Harworth Estates

FORMER COLLIERY | NORTH GAWBER | BARNSLEY



DESIGN AND ACCESS STATEMENT

March 2014

PREPARED BY

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

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					Designer	Landscape	Planner
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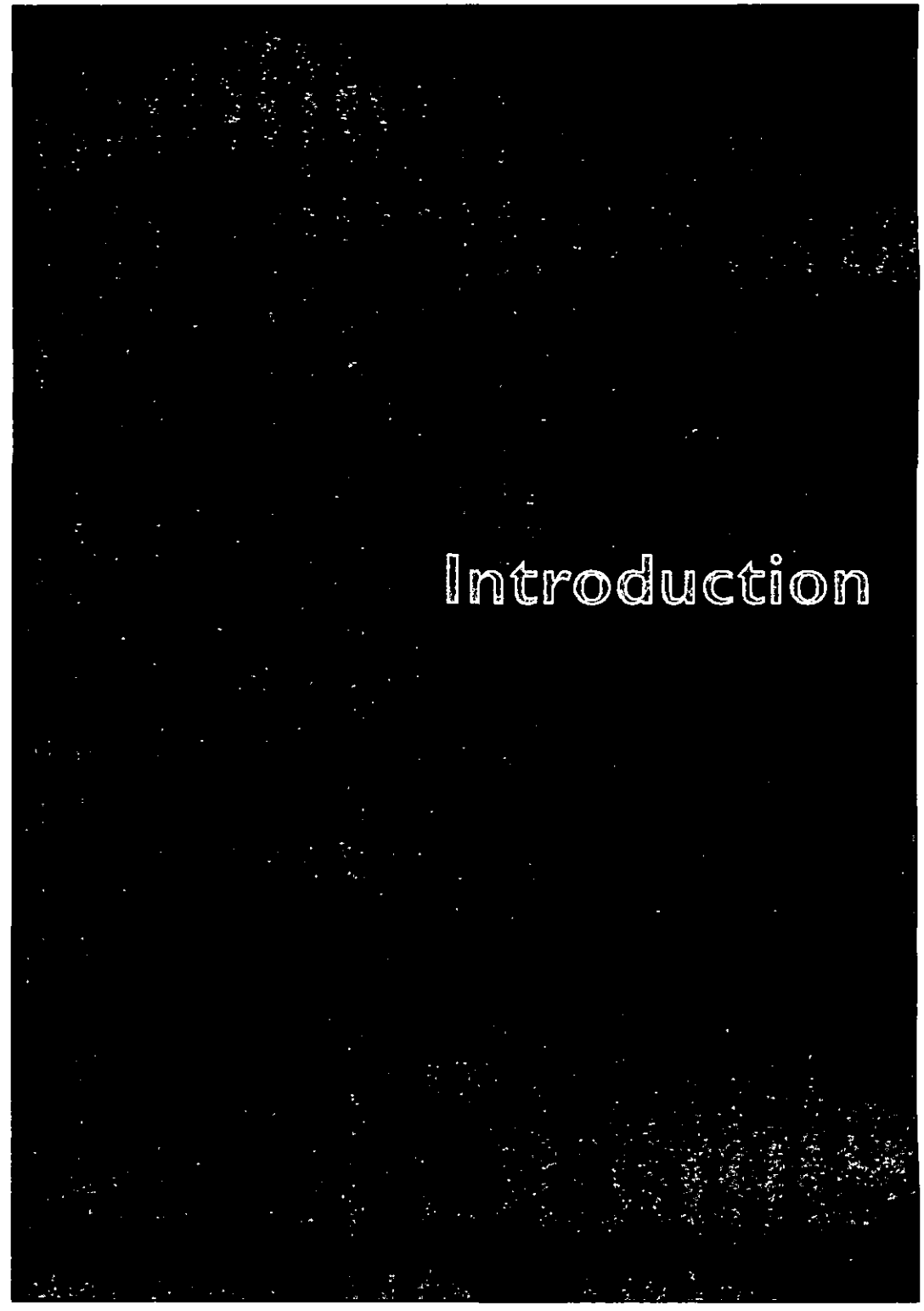
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John R Paley Associates

DLA LANDSCAPE
& URBAN DESIGN

BARTON WILLMORE


Introduction

This Design and Access Statement has been prepared by John R Paley Associates in support of a Hybrid Planning Application seeking full planning consent for the remediation and restoration of the site and outline planning consent for upto 325 dwellings, open space and associated infrastructure.

