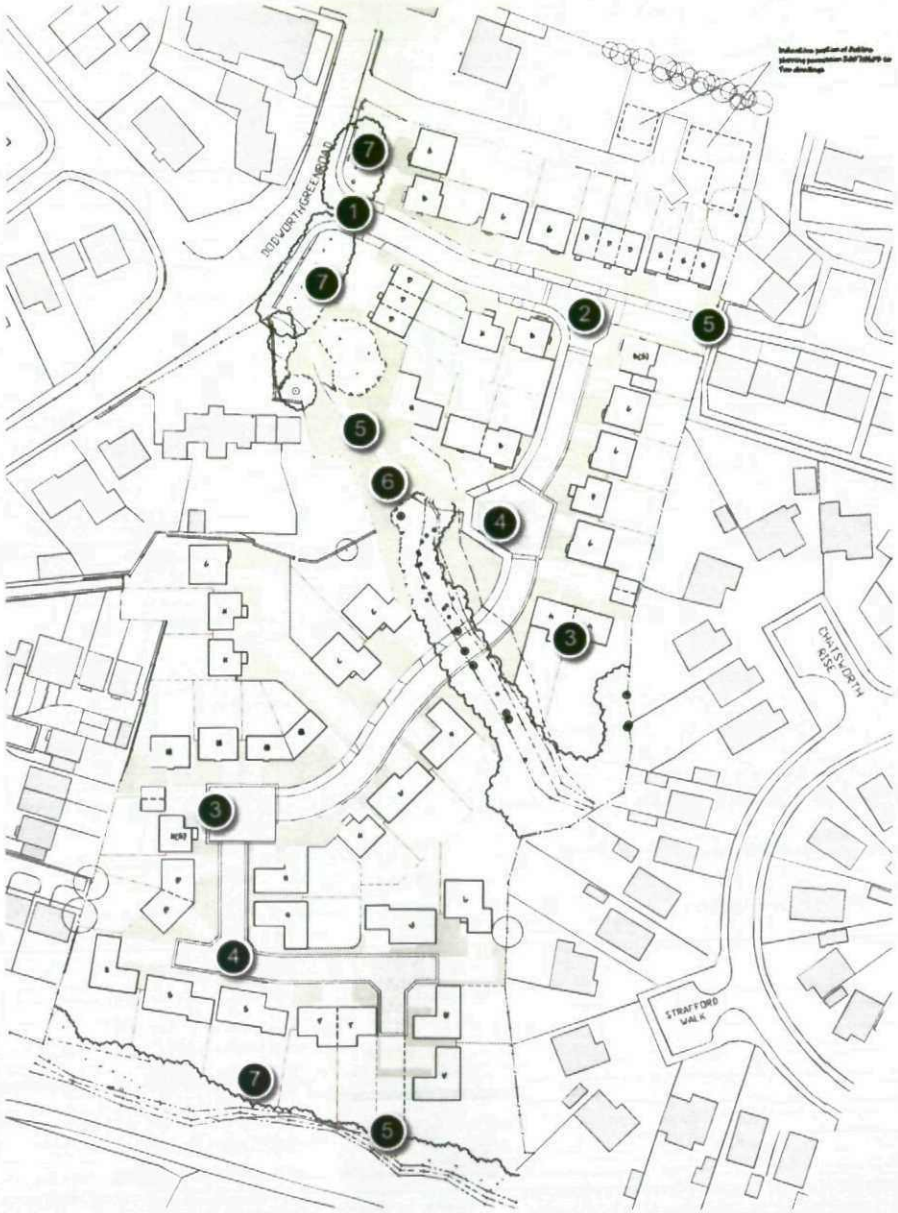
This section of the Design and Access Statement aims to provide a justification of the amount, layout, scale, appearance and landscape in relation to the planning submission.

Amount

This application is in outline form, however, as the indicative layout identifies 51 dwellings can be accomodated on this site. Given that the site is gross 2.2 hectares, this equates to a density of 23 dwellings per hectare. The nature of the site and its existing features notably significant number of trees and existing stream are major constraints of the development. A net site area (0.26 hectares of pos) of 1.94 hectares provides a density of 26 dwellings per hectare. Although this is below the minimum specified within PPS3 it reflects the existing urban character which is relatively low density development.



DESIGN SOLUTION
layout



This section of Design Solution will seek to describe the way that buildings, routes and open spaces are provided i.e. strong street presence, focal points, key feature buildings, open space and the siting of dwellings around them. How do these relate to the surrounding development in terms of orientation, open spaces etc.

Layout

The Opportunities and Constraints Plan indicated that the site is surrounded by dwellings on three sides and would constitute the rounding off of the settlement.

The concept plan proposed creating focal nodes of development, vista stops and views over the woodland.

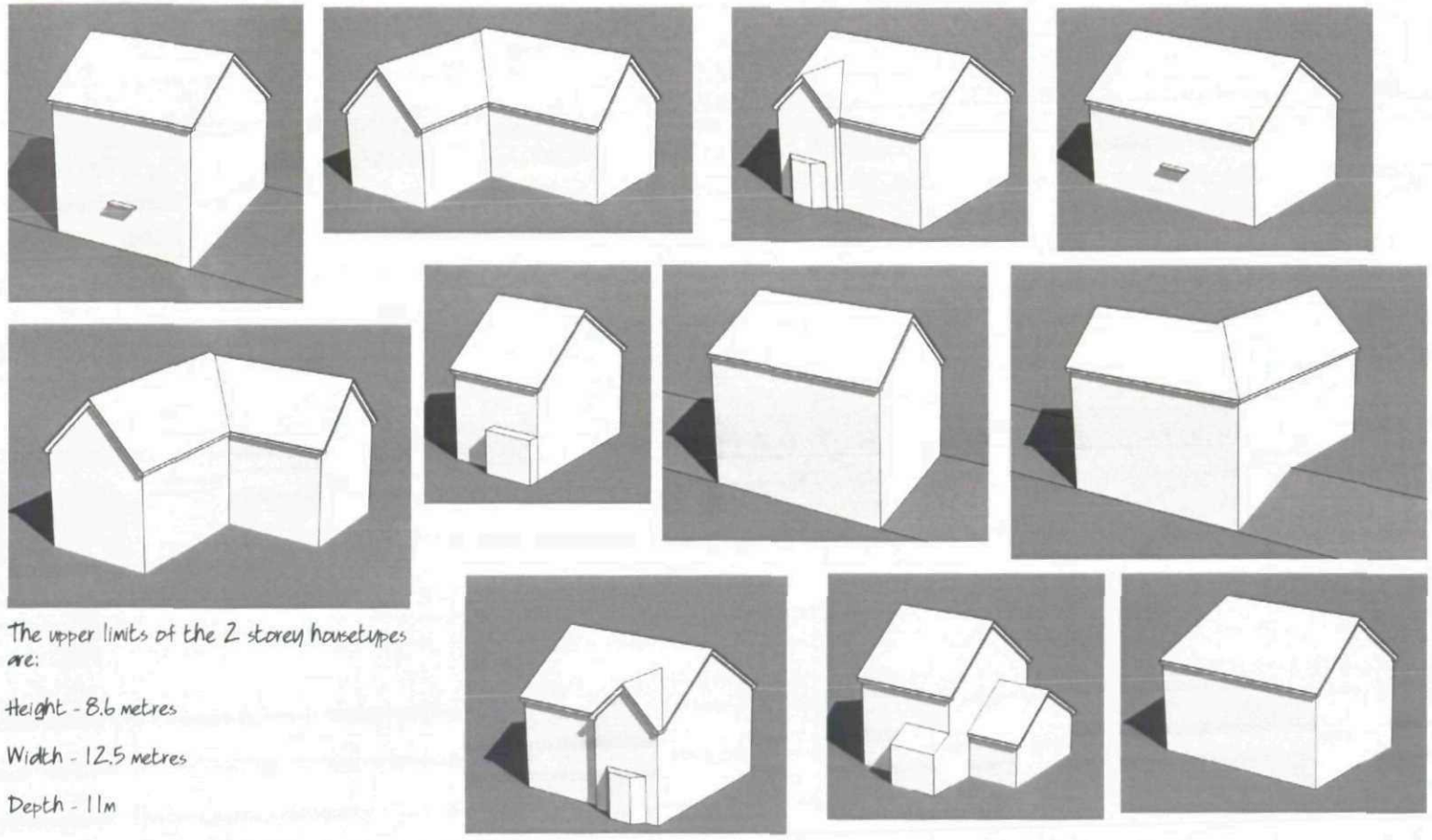
The concept plan has then translated into the indicative design solutuion shown opposite. The main aspects of the design are outlined below:

1. Access taken from Green Road
2. Primary access road leading to an arrival space.
3. 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.
4. Highway network will be designed for low speeds, pedestrians, cyclists, vehicles can mix safely together.
5. Pedestrian linkages are proposed to the wider locality, a safe attractive and well cared for public realm will encourage people to walk.
6. The proposed central area of open space which has the potential to serve as a variety of functions from village green to an informal kickabout area. The area utilises the retained treescape for visual and environmental amenity.
7. Perimeter screening is integral to the development and serves a number of function - screening the development from the adjoining railway, a buffer between new and existing dwellings and to create an attractive residential environment.



