Proposed Residential Development on land at

Former William Freeman Factory

Wakefield Road , Mapplewell

Design and Access Statement

December 2017

jrp ARCHITECTURE PLANNING LANDSCAPE

Contents Amendment Record

Project: William Freeman, Wakefield Road, Mapplewell
Job Number: 08:4145

Date of Issue	Rev	Notes	Status	Completed By	Checked and Approved By		
					Designer	Landscape	Planner
22.12.17	0	Submission	S	LM			

Contents

1.0 Introduction

Introduction

This Design and Access Statement has been prepared on behalf of Netherton Homes:

The application will be submitted as outline for:

"OUTLINE PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT OF CIRCA 85 DWELLINGS, OPEN SPACE AND ASSOCIATED INFRASTRUCTURE WITH MEANS OF ACCESS FROM WAKEFIELD ROAD."

Vision

The proposal will create a distinctive residential development which is sympathetically designed to respect the surrounding built and natural environment. The indicative housing mix will be 1 to 5 bedroom houses, including affordable housing, to create a sustainable, mixed community.

Purpose

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:

- Explain the design principles and concepts that have been applied to the development;
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explain how any specific issues which might affect access to the development have been addressed.

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
- Ensure a holistic approach to the wider setting of the site so as not to prejudice future development.

Aspirations

Our intention is to deliver a secure and sustainable development of modern family homes in a safe, green and welcoming environment.

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

2.0 Development Framework

National Planning Policy Framework, March 2012

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This document is the Governments key reforms 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."

There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

A social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Core planning principles

The NPPF provides a set of core principles that should underpin plan-making and decision-taking.

These principles state that planning should:

Be genuinely plan-led, empowering local people to shape their surroundings,

- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- Pro actively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources;
- Contribute to conserving and enhancing the natural environment and reducing pollution;
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land);
- Promote mixed-use developments, and encourage multiple benefits from the use of land in urban and rural areas;
- Conserve heritage assets in a manner appropriate to their significance;
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;
- Take account of and support local strategies to improve health, social and cultural wellbeing for all.

A detailed Planning Statement has been prepared by Johnson Mowat and should be read in conjunction with this Design and Access Statement.

3.0 Site Area and Analysis

The site in question is located on land to the east of Wakefield Road in Mapplewell which is a village located approximately 3km north of Barnsley, South Yorkshire.

The site occupies the south eastern edge of Wakefield Road, a main route leading north through to the town of Wakefield. Existing residential development is located to the north, east and west of the site. To the immediate south of the site is the Wonderland Nursery together with an Indian restaurant, and local garage/MOT centre. The immediate northern boundary is shared with a small cluster of residential properties.

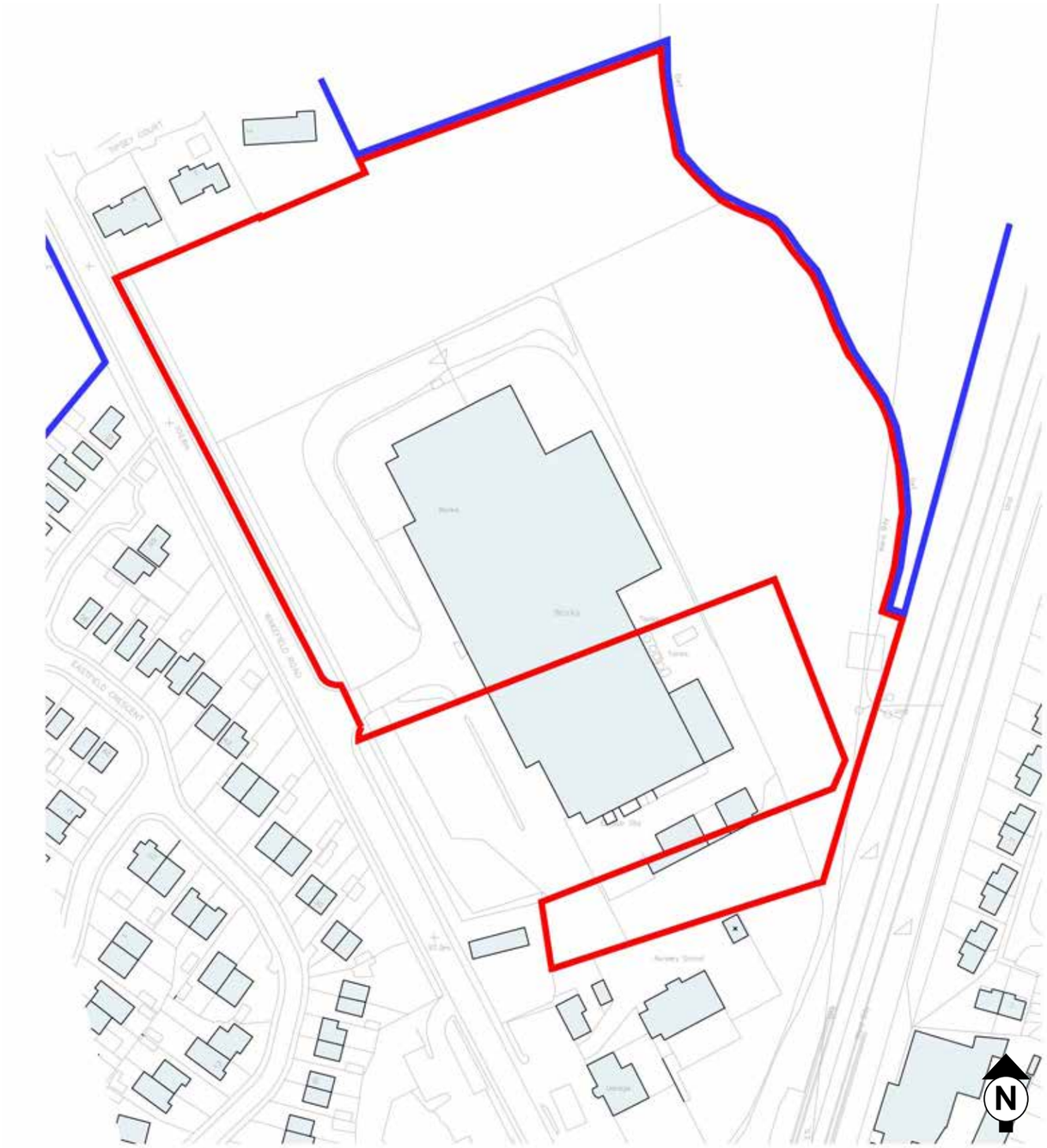
The site was formerly occupied by William Freeman (suba seal factory), for the manufacture of rubber & plastic products. The site closed in 2006, with the former factory units having since been demolished. Land to the immediate rear of the factory was a licensed landfill site.

A site topographical survey has been undertaken for the development site. The high point of site is to the north-west corner of site where the site is approximately 103m AOD. The site falls to a low point in the south-eastern corner. The SE corner of site is at approximately 95m AOD.