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 new developments; this further reinforces guidance contained within the new National Planning Policy Framework.

The content of the design element of the statement must demonstrate how the physical characteristics of the scheme have been influenced by a thorough process, which includes:

Assessment
Involvement
Evaluation
Design

The statement should also address the following factors:

Use - What the land and buildings will be used for

Amount - How much development can the site accommodate

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

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

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

Appearance - What the building and spaces will look like, for example building materials and architectural details.

The access element of the statement must include two aspects of access to the development:

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

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

BRIEF

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

Deliver quality of built form and spaces which are image enhancing

Employ innovations which are a model for environmentally sensitive development

Enable local residents and businesses to have meaningful influence on our proposals at every stage

Create a scheme which is deliverable and viable

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 and residents without preconception of the possibilities for this site.



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."

Barton Willmore are acting as planning consultants on this project and as such, the Planning Statement will be completed by them. 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.

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;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 63 - In determining applications, great weight should be given to outstanding or innovative designs, which help raise the standard of design more generally in the area.

Key Core Strategy Policies

- CSP 1 Climate Change
- CSP 2 Sustainable Construction
- CSP 3 Sustainable Drainage Systems
- CSP 4 Flood Risk
- CSP 5 Including Renewable Energy in Developments
- CSP 8 Location for Growth.
- CSP9 The Number of New Homes to be Built.
- CSP10 The Distribution of New Homes.
- CSP14 Housing Mix and Efficient Use of Land.
- CSP15 Affordable Housing
- 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
- CSP 42 Infrastructure & Planning Obligations

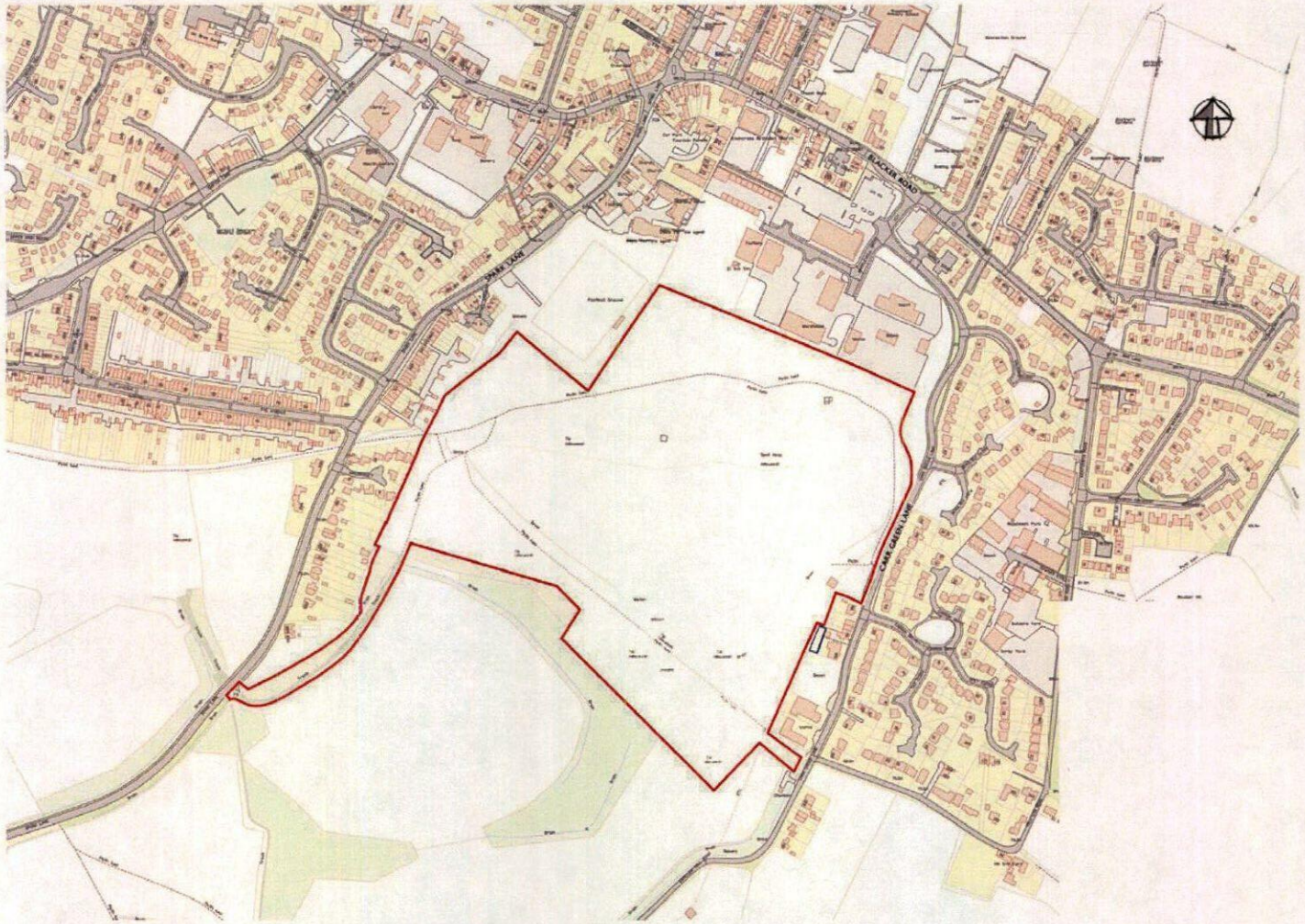
Relevant Supplementary Planning Guidance, Documents, Advice Notes or Planning Brief