DESIGN SOLUTION
scale

2 Storey



The upper limits of the 2 storey housetypes are:

Height - 8.6 metres

Width - 12.5 metres

Depth - 11m

This section will provide specific details relating to the height, width and length of buildings in relation to the surrounding built form and how they will relate to the human scale.

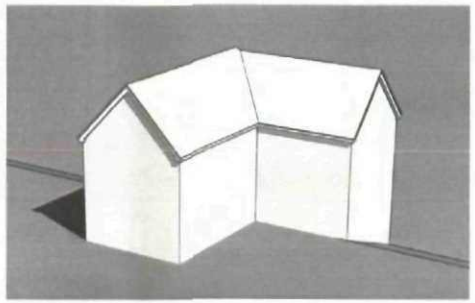
Scale

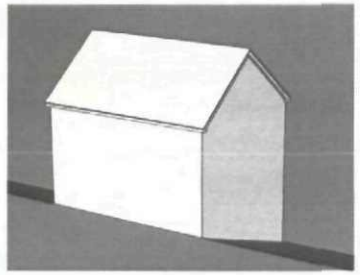
The predominant heights of dwellings within the immediate locality are two storeys.

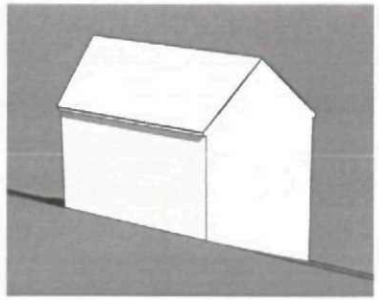
The dwellings shown are **indicative** and demonstrate the types of property which could be included on the site.

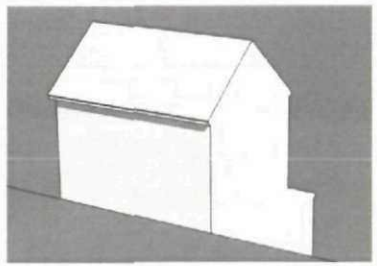


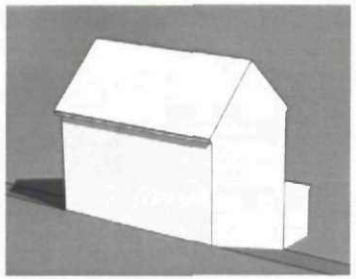
Split Level

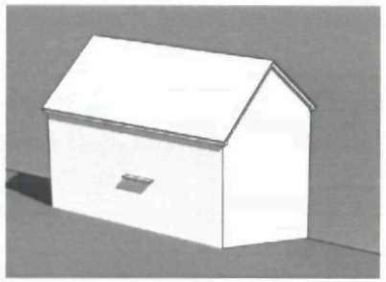


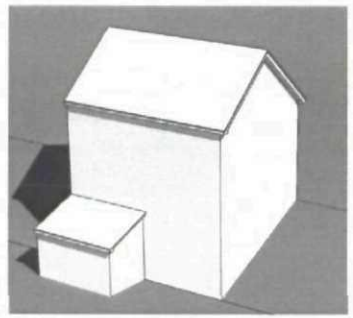












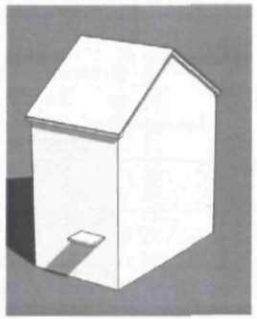
The upper limits of the split level housetypes are:

Height - 11.6 metres (front)
- 8.6 metres (back)

Width - 12.5 metres

Depth - 11 m

3 Storey



The upper limits of the 3 storey house type is:

Height - 11.6 metres

Width - 5 metres

Depth - 8.7m



DESIGN SOLUTION
scale



The plan opposite highlights indicative storey heights of the development



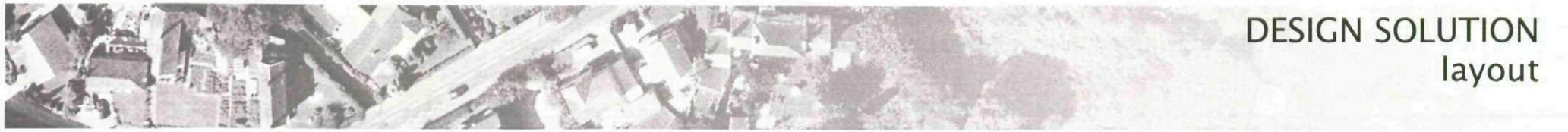
3 Storey



Split Level



2 storey



DESIGN SOLUTION
layout



render / slate roof
sited next to brick property



brick with tudor boarding
red tiled roof



church constructed in traditional stone and slate roof

This section will describe the visual impression of the buildings – proposed materials, architecture, decoration, lighting and how it will relate to the surrounding development.

Appearance

The earlier images on page 4 highlighted the varied architectural styles of surrounding locality.

This application is in outline form and materials will be specified at the detailed reserved matters stage.

The photo montage demonstrates materials already utilised in the locality.

However the following palette of materials could be used:

Elevations

- Brick
- Artificial Stone
- Render

These could either be individual properties constructed in one of the materials or a combination used on one dwelling to provide relief to the elevation and importantly to emphasise key buildings / vista and focal stops.

Roof Materials

- Artificial Slate Tiles
- Red Tiles

Using a variety of roofing materials helps to break up the monotony that would be created by one material. It provides visual interest and stimulation.



brick with tudor boarding
red tiled roof



grey tile roof - extension completed in red tile



red brick / grey tile roof



eclectic mix of properties on Green Road



artificial stone and slate sited next to red brick dwelling



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

The detailed reserved matters will include the landscape proposals for the site, however the plan opposite indicates how the scheme could potentially be treated.

Indicative landscape principles are outlined below:

Within the residential areas of the site most planting will be carried out within front gardens, this planting has 3 main aims:
Defining defensible space - The use of shrub beds creates visual and physical barriers, providing protection from roads and footways and between plots.
Creating distinctive spaces - To distinguish this development, an individual selection of plants have been chosen, to create a distinctive character.
Complimenting the built form - The use of Trees and shrubs of varying heights and form can integrate the built form into the landscape. This is achieves softening walls, breaking up building lines and filtering views between buildings.
Secure by Design guidelines - Applying these guidelines in this design includes 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

Management and Maintenance

Only private space would be covered by this landscape proposal, the arrangements for ongoing maintenance and management of landscape within the development would be covered as follows.

Individual ownership
Garden areas will come under the ownership of individual householders, who will then be responsible for the maintenance of lawns, trees and shrubs. The developer may apply restrictive covenants, which place a legal obligation on the owner to maintain gardens in a particular way.

Joint ownership/management company
Landscaped areas within the curtilage of apartments would be under joint ownership and would be maintained via a management company appointed by the developer. A management plan would be established for these areas to ensure that they are maintained to an appropriate standard.

Hard Landscape

Private drives could be bitumen macadam with pre-cast concrete kerbs to provide safe functional surfaces.

Boundary Treatments

The boundary treatments which could be used in the site have been chosen to provide appropriate levels of security and privacy. These include could include;
1200 timber fence between properties provides an unobtrusive screen.
1800 walls and fences positioned to rear and side boundaries provide further security.
900 railings or a 450 knee rail fronting areas of open space



Secure by Design guidelines
Incorporating these guidelines in any design solution involves the selection of defensive planting while maintaining clear visibility and allowing natural surveillance particularly to the frontage of properties. Positioning of shrubs and trees to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.