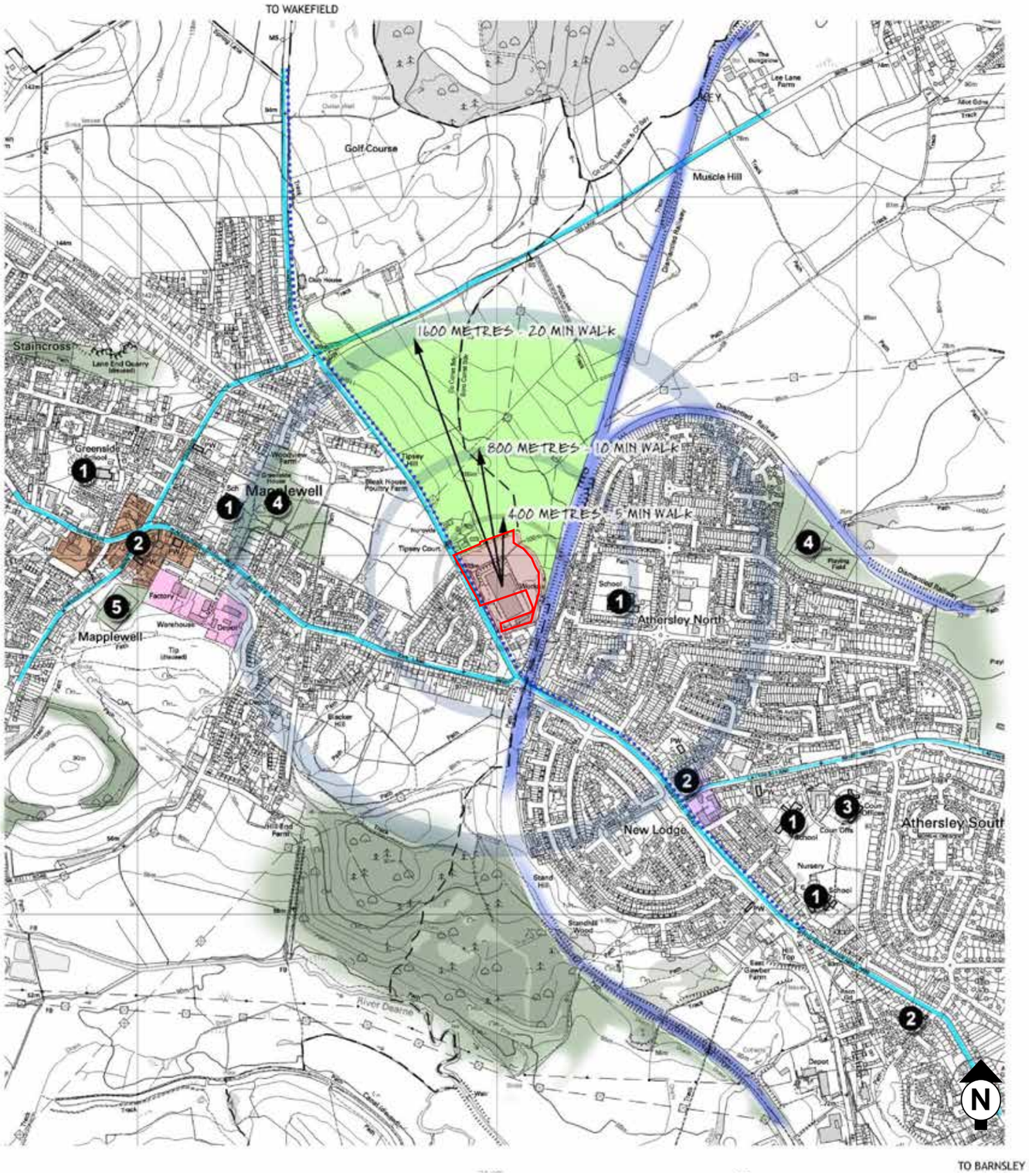
The closest watercourse to site is located approximately 700m south of site which is a tributary of the River Dearne which is approximately 1.3km south of site.

Red Line Application Boundary

The plan opposite demonstrates the extent of the planning application (red line) and other land within the Applicant's ownership (blue line).



3.0 Site Area and Analysis



Sustainability and Integration

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.

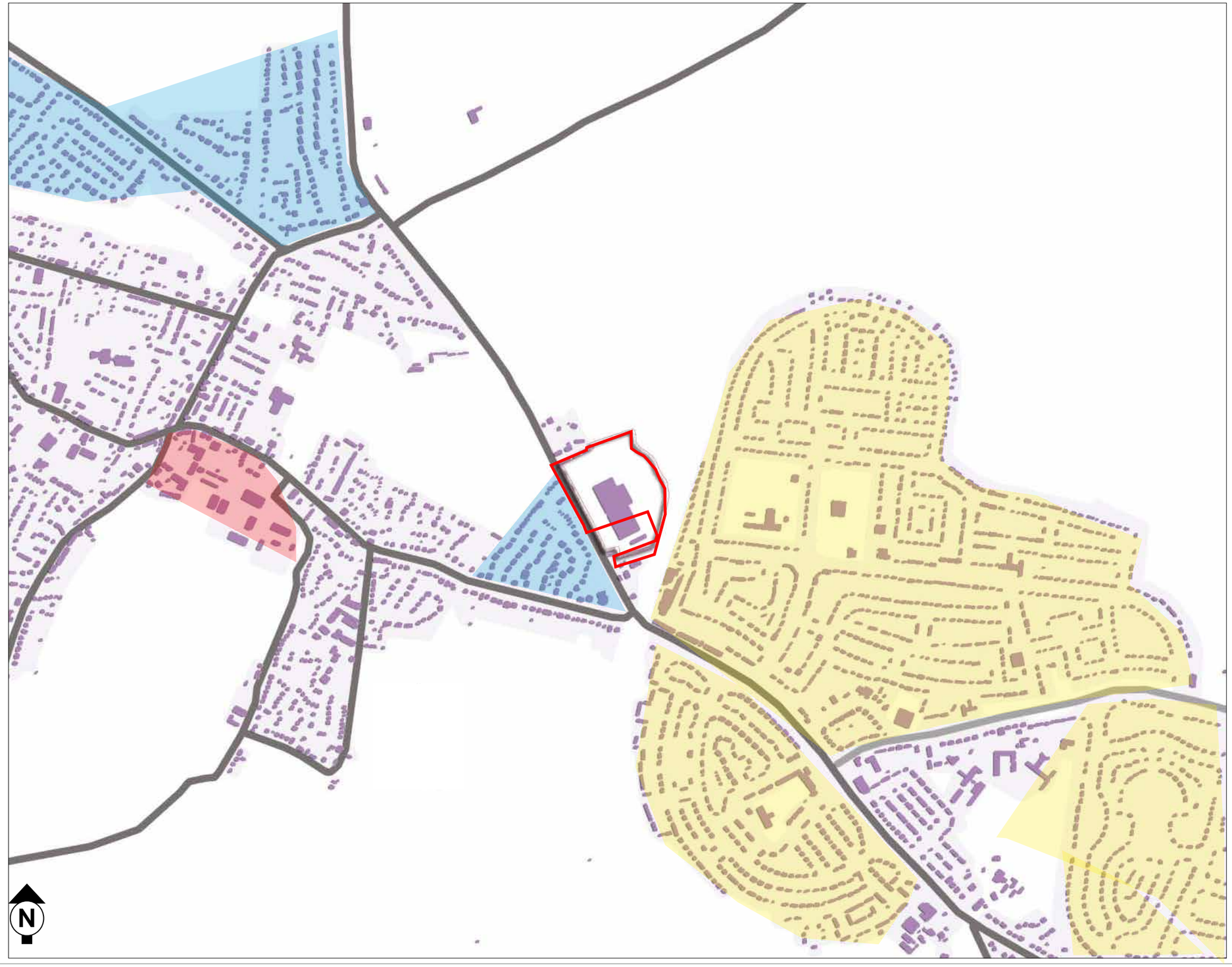
This process ensures that the new development enhances the existing movement framework of the area improving connectivity through the site and beyond rather than disrupting or severing it.

It is therefore considered that there are a range of local facilities including education, health care and convenience shopping within the area surrounding the proposed development site that would be accessible by a range of modes other than the private car. These facilities will also provide a range of local employment opportunities that are within walking distance of the site as well other commercial uses in the surrounding area.

- Strategic Highway Network
- Green Belt
- Principle Shopping Area
- Multi User Recreational Route
- Employment
- Existing Green Space
- Shopping Area
- Prinicple Bus Route

1. SCHOOL
2. POST OFFICE
3. COUNCIL OFFICES
4. RECREATION GROUND
5. FOOTBALL GROUND

3.0 Site Area and Analysis



The pattern, arrangement, shape and size of street blocks, plots and their buildings can produce very different results in terms of permeability, connectivity and accessibility. These patterns have a direct influence on route choice preference, ease of movement and legibility within urban environments.

