



## Design & Access Statement

On behalf of the South West Yorkshire NHS Foundation Trust and Orion Homes  
Former Mount Vernon Hospital, Mount Vernon Road, Worsbrough, Barnsley



# Contents

---



1.0 Introduction

2.0 Site Location and Characteristics

3.0 Design Policy Context

4.0 Area and Site Analysis

5.0 Sustainability

6.0 Access & Design

7.0 Building for Life 12

8.0 Summary

# 1.0 Introduction



This Design and Access Statement has been prepared by Johnson Mowat on behalf of the South West Yorkshire NHS Foundation Trust and Orion Homes. The document supports a Full Planning Application for the residential development of 65no. Dwellings, including associated works, following demolition of the vacant former Mount Vernon Hospital.

The site comprises the former Mount Vernon Hospital and its associated land, which is located south of Barnsley town centre. The Hospital closed in March 2018 and has remained vacant since. This document should be read alongside the detailed Planning Case Report which accompanies this application and sets out the planning case in support of the proposal.

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

The Town & Country Planning (General Development Procedure) (Amendment) (England) order 2010;

- DCLG 'Guidance on Information Requirements and Validation' (March 2010);
- 'Design & Access Statements – How to write, read and use them' (CABE 2006); and
- Secretary of State Appeal decisions on the role of a Design & Access Statement.

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

The document has the following functions and purpose:

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

The ethos of the design is to:

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

## 2.0 Site Location and Characteristics



The site is located off Mount Vernon Road, a main route through Worsborough via an existing access point. The existing hospital buildings comprise a singular two storey building of irregular shape, with a number of buildings projecting from the south facing elevation. The site also contains a large area of hardstanding used as a hospital car park.

The hospital closed in March 2018 and has remained vacant since. The South West Yorkshire Partnership NHS Foundation Trust is in a position where they require the alternative use of the site, for residential purposes, to ensure the necessary funds can be reinvested within the trust, to benefit people from the local area.

The site bounds predominantly residential properties. To the south are residential properties along Mount Vernon Road, Ridegewalk Way and Brow Close, which contains a mix of semi-detached and detached houses. To the north are residential properties along Mount Vernon Road which are predominantly detached houses. To the west of the site is Worsborough Common Primary School and Rising Stars After School and Holiday Care. To the east of the site are open fields and a small number of residential dwellings and outbuildings.

The gross site area covers an area of 2.67 hectares. The application site is designated as an allocated housing site HS28 within the newly adopted Barnsley Local Plan (January 2019). It should be noted that the field to the east of the site forms housing allocation HS24 (land between Mount Vernon Road and Upper Sheffield Road) in the Local Plan for 42 dwellings.

The site is located solely within Flood Zone 1 (lowest risk of flooding) according to the Environment Agency (EA) Flood Zone maps for planning.

The site is located within a sustainable location in relation to access to services, facilities, employment opportunities and public transport links. The nearest bus stops are adjacent to the southern boundary with bus links to Barnsley Town Centre, Wombwell and Tankersley approximately every 30 minutes and is served by bus no's 67, 67a, 470 and 482a.

The site is located within a short walking distance of a number of shops and services, including a hot food takeaway, Ward Green Working Men's Club, mini supermarket, hairdressers/beauty salon and an NHS pharmacy. The nearest school to the site is Worsborough Common Primary School and Rising Stars After School and Holiday Care, which is located immediately to the rear of the application site and is accessed off Bruce Avenue. A second primary school known as Ward Green Primary School is located approximately 8 minutes walk from the site.

The nearest doctors surgery to the site is Park Grove Surgery which is approximately 0.5 miles from the site. Other doctors surgeries located near to the application site are Kakoty Practice and Gold Street Surgery which are circa 0.6 miles and 0.7 miles from the site

## 2.0 Site Location and Characteristics



1. View of the site looking up Mount Vernon Road.



2. View of the site looking down Mount Vernon Road.



3. View of the entrance of the Former Mount Vernon Hospital

# 3.0 Design Policy Context



## National Policy

The National Planning Policy Framework (July 2018) at paragraph 214 states that:-

*“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”*

With regard to design, the revised NPPF states at paragraph 127 that policies & decisions should ensure that developments:-

*“a) 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;*

*b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*

*c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*

*d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*

*e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*

*f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

## National Design Guidance

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

**Character** – somewhere with a sense of place and local distinction

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

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

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

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

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

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

# 3.0 Design Policy Context



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

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

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

## **National Planning Policy Guidance (NPPG)**

The centrality of good design as an integral part of achieving sustainable development is reinforced from the NPPF. An emphasis is placed on good design making “the best possible use of resources, including land, community, economic, infrastructure and other resources—over the long as well as short term” (paragraph 001 - Reference ID: 26-001-20140306).