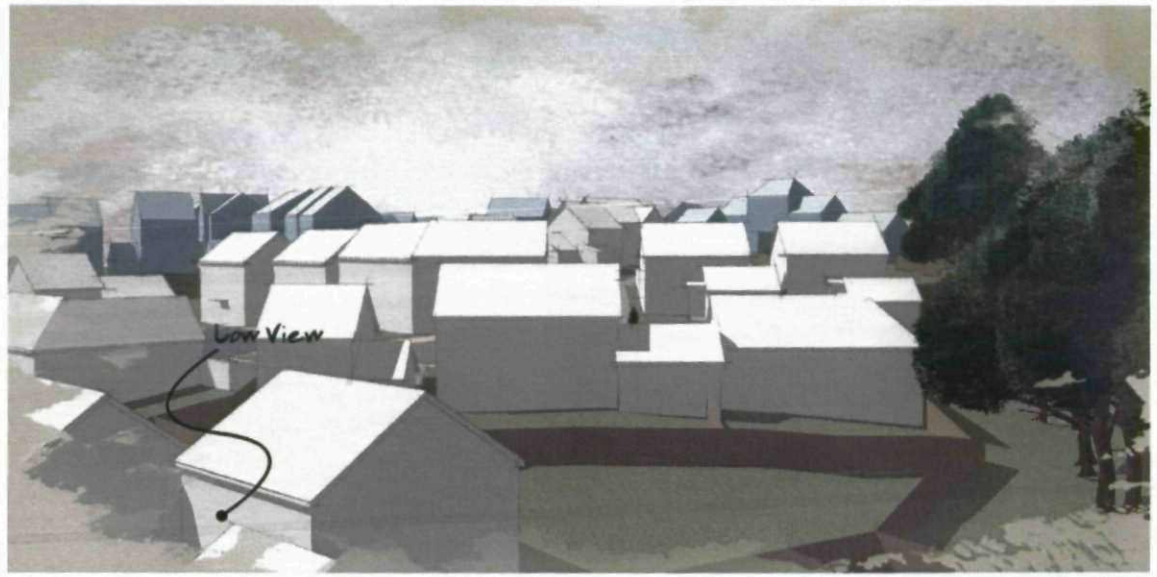

Green Road
New housing on former School Site


Low View
Travellers Inn
Proposed Site Entrance
Green Road


Green Road
Chatsworth Rise
Low View


Low View
Travellers Inn
Green Road
Chatsworth Rise
New housing on
former School Site


Chatsworth Rise
Strafford Walk


Low View

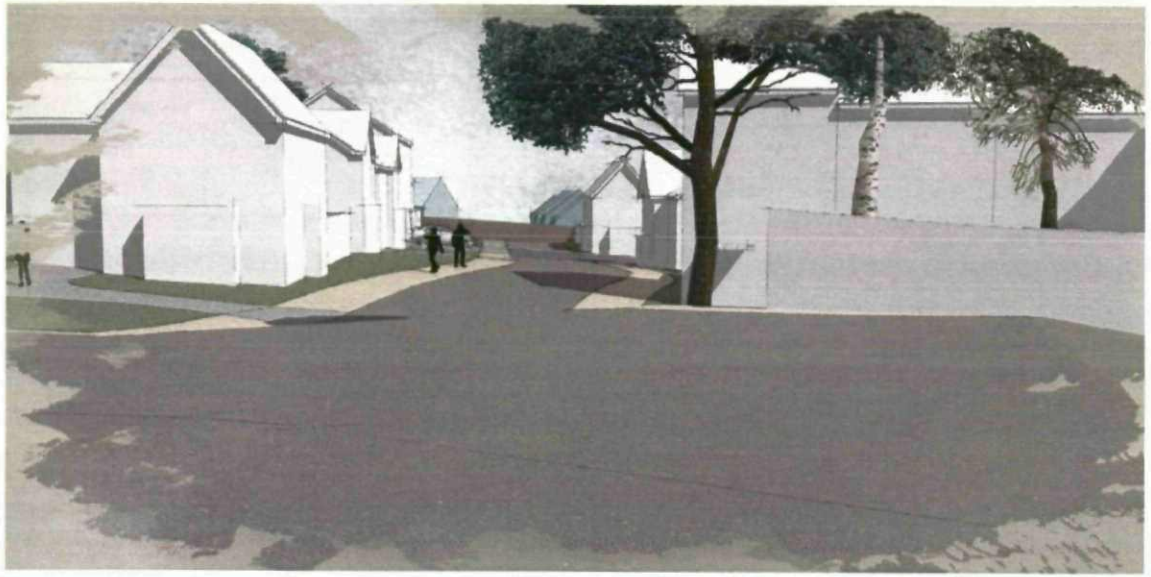
INDICATIVE 3D MODELLING







INDICATIVE 3D MODELLING






New Housing on
Former School Site


Strafford Walk



PLANNING STATEMENT
context

This Planning Policy Justification Statement has been prepared on behalf of Green Road Developments to support the Outline planning application (with means of access) for residential development at Green Road, Dodworth.

The purpose of this Planning Statement is to describe the proposals and to provide an assessment of the scheme in terms of national and regional planning guidance together with policy set out in the adopted and emerging Barnsley Metropolitan Borough Council (BMDC) Unitary Development Plan (Adopted December 2000).

An indicative scheme has been prepared and submitted with the application, which seeks not only to assimilate the development with its surroundings but also to encourage a high level of design quality.

The following documentation has been submitted in support of the planning application: -

Three copies of the completed planning application form and certificates;
A Design and Access Statement for the proposed development prepared by John R Paley Associates;

·Four copies of the following drawings: -

Site Layout P05:3544:02
Location Plan P05:3544:03
Topographical

In formulating the concept proposals for the site, the character and grain of the area have been borne in mind. Due regard has also been paid to the proximity and relationship to adjacent residential properties.

In developing the proposals for the site, careful consideration has been given to the following key criteria: -

The site's appropriateness of residential development;
The aim of providing a high-quality design for all elements of the scheme.
The need to provide a scheme which creates a high degree of residential amenity for its occupiers without prejudicing the amenities of existing occupiers of the adjoining residential properties;
The creation of a form of development that would not adversely affect the safe and free flow of traffic in the vicinity of the site;

In applying the parameters set out above to the formulation of the redevelopment proposals for the site, the requirements of the Statutory Development Plan for the area have been borne in mind, as has the National Planning Policy Context. The scheme is assessed against these material considerations in the following sections and will be appraised against the following National Policies in the form of: -

PPS1:Delivering Sustainable Development
PPS3: Housing
PPG13: Transport
PPG 15 - Planning and the Historic Environment

The Statutory Development Plan for the area comprises the Regional Spatial Strategy and the Barnsley Unitary Development Plan (December 2000). In particular the proposal will be assessed against the following UDP policies: -

Design Standards: BE6, BE6a, BE6b, BE6c
Environment: ES7, ES8
Development and the Highway Network: T2, T2a
Public Transport, Car Parking and Access to Development: T14, T17, T22, T27
Water Supply, Sewerage & Sewage Treatment: UTL2

In addition to the formal application and Planning Statement, the following information has been submitted in support of the application:

- Preliminary Investigation - Sirius
- Arboricultural Assessment - JCA
- PAN 30 Assessment - Dacre Son and Hartley
- Flood Risk Assessment - Haigh Huddleston
- Travel Plan - Bryan G Hall
- Report on Access Issues - Bryan G Hall



The Site

The application site is located on the south eastern side of Green Road, Dodworth, some 3.0 kilometres to the south west of Barnsley Town Centre and is designated within the Barnsley Unitary Development Plan as a Housing Policy Area.

The site is 2.2 hectares in size and comprises of existing housing and garden land to the east of Dodworth Green Road. The site is therefore considered to be brownfield.

Topography

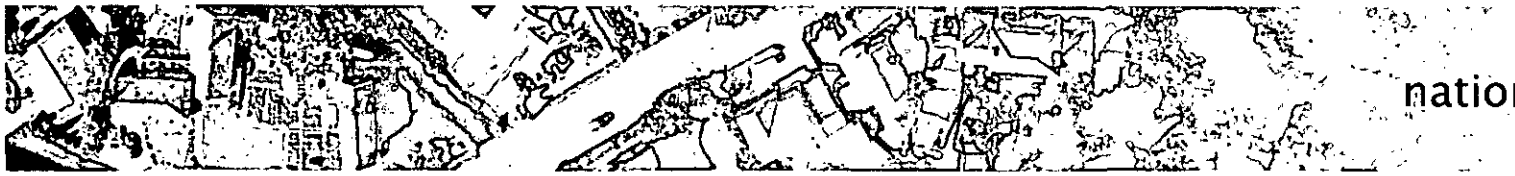
In parts of the site, the land is sloping and is laid out as formal garden space or informal rough grassland.

Boundaries

The development site is surrounded by residential development on 3 sides which incorporates the recently constructed dwellings on the site of the former Dodworth CoE School with none of the land constituting open countryside.

Planning History

Previous planning applications have been made to form an access into parts of this site to the north of the Travellers Inn. These were refused, and the appeals unsuccessful, because of the impact on the listed buildings and trees along the edge of the site.



