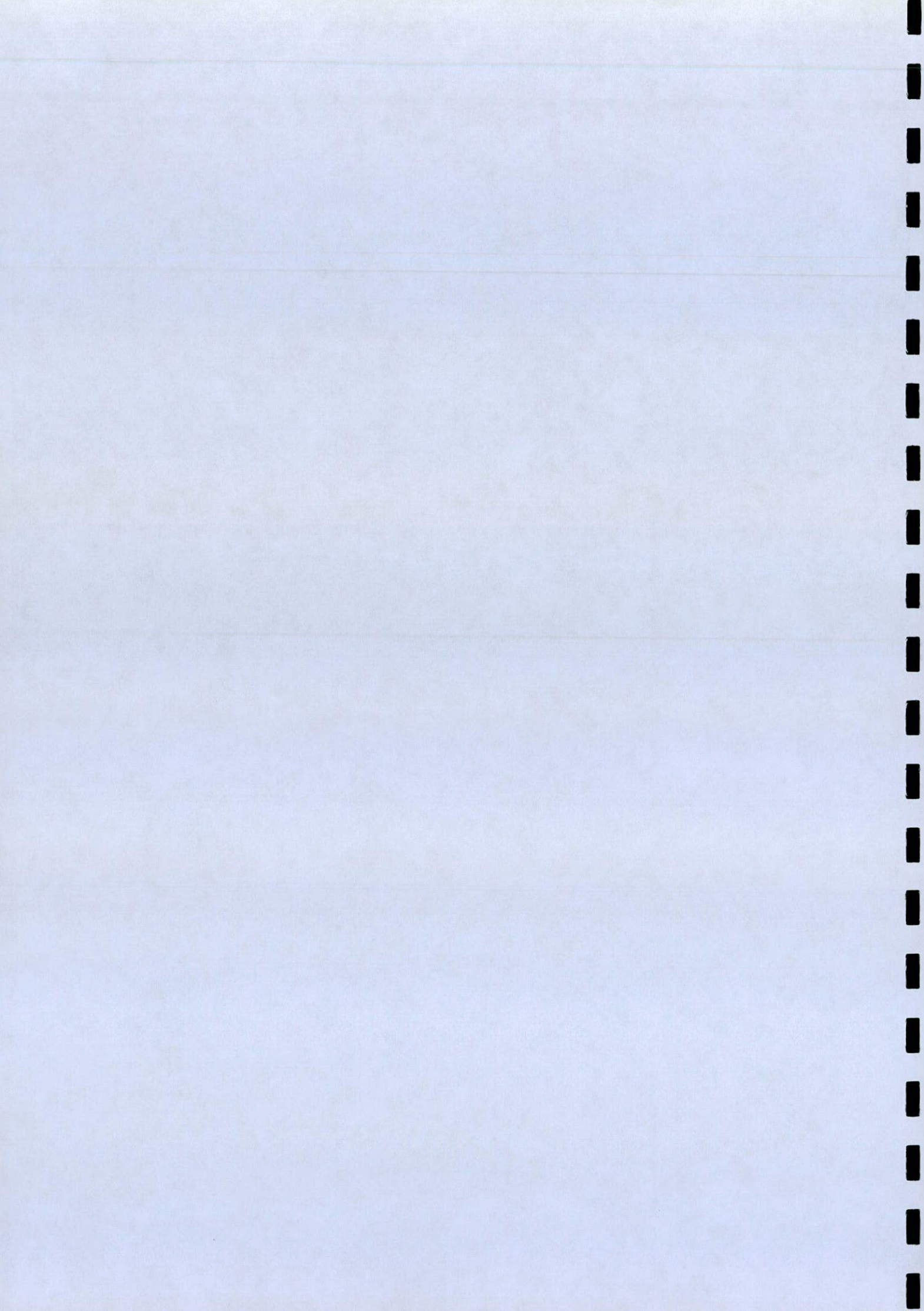


Proposed Development by Hartwood Estates at
Birdwell, Barnsley

Design and Access Statement
November 2014

■ architectural design
■ town planning
■ landscape architecture
JRP
John R Paley Associates





Contents Amendment Record

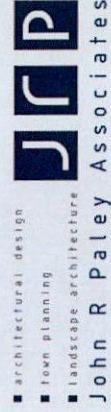
Project: Birdwell, Barnsley
Job Number: 14 4845

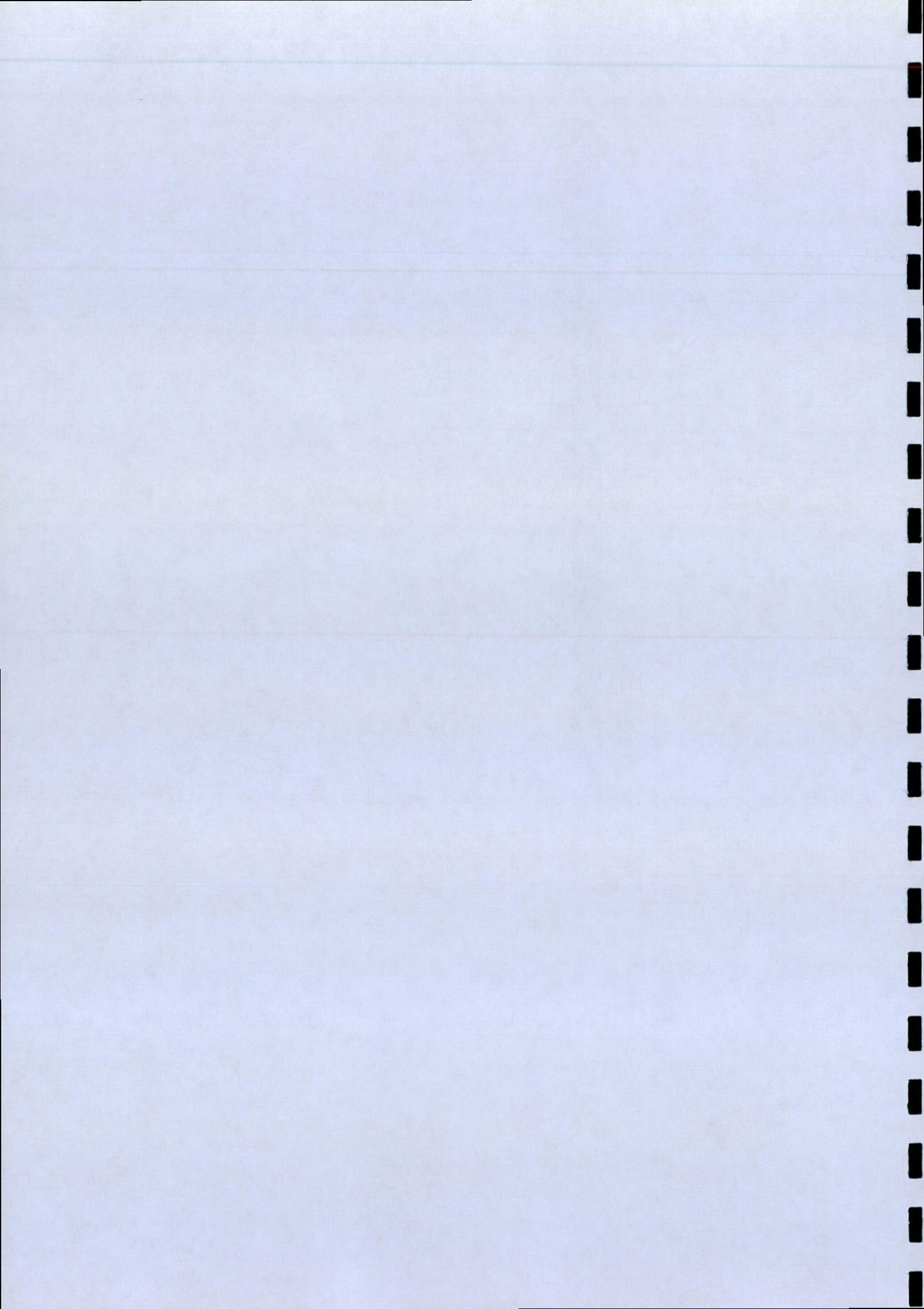
Date of Issue	Rev	Notes	Status	Completed By	Designer	Checked and Approved By
04.11.14	0		Draft	VJS	EW	N/A
						LM

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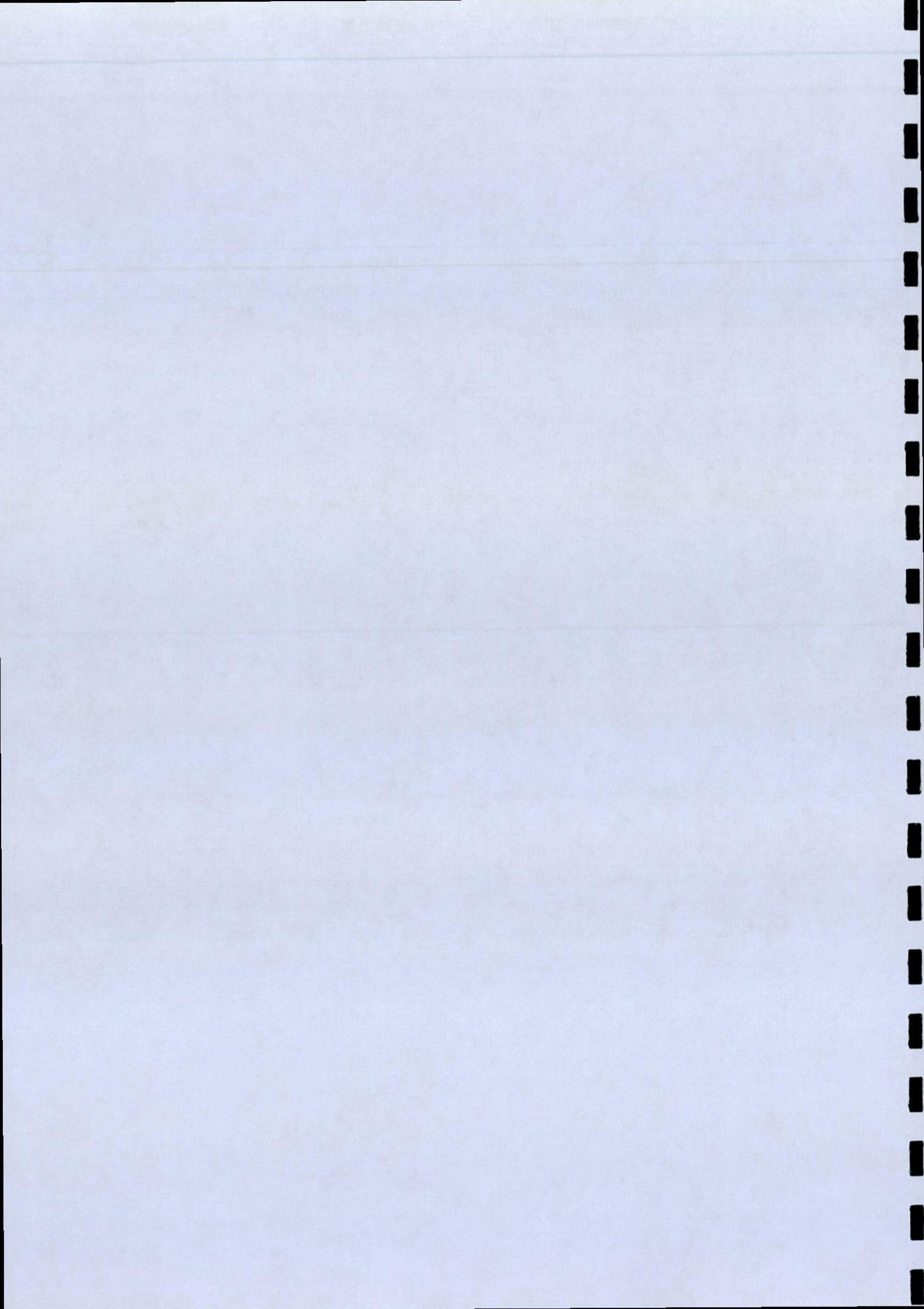
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Introduction

This Design and Access Statement has been prepared by John R Paley Associates in support of an outline planning application for mixed use development. The application relates to land at the Dearne Valley Parkway, and is submitted on behalf of Hartwood Estates for the following:

Outline planning application for an employment led mixed use scheme that comprises of Retail (A1), Office (B1), Food & Drink (A3/A4/A5), Employment Uses (B2), Clinic/Health/Day Centre (D2), Hotel (C1) and Petrol Filling Station (Sui Generis). A new pedestrian crossing shall also be constructed across the Dearne Valley Parkway (A6195).

Purpose

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

The aims of the statement are to ensure design is integral to the creation of this development

The content of the design element of the statement aims to demonstrate how the physical characteristics of the scheme have been influenced by a thorough process. The process undertaken includes:

- Assessment
- Involvement
- Evaluation
- Design

The statement also seeks to address the following factors:

Use - What the land and buildings will be used for

Amount - How much development can the site accommodate

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

Scale - How big the buildings and spaces could be in terms of appropriate height, width and length.

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

Appearance - What the building and spaces could look like

The access element of the statement also includes two aspects of access to the development:

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

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

Brief

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

- Deliver quality of built form and spaces.
- Employ innovations which are a model for environmentally sensitive development
- Create a scheme which is deliverable and viable

Aspirations

Our intention is to deliver a secure and sustainable mixed use development in a safe, green and welcoming environment.

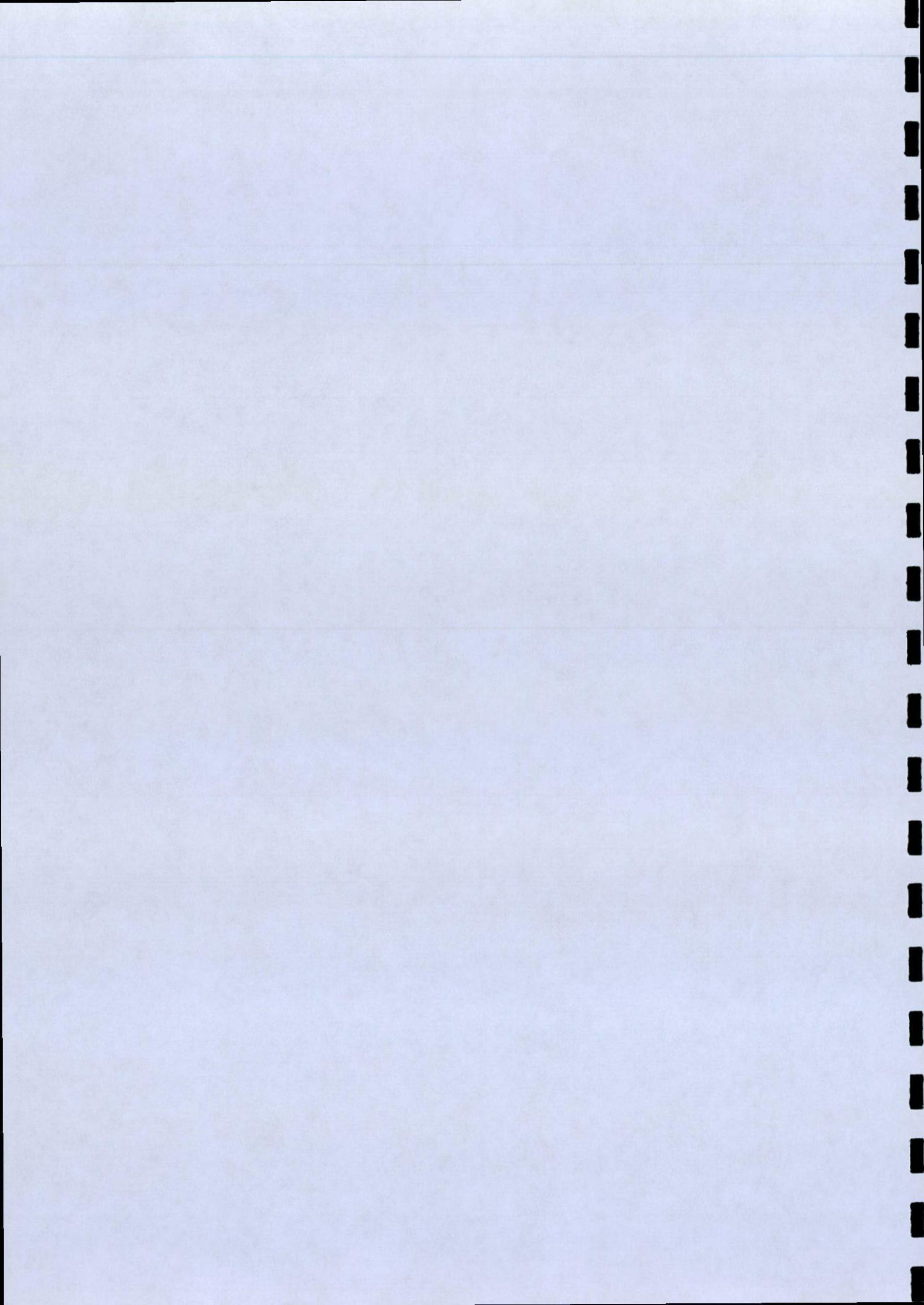
To achieve this vision through careful design and communication with the local authority without preconception of the possibilities for this site.



FIGURE 1 AERIAL VIEW - BIRDWELL, BARNSELEY

02

Development Framework



2.0 Development Framework

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

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

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

A planning case report has been prepared by WYG to accompany the submission and as such, this document should be read in conjunction with this document in addition to the suite of specialist consultant reports which accompanies this application.

The accompanying Planning submission provides a full assessment of the relevant policy context and as such this section identifies the design policies which need to be reviewed.

National Planning Policy Framework

High Quality Design

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

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

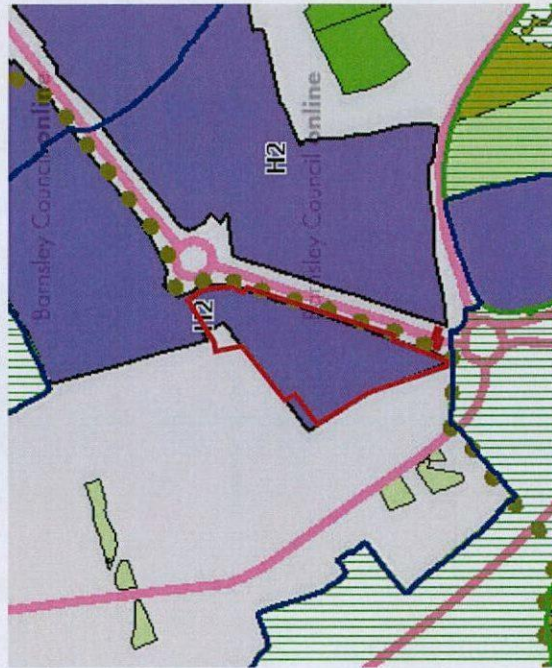
Paragraph 58 states:

- Planning policies and decisions should aim to ensure that developments:
- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
 - Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
 - Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;

Site Allocation

The site is identified as part of an 'Employment Proposal' in the Barnsley Unitary Development Plan (adopted December 2000) under policy HN3/1-4. The wider Employment Proposal extends to the north and to the east of the site.

As part of the Council's Local Development Framework, the application site is part of a larger area of Potential Employment Land (reference H2 - Rockingham) in the Barnsley Development Sites and Places Consultation.