- SPD-Designing New Housing Development
- SPD-Open Space on New Housing Development
- SPD - Parking

PAN

- 30 Sustainable Location of Housing
- 33 Financial Contributions to School Places

The Site



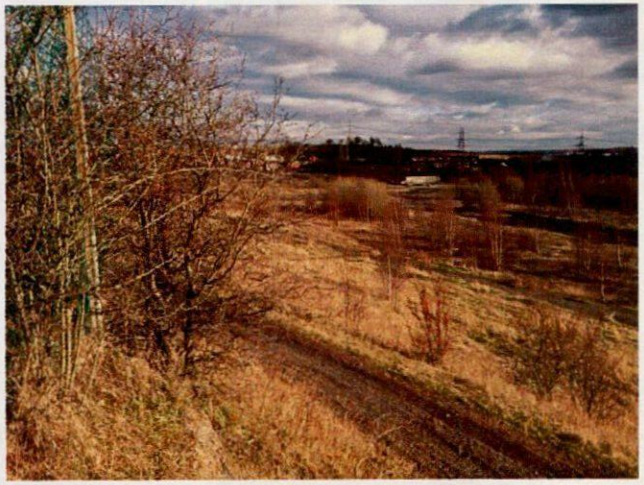
Located within Mapplewell, approximately 3.7km north west of Barnsley town centre, the site comprises of the former Gawber Colliery. The site is roughly rectangular in shape and is 16.32 hectares in size.

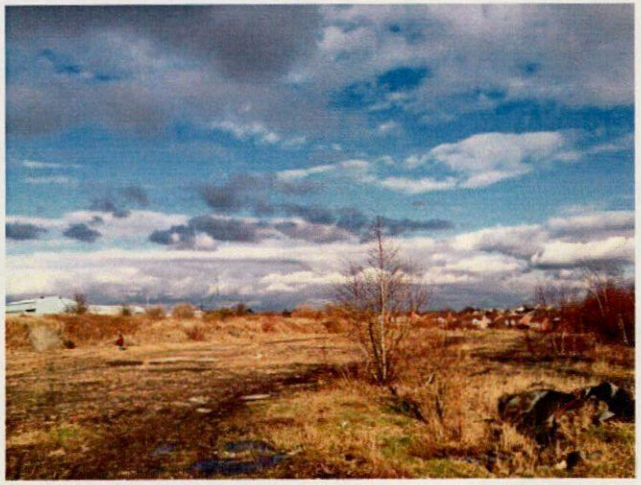
The site is bounded by existing residential development along Spark Lane to the west, recent industrial development to the north along Mapplewell Drive, Carr Green Lane to the east and open grass land to the south.