PLANNING STATEMENT
national and regional context

This section of the design and access statement will provide the policy context for the re-development of the site, identifying national and regional planning policy.

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 contains the only guidance in planning law as to how the balance of decision-making is to be tackled, which states

"If regard is to be had to the development plan for the purposes of any determination to be made under the planning acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The development plan comprises the following:

- Regional Spatial Strategy for Yorkshire and Humber to 2016, May 2008
- Barnsley Metropolitan Borough Council (BMDC) Unitary Development Plan (Adopted December 2000)

At a national level, the Planning Policy Statement 1 (PPS1) 'Delivering Sustainable Development', Planning Policy Statement 3 (PPS3) 'Housing' and Planning Policy Guidance 13 (PPG13) 'Transport' sets out the government's national policies on different aspects of land use planning.

PPS1 Delivering Sustainable Development

One of the key principles of PPS1 seeks to ensure that planning policies promote high quality inclusive design. In particular, paragraph 35 states that good design should:

"Address the connections between people and places by considering the needs of people to access jobs and key services;
Be integrated into the existing urban form and the natural and built environment;
Be an integral part of the processes for ensuring successful, safe and inclusive villages, towns and cities;
Create an environment where everyone can access and benefit from the full range of opportunities available to members of society; and
Consider the direct and indirect impacts on the natural environment".

The site lies within a Housing Policy area, has priority when adopting the sequential approach, makes more efficient use of land by maximising the re-use of previously developed land, is accessible, therefore reducing the need to travel, especially by car, has existing and potential infrastructure links and is accessible by public transport walking and cycling.

PPS 3 Housing

The Government's key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live.

Paragraph 13 reflects policy in PPS1, which states:

"good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted."

Paragraph 16 provides details of matters to consider when assessing design quality include the extent to which the proposed development:

- Is easily accessible and well connected to public transport and community

The site is within 0.4 miles of Dodworth Railway Station which is located on Station Road approximately north west of the development site. The maximum recommended walking distance of 2.0 kilometres covers Dodworth Railway Station. There are existing bus stops on both sides of Dodworth Green Road and the both sides of the High Street. The stops on Dodworth Green Road are approximately 60 metres north of the proposed site access and the stops on High Street approximately 180 metres north east of the proposed site access.

- Facilities and services, and is well laid out so that all the space is used efficiently, is safe, accessible and user-friendly.

The site is within walking distance of the local amenities of Dodworth and within walking distance of the existing public transport network.

- Provides, or enables good access to, community and green and open amenity and recreational space (including play space) as well as private outdoor space such as residential gardens, patios and balconies.

The site layout proposes an area of on-site POS, this is below the 15% requirement of Barnsley Council but the SPG makes provision for development over 40 units to provide a communted sum for underprovision on site. All dwellings have a private garden associated with the property.

- Is well integrated with, and complements, the neighbouring buildings and the local area more generally in terms of scale, density, layout and access.

The layout indicatively proposes a mix of housetypes from two to three storey. The site's topography is being utilised with split level house types. The existing dwellings surrounding the site are respected with more than adequate separation distances proposed.
Given the limited amount of frontage to Green Road the site access has to be in the northern area of the site. This area also provides excellent visibility splays.

- Facilitates the efficient use of resources, during construction and in use, and seeks to adapt to and reduce the impact of, and on, climate change

The development will achieve the required building regulations in terms of thermal performance and construction. The validity of construction waste management plan will be investigated prior to commencement on site.

- Takes a design-led approach to the provision of car-parking space that is well integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.

The indicative layout proposes to provide all parking with the curtilage of properties. The E type properties (townhouses) have a parking bay to the front of the dwellings. Type D's are townhouses with an integral garage. All other detached dwellings have either a drive and integral or detached garage.

- Creates, or enhances, a distinctive character that relates well to the surroundings and supports a sense of local pride and civic identity.

The layout provides its own character but reflects the surrounding residential area.

- Provides for the retention or re-establishment of the biodiversity within residential environments.

The retention of the treescape on site ensure the existing biodiversity of the site remains. All dwellings will have a garden and public open space is to be provided in a central swathe running through the site.

Paragraph 29 states the national indicative minimum site size threshold for affordable housing is 15 dwellings. However, Local Planning Authorities can set lower minimum thresholds, where viable and practicable, including in rural areas.

The site proposes the erection of 51 units and as such a level of affordable housing will be provided. Pre-application discussions with Barnsley Council have indicated that 25% of the total number of units will be required at a ratio of 80% for social rent and 20% for intermediate housing. This will be clarified further during the application process.

Paragraph 47 gives Local Planning Authorities the scope to set out a range of densities across the plan area rather than one broad density range although 30 dwellings per hectare (dph) net should be used as a national indicative minimum to guide policy development and decision-making, until local density policies are in place. Where Local Planning Authorities wish to plan



for, or agree to, densities below this minimum, this will need to be justified.

This application is in outline form, however, as the indicative layout identifies 51 dwellings can be accomodated on this site. Given that the site is gross 2.2 hectares, this equates to a density of 23 dwellings per hectare. The nature of the site and its existing features notably significant number of trees and existing stream are major constraints of the development. A net site area (0.26 hectares of pos) of 1.94 hectares provides a density of 26 dwellings per hectare. Although this is below the minimum specified within PPS3 it reflects the existing urban character which is relatively low density development.

Paragraph 69 provides general guidance on deciding planning applications, Local Planning Authorities should have regard to:

- Achieving high quality housing.
- Ensuring developments achieve a good mix of housing reflecting the accommodation requirements of specific groups, in particular, families and older people.
- The suitability of a site for housing, including its environmental sustainability.
- Using land effectively and efficiently.
- Ensuring the proposed development is in line with planning for housing objectives, reflecting the need and demand for housing in, and the spatial vision for, the area and does not undermine wider policy objectives eg addressing housing market renewal issues

The development satisfies the locational criteria of PPS3 and it is in this context that the scheme is considered to be wholly consistent with the advice given within this guidance.

PPG13: Transport (March 2001)

PPG13 requires Local Planning Authorities to: -

"Place the needs of people before the ease of traffic movement in designing the layout of residential development; and
Seek to reduce car dependence by facilitating more walking and cycling, by improving linkages by public transport between housing, jobs, local services and local amenity and by planning for mixed uses."

Given the site's proximity to public transport, in particular bus routes and railway services and its Brownfield nature the scheme clearly meets the objectives of PPG13.

Planning Policy Guidance 15: Planning and the Historic Environment

The application site is located behind the Travellers Inn public house which is a Grade Two listed building. The following sections of PPG15 are acknowledged.

Paragraph 2.16
Sections 16 and 66 of the Act require authorities considering applications for planning permission or listed building consent for works, which affect a listed building to have special regard to certain matters, including the desirability of preserving the setting of the building. The setting is often an essential part of the building's character, especially if a garden or grounds have been laid out to complement its design or function. Also, the economic viability as well as the character of historic buildings may suffer and they can be robbed of much of their interest, and of the contribution they make to townscape or the countryside, if they become isolated from their surroundings, e.g. by new traffic routes, car parks, or other development

Paragraph 2.14
The design of new buildings intended to stand alongside historic buildings needs very careful consideration. In general it is better that old buildings are not set apart, but are woven into the fabric of the living and working community. This can be done, provided that the new buildings are carefully designed to respect their setting, follow fundamental architectural principles of scale, height, massing and alignment, and use appropriate materials. This does not mean that new buildings have to copy their older neighbours in detail.

The indicative layout proposes to retain the majority of trees and wall. It is intended that the access will not change the character of this area. Green space is proposed adjoining the listed building in order that the development does not distract from the setting of the building.

RSS Yorkshire and Humber Published May 2008

The Yorkshire and Humber Plan is the Regional Spatial Strategy prepared in accordance with the Planning and Compulsory Purchase Act 2004. It sets out the Secretary of State for Communities and Local Government's policies in relation to the development of land within the region. It must be taken into account by local authorities in preparing their Local Development Frameworks and Local Transport Plans.

It will also be an important influence on housing, economic development, waste, renaissance and other strategies, and guide the investment plans and priorities of a range of agencies and infrastructure and service providers.
YH6: Local service centres and rural and coastal areas

Local Service Centres and rural and coastal areas will be protected and enhanced as attractive and vibrant places and communities, providing quality of place and excellent environmental, economic and social resource. Plans, strategies, investment decisions and programmes should:

1. Achieve a high standard of design that protects and enhances settlement and landscape diversity and character
2. Support innovative means of accessing and delivering services
3. Retain and improve local services and facilities, particularly in Local Service Centres
4. Support economic diversification
5. Meet locally generated needs for both market and affordable housing

Policy YH7: Location of development
A After determining the distribution of development between cities and towns in accordance with policies YH4, YH5 and YH6, local planning authorities should allocate sites by giving:
1. First priority to the re-use of previously developed land and buildings and the more effective use of existing developed areas within the relevant city or town
2. Second priority to other suitable infill opportunities within the relevant city or town
3. Third priority to extensions to the relevant city or town

All of the application site is in the curtilage of existing private residential land, which has been and is being used for the personal enjoyment of the occupiers. As such, the land is considered to be Brownfield.