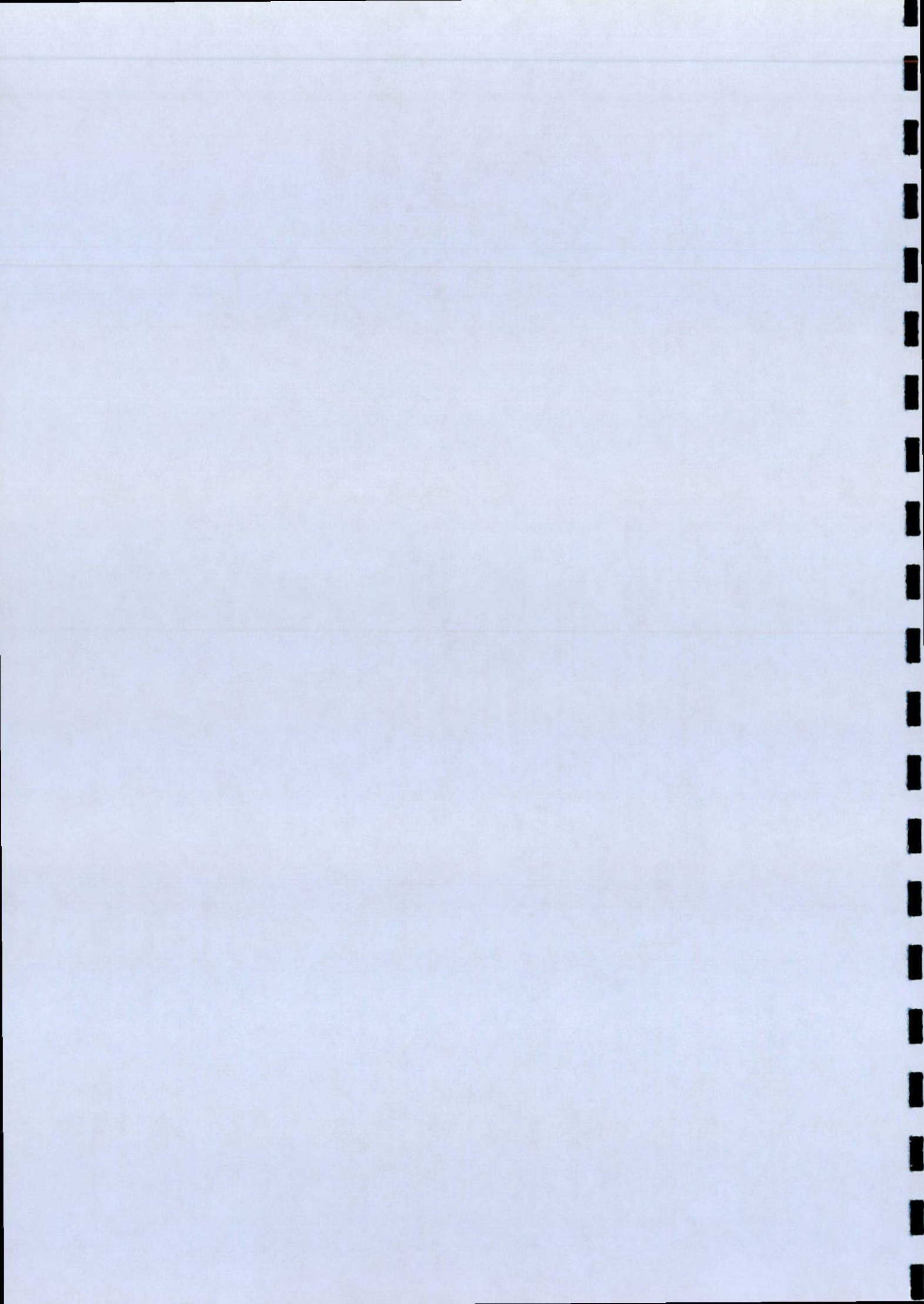
"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be in accordance with the plan unless material considerations indicate otherwise".

Key Barnsley Core Strategy Policies

- CSP 2 Sustainable Construction
- CSP 3 Sustainable Drainage Systems
- CSP 4 Flood Risk
- CSP 5 Including Renewable Energy in Developments
- CSP 25 New Development and Sustainable Travel
- CSP 26 New Development and Highway Improvement
- CSP 27 Parking Strategy
- CSP 28 Reducing the Impact of Road Travel
- CSP 29 Design
- CSP36 Biodiversity and Geodiversity.
- CSP 39 Contaminated Land
- CSP 40 Pollution Control & Protection

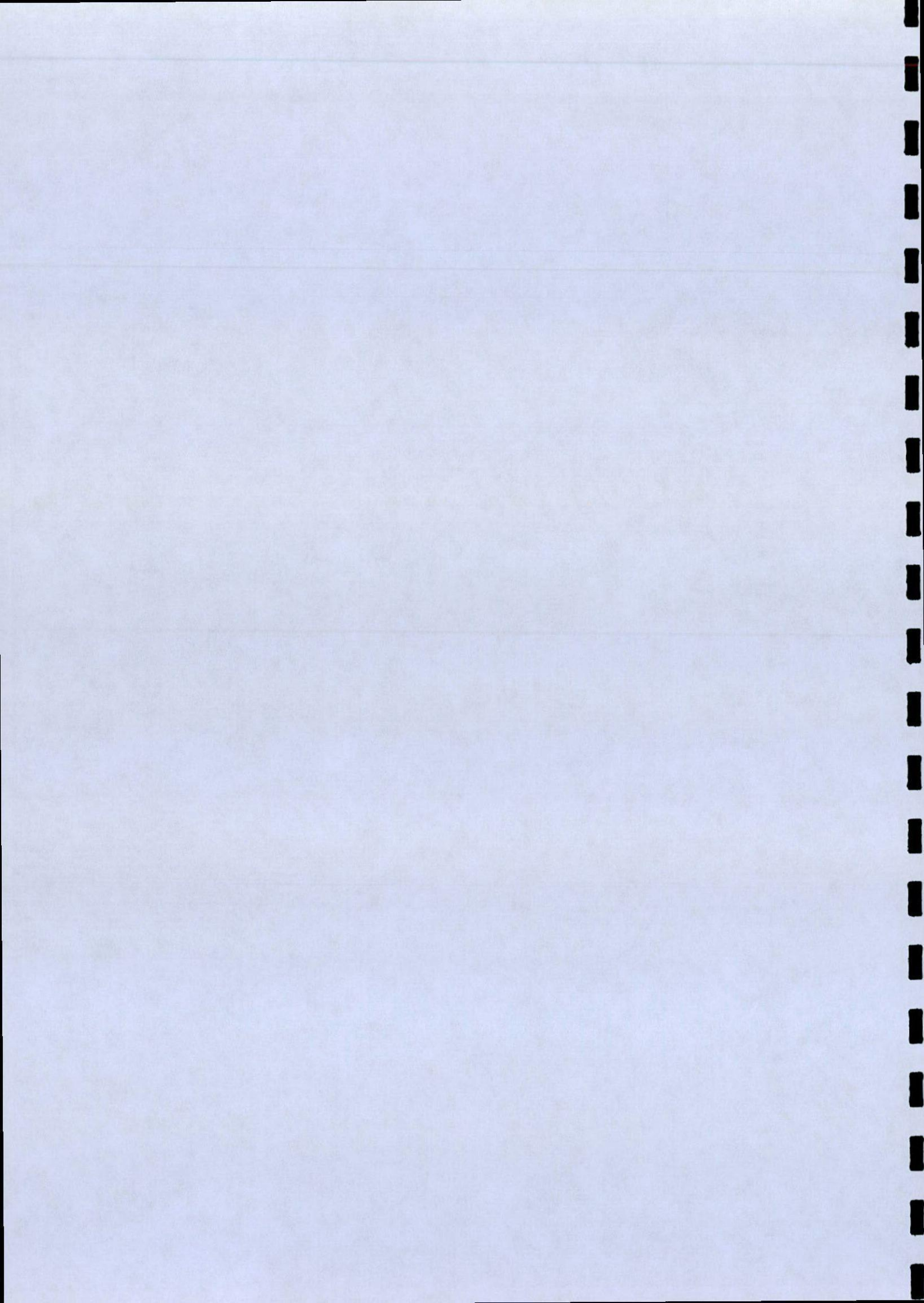
Relevant Supplementary Planning Guidance, Documents, Advice Notes or Planning Brief

- SPD - Parking
- Any detailed design for the site must have regard to those policies and guidance documents.



03

Site Area and Analysis



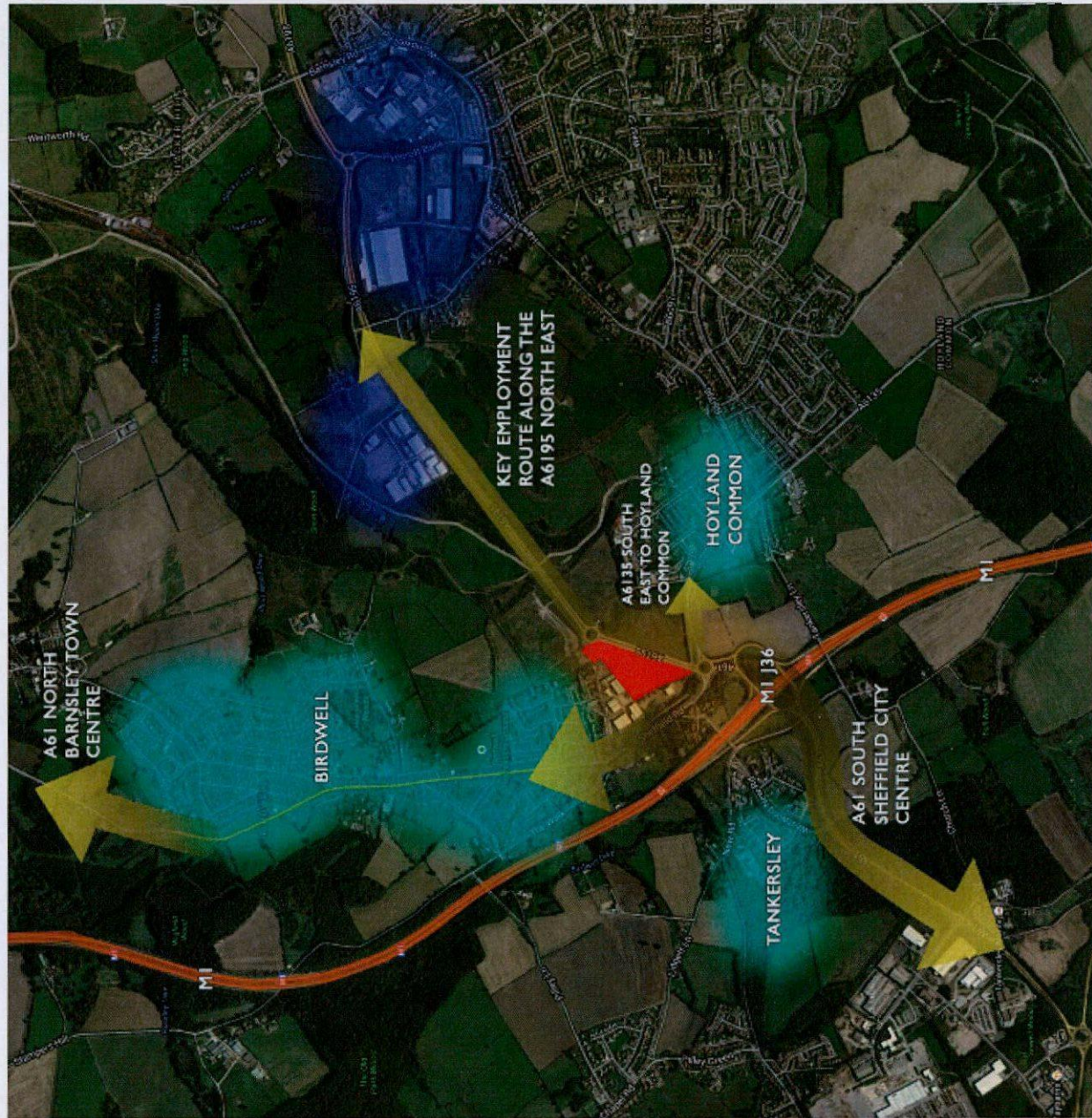
3.0 Site Area and Analysis

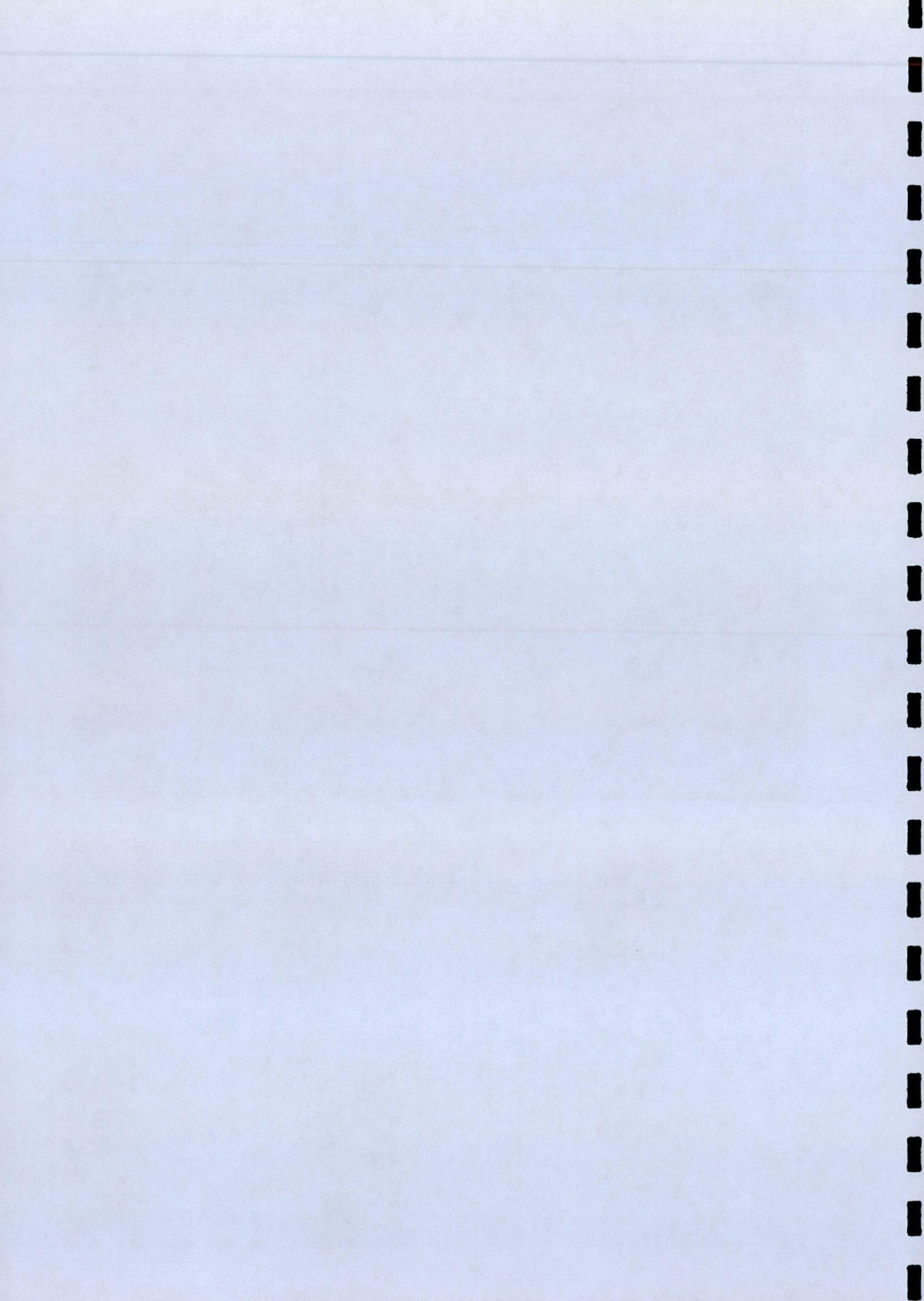
The proposed development site lies within the settlement boundary of Birdwell, approximately 7 km to the south of Barnsley town centre. The site is currently undeveloped and is 3.1 hectares in size. There is vegetation located along the south western boundary.



The surrounding land uses are industrial; the boundaries of the site are formed by the A6195 Dearne Valley Parkway to the south, Rockingham Roundabout to the north east, Rockingham Business Park to the north west and a highways depot and the Birdwell Roundabout to the south west.

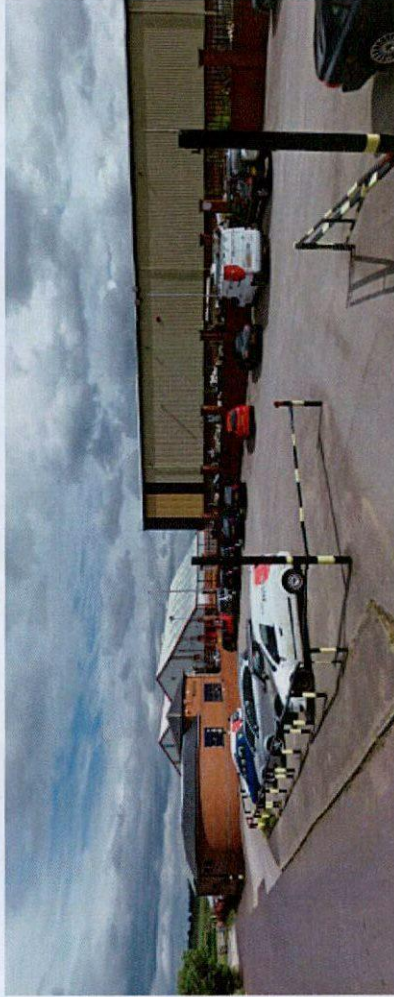
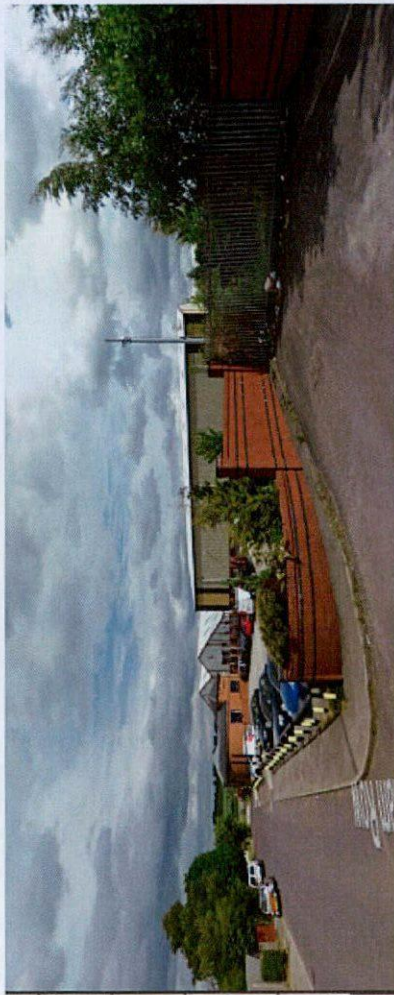
This site is within a prominent location and is a very important gateway into Barnsley and Birdwell and the Dearne Valley Parkway, which will encourage more companies to locate to Barnsley and to this already successful corridor of industry, however it is also the gateway to the main south entrance of Barnsley itself and of course Birdwell.