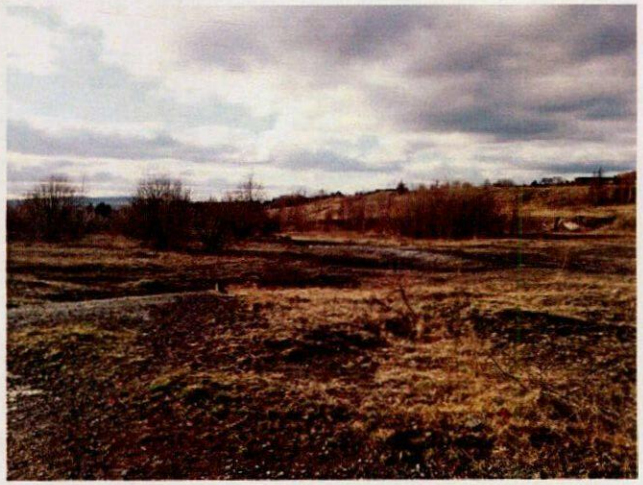
The topography of the site generally falls from the north west to south east with various interceding banks and plateaus between.

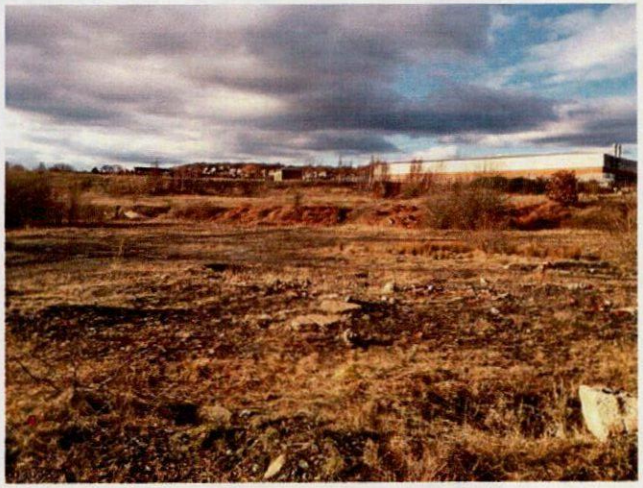
The levels along the northern boundary vary from just over 96.0mAOD in the west to 89.0mAOD in the east. The southern boundary falls from 75.0mAOD in the west to 68.0mAOD in the east.

The photographs below were taken within the site in July 2013. They demonstrate that this is a brownfield site of low ecological value.





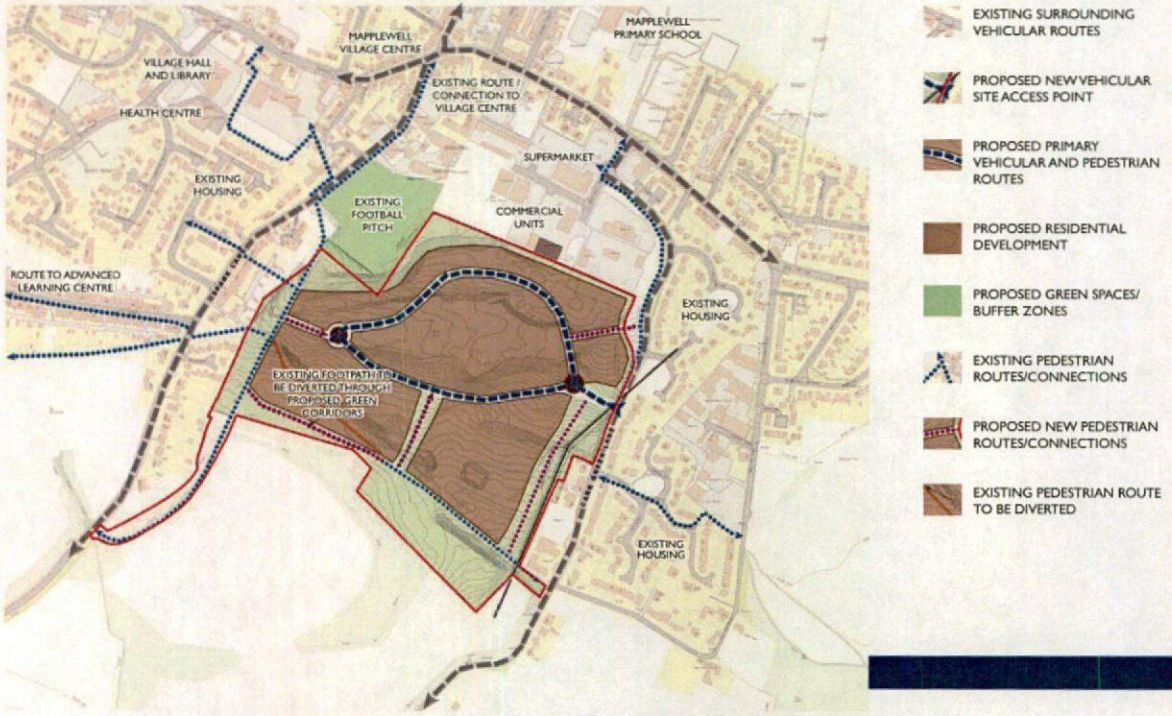












The information provided opposite identifies the position of the site in relation to local services.