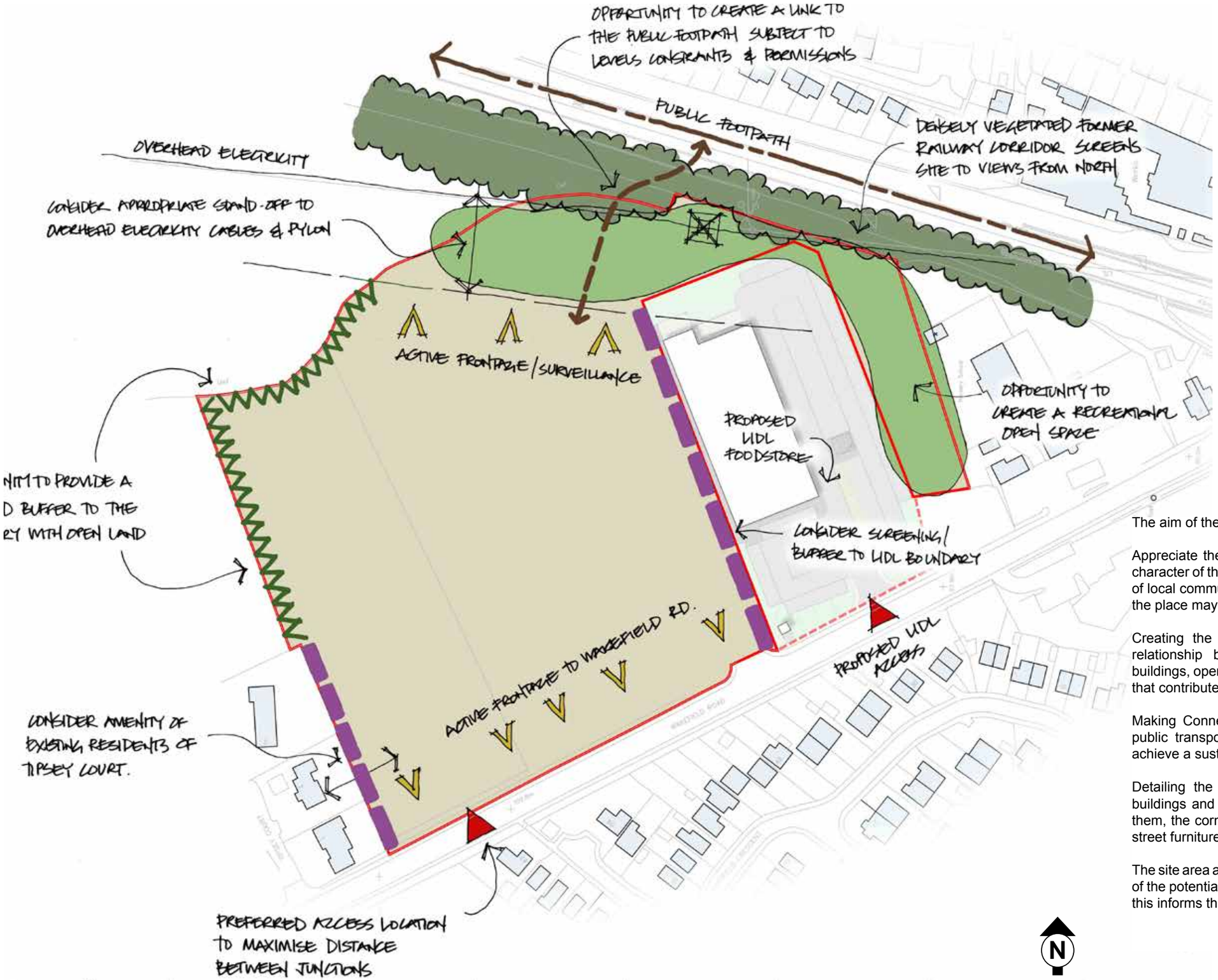
The plan illustrates the urban grain in the surrounding settlements.

Local Authority Housing characterised by large plots

Early 1980's housing relatively loose grain

Industrial units

3.0 Site Area and Analysis



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.

4.0 Design Evolution

Taking into consideration the opportunities and constraints of the site, an initial concept plan has been developed (opposite).

The design illustrated opposite proposes an indicative residential layout and includes:

- Access taken from Wakefield Road.
- Outward facing development to Wakefield Road.
- Short entry boulevard terminated by dwellings.
- Desire to retain and enhance perimeter planting and enhance perimeter planting.
- Desire to provide footpath connections.
- The general 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.
- Highway network will be designed for low speeds, pedestrians, cyclists, vehicles can mix safely together.
- The proposed open space which has the potential to serve as a variety of functions from play spaces to informal recreation areas.
- Development should provide adequate amenity for existing residents.

Consultation

Localism is transforming the way in which we secure planning permission. At the heart of the design process should be effective and meaningful engagement with local residents, elected members, and other interested parties.

The Applicant has identified the importance of Localism. This was an integral element of the project brief – to engage with and enable local residents in the aspirations for the site.

As part of the consultation with the wider community of Mapplewell has been undertaken and is reflected in the outline planning proposals.

The following engagement objectives were identified:

•To determine stakeholder aspirations for the site;
•To provide members of the local community with an opportunity to discuss the proposals with the team;
•To understand the community's view regarding the site;
•To understand the community's concerns and issues regarding the development of the site; and,
•To inform the local community about the development proposals for the site.

We have undertaken a leaflet drop to circa 200 dwellings which immediately surround the site. The leaflet is shown opposite.

To date we have received 3 written responses. The comments made are:

We are quite concerned about the house gable end and garage up against our boundary wall, when all the other properties have there gardens leading up to other residents boundaries, we find this unacceptable and will object to this at planning.

Layout revised to accommodate this.

The majority of our windows facing the proposed development serve habitable rooms.

We have no issue with the principle of residential development on the site but clearly would wish to maintain as much privacy as possible.

It is noted from the site plan (which we appreciate is illustrative), that there is only one plot on the entire development, that directly faces an existing dwelling and that is plot 3, opposite our own house.

It is also ironic that this appears to be the only plot that does not show any additional reinforced hedge planting in the rear garden alongside the site boundary. This would clearly help maintain some degree of privacy for all parties and it would be greatly appreciated if this could be introduced on the formal planning application submission.