It suggests good design should:

- “Ensure that development can deliver a wide range of planning objectives;
- Enhance the quality of buildings and spaces, by considering form and function, efficiency and effectiveness; and
- Address the need for different uses sympathetically.” (Paragraph 002—Reference ID:26-002-20140306).

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

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

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

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

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

# 3.0 Design Policy Context



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

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

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

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

## Housing Design

Themes consistent with the NPPF are in evidence with functional, attractive, sustainable and adaptable criteria being singled out as underpinning well designed housing.

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

The Manual for streets influence is evident in the principles identified for

successful streets, with an integrated approach 'where buildings and spaces and the needs of people, not just of their vehicles, shape the area'.

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

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

The considerations outlined above have been appraised and broadly applied in the design of the 65 dwellings, their curtilages, the open spaces and street scene.

# 3.0 Design Policy Context



## Local Design Policies and Guidance

The following local policies relate to design (and matters influencing design) and access. Please refer to the Planning Statement submitted with this application for further planning information relating to the proposed development.

The current Local Plan for Barnsley consists of the newly adopted Barnsley Local Plan (January 2019).

The following policies are relevant to the proposals:-

- SD1—presumption in favour of sustainable development
- GD1—Site requirements
- LG2—Location for growth
- H1—Housing Target
- H2—Housing Supply
- HS29—Site specific policy
- H6—Housing Mix
- H7—Affordable Housing
- T3—Sustainable transport
- T4—Accessibility
- D1—Design

- HE1—Historical Environment
- HE2—Heritage Statements
- CC3—Flood Risk
- CC4—SuDS Drainage
- CL1—Contamination

## Supplementary planning documents

Key local supplementary documents of relevance are as follows:

- Barnsley Designing New Housing Development (March 2012)
- Barnsley Open Space Provision on New Housing Development (March 2012)

# 4.0 Area and Site Analysis



## Topography and Views

The site is a now vacant hospital (brownfield land). A dense area of trees is to the south and west of the site. The north of the site abuts existing housing which form a part of the village. The east of the site borders Mount Vernon Road, from where the sole point of access is proposed (which already is in place), beyond that is open fields.

Views extend from the site to the east over open countryside. Views across the site are fairly confined, with the site being well concealed along its southern and western border due to the dense tree line and topography. The site is visible only from the few residential properties to the north and east from Mount Vernon Road.

## Local Character

Worsbrough is an area approximately 2 miles south of Barnsley, which includes Worsbrough Bridge, Worsbrough Common, Worsbrough Dale, Worsbrough Village and Ward Green. According to the 2011 census the Worsbrough area has a population of 9,516.

There is already a variation in house styles in the local area, with detached, semi-detached, terraces, townhouses, and flats all present nearby the application site. There are also commercial units.

Consequently, there is no dominant local vernacular for the proposed scheme to follow in terms of unit types. Although the predominance of 2 storey semi-detached units along Mount Vernon Road is noted. As such, the proposed house types will respect and enhance the varied character of the local townscape, whilst respecting the prevailing height of units along Mount Vernon Road.

The proposed development on this site is considered appropriate because of its design and scale, provision of open space, fit within the existing topography and reflect the local vernacular.



**Existing dwellings along Mount Vernon Road**

# 5.0 Sustainability



## Sustainability Appraisal

The 65No. dwellings proposed will be an important addition to the area. The proposals will provide family homes within walking distance of transport links, facilities and services.

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

## Accessibility Assessment

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

Within a 2 km radius from the application site, the following facilities and services are available:-

## Employment

- Galco Industrial Estate (1.8km)
- Barnsley City Centre (1.8km)

## Sustainable Transport

- Pinfold Hill and Coach House Lane bus stops (border the east of the site).
- Barnsley Train Station (2km)

## Shops

- Premier Express (650m)
- Vivo Food Store (1km)
- ASDA Worsbrough (1.3km)

## Local Services

- Warren House Dental Surgery (850m)
- Lloyds Pharmacy (1.0km)
- Cygnet Oaks Hospital (1.1km)

## Leisure and Recreation

- Ward Green Community Park (750m)
- Worsbrough Common Community Centre (1.1km)
- Locke Park Tower (1.3km)

## Educational Facilities

- Ward Green Primary School (550m)
- Worsbrough Common Primary School and Day Care (900m)
- Barnsley Academy (1.7km)

# 5.0 Sustainability



## Sustainable Construction

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

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

# 6.0 Design & Access



## Proposed Access

Vehicular access to the proposed development is via the existing single point of access off Mount Vernon Road.

The proposed access arrangement is shown on the Masterplan prepared by Orion Homes and supporting this full planning application submission.