B In identifying sites for development, local planning authorities should adopt a transport-orientated approach to ensure that development:
1. Makes the best use of existing transport infrastructure and capacity
2. Takes into account capacity constraints and deliverable improvements, particularly in relation to junctions on the Strategic Road Network
3. Complies with the public transport accessibility criteria set out in Tables 13.8 and 13.9 and maximizes accessibility by walking and cycling
4. Maximises the use of rail and water for uses generating large freight movements

In terms of public transport accessibility, the site is approximately 640metres from Dodworth Train Station. Dodworth is on the Penistone Line and is one stop away from Barnsley. Services run hourly from Dodworth to Barnsley (7 minute journey time). The Penistone line runs between Huddersfield and Sheffield, but there is more choice of destinations from Barnsley, including Leeds and Wakefield.

There are bus stops on both sides of Dodworth Green Road and both sides of High Street. The stops on Dodworth Green Road are approximately 60 metres north of the site and the stops on High Street are approximately 180 metres north east of the site. There are 3 buses per hour, running through the day into Barnsley Transport Interchange, with a journey time of approximately 15 minutes).

Although the application site is within 800m of a train station and 400m of a bus stop the frequency of services is not considered to be enough to justify the top score in terms of public transport accessibility. The score attributed to the application site is therefore 3 ('Site has access to public transport services but the range of



frequent services, destinations served or walk distance is more restrictive').

Policy ENV1: Development and flood risk
A The Region will manage flood risk pro-actively by reducing the causes of flooding to existing and future development, especially in tidal areas, and avoid development in high flood risk areas where possible.
B Allocation of areas for development will follow a sequential approach and will be in the lowest risk sites appropriate for the development (identified by Strategic Flood Risk Assessments).
C Flood management will be required to:
1. Facilitate development in the cities of Leeds, Bradford, Sheffield, Hull and York, coastal towns including Bridlington, Grimsby, Scarborough, and Whitby, inland urban areas including Doncaster, Goole, Halifax, Scunthorpe, Selby and Wakefield where there is little development land available outside high flood risk zones, and land on the south bank of the Humber, provided the sequential approach has been used to inform decisions regarding flood risk`
2. Protect parts of the strategic transport network, especially the Selby-Hull, Doncaster-York, and Doncaster- Immingham transport corridors

A Flood Risk Assessment has been completed for the site by Haigh Huddleston and Associates which accompanies the application.

The report concludes that the development site is located within an area designated as Flood Zone 1 in line with guidance in PPS25. This is classed as low probability, with a less than 1 in 1000 annual probability of river or sea flooding in any year. There are no requirements for a sequential test or exception test to be carried out.

Policy H1: Provision and distribution housing

The region's housing stock should be improved and increased to provide appropriate accommodation for all households wanting homes, taking account of strong economic growth in the Leeds City Region, regeneration and increasing economic growth in South Yorkshire and the Humber Estuary sub area, and the need to place a greater emphasis on meeting local needs in rural areas.

B Plans, strategies, programmes and investment decisions should ensure the delivery of the average annual net additions to the dwelling stock set out in Table 12.1 in locations that accord with the Core Approach and Sub Area policies, taking account of indicative timing set out in Table 12.2.

Policy H2: Managing and stepping up the supply and delivery of housing
To support the step-up in the delivery of new homes required by policy H1 and to ensure that new homes are in locations that accord with the Plan's Core Approach and Sub-Area Policies:
A Local Planning Authorities should complete Strategic Housing Land Availability Assessments (SHLAA) during 2008 as evidence for LDFs.
B Local Planning Authorities should identify and manage the release of land to maintain the momentum of the urban transformation of the Regional Cities, Sub-Regional Cities and Towns, and Principal Towns by:
1. Prioritising housing development on brownfield land and through conversions to contribute to a regional target of at least 65%
2. Identifying sites and contributions from areas of planned change in LDFs (based on Strategic Housing Land Availability Assessments, Local Employment Land Reviews, and other evidence) to ensure a 15 year supply of land for housing, including a five year supply of specific, deliverable sites
3. Where needed, identifying broad locations in LDFs in accordance with policy YH8, so that these locations can be included in the 11-15 year supply and be further tested before sites are identified
4. Co-ordinating the release of housing land with the necessary improvement to and/or provision of green, social and physical infrastructure
5. Adopting a flexible approach to delivery by not treating housing figures as ceilings whilst ensuring that development is focussed on locations that deliver the Plan's Core Approach and Sub-Area policies
6. Maintaining housing and brownfield land trajectories, and managing delivery where actual performance is outside of acceptable ranges
C The Regional Planning Body should monitor the five-year housing land supply in the region, along with levels and patterns of migration, household and population change, the recent and projected performance of the regional economy, housing mix, affordability, and delivery in rural areas. The RPB should maintain a regional housing trajectory, linked to regional and local Annual Monitoring Reports. Where monitoring suggests that the expected outcomes of the Plan (Table 2.1) are not being achieved, consideration should be given to reviewing the Plan.
D The Plan will be refined through a partial review to be completed by 2011 to ensure that longer term housing growth is planned and accommodated in the most sustainable way by identifying broad locations to meet longer term development needs, considering proposals for New Growth Points and Ecotowns and other evidence.
Policy H2 includes a regional target for 65% of housing development to be on previously developed land and through the conversion of existing buildings. This is an average to be achieved over the Plan period and there are likely to be fluctuations over time. It should be closely monitored. Because of the diversity in the region, there is likely to be significant differences in terms of what is achieved in different districts. Districts with Regional Cities, and some of those with Sub Regional Cities and Towns, are likely to be able to deliver above the regional average of 65%. In line with PPS3, all LDFs should set local targets and include a strategy for bringing previously developed land into housing use.

Policy H3: Managing the release of land in support of interventions to address failing housing market.

A The management of the release of land for housing should support the Core Approach. It should support interventions in the housing market in those parts of the Region with frail or failing housing markets in a manner that returns these markets to health and does not undermine housing markets elsewhere in the Region, through collaborative working where necessary.

Policy H4: The provision of affordable housing

A The Region needs to increase its provision of affordable housing. Plans, strategies, programmes and investment decisions should ensure the provision of affordable housing to address the needs of local communities.

B LDFs should set targets for the amount of affordable housing to be provided. Provisional estimates of the proportion of new housing that may need to be affordable are as follows:

- Over 40% in North Yorkshire districts24 and the East Riding of Yorkshire
- 30-40% in Kirklees, Leeds, Wakefield and Sheffield
- Up to 30% in other parts of South and West Yorkshire, Hull, North Lincolnshire and North East Lincolnshire.

A provision of affordable housing will be provided as part of the development at this site. Initial discussions highlight that 25% will be reqiuired of the total number of units will be required (80% social rent / 20% intermediate housing). Specific details of that provision will be made following further discussions with the LPA.

Policy H5: Housing mix

A Plans, strategies, investment decisions and programmes should ensure the provision of homes for a mix of households that reflects the needs of the area, including homes for families with children, single persons, and older persons, to create sustainable communities.
B The cities and towns in the Regeneration Priority Areas, and the larger coastal towns, would particularly benefit from a change in the current mix of housing provision.
C Throughout the Region, further work at the local level to identify the shortcomings of the current stock in relation to the needs of the area will help in focusing the interventions in the areas identified above and any other areas identified through local evidence.

Information relating to the mix of housing to be provided within this development will be provided at the detailed application stage However it is acknowledged that a wide range of property types and sizes will be provided within the development in order to ensure the creation of a mixed and balanced community. The layout identifies a mixture of detached, semi detached and terraced properties can be accomodated within the development.



Barnsley Metropolitan Borough Council (BMDC) Unitary Development Plan (Adopted December 2000)

Policy H8

Areas defined on the proposals map as housing policy areas will remain predominantly in residential use. Other uses will only be permitted where they are compatiblewith a residential area and other policies of the plan,

The application seeks Outline permission for the erection of 51 dwellings. The proposal therefore complies with Policy H8 of the Unitary Development Plan.

Design Standards

Policy BE6
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.

Designs which the council considers unsatisfactory in terms of any of these criteria will be rejected.