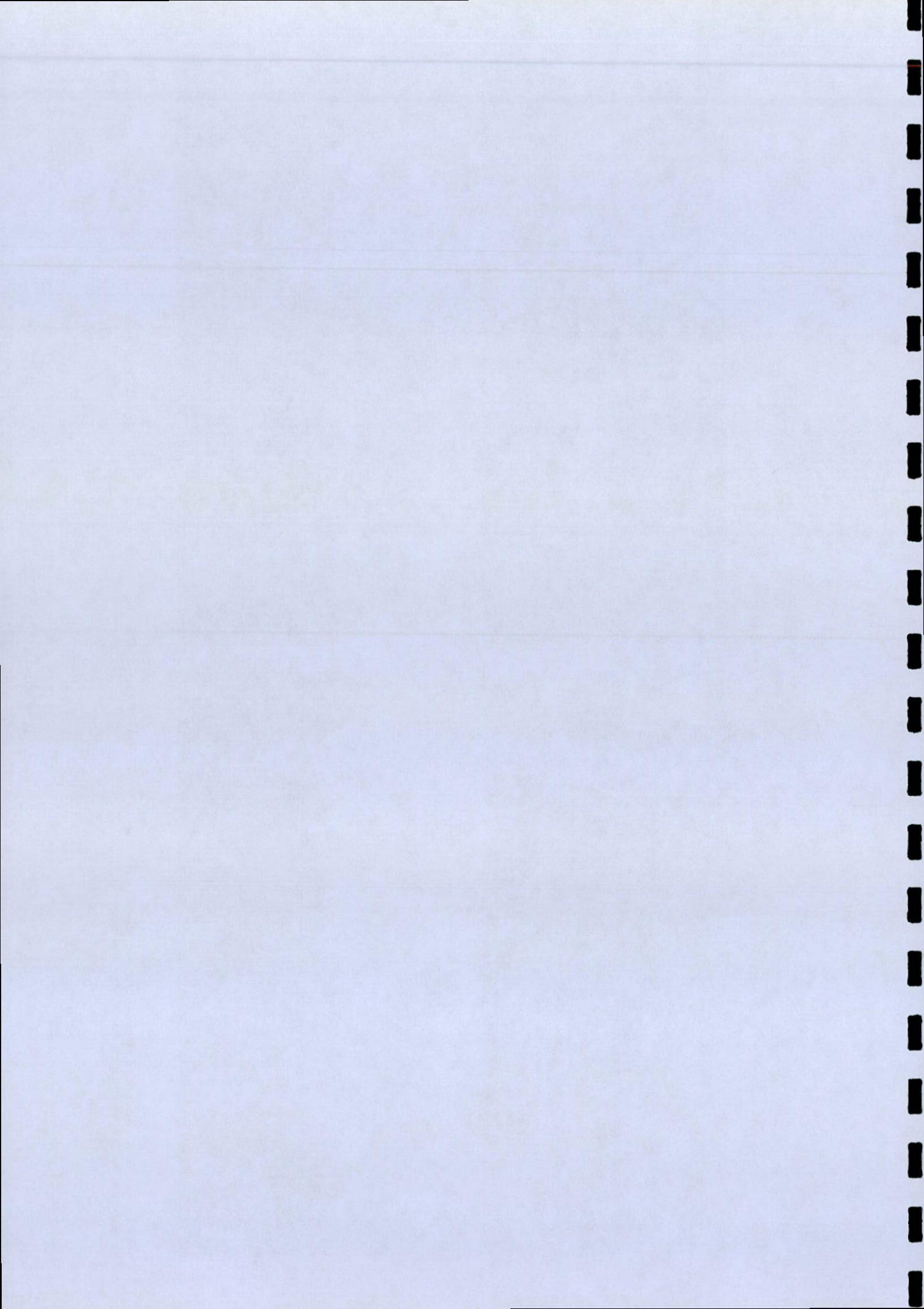


3.0 Site Area and Analysis

The following images provide views of the existing employment uses within the locality of the site, notably at Rockingham Business Park.



The scale and mass of the buildings are reflective of their employment uses and appear to have been developed in line with the needs of the occupier. No holistic design style has been employed. Car parking is provided however these areas do lack mature landscaping to soften their appearance.



3.0 Site Area and Analysis

A number of specialist consultant reports have been commissioned in support of this planning application and this section reviews the findings of those investigations. Any recommendations in terms of the design can therefore be identified and taken forward as part of the detailed design for the site.

Ecological Assessment

Enzygo Ltd was commissioned to conduct a preliminary ecological appraisal of a proposed development site upon the land adjacent to Rockingham Roundabout in Birdwell, Barnsley.

The purpose of the survey was to identify and map the habitats present in and around the proposed development site, and to assess their potential to support protected species including reviewing ecological records from MAGIC and other data sources and to provide an extended Phase 1 Habitat map with target notes and descriptions; and to provide recommendations for further work in relation to protected species.

The site consists of improved grassland with a high diversity of wildflowers, a number of mature trees and areas of scrub and tall ruderal vegetation. Overall the site is assessed as being of low ecological value.

A Phase 1 habitat survey was carried out to identify habitats and species present. An extended Phase 1 survey was conducted to assess the potential for protected species.

Potential for breeding birds was found in and around the site. Recommendations for ecological mitigation are made.

It is recommended that the boundary trees, scrub and ruderal vegetation offer the potential to support breeding birds. An inspection for breeding birds on site is required by a qualified ecologist prior to the removal of the vegetation, if the clearance works is to be conducted in the breeding season (March to August inclusive).

Noise Assessment

Enzygo Environmental Consultants (Enzygo) have been commissioned to undertake a noise assessment as part of a planning submission for a proposed commercial/ industrial development.

Within the scope of this study, noise levels have been quantified at a number of locations within, and within the vicinity of the development site. Impacts associated with noise levels generated by assumed operations within the proposed development site have been considered, where possible, in line with both the criterion detailed within BS4142:1997 and that required by the Local Planning Authority.

The level of information available relating to any fixed/ static plant associated with the development has not allowed detailed acoustic calculations to be undertaken at this stage. However, it is considered that this aspect of the development could be controlled by the inclusion of appropriate planning condition(s) within the scope of the Outline Planning Permission document.

The study concluded that noise associated with delivery vehicles and activities within the service yard areas, during the delivery periods of both weekends and weekdays would fall between less than 'Marginal Significance' and 'Positive Indication Complaints are Unlikely' in accordance with BS4142.

The assessments undertaken for the petrol filling station indicate that the noise impact would be considered to provide a 'positive indication complaints are unlikely' in accordance with BS4142.

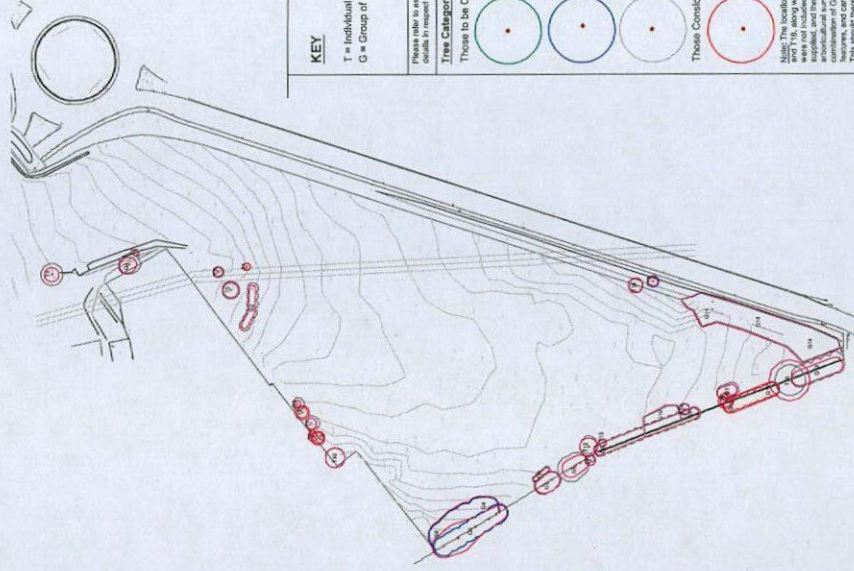
Furthermore, noise associated with car park movements during the peak hour periods of both the weekend and weekday periods would also be considered to be, at worst, of less than 'Marginal Significance' in accordance with BS4142.

Consideration of the noise sensitive portions of the proposed development, residential aspect of the Clinic/ Health/Day Centre and Hotel, indicate that some level of acoustic mitigation would be necessary as part of the detailed design of the site.

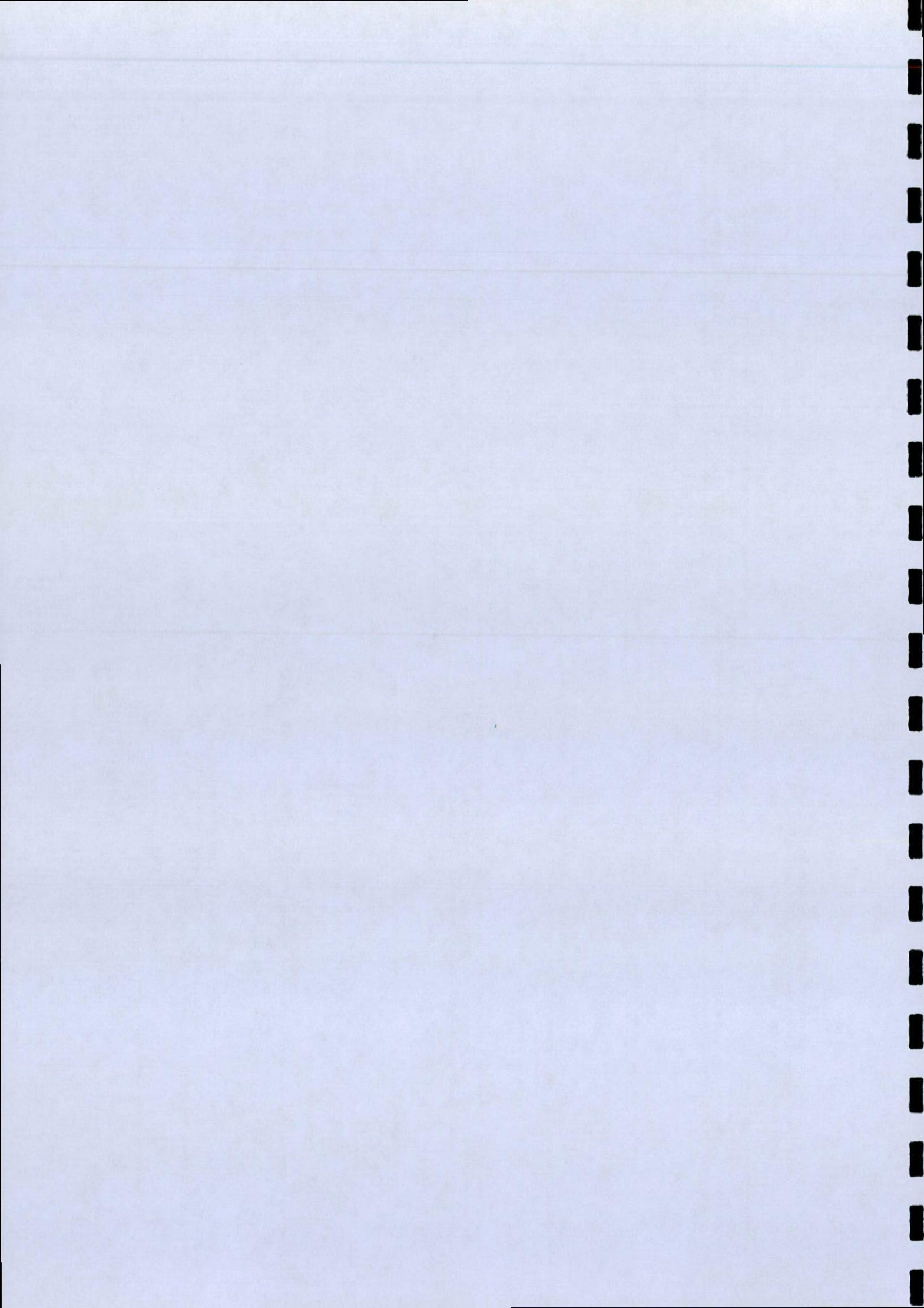
In summary this study concludes the following with regard to the site. Based upon the assessments undertaken, and the assumptions inherent, and subject to the implementation of appropriate acoustic design considerations enforced by appropriate planning conditions, there are considered to be no significant issues relating to noise that could not be controlled by condition. Therefore noise should not be considered a material factor for the restriction of the granting of outline planning permission for the development as proposed. However, the Outline permission should be granted subject to a number of Conditions specifically included to consider and control noise.

Tree Survey

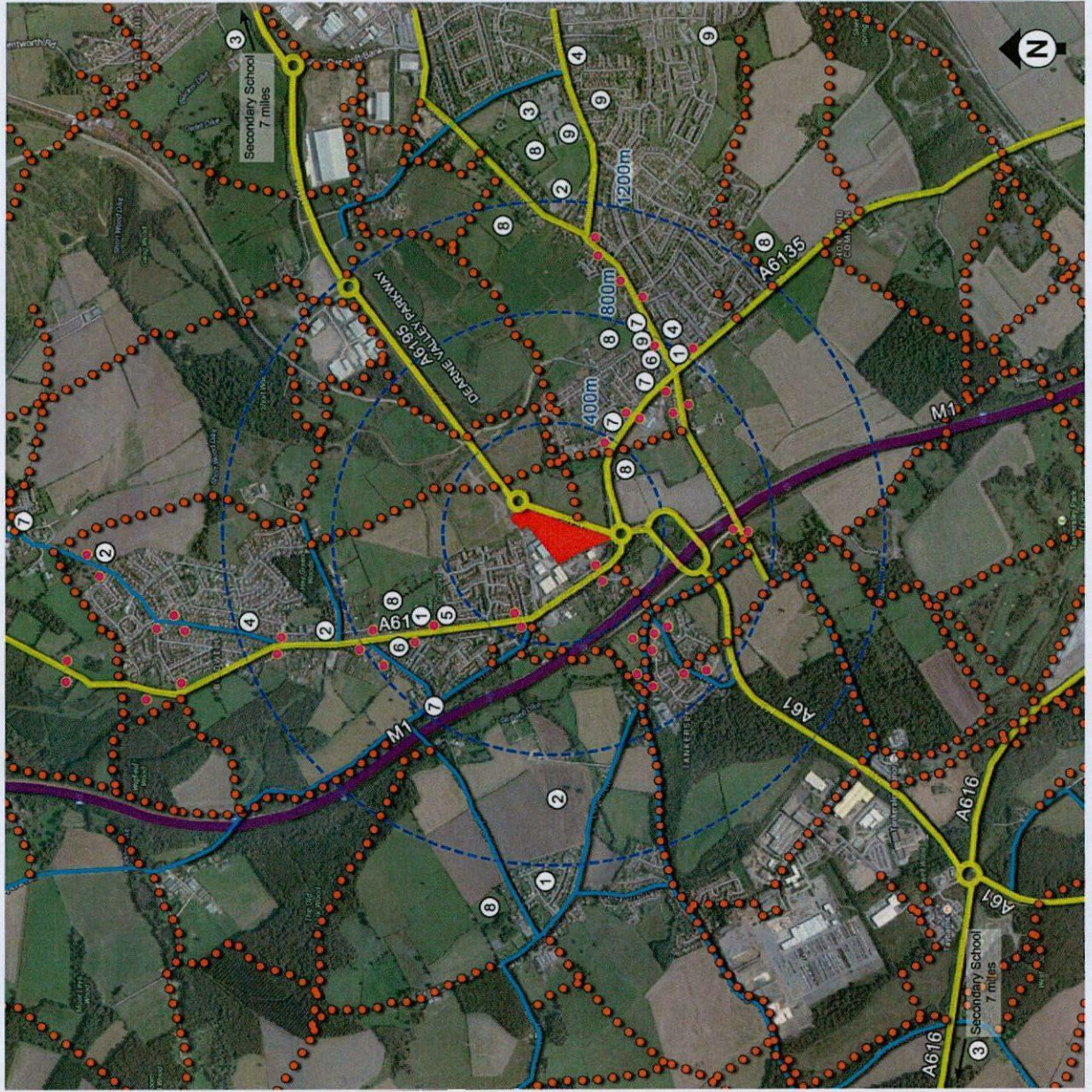
A Tree Survey has been completed for the site and the plan opposite identifies the existing trees which exist on site. This is generally to the periphery of the development site. The findings and recommendations of this report must be considered as part of any detailed proposals for the site.



KEY	
T = Individual Tree	G = Group of Trees
Please refer to associated Tree Survey Schedule for specific details in respect of these trees.	
Tree Categorisation:	
Those to be Considered for Retention:	
	Category 'A' Tree/Group Trees of High Quality with an Estimated Remaining Life Expectancy of at Least 40 Years
	Category 'B' Tree/Group Trees of Medium Quality with an Estimated Remaining Life Expectancy of at Least 20 Years
	Category 'C' Tree/Group Trees of Low Quality with an Estimated Remaining Life Expectancy of at Least 10 Years, or Young Trees
Those Considered Unsuitable for Retention:	
	Category 'V' Tree/Group Trees in Such a Condition that they Cannot Reasonably be Retained as Living Trees in the Proposed Development (e.g. Trees with a Longest Trunk 10 Years)
Note: The locations of trees T1, T3, T4, T6 to T11, T13 to T15, T17, T18, T20, T22, T24, T26, T28, T30, T32, T34, T36, T38, T40, T42, T44, T46, T48, T50, T52, T54, T56, T58, T60, T62, T64, T66, T68, T70, T72, T74, T76, T78, T80, T82, T84, T86, T88, T90, T92, T94, T96, T98, T100 were not included on the detailed topographical survey of the site, and these trees were subsequently added by the applicant. The locations of these trees are shown in red on the map. The locations of these trees are shown in red on the map. The locations of these trees are shown in red on the map.	
The road boundary has been considered in relation to the proposed development.	
Root Protection Areas (RPAs):	
	RPAs (Areas) of Ground Around Trees that Should be Protected Through Development (e.g. Trees with a Longest Trunk 10 Years)



3.0 Site Area and Analysis



Sustainability and Integration

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

Paragraph 35 of the NPPF states that "developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

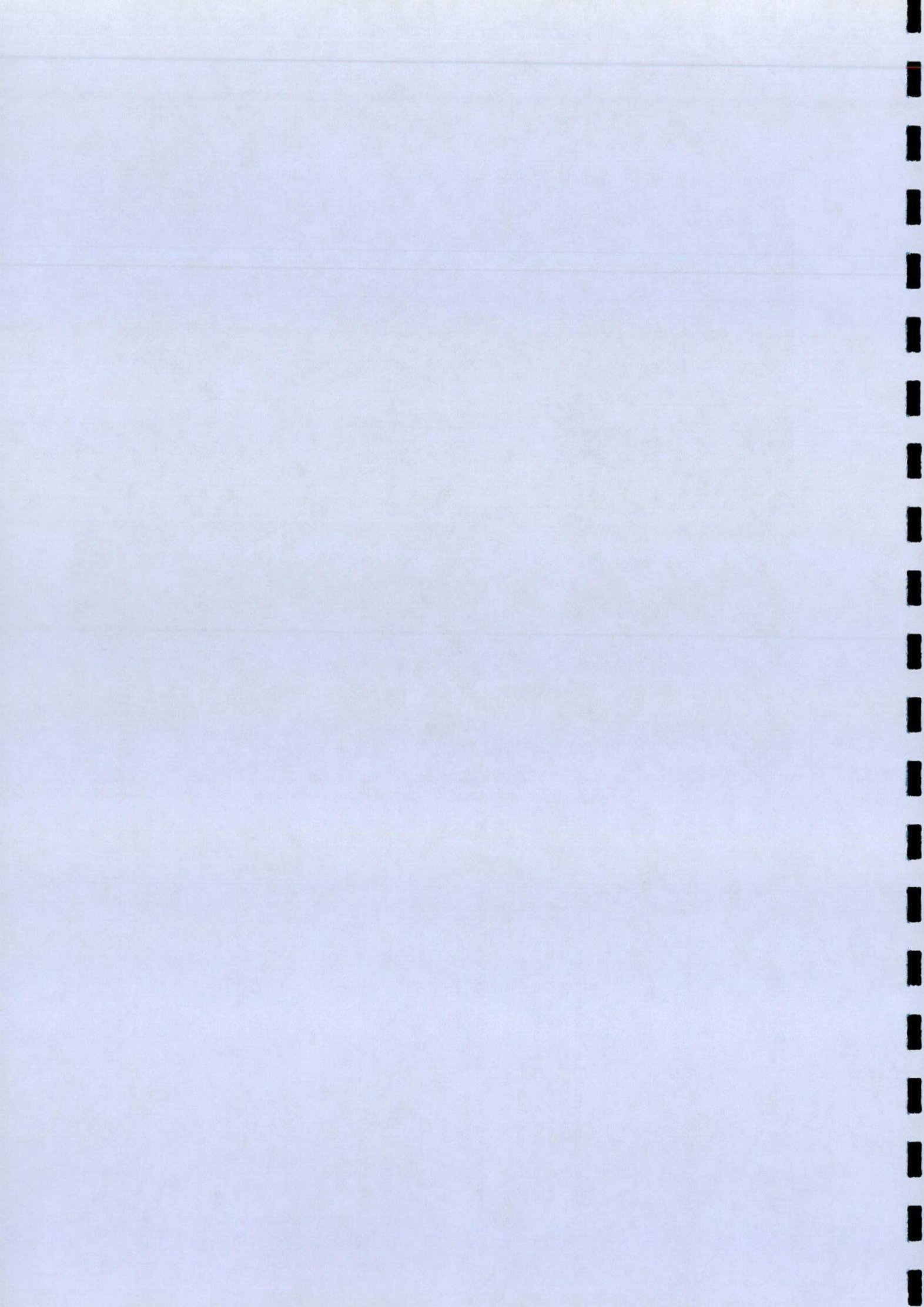
It is important that when considering the design solution that an understanding of how the existing area functions in terms of place is carried out. This enables the proposed connection points and linkages to be identified, both within and from the site, so that important desire lines are achieved.