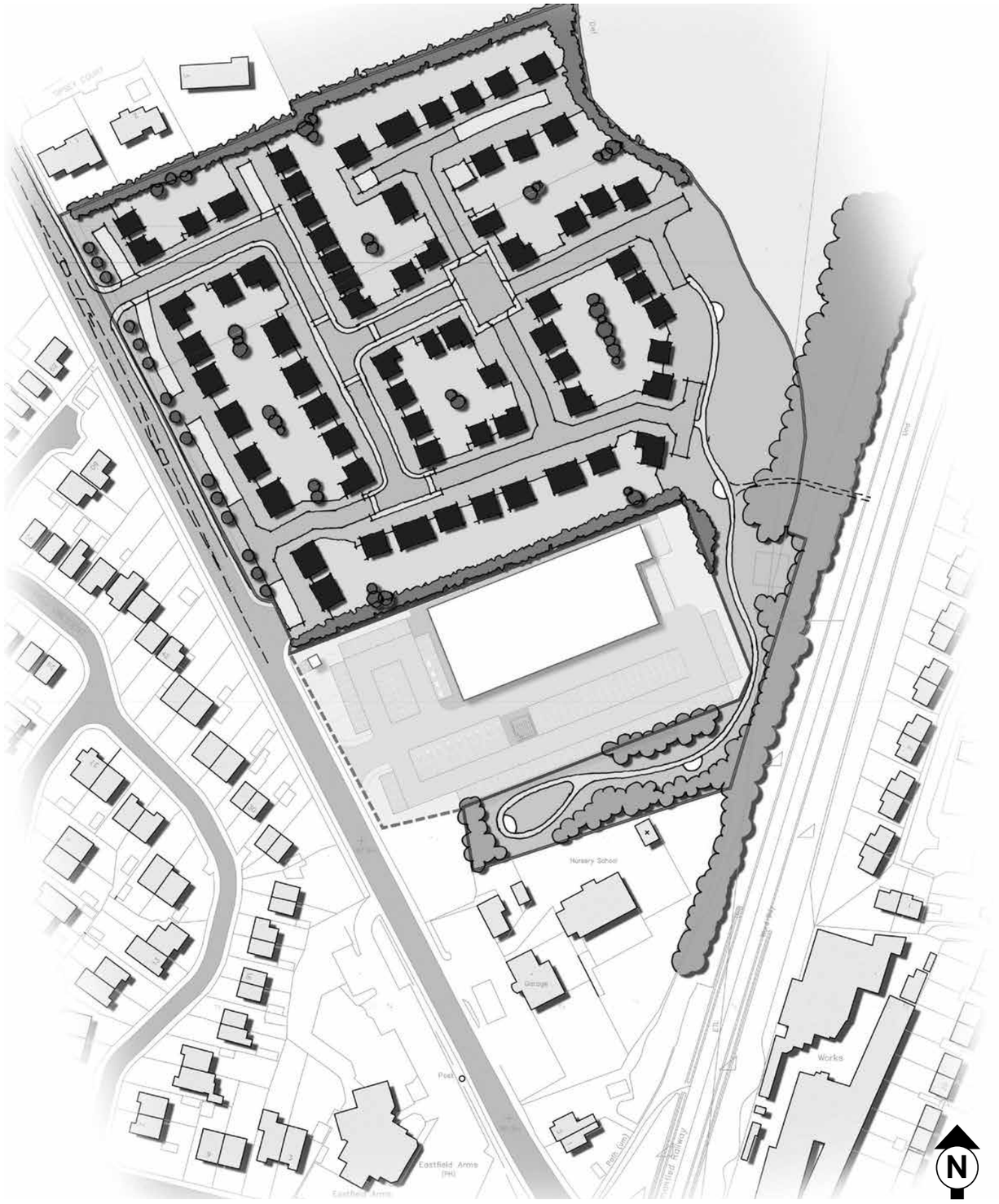
Layout revised to accommodate this.

Object to the development. We already have to wait weeks for doctors appointments and traffic congestion at four lane ends and Wakefield road will be unacceptable.

Response in respect of transport concerns and the validity of the consultation process and comments made.

5.0 Design Solution

Amount



This application seeks outline approval with means of access for residential development. In line with local and national guidance, it is a requirement to identify the amount of development being proposed. Although only at the outline stage, the land use plan demonstrates how the development would indicatively incorporate the following uses:

- Residential Development
- Public Open Space
- Structural Landscaping

The breakdown of land uses on the site as demonstrated is as follows:

- Gross Area - 3.58 hectares
- Residential - 2.9 hectares
- Open Space / Structural Landscaping - 0.68hectares

The scheme will be developed at varying densities in different parts of the site with an overall density in the range of 29 dwellings per hectare.

Mix of housing

The development could provide a mix of 1-5 bedroom properties which will range from terraced to semi-detached and detached dwellings.

5.0 Design Solution

Layout

"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (NPPF para.56).

A detailed analysis has been undertaken as part of this application and a suite of technical information accompanies the submission. The proposed Illustrative masterplan (opposite) demonstrates how a scheme on the site could be delivered, albeit it has been submitted purely for indicative purposes. 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 main aspects of the design are outlined below:

- Access taken from Wakefield Road,via a right turn ghost lane.
- Primary access road leading to secondary and tertiary routes through the development.
- The masterplan demonstrates a hierarchy of movement corridors from a primary connection which provides a route through the development to secondary connections. Pedestrian connections are integral and provide linkages to the wider off site footpath network.
- Within the site buildings should be positioned to create focal points within the scheme, which guide the visitor through the site and create visual stops.
- Clear distinctions should be made between public and private spaces avoiding confusion. Similar to existing developments within the locality this is predominantly achieved through careful landscape treatments or low boundary treatments.
- Entrances to the properties should be located along the main elevations making it easy for residents and visitors to find their way around.
- Highway network will be designed for low speeds, pedestrians, cyclists, vehicles can mix safely together.
- Pedestrian linkages are proposed to the open space wide, a safe attractive and well cared for public realm will encourage people to walk.
- The proposed 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.
- Perimeter screening is integral to the development and serves a number of function - screening the development from the potential noise to Wakefield Road and providing a buffer between the proposed Lidl and residential development parcel.

Movement Hierarchy

The design solution has sought to create a hierarchy of movement which transitions from the main access into the site, through a series of primary, secondary and pedestrian linkages.

As the plan demonstrates (opposite), a permeable and legible network of streets and pedestrian links could be achieved at this site, enhancing existing connections and providing easy and direct access to existing services and facilities within the wider locality.

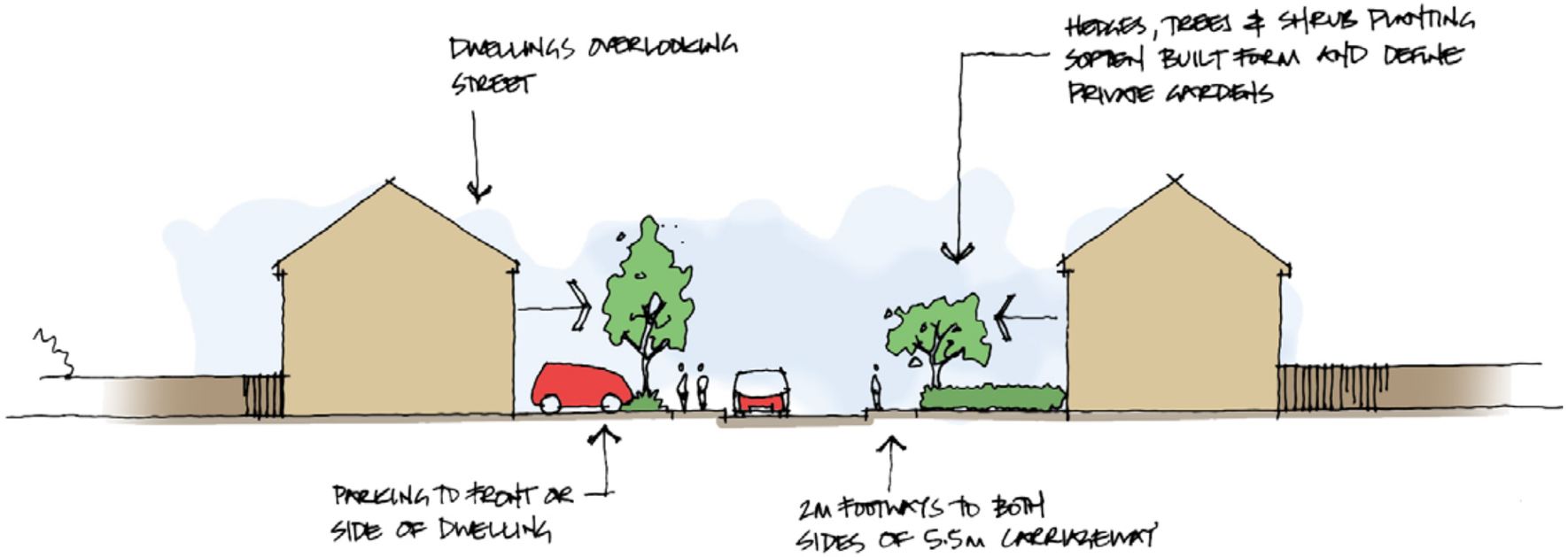
- Primary
- Secondary
- Tertiary
- Pedestrian Connection