The design and access statement which accompanies the application details the design process and solutions provided for this site. The development has been produced with high quality design in mind. Although the specifics details of the development will be discussed fully at a more detailed application stage, the indicative layout has fully considered the amenity value of existing residents in order to ensure there is no loss in privacy. It is anticipated that the materials used for the development will be characteristic of those found within the locality.

The application has identified that the site can accomodate a total of 51 dwellings. The results in a density of 23 dwellings per hectare. Considering the surrounding form, the development would be in keeping with the character of the area and not constitute an overdevelopment.

Design to avoid crime

Policy BE6A
In assessing any proposed development layout, the council will seek to avoid opportunities for crime. The following criteria may be applied where appropriate:
a) Parking areas and garage courts should be well lit and in a location visible from the highway, not screened by walls or planting
b) Public open spaces should be visible from highways, and be overlooked by neighbouring dwellings. The creation of dark corners must be avoided
c) High levels of lighting must be installed and maintained to all public areas
d) Walls and planting along public routes should be designed to avoid blind corners and hiding places
e) Developments should be separated into public and private areas. Security of private areas must not be reduced by such things as footpaths between rear gardens
f) Housing should be designed into secure groups, probably off cul-de-sac, with no through traffic vehicular or pedestrian, and where strangers are easily identified

Detailed design issues will be considered at a more detailed design stage, to which the principles set out within Policy BE6a will be fully complied with.

Design and Access to the public

Policy BE6B
In assessing any proposed development to which the public will have access including roads and footpaths in residential and other areas, the council will seek, where appropriate, through the following design criteria, to ensure the creation of a fully accessible environment:
a) Wherever possible, new development should be sited and designed to make it easily accessible to public transport users
b) In the design of new developments, refurbishments and changes of use involving non-domestic buildings, good provision must be made for disabled workers, visitors and customers to gain access to, and move within, all buildings

Policy BE6C
In assessing the design and layout of new housing developments, the council will seek to ensure access to local facilities for pedestrians and cyclists, which minimise distance and the use of roads of more than local importance.

In terms of public transport accessibility, the site is approximately 640metres from Dodworth Train Station. Dodworth is on the Penistone Line and is one stop away from Barnsley. Services run hourly from Dodworth to Barnsley (7 minute journey time). The Penistone line runs between Huddersfield and Sheffield, but there is more choice of destinations from Barnsley, including Leeds and Wakefield.

There are bus stops on both sides of Dodworth Green Road and both sides of High Street. The stops on Dodworth Green Road are approximately 60 metres north of the site and the stops on High Street are approximately 180 metres north east of the site. There are 3 buses per hour, running through the day into Barnsley Transport Interchange, with a journey time of approximately 15 minutes).

Although the application site is within 800m of a train station and 400m of a bus stop the frequency of services is not considered to be enough to justify the top score in terms of public transport accessibility. The score attributed to the application site is therefore 3 ('Site has access to public transport services but the range of frequent services, destinations served or walk distance is more restrictive').

Policy ES7
Where development is proposed on land which the council knows or strongly suspects is contaminated to an extent which would affect the proposed development or infringe statutory requirements, the council will require to be satisfied that the applicant has:
a) Undertaken investigations to establish the nature and extent of contamination and its potential impact on the development proposed, and
b) Where appropriate, provided details of measures to be taken to remove and/or treat the contamination or to protect the development and the environment from its effects to the satisfaction of the council. such measures must be implemented prior to the commencement of the development or in accordance with a timescale to be agreed by the council.

Policy ES8
Where development is proposed on land which the council has only a suspicion that it might be contaminated, or there is evidence that it might be only slightly contaminated, planning permission may be granted subject to conditions requiring that development should not start until an investigation to establish the nature and extent of any contamination and an assessment of the measures necessary to remove or treat the contamination has been carried out and to ensure that any remedial measures are undertaken.

A Preliminary Investigation has been carried out for the site by Sirius. The report recomends that an intrusive investigation is carried out prior to development.

Development and the Highway Network

Policy T2
Development will only be allowed if the additional demand for travel generated can be accommodated on the highway network without significant detriment to the environment or the safety and ease of movement of vehicles and pedestrians using the network, or through measures to assist public transport, cycling or walking. Completion of the necessary highway works or other measures may be the subject of conditions attached to the planning permission or be the subject of a planning obligation under section 106 of the town and country planning act 1990 or other agreement requiring an appropriate contribution from the developer to the cost of the works or measures.

Policy T2a
a) All roads, footways, private drives, vehicle manoeuvring areas and points of access serving development must be designed and constructed in accordance with the appropriate standards of the



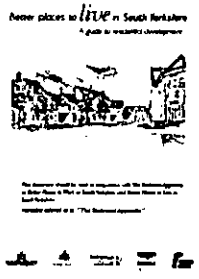
borough council
b) Carriageways and footways should be constructed so as to be usable in a safe and convenient manner before the use of the building which they serve commences.

Access to the site will be providid from Green Road by way of a simple priority junction. The design of the access will incorporate a 2.4m x 90m visibility splay to the left and 2.4m x 90m visibility splay to the right as shown on the accompanying plans. The access will incorporate a 5.5m wide carriageway with formalised 6.0m radii on both sides.

In association with the construction of the proposed access, the acceleration and deceleration splays at the Baslow Crescent junction will be removed and replaced by 10.0m kerb radii. In addition, the existing give way line at the junction will be brought forward to improve visibiity for drivers turning from Baslow Crescent onto Green Lane.

The improvement of the junction will result in reduced traffic speeds and improve visibiity, thereby creating a significant overall improvement in road safety standards.

The internal site layout will be designed in accordance with 'Better Places to Live in South Yorkshire at the more destailed planning application stage.



In conclusion, the accompanying report identifies that the access arrangements proposed are considered adequate for a development of this size in a safe manner with the estimated generation of traffic being unlikely to have a significant impact on the lcoal highway network.

Public Transport - Access to Development

Policy T14
Development proposals will be required to include measures to facilitate access to, and where appropriate, by public transport services.

As the accompanying Travel Plan identifies, Dodworth Railway Station is located on Station Road which is approximately 0.4 miles north west of the development site. Bus stops are also located along both sides of Dodworth Green Road and both sides of the High Street. The route from the site to the bus stops are fully lit with adequate footways, dropped crossings and tactile paving present. A number of services run from the above-mentioned stops , all of which stop at Dodworth Railway Station and at Barnsley Interchange where both local and national bus and train services are available.

It is therefore considered that the site is in a sustainable location in relation to the availability of public transport.

Car Parking

Policy T17
In support of the council's goals, the car parking policies will seek to ensure the provision and management of car parking to secure:
a) Levels of provision of parking commensurate with the encouragement of means of travel other than the car particularly by commuters
b) Avoidance of harm to the free flow of traffic, safety levels and the amenity of residents and other road users
c) Encouragement of development that increases the number and range of job opportunities;
d) The vitality and viability of Barnsley town centre and other shopping and commercial centres

Car Parking Standards & Contributions

Policy T22
New development shall be provided with no more car parking, servicing and manoeuvring space than is necessary in order to ensure there is no significant adverse impact upon:
a) Highway safety
b) The local environment including the amenity of local residents and adjoining land uses
c) The vitality and viability of Barnsley town centre and other shopping and commercial centres.
Planning applications which propose parking servicing and / or manoeuvring space in excess of or less than that which is necessary will be refused permission.

Specifics in relation to car parking will be made at a more detailed planning application stage. However, the design solution will be in complete accordance with the Authorities guidelines.

Walking

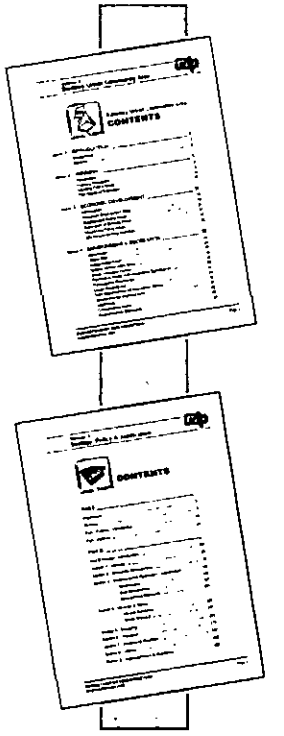
Policy T27
The council will seek to encourage and support walking, as a mode of transport and the design and layout of all development will be required to take account of the needs of pedestrians.

Walking is an essential part of public transport travel, bus stops and in some instances railway stations usually being accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links to public transport facilities as are currently available at the application site.

The site is therefore considered to be in a sustainable location in relation to acccessing services through walking. This furthers the aims and objetives of sustainable transport policy by promoting the use of alternative modes of transport and hence reduce the need to travel by private car.