Local Services

The site is well situated to access local services as shown on the plan opposite. The local centre of Mapplewell is within 400 metres, which equates to a 5-6-minute walk. There is a range of local services including a Co-Op supermarket, restaurant, pub. There are local schools, the nearest being within 400 metres with others within 800 metres.

Vehicular and Transport Links

The proposed development is located within easy walking distance of bus stops which serve a number of local and long distance bus routes. A number of bus stops are located close to the site:

- Spark Lane north of the junction with Pye Avenue;
- Spark Lane south of the junction with Greenside;
- Pye Avenue;
- Towngate (east and west of the junction with Greenside);
- Blacker Road (east and west of the junction with Mapplewell Drive); and
- Blacker Road west of Hope Street.

The bus stop locations provide access to frequent bus services, which can be summarised as follows:

- Service 1 – 10 minute frequency to Barnsley town centre via Athersley North, Honeywell and Staincross;
- Service 600 – Providing access to Skelmanthorpe Shelley High School via Darton;
- Service 97 – Hourly frequency to Wakefield/ Barnsley;
- Service 93A, 485, 488 and 490 – Providing access to Kexborough, Darton College;
- Service 93A – Hourly frequency to Barnsley

The nearest railway station to the development site is Darton Railway Station. The station is located on Station Lane approximately 2.4 miles from the development site which is within a reasonable cycling distance from the development and as previously mentioned is accessible using bus service numbers 1, 11 and 96. The station is managed by Northern Rail and provides an hourly service to Barnsley Interchange and also to Leeds and Sheffield where both local and national services are available.

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.

Character Analysis



The settlement character study provides an overview of existing built form character in the local area. Inspiration for the architectural style and built form should be taken from the local context. The context should be analysed in detail to determine its positive and negative characteristics in order to inform the design solution.

A development should reinforce or enhance the positive aspects of the locality. Negative aspects will determine what should be avoided. In some cases, it may be appropriate to depart from the local context with high quality innovative proposals.
An understanding of local vernacular, including existing urban form close to the site is important in formulating the design proposals for the site.

The grain plan opposite demonstrates a settlement that has developed over time with a variety of land uses, with no dominant form.

An examination of the surrounding area has been undertaken to inform the design proposals. We considered materials, boundary treatments, parking solutions, architectural styles and features.

MATERIALS

- Examples of stone and red brick. Head and cill detail (where present) are in keeping with the primary construction.
- Window styles vary in terms of style and material with brown and white present .
- There are examples of horizontal and vertically emphasised windows. Roof tiles are generally grey or red.

BOUNDARY TREATMENTS

There are a range of boundary treatments in the settlement, ranging from open plan, to low walls, fences and landscaping.

CAR PARKING SOLUTIONS

Existing parking solutions include: on-street, drives and garages.

ARCHITECTURAL STYLES AND FEATURES

The styles of properties vary significantly. Examples of styles and features includes variation in the roofscape, gables, some examples of chimneys. Eaves detailing is generally simple and in keeping with the primary construction of the dwellings.

AREA ONE

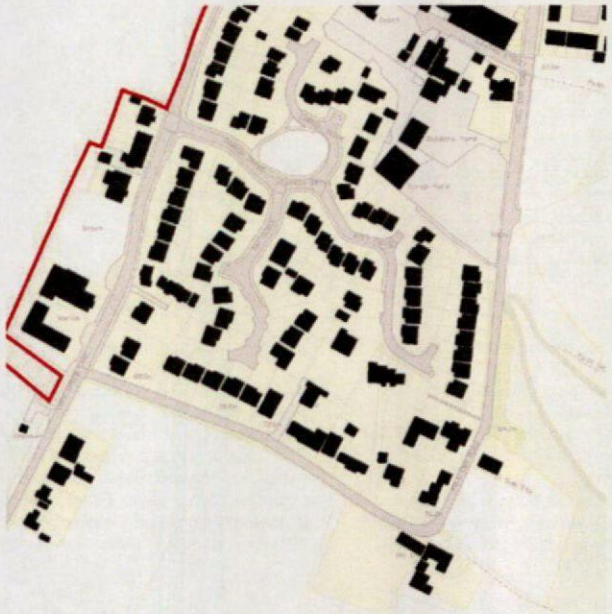
To the east of the site is the relatively recent housing development comprising of Carron Drive, Tay Close and Spey Close.