MOVEMENT

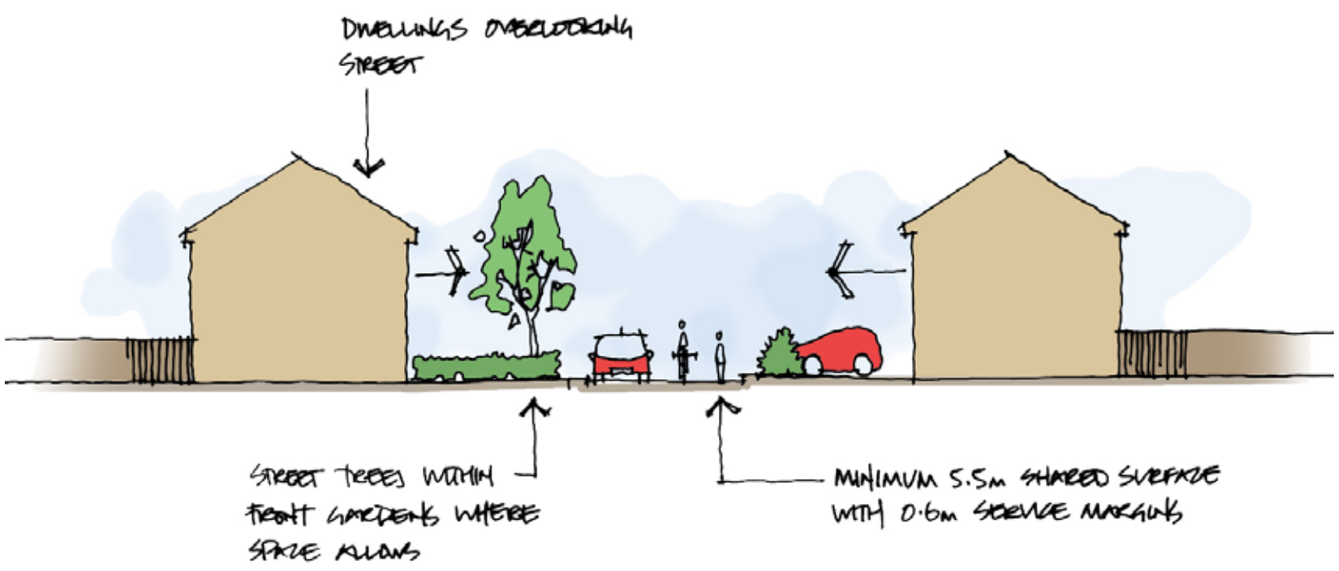
Street Typologies

The following street typologies provide an indication of how the internal arrangement of movement corridors and dwellings interface.

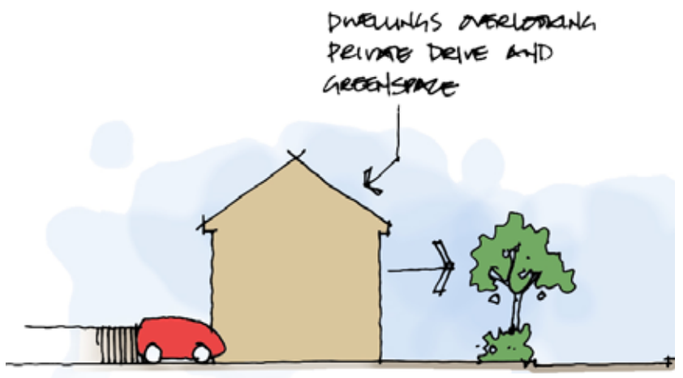
Primary Route



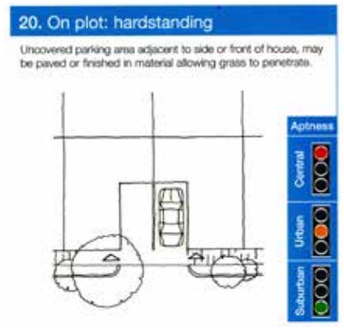
Secondary Route

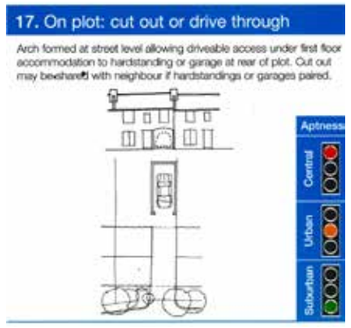


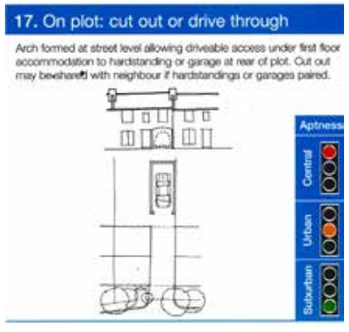
Private Drive

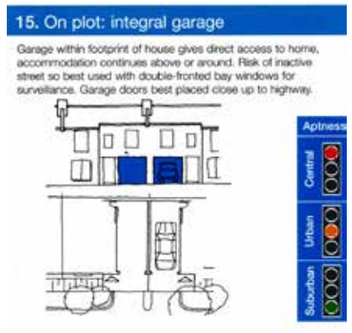


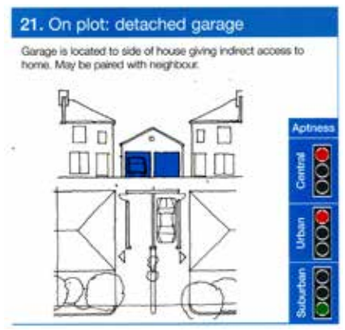
Parking Provision

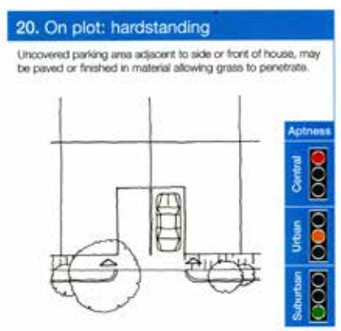


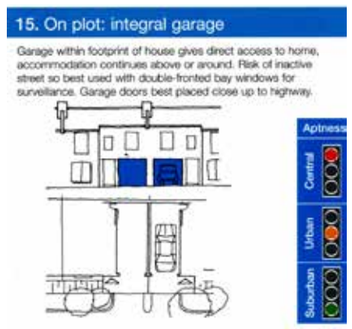


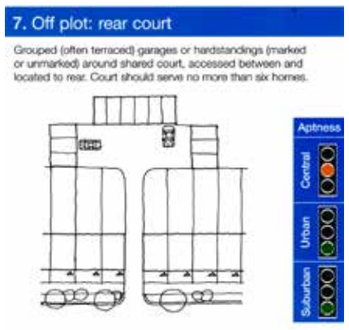


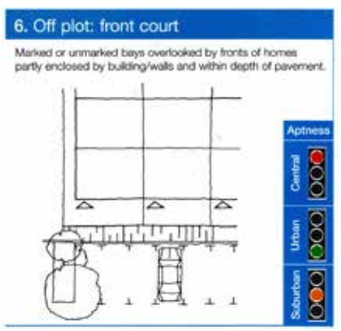


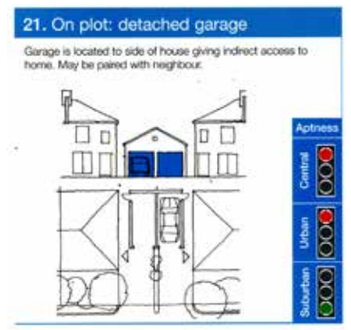












Given that this is an application in outline form only, the specific parking solutions for the site cannot be determined. It is however noted that any detailed design on this site should be developed in accordance with the required local parking standards shown below.

A strategy for the provision of car parking within the masterplan has developed as a fully integrated urban design component, rather than as a separate afterthought or 'add on' to the proposals of the site. Car parking is not only a requirement of most new urban development proposals, but can be a key urban design opportunity that can contribute to the character, function, vibrancy, sustainability and viability of a new urban district if treated with care.

A variety of parking solutions can be found within the locality of the site including on street, driveways and garages. It is the preferred option that any parking solution be located in a position which is directly related to the property it serves ideally within the curtilage either by driveway or by garage. However, alternative parking solutions may be appropriate dependant upon the character of the street, types of building and landscape solutions.