Water Supply, Sewerage & Sewage Treatment

Policy UTL2
Development will not be permitted which increases the demand for off-site service infrastructure in respect of water supply, sewerage or sewage treatment unless adequate capacity exists or can be provided in time to serve the development. Where improvements in infrastructure are required planning permission will be granted subject to conditions, or a planning obligation will be required, to preclude development or commencement of the use until adequate provision has been made.





Supplemtary Planning Guidance

There are a number of supplementary planning guidance documents issued by Barnsley Council which have been reviewed when preparing the indicative outline planning application.

The outline application accords fully with these documents where applicable. The detailed reserved matters application will refer to the guidance in more depth.

SPG 2 The Design and Layout of New Housing

The Council is committed to securing good quality housing development, which makes a positive contribution to the community in which it is located. This SPG is a first step in terms of raising standards and achieving quality.

SPG 3 Infill Residential Development

The SPG relates to development of infill sites, and provides guidance on assessing the physical constraints, the development context and detailed guidance on residential amenity and access and parking.

SPG 9 Trees and Hedgerows

The SPG provides the context for submitting planning application with regard to trees and hedgerows. All proposals must accurately show existing trees, hedgerows, and those, which are to be retained and removed.

SPG 11 Crime

The SPG provides guidance on ensuring that housing layouts provide clearly defined state boundaries with houses designed in secure groups where mutual surveillance can be provided without reducing the individual privacy of dwellings.

SPG 10 Paths and Development

This SPG provides guidance on paths and the impact on development, be it existing footpaths that require closure of diversion to construed rights of way. It also looks at the impact of development on paths off site. Mitigation to minimise the risk of crime is included within the document.

SPG 20 Open Space Provision on New Housing Development.

The SPG provides guidance in relation to applications on the type and amount of open space required. In relation to outline applications open space provision will be secured by condition with sites of 40+ dwellings required to provide 15% of which some should be on-site and a contribution in lieu of the total on-site requirement being acceptable.

SPG21 The Design and Layout of Open Space on New Housing Developments

This SPG provides detailed guidance on the general design principles required for open space provision along with detailed guidance on the requirements of:
Equipped Children's Play Facilities
Informal Playspace and Landscaped Areas
Minimum Viable Sizes of Informal Open Space Types

SPG 25 Landscape Design

This guidance notes aims to provide direction to the development of sites where landscape works are required. The purpose of the document is to highlight the various elements and processes that need to be considered when preparing a landscape scheme.

SPG 28 Developing Contaminated Lane

The SPG outlines the Councils approach to the development of contaminated land and how this will be dealt with through the planning process.

SPG 29 Flood Risk and Development

This SPG outlines the Council's approach to development within a potential flood risk area. It is slightly out of date as it is informed by PPG 25; this document has been replaced by PPS25. The FRA provided in support of this document has been produced referring to PPS25 the most up to date planning policy on this issue.

PAN 30 Sequential Approach to Determining Planning Applications for Residential Development.

This document was prepared before the publication of PPS3 and therefore is based on the predecessor to PPS3 - PPG3 Housing (2000). The sequential approach to the release of land for housing in PPG3 no longer forms part of national housing policy. Instead PPS3 promotes sustainable development for locating housing schemes, taking into account PPS1 and prioritising the re-use of previously developed land with emphasis on the sustainability of a location.

PAN30 remains an interim statement of policy before the adoption of the LDF.

SPD 32 Parking, Transport Assessments and Travel Plans

This SPG requires a Transport Assessment on residential development of 80 units, along with Travel Plan requirements and cycle parking.

PAN 33 Financial Contributions to School Places.

This PAN requires financial contributions from planning applications for housing development where the scheme provides 20 or more homes. It is calculated on the number of primary and secondary school places generated in local schools and whether they can accommodate additional pupils generated by the development.

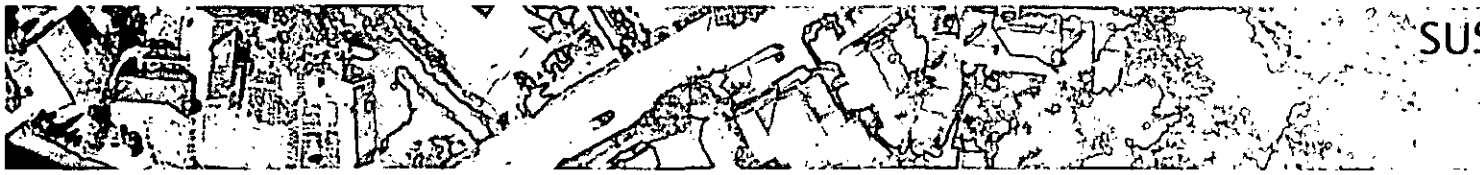
PAN 34 Affordable Housing

This PAN requires if applications propose 25 or more units, it specifies the type of provision and how this will be secured.

Conclusion

The site is located within the residential area of Dodworth, in a designated policy areas, and is deliverable. The site is available now, it being existing housing and vacant housing land. It is in a highly sustainable location as established through the PAN30 Sustainability Assessment and is therefore suitable. The development would contribute to the creation of sustainable, mixed communities.

The proposed residential development in Dodworth would contribute to the further regeneration of the area and will allow for the further growth and upgrading the role of the settlement.



SUSTAINABILITY STATEMENT

1. Introduction

The purpose of this report is to provide an overview of the approach to sustainability adopted for the development at Green Road, Dodworth, Barnsley. The most readily cited definition of sustainable development is development that, "meets the needs of the present without compromising the ability of future generations to meet their own needs." (Bruntland. 1987. Report of the World Commission on Environment and Development). The sustainability of the Wakefield Road development can be measured by its long-term economic, environmental and social impact.

This sustainability report has been compiled with reference to national, regional and local policy and guidance on sustainable development and the following documents and reports have been considered throughout the design process and referenced in this report.

Code for Sustainable Homes Technical Guide (April 2008) - Department for Communities and Local Government.
Meeting the Energy Challenge (May 2007) - A White Paper on Energy- Department of Trade and Industry, HM Government
Sequential Approach and Sutainability Assessment (PAN 30 Sequential Statement) (July 2008) - Dacre, Son & Hartley
Arboricultural Survey to BS 5837:2005 (July 2008). JCA Limited.
Preliminary Investigation (Desk Study). (January 2006). Sirius Geotechnical and Environmental Ltd.

2. Site Description

The site is situated on the south western side of the village of Dodworth, which is located approximately 3km from Barnsley town centre. The site is roughly rectangular in shape with the longer axis running north / south. The proposed site includes three existing dwellings; Hillside, Fieldside and The Old Stables, which will be incorporated within the development site. The site covers an area in excess of 2 hectares and is considered to be brownfield land according to the PPS3 definition of previously developed land (see Section 3.1).

The site border to the north is formed by the gardens of a large detached house (Stonehouse). The western borders are irregular and accommodate a range of adjoining properties including most significantly, the Travellers Inn public house and the buildings and grounds of the now unused Dodworth Church of England School. The eastern boundary of the site is formed by the rear gardens of housing located on Chatsworth Rise and Strafford Walk with trees, hedge rows and a stream forming the southern boundary.

A further stream flows along a slant line from north-west to south-east, through the approximate centre of the site, forming a small valley and terminating in a series of sinks on the eastern boundary of the site. The site ground level falls from north to south.

3. Sustainability Assessment

In support of the planning application a Sequential Approach and Sustainability Assessment was produced by Dacre, Son and Hartley (July 2008) to provide information on various issues relating to the sustainability of the site and justification for residential development. Elements of the report, specific to this sustainability statement are summarised below:

Site Description

"All of the application site is considered to be brownfield land, according to the PPS3 definition of previously developed land. The site is sloping in parts and is not all formal garden land, however it is not necessary for land to be formally laid out and actively gardened to form part of the curtilage of a dwelling. The land is either laid out as a formal garden or informal/rough grassland. It is not open land in the countryside, nor is it designated urban greenspace." (Dacre, Son and Hartley. 2008. Section 2.2)

Site Appraisal

"The site is located off Dodworth Green Road, some 175m from the junction of Dodworth Green Road and High Street, which is the principal shopping street in Dodworth. The site is within 800m of all the essential services and facilities. This includes St John the Baptist Primary School, Apollo Court medical centre, local convenience store and Public Open Green Space". (Dacre, Son and Hartley. 2008. Section 4.4).

Public Transport

"In terms of public transport accessibility, the site is approximately 575m from Dodworth Train Station. Dodworth is on the Penistone Line and is one stop away from Barnsley. Services run hourly from Dodworth to Barnsley (7 minutes journey time). The Penistone line runs between Huddersfield and Sheffield, but there is more choice of destinations from Barnsley, including Leeds and Wakefield." (Dacre, Son and Hartley, 2008 Section 4.6).