Dwellings are arranged around cul de sacs and comprise of semi-detached and detached two storey dwellings and single storey detached bungalows.

The predominant material is red brick with a red pantile roof. Artificial stone quoining is present to the front elevations along with bays, gables and heads and cills to windows. Windows and doors are white upvc.

Parking is within curtilage with all the dwellings have a drive and/or garage.

Boundary treatments vary from brick walls, fencing, railings.



Street scene

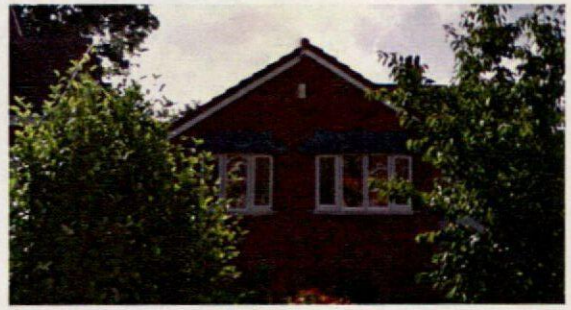


Carron Drive



Tay Close

Built form



Single storey bungalow - Tay Close



Two storey semi-detached - Carron Close



Two storey detached - Carron Close

AREA TWO

To the west of the site is the eclectic mix of dwellings comprising of Spark Lane and Pye Avenue.

Dwellings which are sited in a linear arrangement.

The predominant material is red brick with either a red or grey roof. Other features include chimneys, bays, gables and heads and cills to windows. Windows are generally white upvc.

Parking solutions vary from on-street, to within curtilage through a drive and/or garage.

Boundary treatments range from terraced dwellings which sit to the back edge of the footpath to brick walls and fencing.



Street scene



Pye Avenue

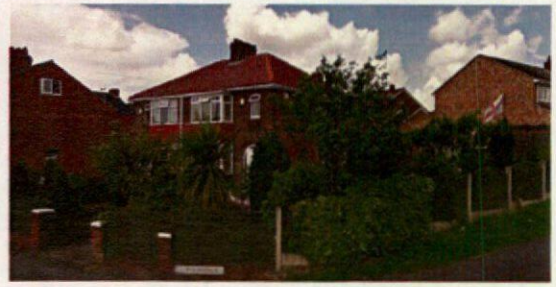


Spark Lane

Built form



Terraced dwellings - Pye Avenue



Two storey semi-detached - Pye Avenue



Two storey detached - Spark Lane

AREA THREE

To the north of the site there is a range of built form from linear runs of terraced properties which have a relatively tight urban grain.

Terraced dwellings around Hope Street are predominantly stone with chimneys and stone heads and cills.

There are relatively recent developments in this area which are detached and semi-detached. The materials are red brick and grey and red roof tiles.