This section therefore reviews the types of parking which would be considered appropriate for future reserved matters submissions.

PARKING SOLUTIONS

5.0 Design Solution

Indicative Scale and Appearance

Wakefield Road

Eastfield Crescent

Wollaton Close

Eastfield Crescent abutting Wakefield Road

In line with the aspirations of the National Planning Policy Framework, this section does not attempt to impose architectural styles or stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles, it simply provides examples of what could be acceptable through the Reserved Matters stages given the existing development within the locality.

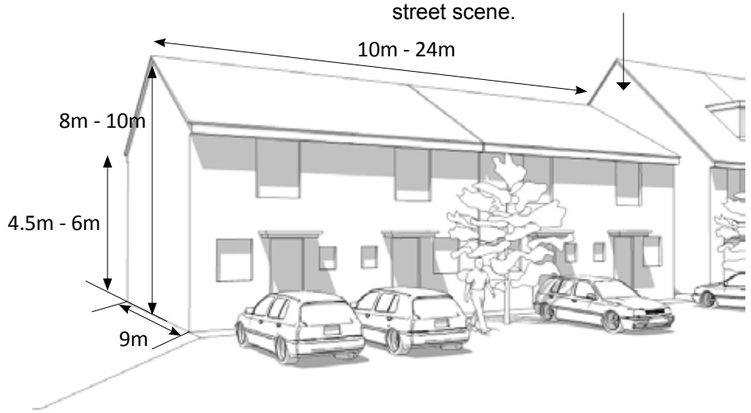
The following plans (page 19) provide examples of the type of dwellings which would be considered appropriate as part of this development together with visual impressions of how the plots could be laid out including garden sizes, plot depths, parking solutions and set back distances.

It would be remiss at this stage to specify architectural styles for the dwelling design and this will comprise the detailed reserved matters. We would however recommend that regard is had to the character analysis and that key features which are prevelant in Mapplewell are incorporated. The proposed materials palette should again be developed with regard to the settlement.

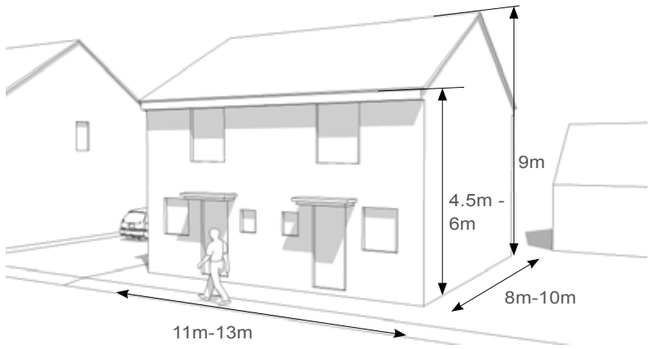
Indicative Scale and Appearance

2 STOREY TERRACED DWELLINGS

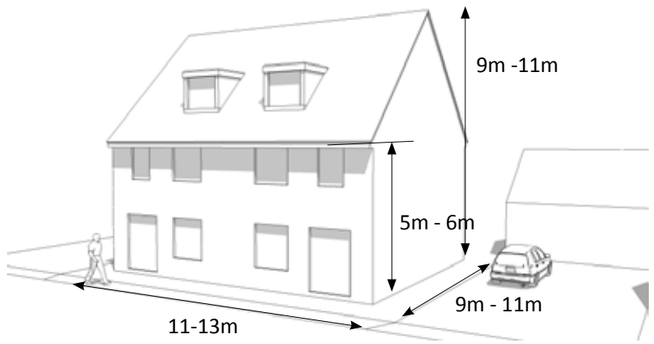
Variety in height can add visual interest to the street scene.



2 STOREY SEMI DETACHED DWELLINGS



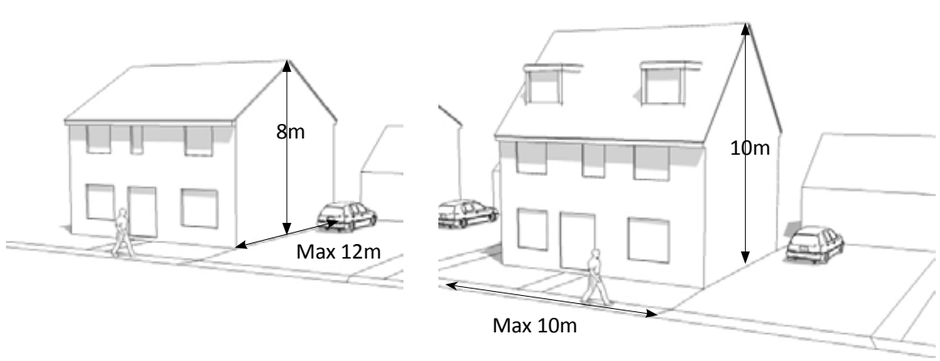
2.5 STOREY SEMI DETACHED DWELLINGS



Parking can be either to the front or to the side dependant on the character being achieved to the street.

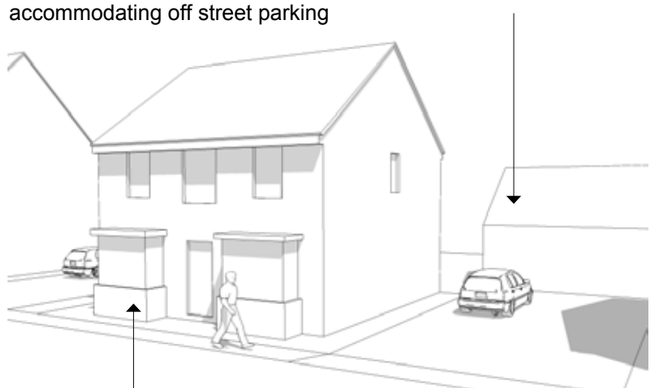
DETACHED DWELLINGS

Detached is the predominant form identified within the illustrative layout - Mainly 2 storey with some higher 2.5 storeys at key locations to add interest and legibility



The blocks are generally set back from the street however the amount of this varies dependant upon the character being achieved.

These examples demonstrate wider spaces between the built form accommodating off street parking



Additional features could be incorporated to key plots to add visual interest

Larger spaces provide a more open feel where closer spaces between the built form creates a stronger enclosure of the street.

ALL BLOCK STRUCTURES ARE FOR ILLUSTRATIVE PURPOSES

Acces

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 (MfS) 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 Highway Network

The Former William Freeman Works is located to the east of the A61 Wakefield Road. It is currently an area of derelict land, which used to be the site of the Former William Freeman Works.

The site has direct frontage onto A61 Wakefield Road, which is where vehicular access to the site is to be taken from. The site is bounded by the remainder of the former William Freeman Works site to the south, agricultural land to the east, residential properties to the north and Wakefield Road to the west.

The A61 Wakefield Road adjacent the site is a two-way road which runs in a broadly south to north direction past the site. Wakefield Road has footways to both sides of the carriageway, has an approximate width of 8m and is street lit. Adjacent to the existing site entrance there is a 40mph speed limit. Approximately 50m to the south, there is a change in speed limit to 30mph as the road approaches the Bar Lane junction.

Development Proposals

The development proposals are for up to 82 dwellings. Access to the development will be provided via a new priority right turn ghost island 'T' junction with A61 Wakefield Road. There will be no frontage access taken from Wakefield Road to any properties.

The accompanying site access drawing shows the visibility splays of 2.4m x 120m for a 40mph road.

Car parking at the proposed development for reisdents and visitors will be provided in line with "Barnsley Local Development Framework – Supplementary Document – Parking". The proposed development is situated outside the 'Barnsley Urban' area, for which there are specific maximum parking guidelines. The guidelines set out the following required level of parking in new residential developments:
• 1 space for dwellings with 1 or 2 bedrooms; and
• 2 spaces for dwellings with 3 or more bedrooms.

Parking will be provided in accordance with these requirements.