This process ensures that the new development enhances the existing movement framework of an area rather than disrupting or severing it.

- ① Post Office
- ② Primary School
- ③ Secondary School
- ④ Supermarkets
- ⑤ Doctors Surgery
- ⑥ Pharmacy
- ⑦ Public House
- ⑧ Sports/Recreation Ground
- ⑨ Community Facilities

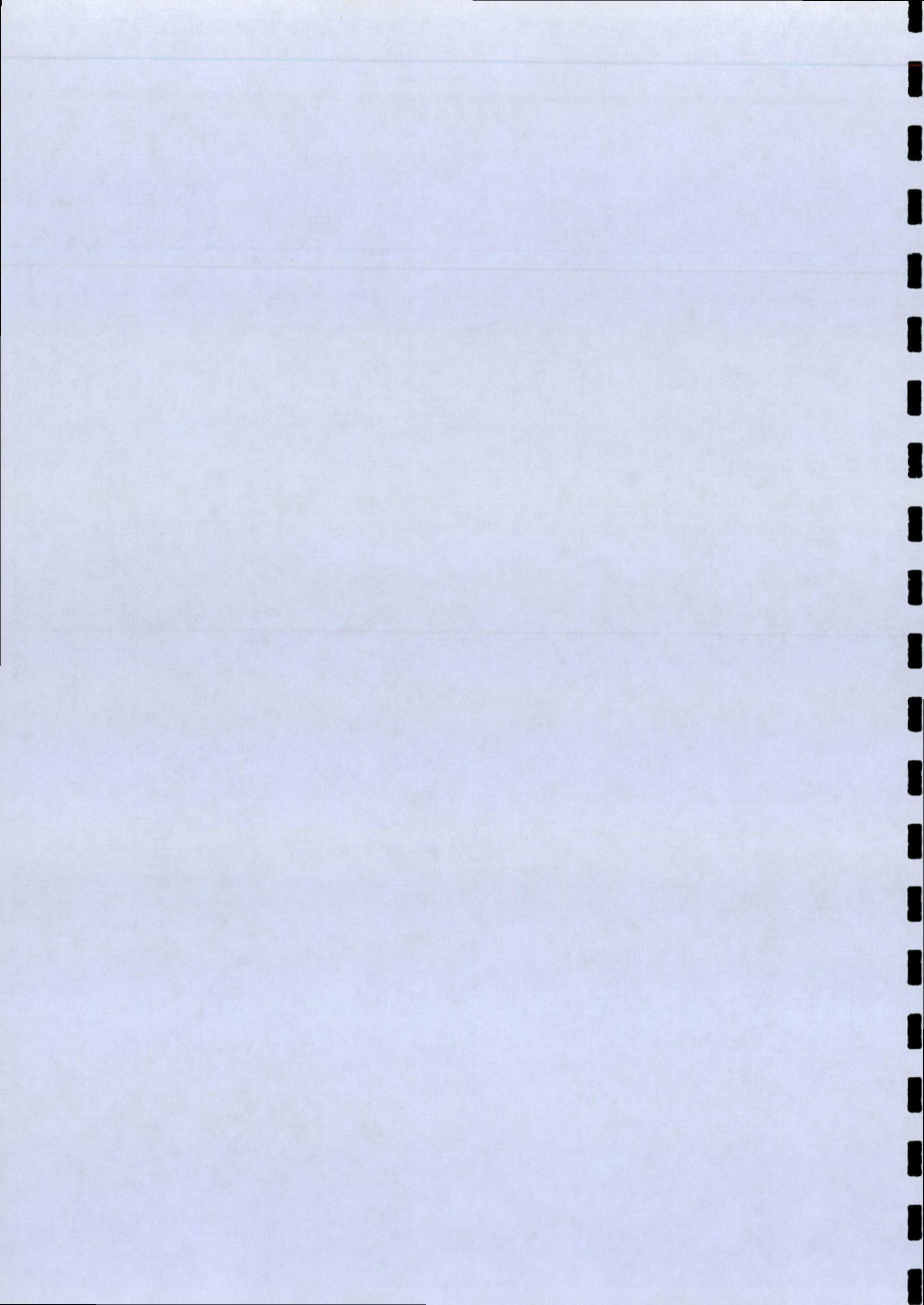
● Bus Stop

- The Site
 - Motorway
 - A Roads
 - B Roads
 - Pedestrian Links
- As this plan and the accompanying Transport Assessment demonstrates, the application site is in a sustainable location and offers a wide opportunity for utilising sustainable modes of travel. This will assist in reducing reliance upon the private car to access the proposed development.

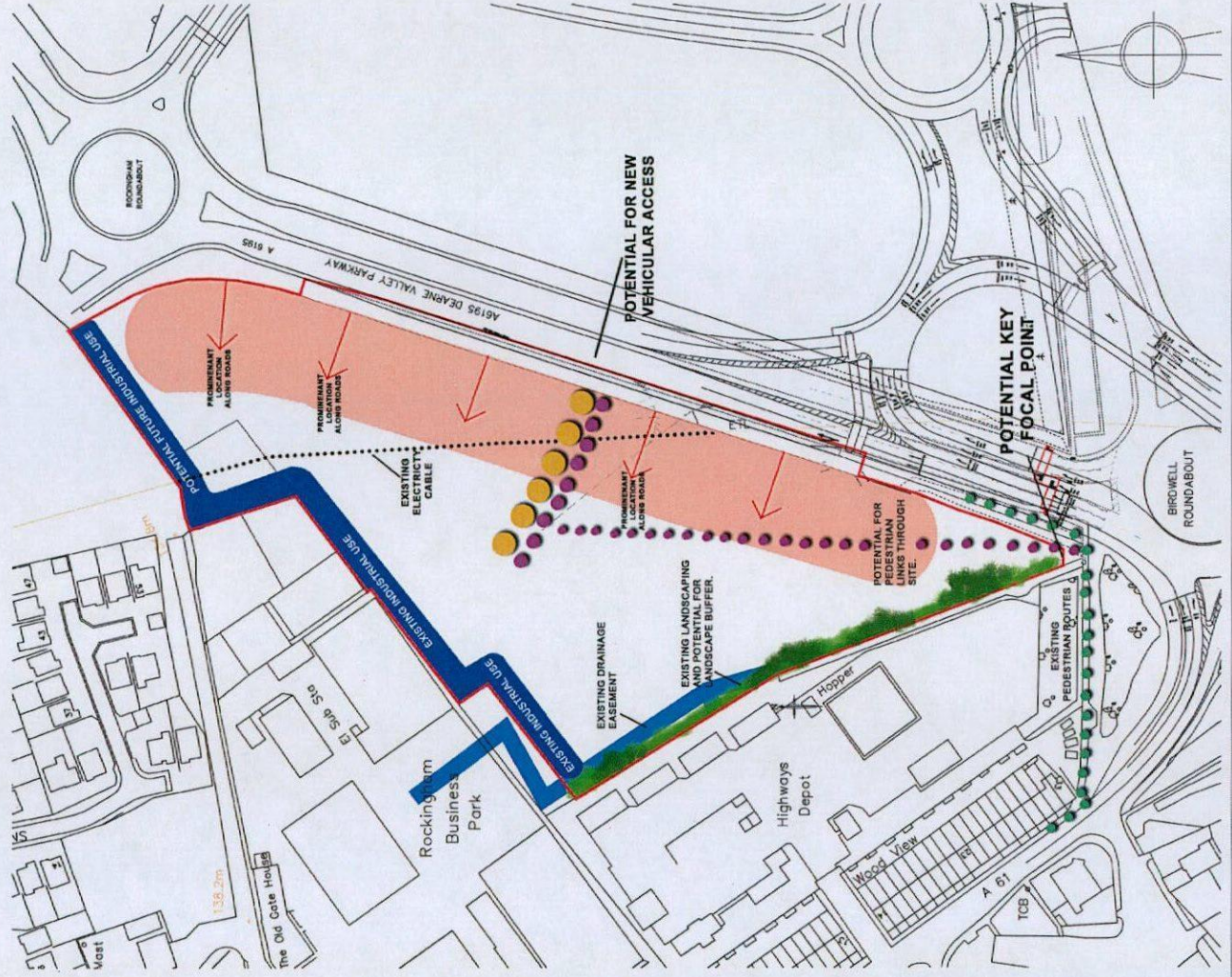


04

Design Evolution



4.0 Design Evolution



Opportunities and Constraints

The aim of the design process is to:

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

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

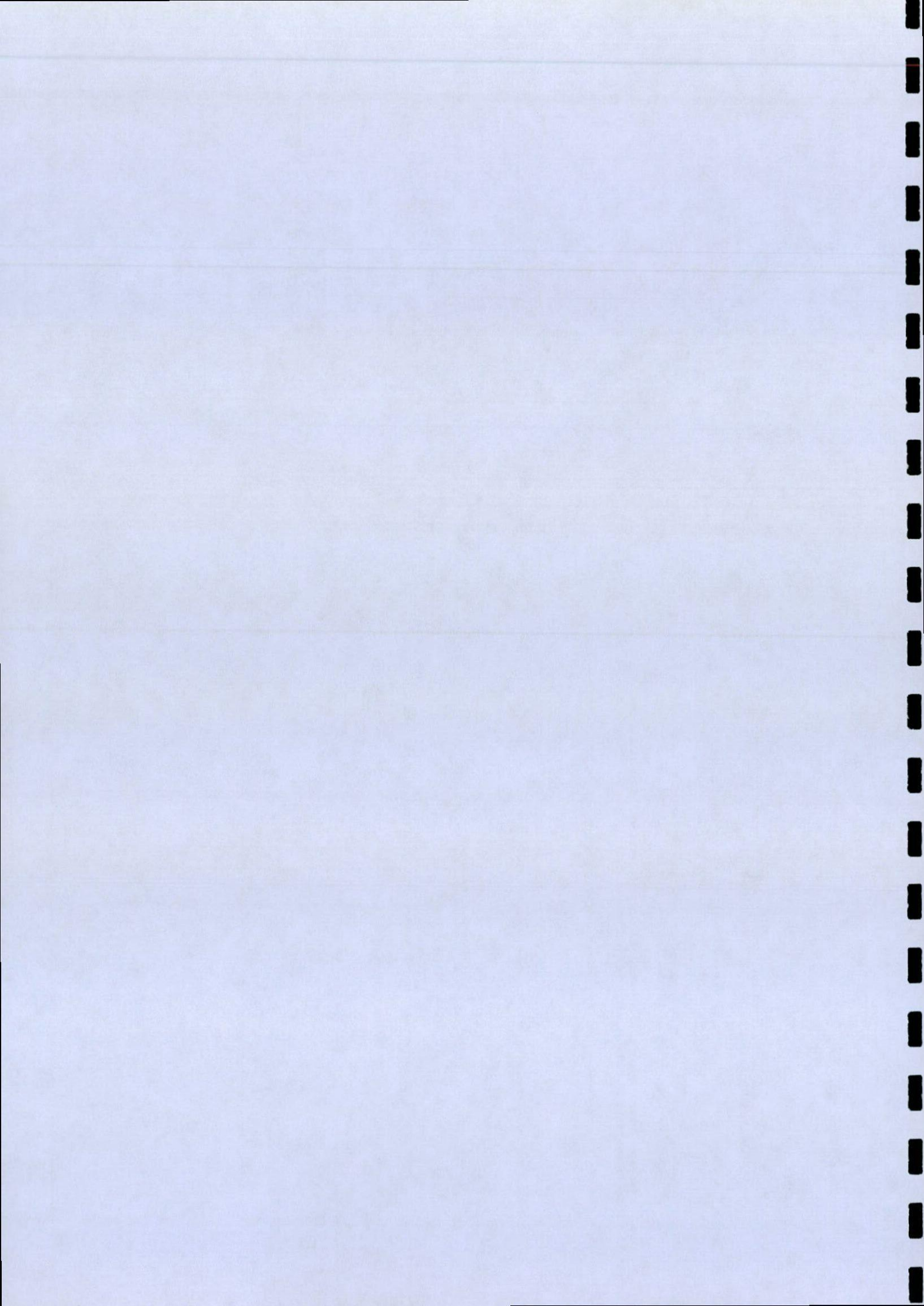
Making Connections - The roads, streets, footpaths, public transport routes and green corridors need to achieve a sustainable interlinked movement system.

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

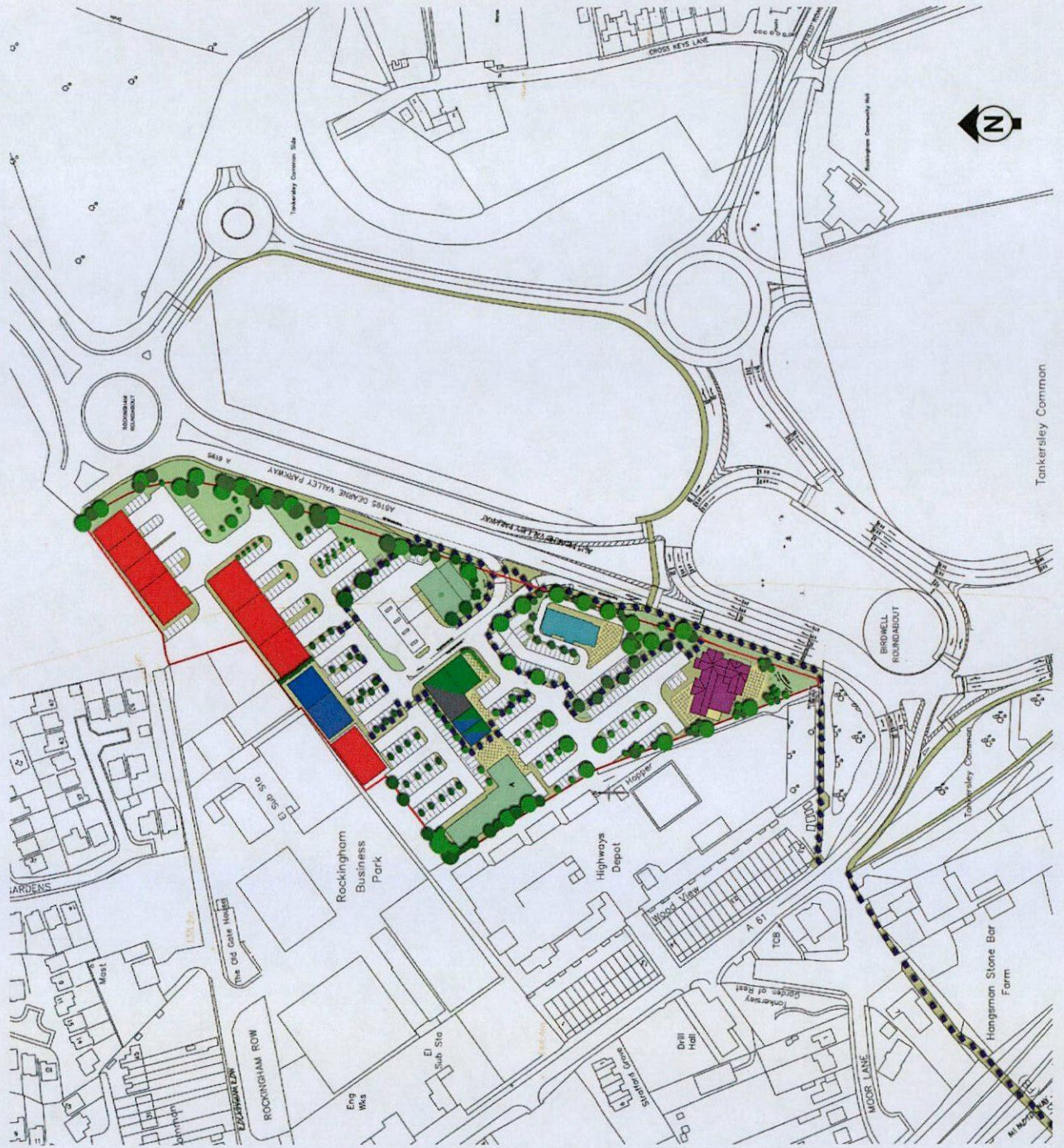
The site area and analysis enables a detailed evaluation of the potential opportunities and constraints of the site, this informs the initial design process.

The key points to consider include: -

- Emphasise gateway corners with key attractive built form and key pedestrian access;
- Consider and integrate existing pedestrian route and establish connections through the site;
- Consider visual impact of the development from the Deame Valley Parkway;
- Potential for new vehicular access into the development from the Deame Valley Parkway;
- Existing landscape along the south western boundary to be retained and potentially enhanced; and
- Consideration to be given to the existing industrial uses along the north western boundaries of the site.