Street scene



Hope Street



Blacker Road

Built form



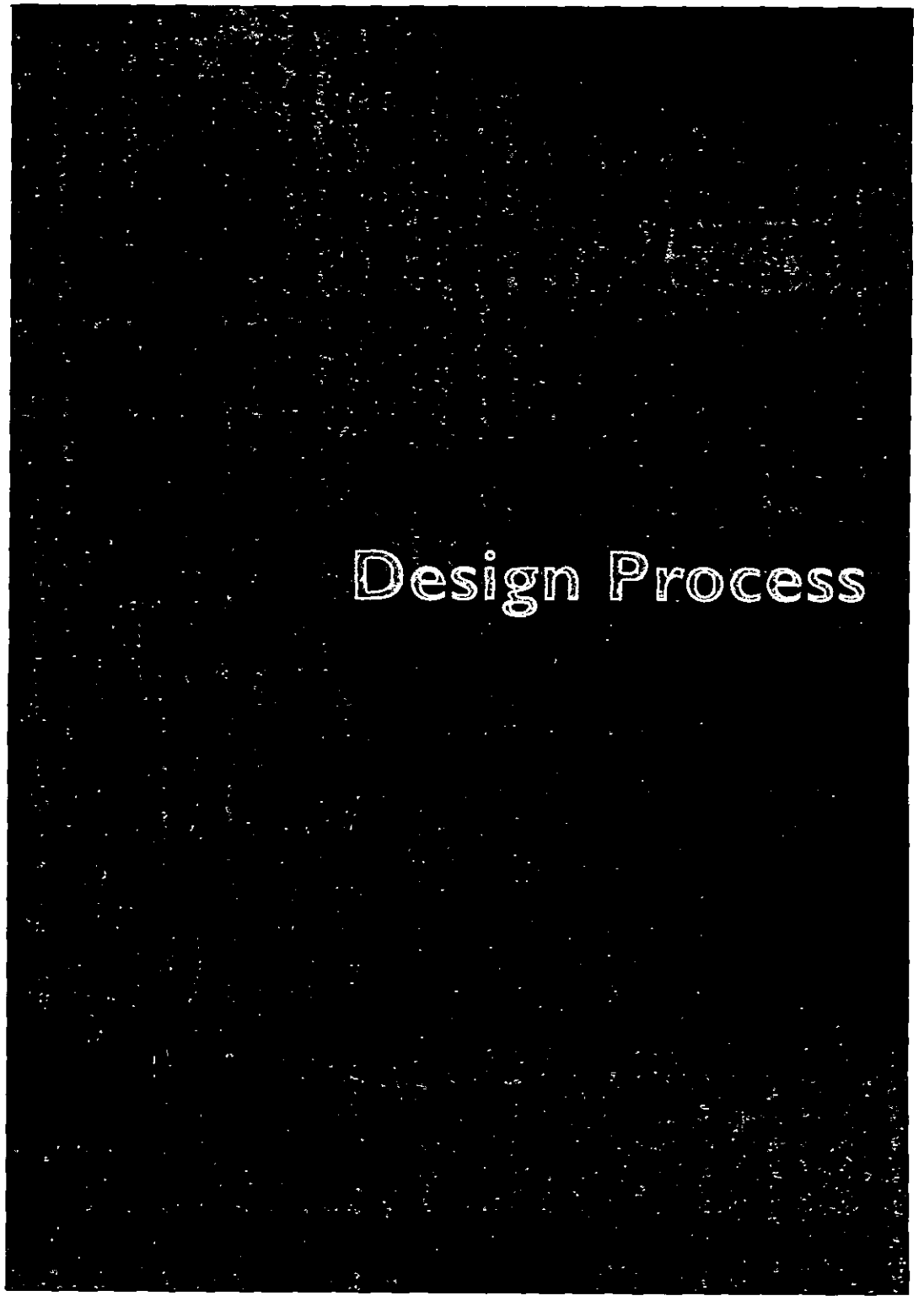
Detached and semi-detached dwellings - Park Close



Detached dwellings - Blacker Road



Two storey detached - Spark Lane


Design Process

SITE ANALYSIS AND CONSTRAINTS

The plan opposite demonstrates there are a number of major constraints on the site.

The plan opposite shows the land within the Applicant's ownership.

A detailed technical review has been undertaken and the approach that is to be taken is to work where possible with the existing topography to keep the remediation / cut & fill costs to a minimum. This will improve the viability what is a technically difficult site.

The proposed access point to the site will be from Carr Green Lane.



Areas of steep sloping land. Development will need to be designed to work with the levels