The planning application is in outline, with all matters apart from access reserved and therefore the internal site layout shown on the Masterplan is illustrative only.

However, the layout clearly indicate how development could embrace the design principles of connectivity, permeability and pedestrian/cycle priority – as advocated in Manual for Streets (MfS) adopted national guidance.

The internal layout is envisaged to comprise a simple hierarchy comprising of a primary route designed to, secondary, permeable loop roads laid out as traditional estate roads, shared surfaces and private drives.

Vehicular and Transport Links

Public Transport Accessibility

The CIHT document "Planning for Walking" (March 2015) reinforces this and states that 400 metres has traditionally been regarded as a cut off point for walking to bus stops.

The nearest bus stops to the site are located on both sides of Bar Lane to the south west of the site. The majority of the site is within 400 metres walking distance of these stops via Wakefield Road and Bar Lane. There are further bus stops located on Wakefield Road, south of the junction with Bar Lane, however these stops are served by the same bus services but are further to walk to.

The bus stop on Bar Lane is served by the number 1 and X10 bus services. The number 1 bus service provides a 10 minute service frequency between Staincross and Barnsley Monday to Saturday and a 30 minute service frequency on Sundays. The X10 bus service provides an hourly bus service between Barnsley and Leeds City Centre. The public transport accessibility plans attached at Appendix BGH14 shows the locations which can be reached within a 60 minute public transport journey of the site. These include destinations such as Barnsley, Wakefield, Penistone and the outskirts of Rotherham.

The CIHT guidelines identify that there is a significant difference between rail and bus served developments in that people have been found to be willing to walk about twice as far to an office from a station as from a bus stop; up to at least 800m for rail, compared to about 400m for bus. It is assumed that this applies equally to residential development and the use by residents of rail services for travelling to work or for leisure purposes.

The nearest railway station to the development site is Darton Railway Station which is located on Station Road, some 3.6km walking distance from the site.

Pedestrian / Cycle Links

At present there is a footway on both sides of Wakefield Road providing access to the north and south of the development. Footways are provided on the majority of roads and streets on the local highway network, with crossing facilities provided at most junctions.

The walking accessibility indicates that Athersley and Mapplewell are accessible within a two kilometre walking distance.

Athersley North Primary School is accessible within 1,000m of the proposed development site and is accessed via Wakefield Road, Newstead Road and Lindhurst Road. The site is also adjacent to the site of a proposed Lidl store (subject to planning) further increasing options for residents.

The 5.0 kilometre and 8.0 kilometre cycling catchment requirements including Barnsley and its suburbs, as well as the whole of Mapplewell and its amenities are within cycling distance of the site, providing employment opportunities for residents.

Darton train station is approximately 3.6km cycling distance from the site and Barnsley train station is approximately 4.4km cycling distance from the site and therefore both are within the 5 kilometre cycling catchment area.

There are existing on and off road cycle routes to the south east of the site providing facilities through the Wakefield Road/Laithes Lane traffic signal junction. There are further off road routes in close proximity, to the north and east of the site for recreational use, including the West Yorkshire Cycle Route and National Cycle Network Route Number 67 (Derby to York).

Overall, the development is very well located for sustainable travel, particularly by cycle and public transport.

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

Access

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.

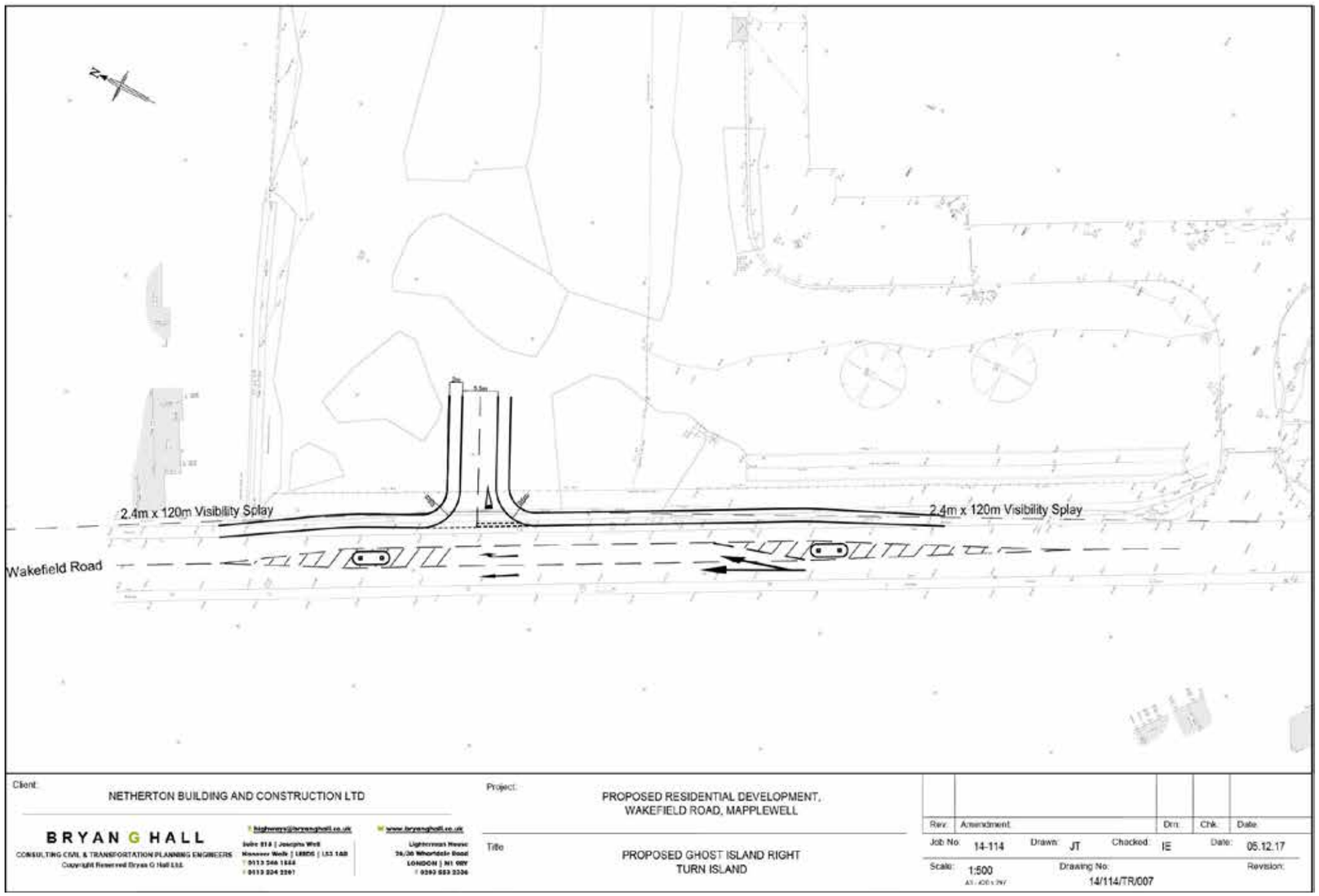
The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents. Accessibility has been incorporated while being mindful of the overall aesthetic 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 and contrast. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.



PROPOSED ACCESS

5.0 Design Solution

Drainage

A Drainage Assessment has been prepared by Topping Engineers and accompanies the planning application.

The site is located within flood zone 1 with a low risk of flooding from rivers or the sea.

The site is currently Greenfield and has an area of 32480m2. Calculations using IH124 method indicate the Greenfield run-off based on the site area is 14.6l/s.

Under SuDs guidance the first point of discharge for surface water is percolation via soakaway. It is proven that the ground conditions are not be suitable for soakaways. For details of the percolation test results please see report in site investigation. NPPF guidelines require that surface water arising from a developed site should as far as practicable be managed in a sustainable manner to mimic the surface water flows arising from the site prior to development.

Surface Water:

Greenfield flow is calculated at 14.6l/s. Subject to agreement with LLFA.