4.0 Design Evolution



Tankersley Common

COMMUNITY CONSULTATION

The plan opposite identifies the original masterplan completed for the development of this site. The uses provided on this original scheme are as follows:-

- Retail - 497m² (5,348ft²)
- Office - 498m² (5,360ft²)
- Cafe - 318m² (3,713ft²)
- Public House - 669m² (7,201ft²)
- Drive through restaurant - 336m² (3,616ft²)
- Industrial units - 2,601m² (27,994ft²)
- 80 bed hotel - 2,226m² (23,960ft²)
- Clinic/health/day centre - 636m² (6,845ft²)
- Petrol filling station - 466m² (5,015ft²)
- Petrol filling station retail area - 150m² (1,614ft²)

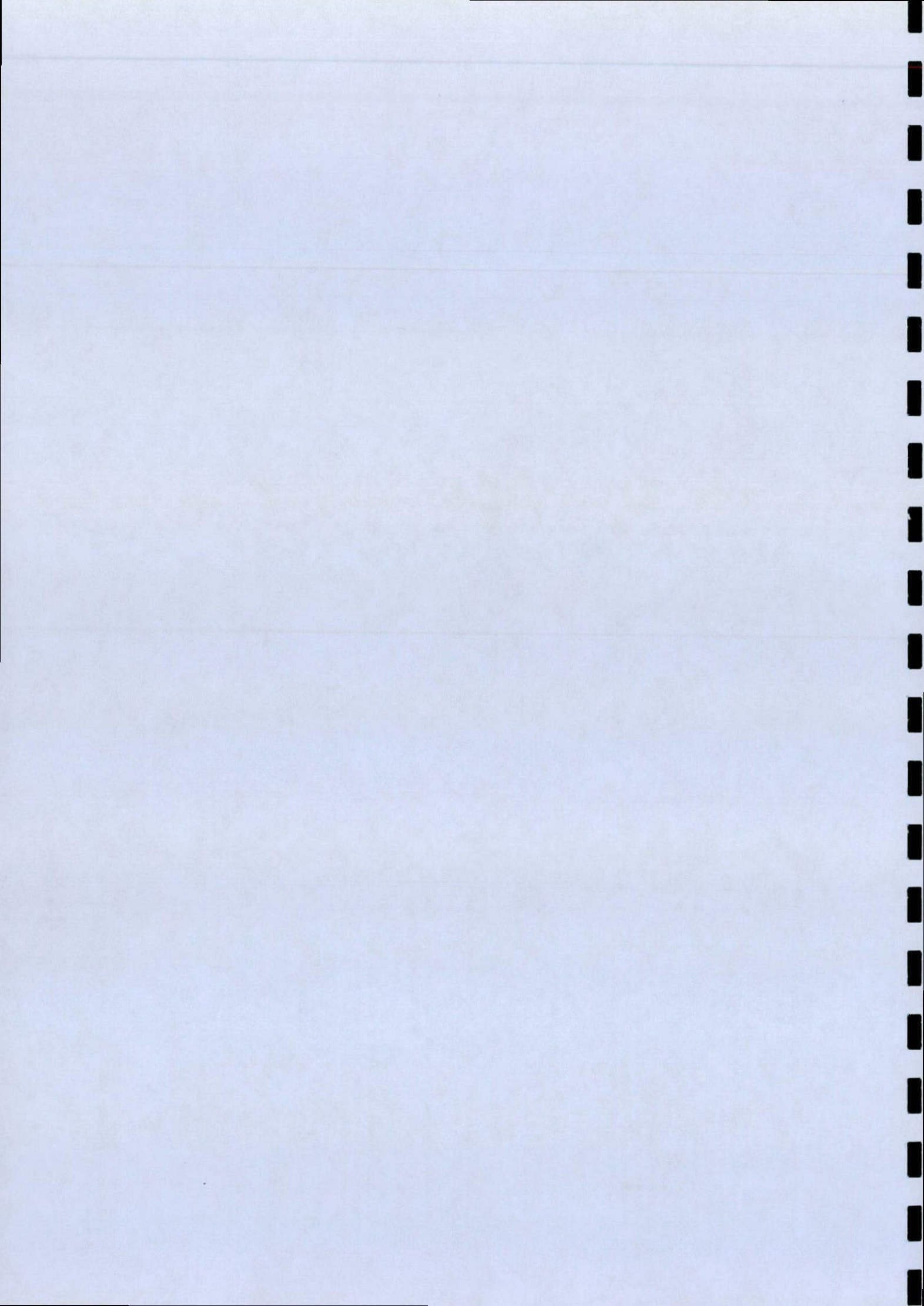
The key design points include the following: -

- The scheme ensures that existing key features are integral to the design solution. This includes the existing PROW, existing landscaping along the south western boundary and the existing industrial development which is situated around the development site.
- The existing pedestrian link has been considered and enhanced through the development.
- The development positively engages with the Dearne Valley Parkway and ensures the creation of a visually interesting route along this key link.
- The southern corner is a key feature of the site and it is envisaged that there will be an attractive building and pedestrian entrance to enhance this key part of the development.
- Additional planting along the periphery of the development softens the built form and provides a pleasant environment

Negative Points

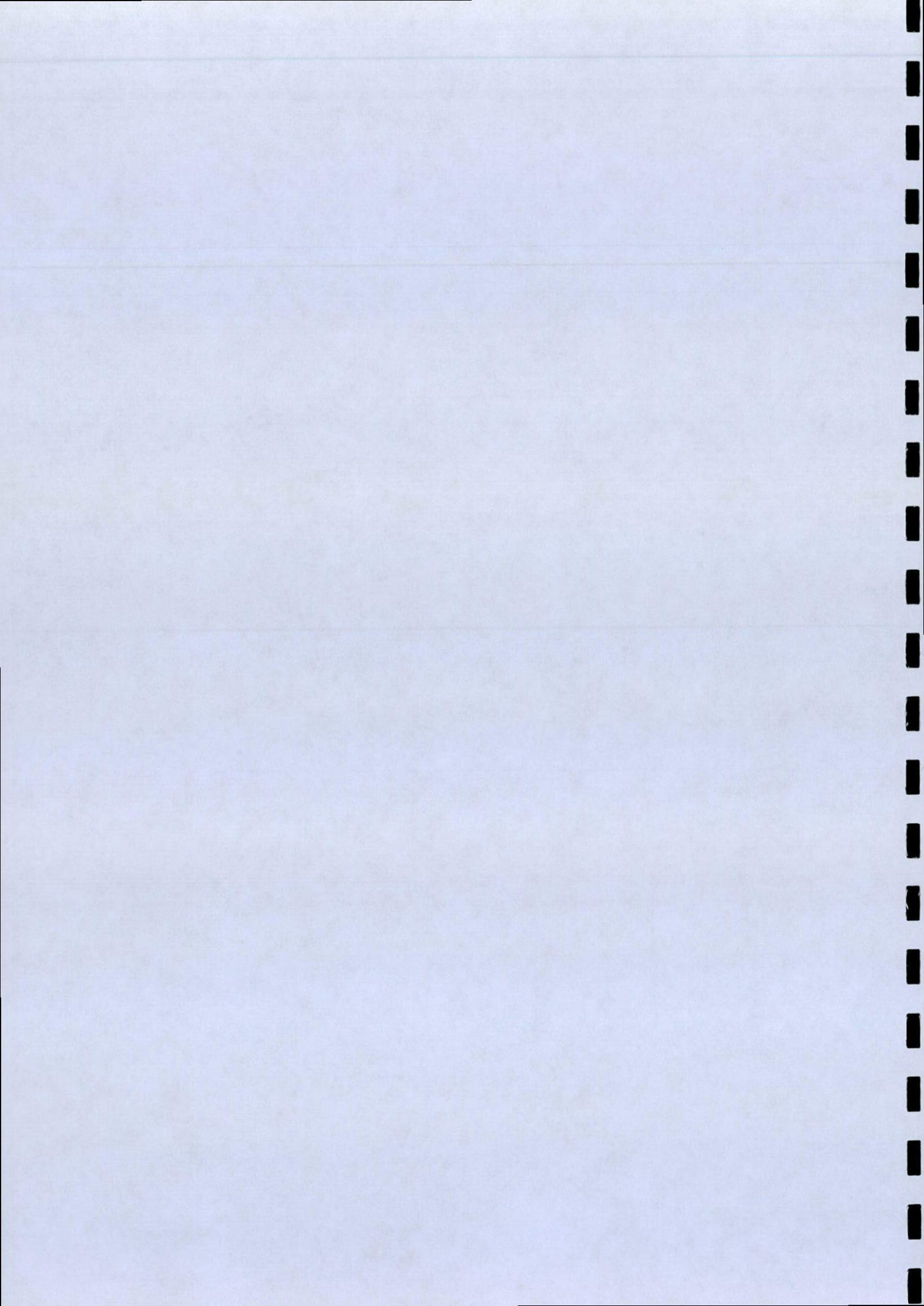
- A review from a highways aspect established an issue with the internal layout. The position of the first left turn was considered too close to the main entrance of the site in terms of highway safety and potential vehicle speeds.
- Further survey information established an existing water main running through the site which requires an appropriate easement.

Comments obtained from the consultation event revealed a desire to provide additional pedestrian link across the Dearne Valley Parkway.

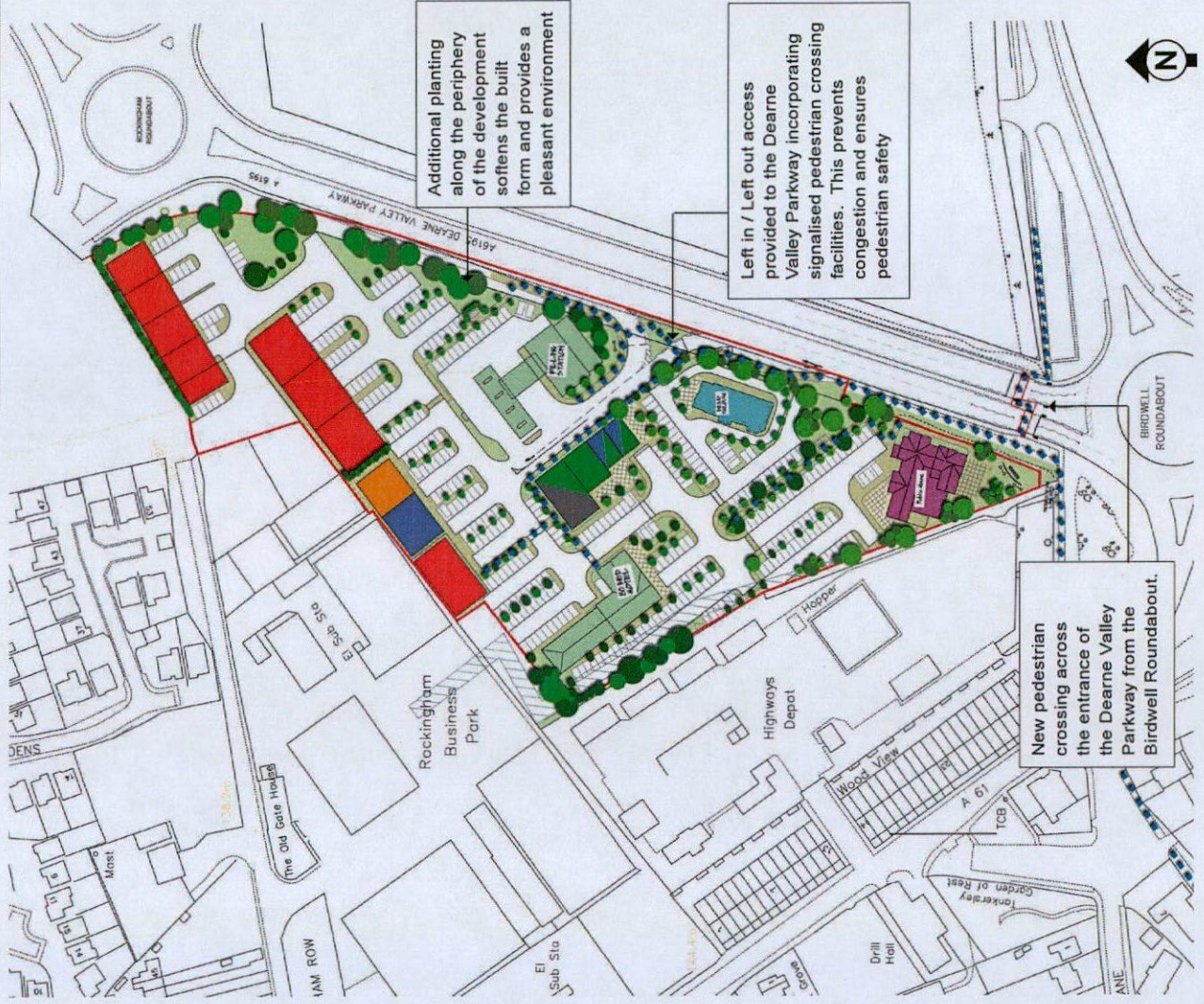


05

Design Solution



5.0 Design Solution



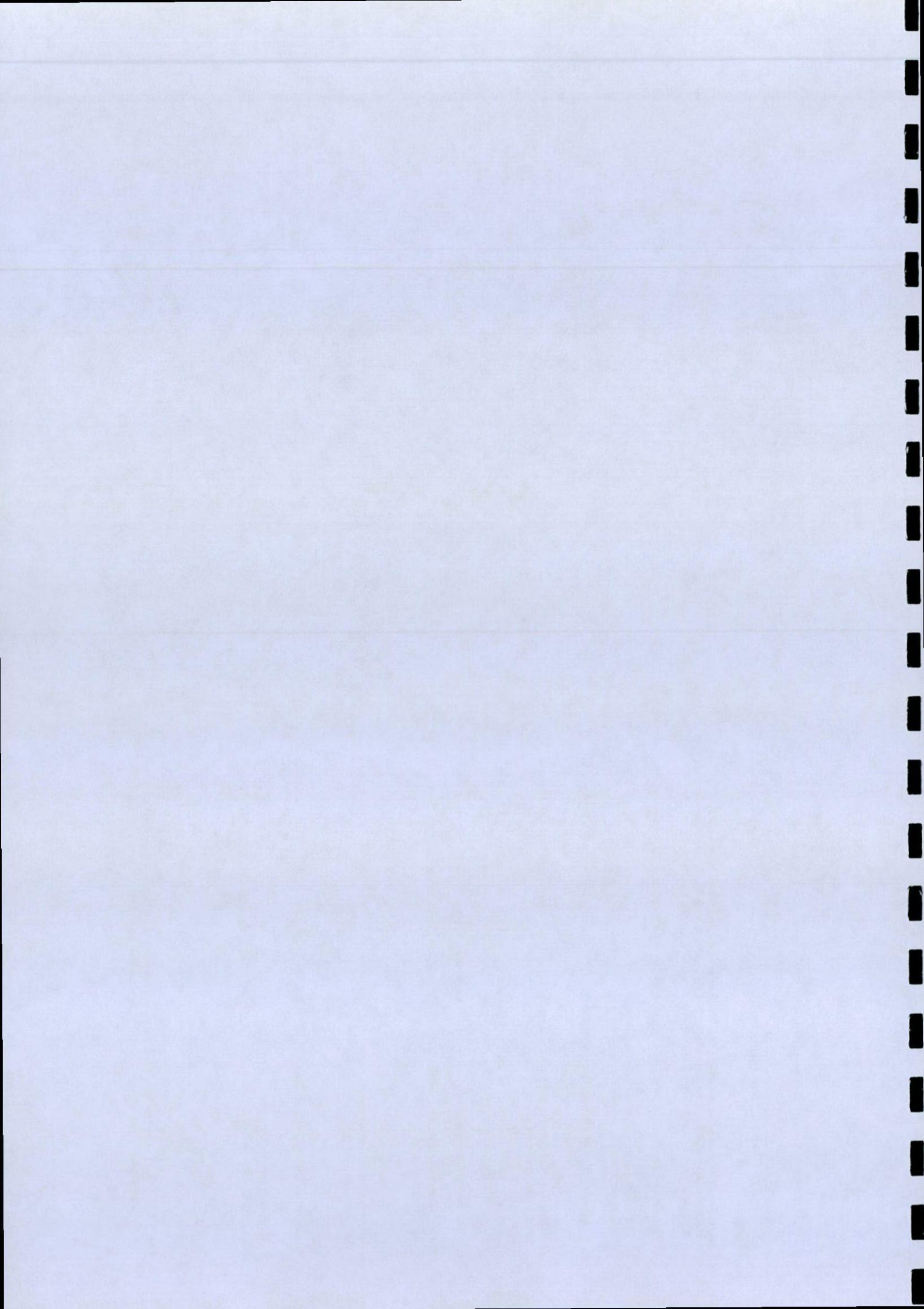
A detailed analysis has been undertaken as part of this application and a suite of technical information accompanies the submission. An assessment has also been undertaken to understand any constraints or potential opportunities for the development. The following key points identify the elements, which demonstrate that the scheme has been developed in line with the context of the site.

- The scheme ensures that existing key features are integral to the design solution. This includes the existing PROW, existing landscaping along the south western boundary and the existing industrial development which is situated around the development site.
- The existing pedestrian link has been considered and enhanced through the development.
- The development positively engages with the Dearne Valley Parkway and ensures the creation of a visually interesting route along this key link.
- The southern corner is a key feature of the site and it is envisaged that key buildings and pedestrian entrance will enhance this key part of the development.
- Additional planting along the periphery of the development softens the built form and provides a pleasant environment
- Internal Highway arrangement has been addressed in order to remove the initial left hand turn within the development. This ensures highway safety.
- Appropriate easements have been provided to the water main.

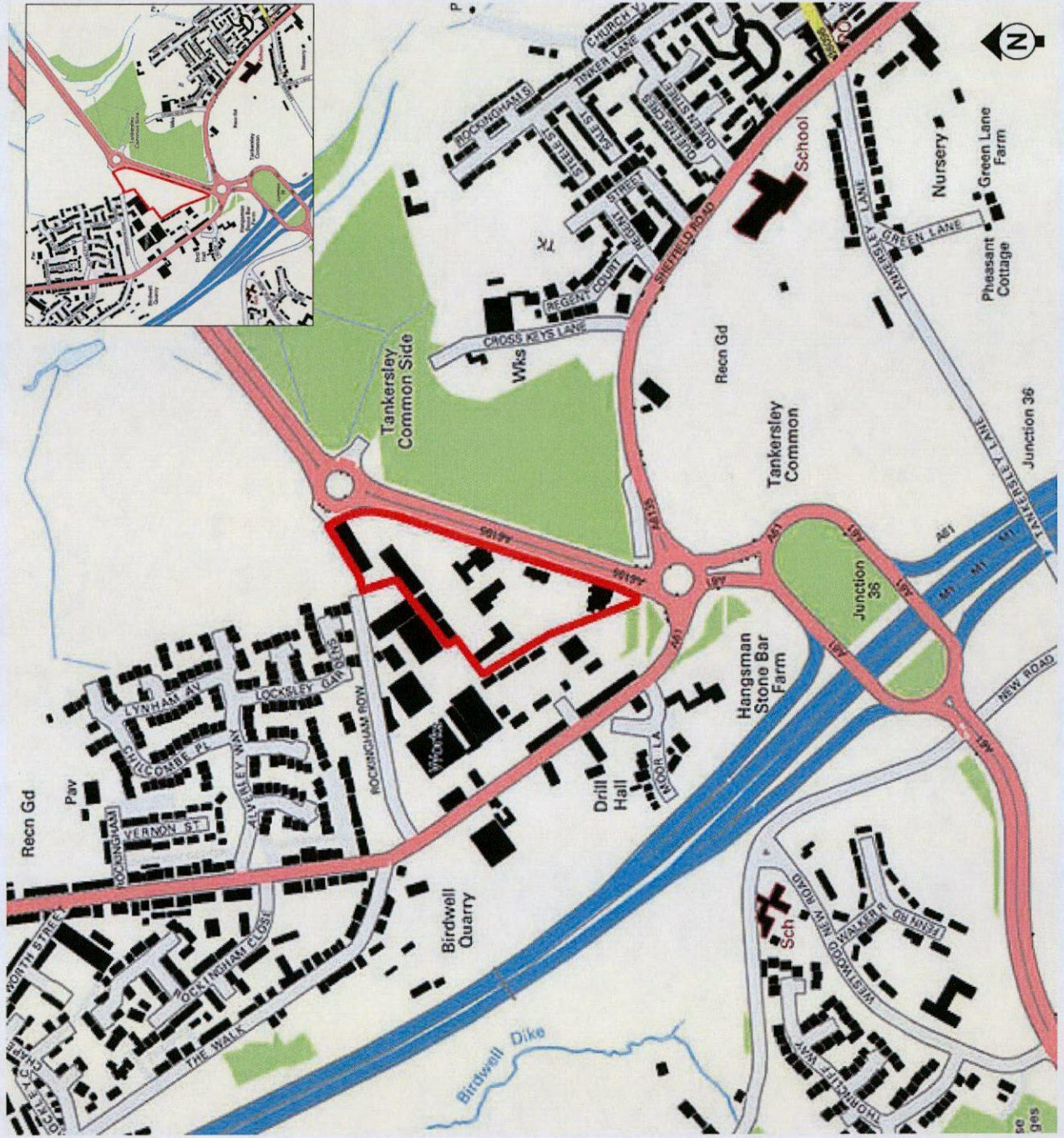
The proposal is for a mixed commercial and retail development. A schedule of the proposed land uses are listed below.