Access into Mount Vernon Hospital

# 6.0 Design & Access



## Design

This Full Planning Application seeks planning permission for 65 dwellings on the site. The layout proposed, has emerged through detailed design consideration and feasibility which sits within and compliments and enhances the immediate area

The proposals looks to create 65 good quality homes laid out very carefully and attractively. The scheme has been designed so that is it easy to navigate and has an ample amount of amenity space for each dwelling.

Materials are yet to be approved but it is the intention to use good quality brick, it is considered that the characteristics of the site would lend itself to a suburb location and incorporate the character of the local area.

The layout have been designed to incorporate the following features into the scheme:-

- A housing mix which is reflective of the local areas housing criteria and need.
- Landscaping to enhance the features of the site and create a high quality residential development.
- Pedestrian links ensuring that local facilities and services can be accessed sustainably.
- Trees retained and planted to give respect to the natural environment in this location.
- Materials used in the build help to further reflect the character of the village and the residential developments neighbouring the site.

# 7.0 Building for Life 12



Building for Life is the industry standard endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.

The 12 questions below reflect the vision of what new housing developments should be: attractive, functional and sustainable places. Redesigned in 2012, from the original 20 questions, Building for Life 12 is based on the new National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning. Any detailed proposal should be designed with this in mind and should also be scored against the 12 questions below.

## Integrating into the Neighbourhood

### 1. Connections

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

Yes. The scheme connects to existing road network and public footpaths which allow residents to make use of the local shops, services and other facilities in both the immediate area and the wider district.

### 2. Facilities and services

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

Yes. As demonstrated earlier in this document the site is within 20 minutes walking distance of a variety of services, such as a shops, schools and medical facilities.

### 3. Public transport

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

Yes. The site borders an existing bus stop and is within a 30 minute walk of Barnsley Train Station, (which is also linked via bus routes).

### 4. Meeting local housing requirements

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

Yes. The housing mix is reflective of other new and existing residential developments in the district.

### 5. Character

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

Yes. The materials used and design of the development helps to ensure that development is a high quality and enhances the character of the local area .

### 6. Working with the site and its context

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

Yes. The site benefits from shelter from the prevailing wind from the west by virtue of existing treeline to the western and southern boundary, creating a softer micro climate.

# 7.0 Building for Life 12



## 7. Creating well defined streets and spaces

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

Yes. The development is designed to a high designed to a high quality, using a transport assessment to ensure there are well defined streets and places.

## 8. Easy to find your way around

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

Yes. The site plan indicates that the development is simple with only one access road and sufficient amenity space to navigate the development comfortably.

## Street & Home

## 9. Streets for all

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

Yes. The high quality design and sole access road into the site, coupled with varying road textures, will ensure that there are low vehicle speeds and the area is a safe place.

## 10. Car parking

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

Yes. Sufficient parking is provided on site for each dwelling through the use of private drives.

## 11. Public and private spaces

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

Yes. All public and private spaces will be clearly defined, as they are in the site plan for the site with an expectation that these will be maintained appropriately.

## 12. External storage and amenity space

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

Yes. There's adequate garden space for each property and external storage and parking is provided for each dwellings, as is shown on the site plan.



# 8.0 Summary

---



## **Proposed Design Solution**

The proposed layout of dwelling, access road and wooded area, as shown on the site layout plan accompanying the application, demonstrates a high quality development integrating and respecting the close neighbours to the north of the site.

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

- Dwelling density
- Highways
- Amenity
- Trees and ecology
- Dwelling size and scale

# 8.0 Summary



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

- Dwelling Density
- Highways
- Amenity
- Trees and Ecology
- Dwelling size and scale



Final Design

# 8.0 Summary



## Conclusions

The scheme, as submitted, would make use of a large brownfield site with close city centre links, helping boost contributions to Barnsley's economy. One of the applicants is the NHS Trust and the monies raised from the sale of the site will be reinvested in healthcare in the local area. There is opportunity to create a high quality residential environment through design, influenced by the surrounding character of the area. A high quality residential development can help to create homes for the region and attract new families to the city.

The final detailed site layout plan incorporates 65no. well designed high quality dwellings which are accessible from a sole point of access off Mount Vernon Road. The materials, scale, layout and density of the development would replicate nearby developments and ensure that the character of the area is not harmed.

The development would seek to bring new families and young professionals into the area and help to increase spending within the local area. The proposals will help to provide much needed housing to the area, bringing with it several social and economic benefits.

In terms of Design & Access, we feel the proposals fulfil the objectives and respectfully recommend the application be approved.



**Dwellings along northern border of the site, fronting Mount Vernon Road**



**Example of nearby new development housing style (Vernon Close)**



# JohnsonMowat

Planning & Development Consultants

Coronet House  
Queen Street  
Leeds  
LS1 2TW

t 0113 887 0120  
e mark@johnsonmowat.co.uk  
e richard@johnsonmowat.co.uk  
w www.johnsonmowat.co.uk