The proposed impermeable area is 14960m2. Based on a flow restriction of 14.6l/s and modelling using Micro Drainage software the attenuation requirement for a peak return period of 1 in 100year plus 30% climate change is 781m3.

Attenuation to be provided via CARLOW CONCRETE TANK (26x15x2.0m Deep). The flows will be attenuated using a 158mm Hydrobrake control device ref MD-SHE-0158-1460-2000-1460. Surface water sewer to connect into a new surface water sewer. Off site route to be confirmed.

Foul Water:

Foul from the site will be an adopted network which will gravitate to an adopted foul pumping station in the south east corner of the site.

This will be pumped to an new adopted Foul sewer which will connect to the existing 225Ø foul sewer which runs adjacent to Wakefield Road in the rear of plots on Eastfield Crescent subject to a section 106 application with YW. Off site route and exact connection point to be confirmed.

Landscape Strategy

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 what the scheme is trying to achieve and how it will deliver this. The indicative layout aims to:

- 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 adaption 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)

Secured by Design

In order to comply with the National Planning Policy Framework, 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, 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 and 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 planning approval for residential development with all matters reserved save for access, however as this section will demonstrate, designing out crime has been an important element in the development of this indicative scheme and should continue to be so through the detailed stages. As such, the approaches taken in order to design out crime at this initial stage of development are outlined below: -

The areas of open space are located to ensure easy access for all existing and future residents. This area is identified as being adequately overlooked by the siting of the surrounding dwellings. This will ensure that the area benefits from high levels of natural surveillance.

Proposed footpath links within the site are clearly and logically positioned to ensure surveillance and promote the use of these links.

Parking solutions vary and this is something that will need to be carefully considered as part of any detailed design. Where possible, parking should be provided within the curtilage of the property through a drive and/or garage. For terraced properties however parking would be provided by parking bays and these should be located within a logical position to the property as demonstrated earlier within this statement, generally to the front to ensure they are adequately overlooked.

Public and private spaces should be clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This could be achieved through a well-designed and sensitive landscaping scheme and change in material, which delineates the public from the private realm. This will ensure the creation of a high quality and attractive environment or low boundary treatments. The use of higher treatments should be employed where the rear / side garden boundaries may abut the highway to ensure privacy for future residents within the residential areas.

The use of robust boundary treatments typically 1800mm high fencing (with lockable gates) to the rear boundaries of dwellings with 1200mm fencing sub-dividing plots will ensure the creation of defensible space and achieve privacy for future residents.

Rear gardens should be generally plotted against other rear gardens (either proposed or existing) in order to minimise the possibility of unwanted access. Any rear access paths provided should be kept to a minimum and be provided with lockable gates preventing casual intrusion.

The use of defensive planting will maintain clear visibilities and allow 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 dwellings should respond to the street with outward facing development. Front doors should be 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 should be appropriately treated with windows to ensure surveillance and dual aspect dwellings employed at key corners.

The principles set out above should be fully considered when undertaking any future Reserved Matters submissions.

Sustainability

The proposed development will make a contribution to the present and recognised need for sustainable housing within Barnsley Borough, in a location with low flood risk that will encourage the use of public transport, walking and cycling.

A proportion of the proposed housing could have a southerly orientation and generous spacing to ensure useful solar gains and good day lighting. These measures will help to minimise housing energy use and carbon dioxide emissions regardless of specific house type design. Subject to a full feasibility study, south orientated dwellings will provide an opportunity to reduce carbon dioxide emissions through the incorporation of roof-mounted renewable energy technologies.

Additional measures will be taken to ensure the efficient use of natural resources such as water and reduce environmental impacts from materials, pollution, waste sent to landfill and surface water run-off.

The proposed layout preserves the majority of ecologically valuable features and the landscape proposal incorporates a number of new ecological features with the aspiration to increase the ecological value of the site through comprehensive new planting of trees, and hedges.

Ecological Enhancement

In line with planning guidance outlined in the National Planning Policy Framework (NPPF) development should take account of the value of ecosystem services and enhance ecological networks.

The Whitcher report outlined the following:

The site has overall been assessed to provide moderate ecological value. The development plans provided show the retention of most of the hedgerows and the tree lines with additional tree lines and tree planting shown on the site. It is assessed that the development will have an overall low impact upon the ecological value of the site as the highest value habitats, hedgerows and tree lines, will be retained and additional hedgerows and tree lines will be planted on the site.

As tadpoles were identified in the ponds on the site it is recommended that any works that will affect the ponds is done during the winter months when there will be no amphibians breeding or young present in the ponds. All personnel on the site are briefed on the possible presence of amphibians on the site, how to identify amphibians and where they are likely to be found. Any amphibians found must be moved to a place of safety. In the unlikely event a great crested newt is found during the works, work must stop and professional advice sought immediately.

The overall site is quite exposed and has low potential for foraging bats but the tree lines along the site boundaries have potential for bat flight paths, especially the southern boundary and the disused railway to the south of the site. It is recommended that the tree lines are left, where possible, especially on the southern and eastern sides of the site. The proposed site plans show that the main tree lines will remain and a new tree line will be created west to east across the center of the site. These tree lines will provide flight paths for bats to use.

It is recommended that any lighting on the proposed site is kept away from the tree lines and the southern site boundary where possible. If any lighting is to be put up near to the tree lines it must be low and down lighting to prevent light interference to any bats using the tree lines as a flight path.

There are no bat roosts present on the site but it is recommended that bat roost opportunities are built into some of the new housing on the site in the form of bat bricks or gaps between fascia boards and walls to enable bats to roost in the space behind the fascia boards. This will provide biodiversity enhancements.

Any vegetation clearance should be carried out outside the nesting bird season, which extends from March to September each year.

If any vegetation clearance is to be carried out during the nesting bird season a thorough nesting bird survey must be carried out immediately prior to works commencing. If any active nests are found during this survey they must be left undisturbed until the young have fledged. This could put a considerable delay on proposed works.

The site provides suitable habitat for reptiles due to the rubble piles left on site when the buildings were demolished. Therefore, it is recommended that full reptile surveys are carried out on the site to determine whether reptiles are present.

Reptile surveys can be carried out between March and June and in September and October, with the peak survey months being April, May and September. The surveys will require a number of reptile mats to be laid out across the site and seven separate visits are required to check under

the mats for the presence of reptiles.

Should reptiles be identified on the site a mitigation strategy will be written and submitted to supplement this report. This will outline all mitigation measures that will be implemented before and during the development process and will be tailored according to the numbers, locations and species of the reptiles identified.

The Cotoneaster plants on the site should be dug up and chipped during the summer months when there are no berries on the plants.

The Common Spotted Orchids and Northern Marsh Orchids on the site have no protection. However the plants appear to thrive in this area. The development plan for the site shows an area at the eastern edge of the site that will not be developed. It is recommended that, as part of the new development, an area of damp open space is created in this area and that some of both species of orchid are re-planted into this area as part of the landscaping scheme for the site.

The development plan for the site shows an area at the eastern edge of the site that will not be developed. It is recommended that one or two small ponds are created in this area to compensate for the loss of the three small ponds on the site. Tadpoles were identified in these ponds during the survey in 2014 showing that frogs use the ponds to breed.

6.0 Summary

This Design and Access Statement demonstrates that the proposals accord with relevant national and local planning policy and design best practice in relation to outline planning applications.

Overall, the Illustrative Masterplan and supporting illustrations provide a clear set of design parameters on which to base detailed proposals.

These principles will help guarantee a well designed detailed proposal with careful consideration given to a range of dwellings in a pleasant, safe and secure environment

New residents will benefit from links to public transport, footpath/cycle permeability with well defined public green spaces.

These combined elements will ensure a pleasant, attractive and thriving environment to live.

<u>Indicative Development Summary</u>

No. of Dwellings: Circa 85 dwellings

Gross Site Area: 3.58 hectares

Type of Dwellings: Detached, semi detached and terraced

Storey Heights: 2-3 storey development

Bed Range: 1 -5

Density Range: 29 dwellings / Ha (net)