CLASS A1 - RETAIL
CLASS A2/D1 - RETAIL/DAY/HEALTH CENTRE
CLASS A2/D1 - CAFE/DAY/HEALTH CENTRE
CLASS A2 - OFFICE
CLASS A3 - CAFE
CLASS A4 - DRINKING ESTABLISHMENT
CLASS A5 - TAKEAWAY
CLASS B2 - GENERAL INDUSTRY
CLASS D1 - DAY/HEALTH CENTRE
OTHER
DRAINAGE EASEMENT
PEDESTRIAN ROUTES

The detailed tree report completed has been reviewed and any trees requiring removal in line with the indicative proposals are in line with the recommendation of the survey, with low quality trees.



5.0 Design Solution

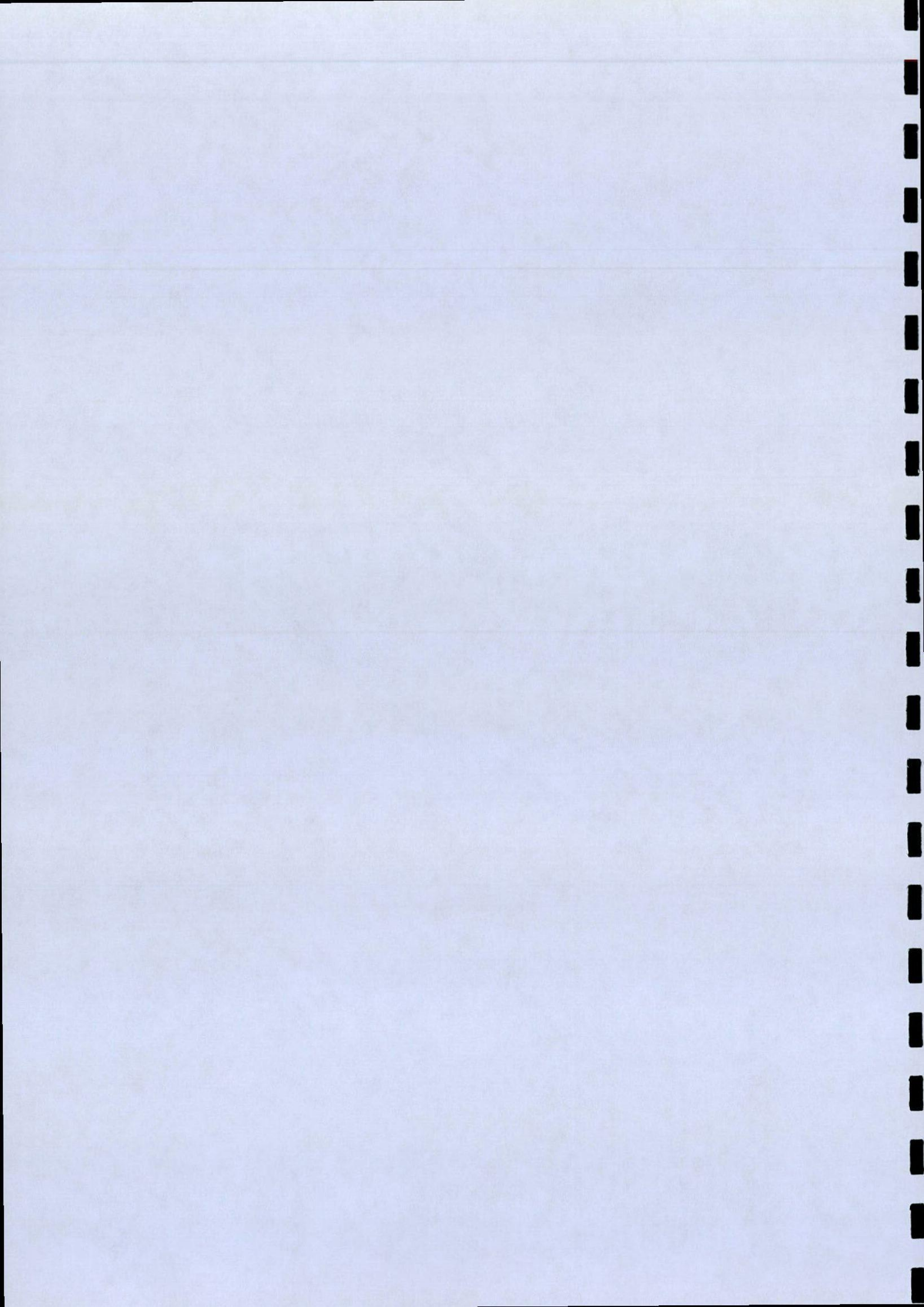


Amount of Development

The indicative site layout identifies the provision of the following uses which could be accommodated for at this site: -

- 497m² class A1 retail units;
- 498m² class A2 office;
- 304m² class A3 cafe;
- 669m² class A4 public house;
- 336m² class A5 fast food unit with drive-through;
- 2588m² class B2 industrial units;
- 689m² class D1 day/healthcare;
- 2166m² 80-bed hotel;
- 466m² petrol filling station (PFS) with retail area.

The indicative development is reflective of the buildings uses in terms of scale and form. The final detailing will be a matter dealt with at the Reserved Matters Stage. This however gives an indication of the type of building which would be considered appropriate. Key buildings are situated at the key corners of the site along the Dearne Valley Parkway yet the remainder of the built form is set back to allow higher level landscaping.



5.0 Design Solution

Scale and Appearance

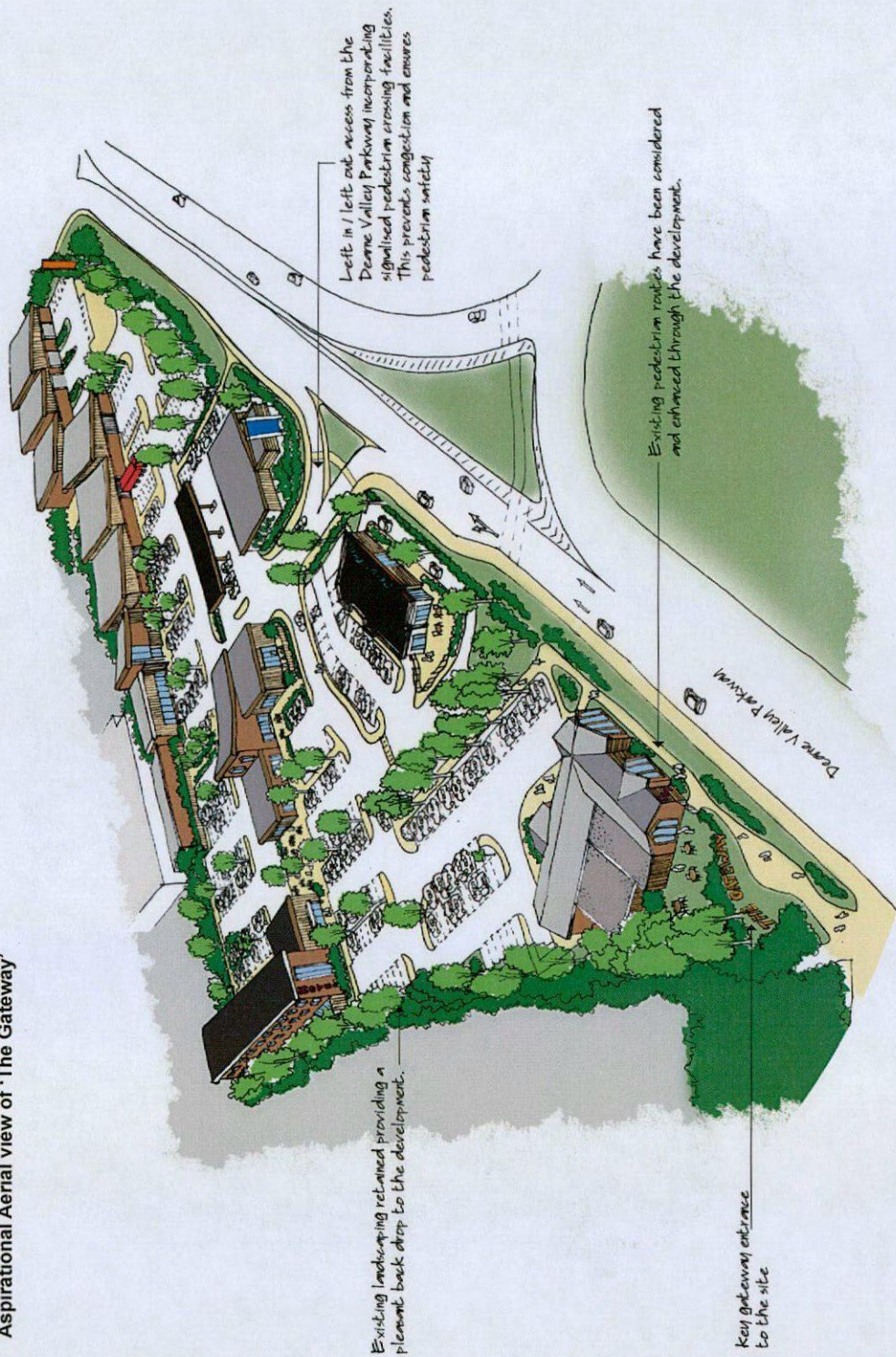
An assessment of the existing industrial built form within the locality has been undertaken where it was determined that a wide range of styles and type of unit are provided. The scale of the existing buildings reflect the needs of the occupiers. No distinguished style is established and so there is no clear form and style in which to draw inspiration from.

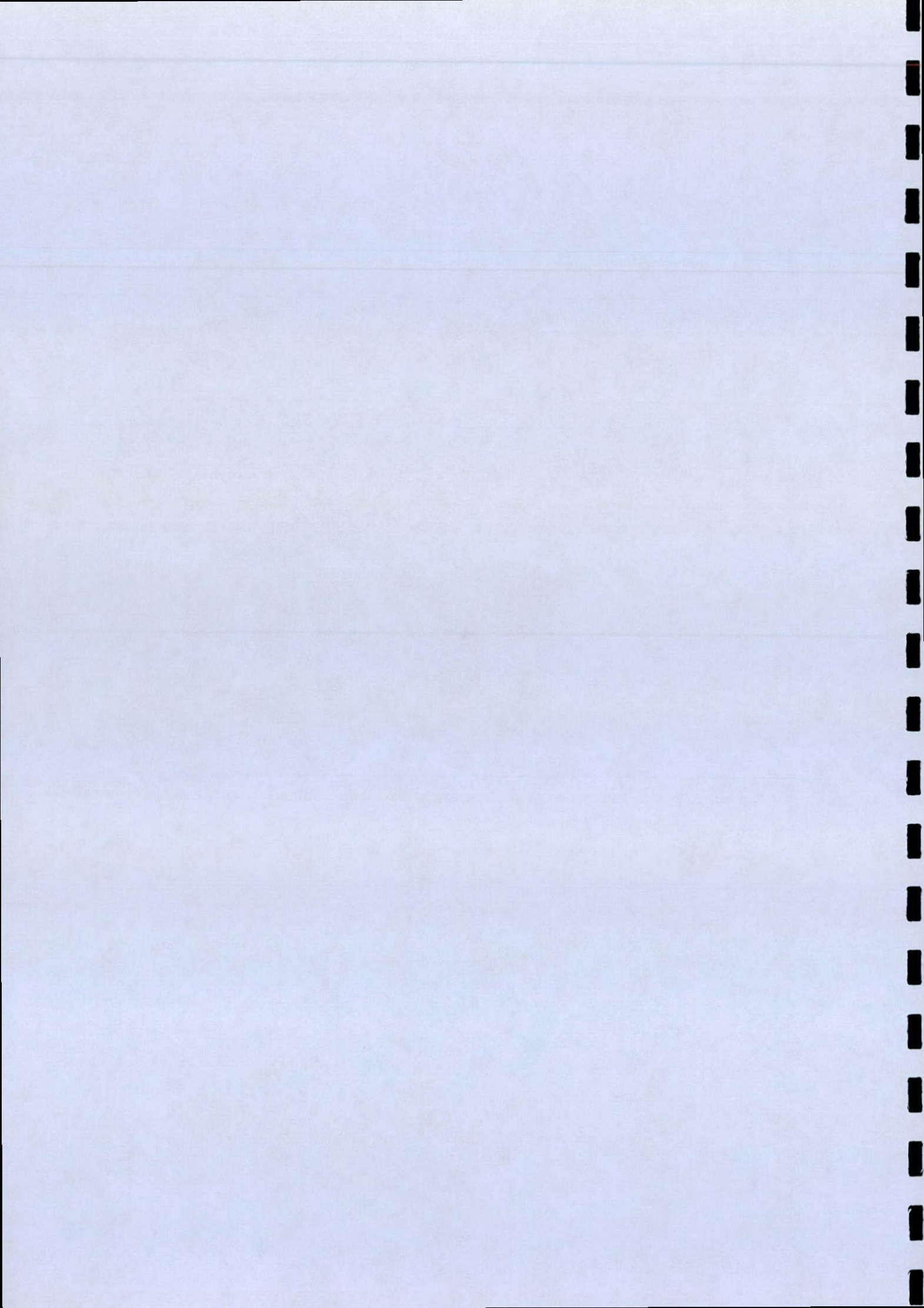
This application is in outline form and so the scale and appearance of the development is not for consideration at this stage. There is a key aspiration to raise the design quality in this key gateway location and the 3d perspectives provide some illustrations of how the development could be developed.

The plan below provides height parameters and indicates a higher limit for the development.



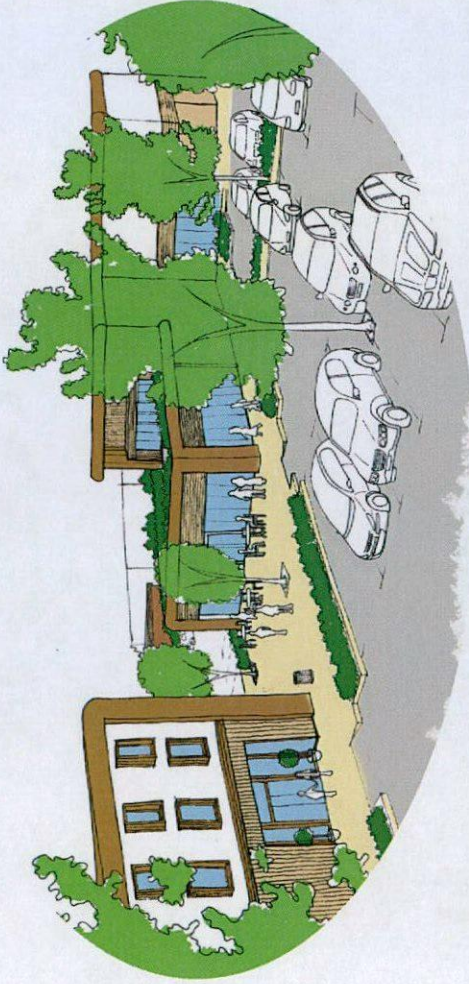
Aspirational Aerial view of 'The Gateway'





5.0 Design Solution

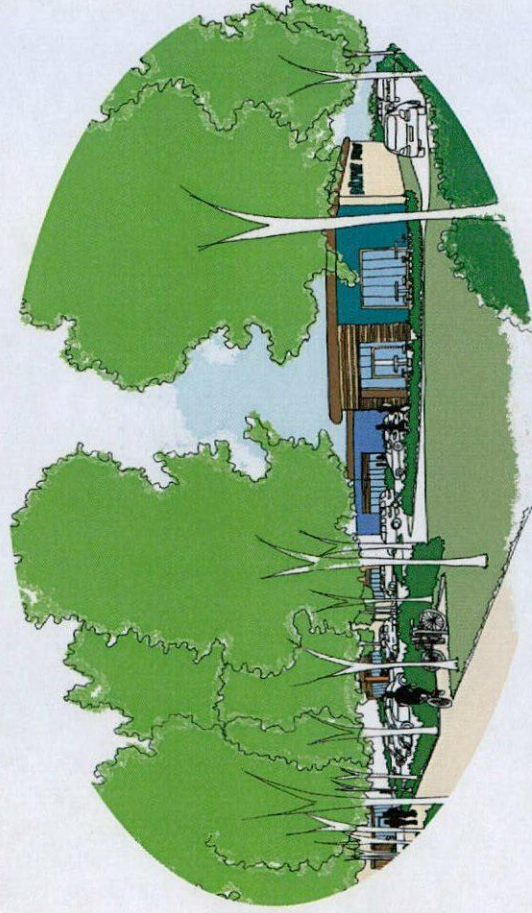
Aspirational view of the Hotel and external public courtyard