"There is a bus stop at Thornley Arms on High Street. This is approximately 440m from the application site along Dodworth Green Road and High Street. There are 3 buses per hour, running through the day into Barnsley Transport Interchange with a journey time of approximately 15 minutes." (Dacre, Son and Hartley, 2008. Section 4.7).



4 Ecology and Biodiversity

4.1 Site Overview

Ecological value is an important factor when considering the sustainability of the proposed development and is influenced by the previous use of the site and the presence of ecological features. The re-use of existing sites helps to slow down the destruction of natural habitats and where homes are constructed, any damage to local ecology or areas of natural beauty should be avoided.

4.2 Arboricultural Survey

An Arboricultural report was produced by JCA Ltd Arboricultural Consultants in July 2008 to give detailed, independent, arboricultural advice on the trees present on site. The report includes all trees within the site boundary with a stem diameter above 75mm, as well as applicable trees outside the site boundary that are close enough to be affected by development. The results of the survey and subsequent report are summarised below:

There are a number of high quality, high amenity trees (Category A) within the site area, some with Tree Preservation Orders (see Fig.1). The 'Category A' trees are located on the north-west boundary adjacent to Green Road, the southern site boundary and the north-west to south-east slant line of trees adjacent to the stream that effectively divides the site across the centre.

There are a number of reasonably high quality trees whose retention is desirable within the site and these 'Category B' trees are situated close to the north-west boundary of the site adjacent to the aforementioned Category A trees.

There are a number of lower quality 'Category C' trees on the site that are of low quality and value. The removal of some of these should be considered acceptable, if required to facilitate the development.

There is one tree within the site that is classified as category R as it is in such poor condition that it should be removed. This particular tree is highlighted in red in Fig 1 and should be removed as part of the proposed development.

As highlighted in the illustration below (Fig1) the current residential layout retains all of the 'Category A' high quality trees whose retention is desirable and the majority of 'Category B' trees are also retained along the north-west border above the Travellers Inn.

The lower quality 'Category C' trees and the single 'Category R' tree on the site have been removed at the time of writing this sustainability statement. As defined in the Arboricultural report, "the removal of some of these trees should be considered acceptable if required to facilitate the development." (JCA Ltd. 2008)

Retaining all 'Category A' high amenity trees, whose retention is most desirable and the majority of 'Category B' trees will enhance the development considerably, ensuring a large number and good distribution of high quality mature trees throughout the site.

Ecology and Biodiversity Summary

Although classified as brownfield, the site prior to development contains a number of ecological features, namely trees, hedges, unimproved grassland and two separate streams; one located within the site and one located adjacent to the southern boundary of the site.

The proposed development will minimise the damage to the ecological features and value of the site through the retention of all category A trees and the majority of category B trees. Additionally the stream running through the centre of the site will be unaffected by the development and will continue to provide the same biodiversity value. This protection of the important ecological features of the site will help to ensure that following some temporary disturbance to the local ecology during construction, wildlife will return to the site.



fig 1: Arboricultural report with proposed layout overlay showing retained trees

5 Energy and Carbon Dioxide Emissions

The site layout has been designed to ensure that the majority of housing (57%) has a front or rear elevation and roof orientated within 30 degrees of due south (see Fig2). The site also features generous spacing between housing blocks, which ensures that overshadowing does not compromise available solar gains.

A south-facing orientation provides increased solar gain through glazing which reduces energy consumption for space heating as well as providing a suitable roof mounting space for a solar hot water heating system or Photo-Voltaic panels. This 'future-proofing' for solar roof panels, where feasible, helps to provide an effective and robust future upgrade path for the utilisation of low and zero carbon technologies.

Solar Hot Water heating is considered to be a proven and robust renewable technology that can provide around a third of the average house's hot water needs, reducing the average domestic CO2 emissions by around 325kg per year (online: www.energysavingtrust.org.uk). Typically, the installation of a solar hot water heating system costs between £3000 and £5000 and a Government subsidised grant is available for both solar hot water and solar photovoltaics as part of the Low Carbon Buildings Programme. Maximising the number of south oriented dwellings on the proposed development provides a large number of households with the option to take advantage of renewable technologies and associated grants.



fig 2: House and Roof orientation for Solar Gain.

The thermal insulation performance of each house type will be to a level above the requirements outlined in the current Building Regulations. Additional conservation of energy will be achieved through the implementation of high efficiency condensing boilers and the provision of dedicated energy-efficient internal lighting.

6 Surface water run-off

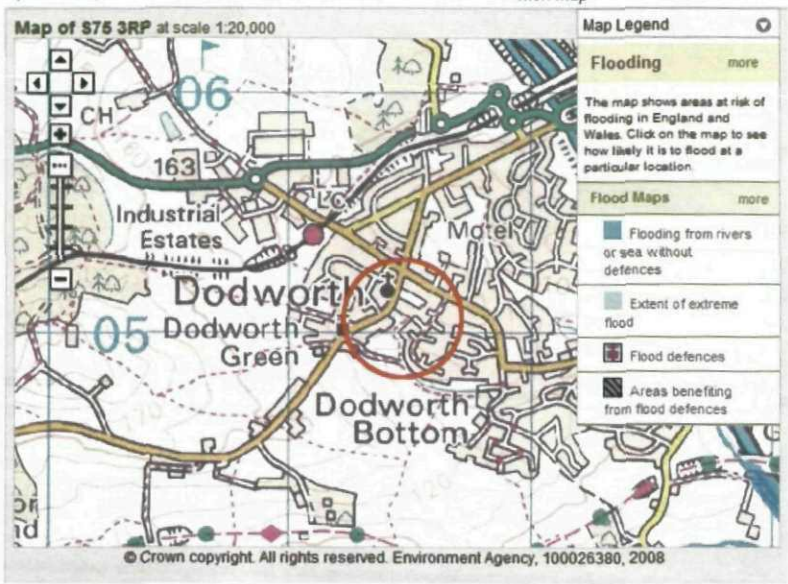
The proposed development site will feature areas of pervious hard surfacing in the form of block paving, which allows water to pass through the areas between blocks. Additionally, the generous garden areas provided for all dwellings will reduce and delay the discharge of rainfall to public sewers and watercourses at times of heavy rainfall.

It is anticipated that the above measures, along with the possible incorporation of water butts to all properties will ensure that the flood risk following development should be no greater than the current risk associated with the site in its undeveloped state.

According to the Environment Agency the site falls within an area "which fell outside the extent of the extreme flood, at the time of our assessment of the likelihood of flooding. Generally this means that the chance of flooding each year from rivers or the sea is 0.1% (1 in 1000) or less. " (Environment Agency Flood Map. Online. http://maps.environment-agency.gov.uk).

This measure of flood risk is equivalent to Zone 1 - Low Probability of flooding, as defined in the Code for Sustainable Homes Technical Guide (CSH Tech Guide. April 2008).

fig 3: Environment Agency Flood Risk Map



7 Health and Wellbeing

7.1 Daylighting

Adequate access to daylight will be provided in all homes to improve the health and wellbeing of occupants by providing a pleasant interior environment and to reduce the need for artificial lighting. Generous spacing of the housing will ensure that the majority of windows on front and rear elevations will have a clear view of the sky and subsequently improved levels of daylighting.

All house types feature windows that have been sized and located to maximise the quality and quantity of natural light in interior spaces. In addition, the site layout design addresses the need to minimise obstruction to visible sky from houses and trees both within and surrounding the site.

7.2 Sound Insulation

Construction detail, materials choice and design will ensure that the performance of the separating elements of attached dwellings will achieve a standard of sound insulation equal to or greater than the standard required for compliance with Building Regulations Approved Document E. This will reduce the likelihood of noise complaints amongst neighbours and help to ensure a healthy and harmonious residential environment.

7.3 Private Space

All dwellings will be provided with secure private outdoor space in the form of generous gardens that can be utilised as secure playing spaces for children, for horticultural purposes or as a convenient place for fresh air to improve occupier quality of life. Additionally it is expected that the horticultural development of the gardens will further enhance the ecological value of the site.

7.4 Security

Consideration has been given to security issues within the site and the development design reduces the opportunity for theft crime. This is essential to encourage occupants to feel safe and secure within the development.

8 Conclusion

The sustainability of the Green Road development can be measured by the fact that the development on a brownfield site will contribute to the present and recognised need for high quality housing whilst retaining the most significant ecological features of the site.

The proposed development provides a majority of housing with a south orientation and generous plot spacing through the provision of generous garden areas. These measures will help to ensure useful solar gains and good daylighting, helping to minimise housing energy use and carbon dioxide emissions regardless of specific house type design.