Aspirational View upon entering the site from the A1695

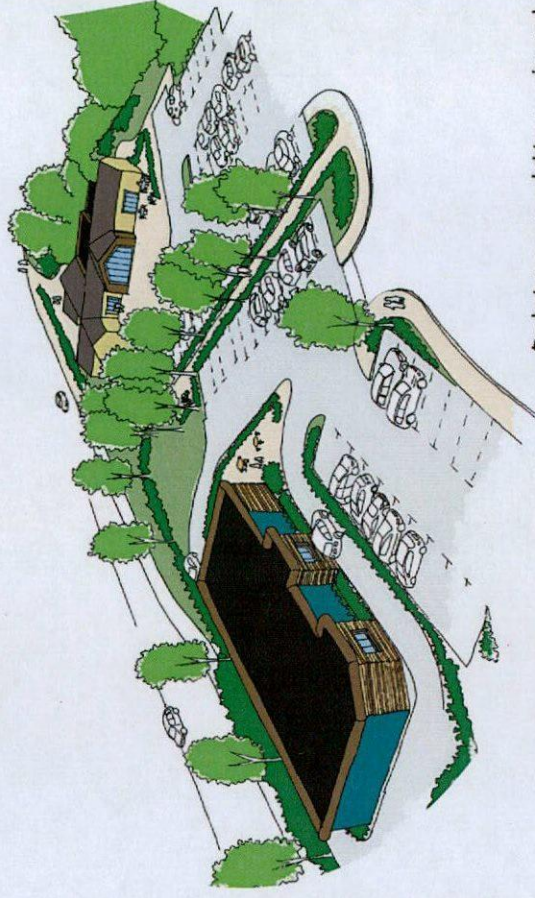


Pedestrian link through the development

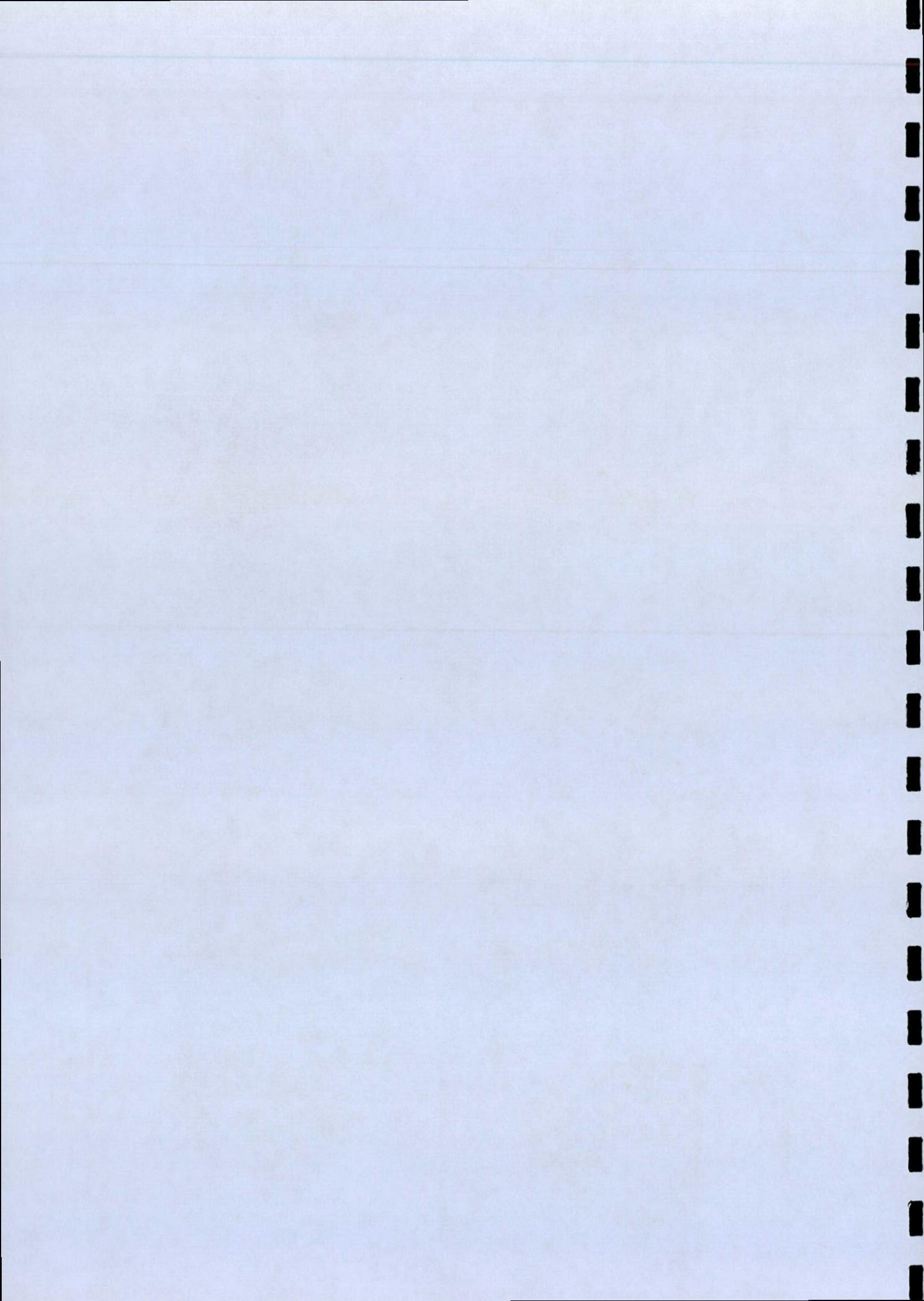


Additional tree planting and green spaces breaks up the built form and car parking creating a pleasant environment for visitors and employees at this site.

Aspirational view of the New Public House



Pedestrian permeability is achieved within the scheme with safe routes created to all uses



5.0 Design Solution

Landscape and Green Infrastructure

It is important to ensure that landscape including all external works from the building envelope to the site boundary, and the setting of the development in the context of the surrounding environment is considered fully from the outset as part of site layout planning and design development. Amongst other considerations, it is important that proposals demonstrate biodiversity gain; maintain, extend and enhance green infrastructure; and help plan for climate change. It will be important to establish and to clearly set out what the scheme is trying to achieve and how it will deliver this. A successful scheme will:

- Make the most of existing landscape, vegetation or habitat, and topography;
- Integrate the development with its surroundings in a sympathetic manner and be appropriate to the character of the area, contributing to local identity;
- Promote biodiversity;
- Enhance the setting of the development, and/or provide screening to lessen visual, noise or other impacts;
- Add to the market value of the site or plot.
- Create a quality environment in which to live and play. Where landscapes for recreation are concerned, the needs of users and local residents should be a key consideration in the choice of site and its design;
- Plan for management and maintenance, ensuring this is affordable and that the benefits of the scheme can be sustained in the long-term.

Elements which would be considered when undertaking the detailed designs for the scheme are as follows: -

Biodiversity - The design of all new development must be based on an appraisal that identifies existing vegetation and habitat on the site and its surroundings and assesses the advantages and disadvantages of retention

Existing vegetation - Existing trees and vegetation can help to create a high quality environment and add value to a development. Incorporating existing vegetation, natural habitats or features within site and landscape proposals will give schemes an instant maturity and assist their integration into the local area.

Secured By Design - The provision of high quality landscape settings for new development and refurbishment, where external spaces are well designed and well integrated with the buildings, can help create a sense of place and strengthen community identity. It will be important to consider the relationship between open space and houses, roads, open water etc, as well as the layout of planting, footpaths and play areas within open spaces

Species selection and spatial requirements - Landscape considerations must inform site layout planning to ensure that the areas allocated for planting or other treatments are fit for purpose

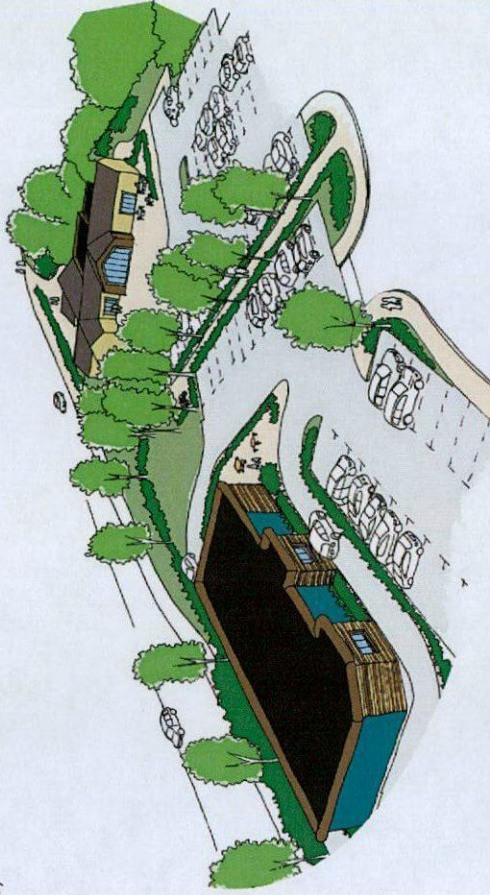
Responding to Climate Change
The detailed landscape proposals for the site will be developed to respond to climate change adaptation initiatives. The impacts of climate change for the coming century have been established through comprehensive research, these include:

- Hotter, drier summers
- Warmer, wetter winters
- An increase in the frequency of some extreme weather events such as prolonged dry spells, higher winds and increased precipitation.

All aspects of landscape at the detailed design stage will be designed to withstand these expected

impacts. Responses may include:

- Species carefully selected to reduce water demand and withstand expected drier spells
- Species carefully selected to withstand higher winds
- Species carefully selected to withstand longer cold spells, including prolonged periods of frost and lying snow
- Use of alternative grass mixes and differential mowing regimes suited to prolonged dry or wet spells (where appropriate or desirable)



Commercial Built form and general character

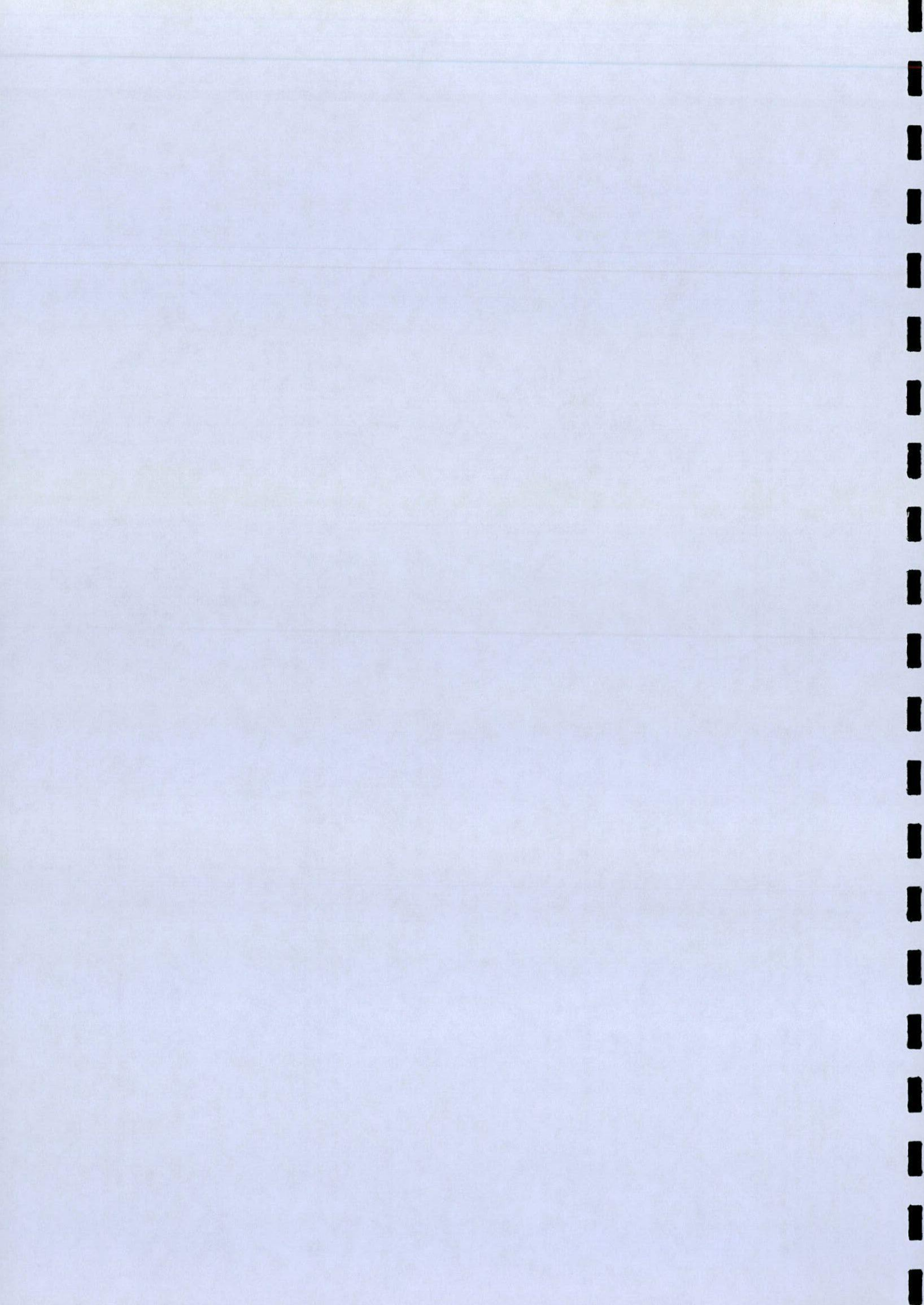
Description

A range of commercial uses are to be provided within the development, these buildings will by virtue of their use have varying character and architectural form. The landscape treatment surrounding the buildings is to be used as a unifying feature which creates a strong and distinct character particularly along the route of the Dearne Valley Parkway. This will be delivered through the use of a distinctive palette of both hard landscape materials and planting. Legibility of the development is to be increased by the use of feature planting at key nodal points such as entrances and junctions. Where building facades lack interest due to their internal layout bold planting schemes should be used to create a foil for the built form. This may include the use of contrasting forms/colour/texture and larger growing species. Seasonal interest should be created through the use of both evergreen and deciduous species.

Building Frontages

key building frontages are the building facades which face on to the Dearne Valley Parkway and have an important role in defining the quality of the space and the journey along the road. These frontages will have the following qualities: Key frontages will be 'active', with doors opening onto the road and/or glazing to allow a perception of views in/ out. Blank facades are to be avoided

- Interesting facades to be created by use of materials and/or changes in roof/building line
- Where internal layouts prevent the use of conventional glazing alternative forms of interest must be provided
- Legible entrances to be created to buildings by use of signage, canopies and/or changes in roof/building line.



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.

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.

Policy

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

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

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

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

Manual for Streets, 2007

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

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

MFS aims to assist in the creation of streets that:

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

Site Circumstances

Dearne Valley Parkway, classified A6195, runs in a north-south direction for approximately 380 metres, alongside the sites eastern boundary, from Birdwell Roundabout to Rockingham Roundabout. It is dualled in both directions with traffic flow separated by a central reserve and safety barrier along the centre of the carriageway. It is street lit, and subject to the national speed limit.

Vehicular access to the site will be provided by constructing a new access on A6195 Dearne Valley Parkway, accessible from the northbound carriageway, via a left-in/left-out arrangement. Pedestrian access will also be provided at this point via footways alongside the vehicular access on Dearne Valley Parkway with a separate pedestrian only access also provided along the site frontage to the south of the main vehicular access.

The proximity of Birdwell and Rockingham roundabouts to the site access will allow vehicles to gain access to the site from the north or indeed leave the site to the south, via U turns at the roundabouts.

As part of the proposed development, and following consultation with local residents, the provision of a signalised controlled crossing over the A6195 Dearne Valley Parkway will be provided just to the north of the Birdwell Roundabout. A pedestrian crossing point will also be provided across the proposed site access and egress.

There are currently no operating bus routes along Dearne Valley Parkway in the vicinity of the development

site. There are various bus routes along the A61/ A6135 corridor, operating frequent services between Sheffield and Barnsley, as well as smaller towns such as Birdwell, Hoyland, Tankersley and Worsbrough.

The nearest bus stops to the proposed development are located on the A61 and A6135 Sheffield Road, approximately 350 metres to the west and 500 metres to the east of the site. Details of the services, which are available at these stops, are provided within the accompanying Transport Statement completed by Bryan G Hall.

There are no designated cycle lanes in the area; however there are 2 nearby Cycle Routes:

- National Cycle Route No 67 runs from Long Whetton near Loughborough to join National Route 71 near Northallerton in North Yorkshire and is located approximately 300 metres to the south of the site; and
- A timberland/trans trail travelling west through Tankersley that meets National Cycle Route 6 by Wortley.

In summary, the development is served by a number of bus services on the Sheffield Road corridor which will encourage both employees and customers to use public transport when travelling to/from the development. The site is also suitably located to promote trips by foot and by cycle from the surrounding residential areas and benefits from a good local network of footways.

The accompanying Transport Assessment has shown that the proposed development site will be accessible by all modes of transport, consistent with both national and local transport planning policies.

External Access

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

The principles of an inclusive environment will be:

- Easily used by as many people as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to choose

how they access and allow them to participate equally in all activities it may host.

- Able to embrace diversity and difference, to be safe, legible and of high quality

Internal Access

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

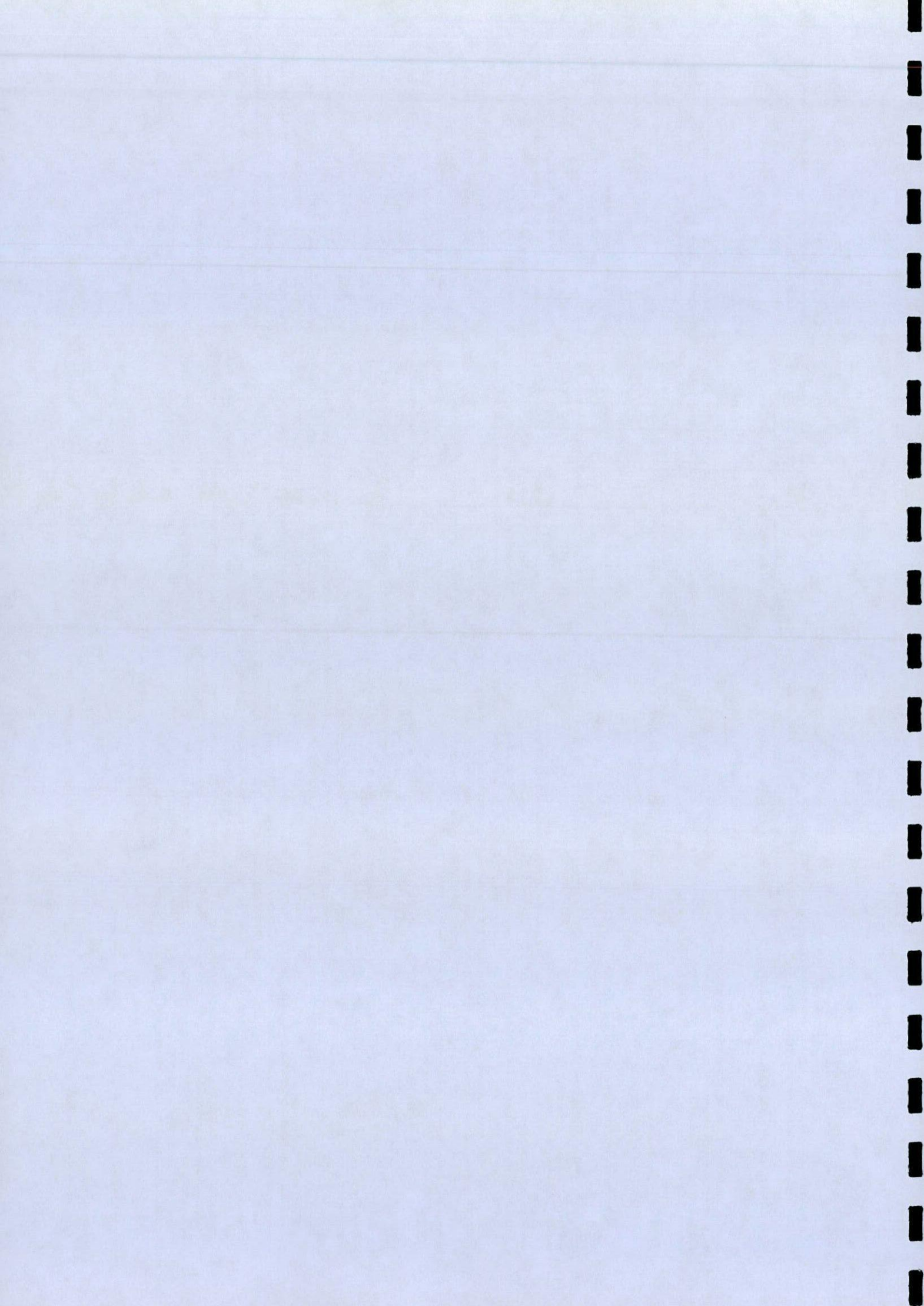
This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc, are adhered to. Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the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

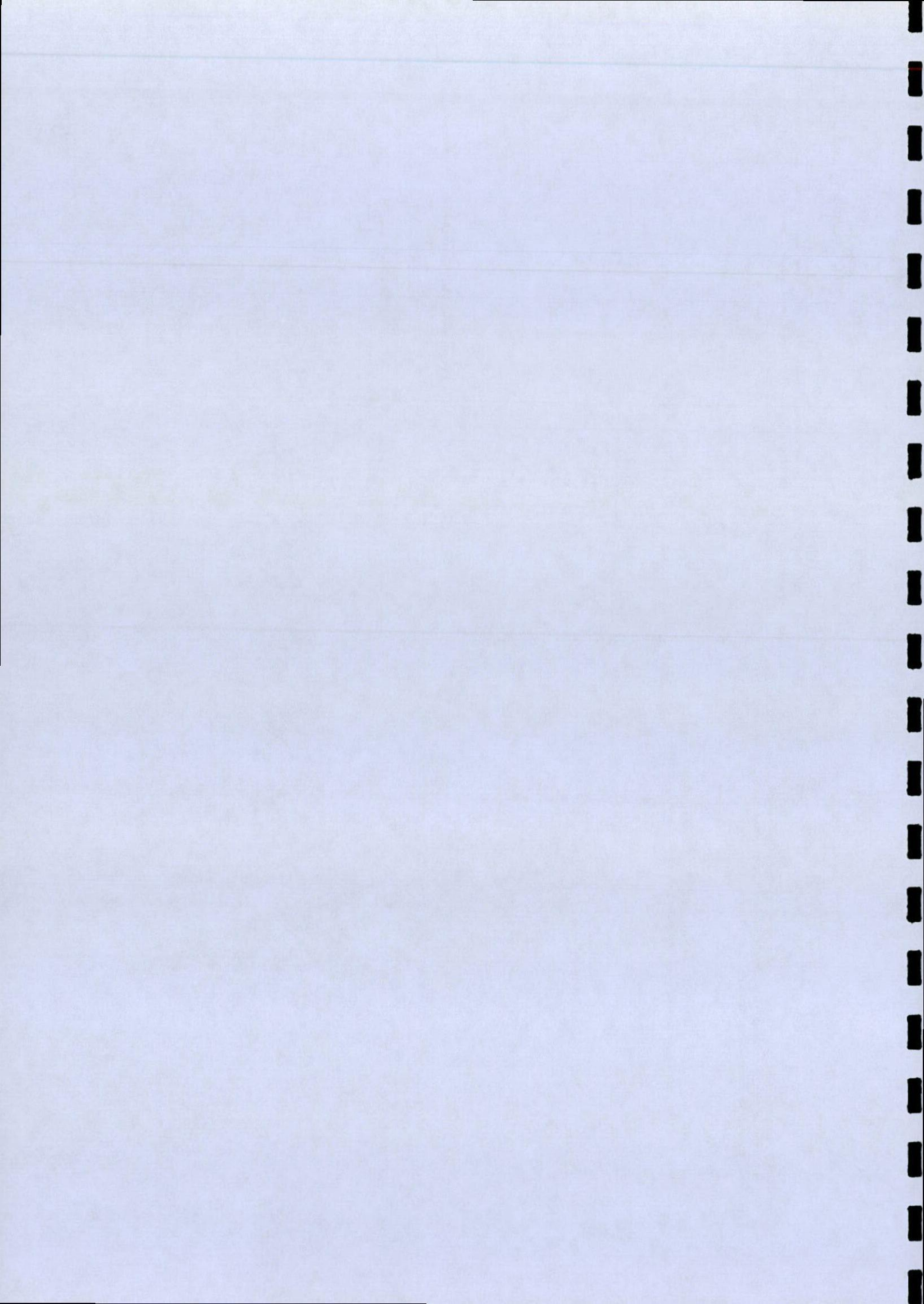
In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice 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 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.

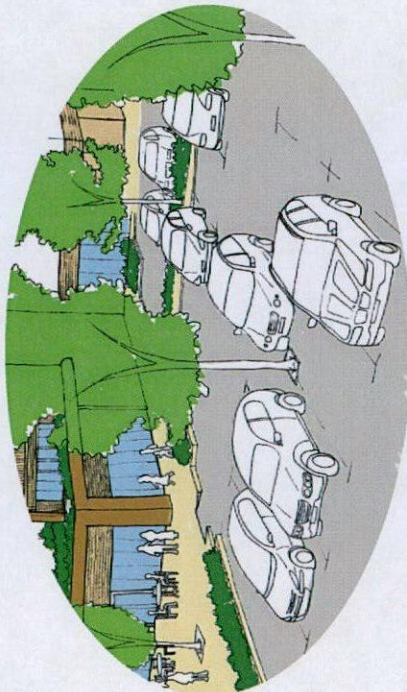




5.0 Design Solution

Parking Strategy

The proposals are accompanied by a total of 339 associated car parking spaces with 14 disabled bays and 12 cycle storage spaces in line with LPA requirements. Any further detailed designs should therefore ensure that there are adequate parking facilities for their associated use. Large expanses of parking should be adequately broken up by landscaping solutions to ensure the creation of an attractive environment.



Cycle Provision

Adequate cycle storage should be provided for as part of the development in line with LPA standards.

Cycle parking should be located close to any entrance to required facilities. Where parking in public places is provided, it is preferable to maximise visibility to passers-by and CCTV

All cycle parking facilities should have adequate lighting and if long-stay, protection from the weather.

Ideally the location should be one that is constantly under surveillance by the general public (and CCTV if possible) and is well lit. This reduces the opportunity for vandalism/theft and inspires confidence to cycle to that destination.

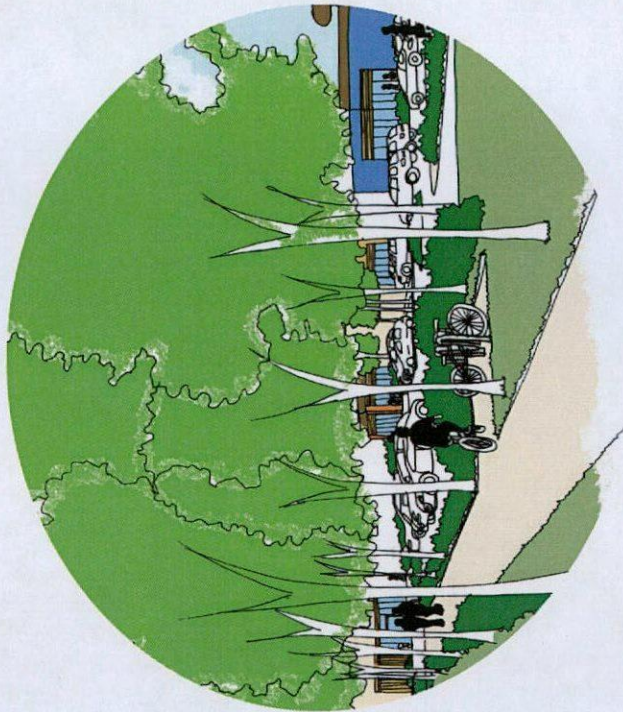
Bike parking should not be hidden away behind buildings or tucked away in the corner of a car park as this removes any convenience over driving a car and allows thieves to work out of view.

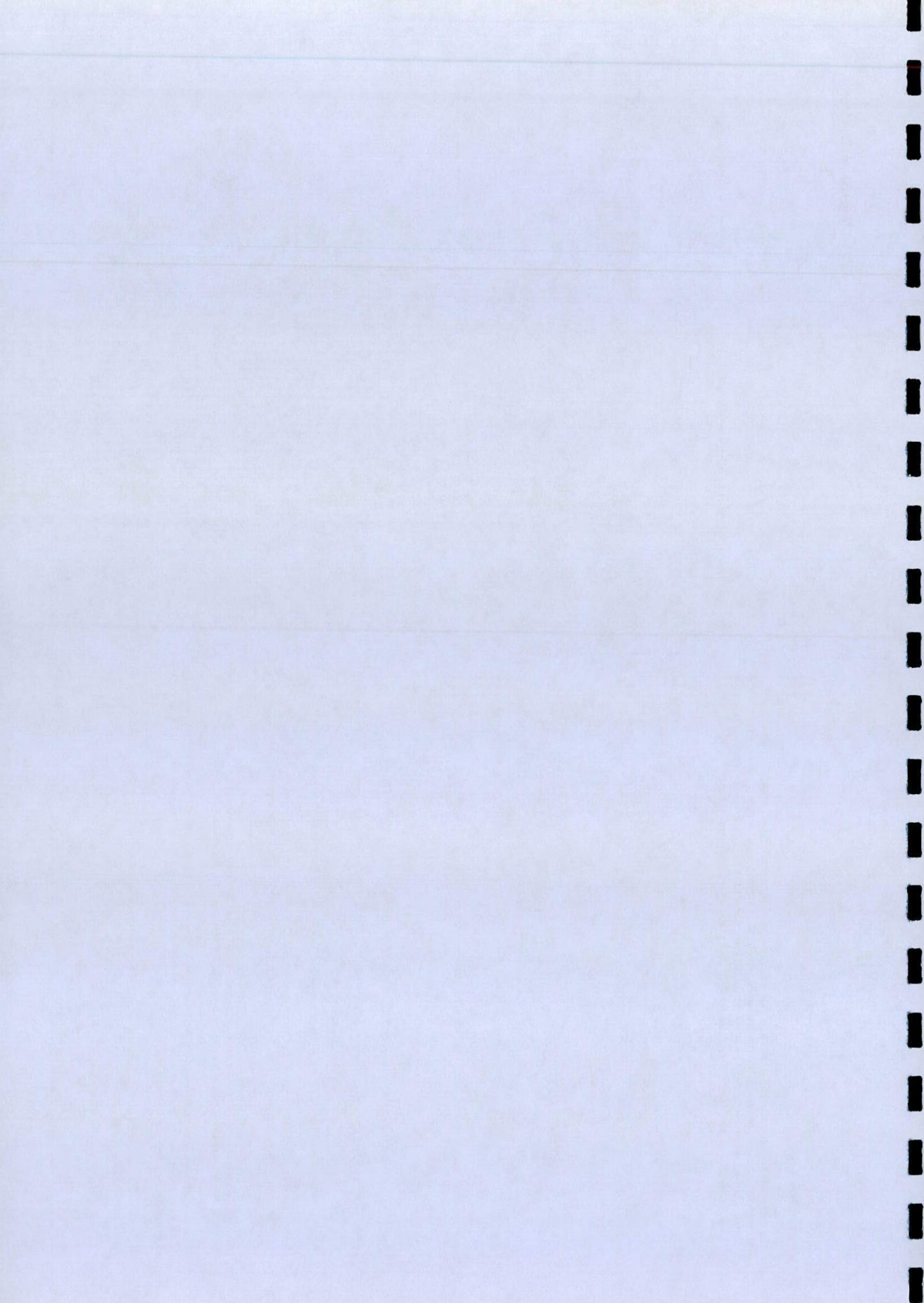
The most simple and reliable design (and therefore most common) is the 'Sheffield' type stand. Other stands, such as 'butterfly' racks, which only attach to the wheels, should not be used as they are less secure, do not support the bike and can damage it.

To promote security a cycle parking facility should make it possible for the frame, and if possible, both wheels to be locked to the fixture.

It is desirable that the parking area should be overlooked by occupiers of a building nearby or be in clear view of passers by. Property lit facilities will also enhance personal and bicycle security.

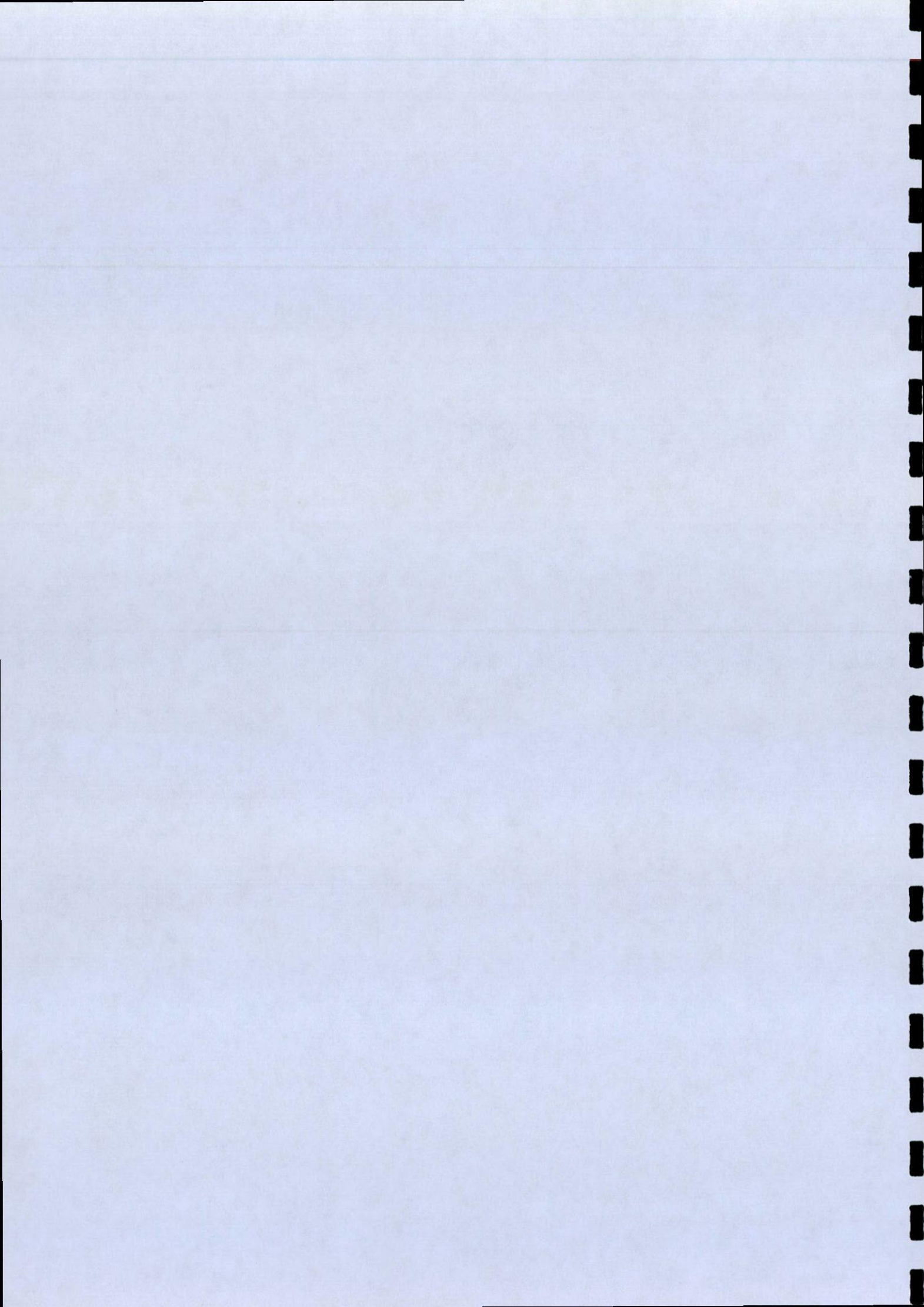
The Sheffield Stand has become almost universally specified by groups lobbying for cycle parking. It has the virtues of simplicity and value for money. Its generic nature allows for great variation. The Sheffield Stand is a very basic form of parking which is ideal for short-term parking, though it is not always the best option for long term and high-density parking. Purpose built cycle sheds or lockers would be considered more appropriate in these instances.





06

Designing Out Crime



6.0 Designing out Crime

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

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

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

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

These 7 attributes are:

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

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

Surveillance – places where all publicly accessible spaces are overlooked;

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

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

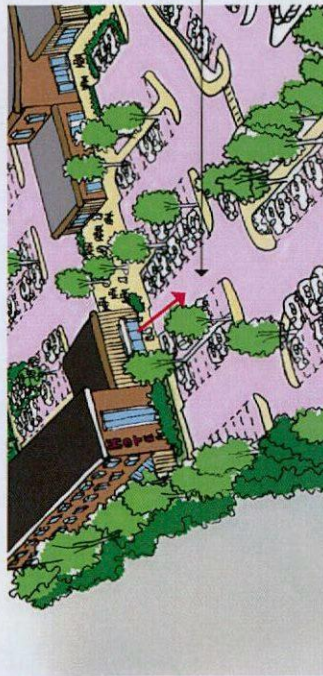
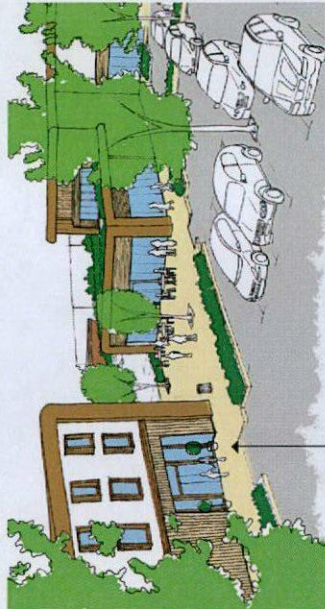
Activity – places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times;

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

The application seeks outline approval for mixed use development, the detailed layout, appearance and landscape of the development will comprise of the reserved matters submission. An indicative layout has been submitted to accompany the submission, which provides an indication of how the site could be developed.

Given the application is in outline form, it is not possible at this stage to specify how detailed measures to design out crime will be undertaken. However there are a number of measures, which should be considered in the detailed design of the reserved matters submission.

- Footpath links should be clearly and logically positioned to ensure surveillance and use.
- Parking will seek to be provided within a logical position to the use in which it serves in order to achieve elements of natural surveillance.
- Public and private spaces will be clearly defined to minimise the possibility of crime/anti-social behaviour going un-challenged. This should be through the use of a well-designed and sensitive landscaping schemes or boundary treatments which will create a high quality and attractive environment.
- The use of defensive planting will maintain clear visibilities and allowing natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.
- The proposed fenestration of the buildings will respond to the street with outward facing development, entrance doors clearly visible and located in a logical relationship to the accessible routes that serve it to ensure the creation of an active street scene. Gables will be appropriately treated with windows.
- Cycle storage to be provided within secure storage facilities and within close proximity to the building.



Entrance doors clearly visible and located in a logical relationship to the accessible routes that serve it to ensure the creation of an active street scene

Car Parking facilities naturally surveilled and the position of the doors ensure active frontages deterring anti social behaviour

7.0 Summary

This Design and Access Statement has demonstrated how the scheme accords with relevant national and local planning policy and design best practice in relation to outline planning applications for Mixed Use Developments.

By following the set of high quality design principles, the indicative scheme blends a variety of uses with good permeability and strong links to public transport. The application site is in a sustainable location and offers a wide opportunity for utilising sustainable modes of travel. This will assist in reducing reliance upon the private car to access the proposed development.

The indicative design solution achieved carefully considers the wider employment allocation and suggests high design quality solutions for this key gateway site in the form of key buildings and landscaping and establishes a new pedestrian link across the Dearne Valley Parkway. The scheme would not prejudice existing or future development.

These elements will ensure the creation of a high quality, mixed use environment.

Development Summary

- 497m² class A1 retail units;
- 498m² class A2 office;
- 304m² class A3 cafe;
- 669m² class A4 public house;
- 336m² class A5 fast food unit with drive-through;
- 2588m² class B2 industrial units;
- 689m² class D1 day/healthcare;
- 2166m² 80-bed hotel;
- 466m² petrol filling station (PFS) with retail area.