Existing mineshaft locations. Dwellings to be kept clear of these areas

Lagoon locations where foundations costs will increase

Existing pylons and area where new dwellings cannot be located

Existing informal pedestrian routes within the site

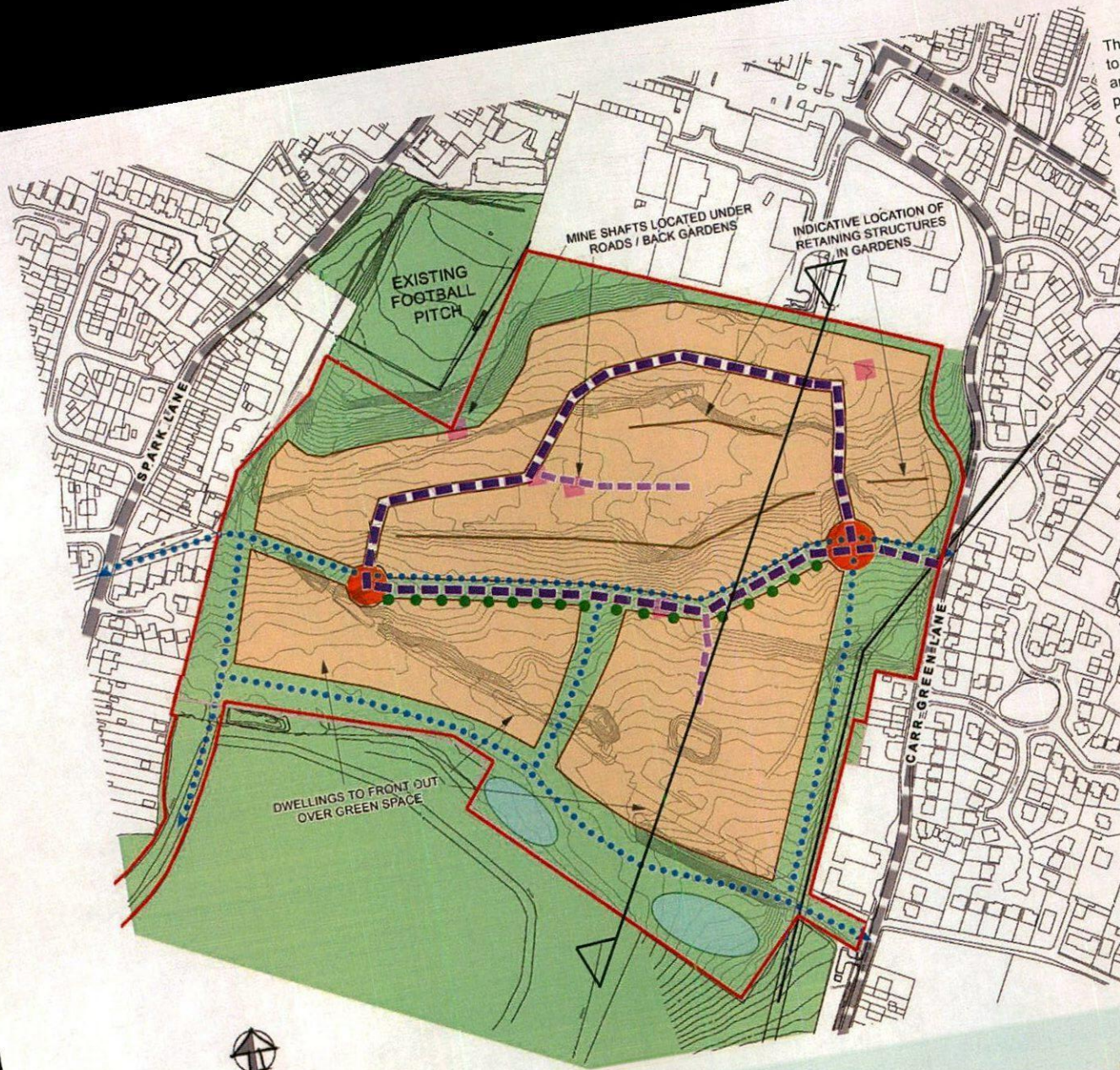
New single vehicular access from Carr Green Lane

Existing surrounding road network

The initial concept proposes a single access point to access the application site. It is intended that this area creates a and welcoming environment. The site will then be served by a central primary route which runs along the contours. A series of arrival spaces occur along the primary route helping to create a sense of place within the development. The remainder of the site will be served via a series of secondary and tertiary routes with differing characters.

The provision of public open space has been an integral element of the design process. The southern boundary provides a linear space which incorporates public footpaths and surface water attenuation. This area provides a transitional area between the proposed built form and the open space beyond the site boundary. The proposed open space within the development (to create an attractive area for pedestrians and wildlife) connects into the linear southern space. Perimeter open space is provided to all site boundaries.

Good pedestrian connectivity has been created along strategic green corridors within the application site.



Boulevard

Primary vehicular routes

Secondary vehicular routes

Feature node within development

Proposed residential development

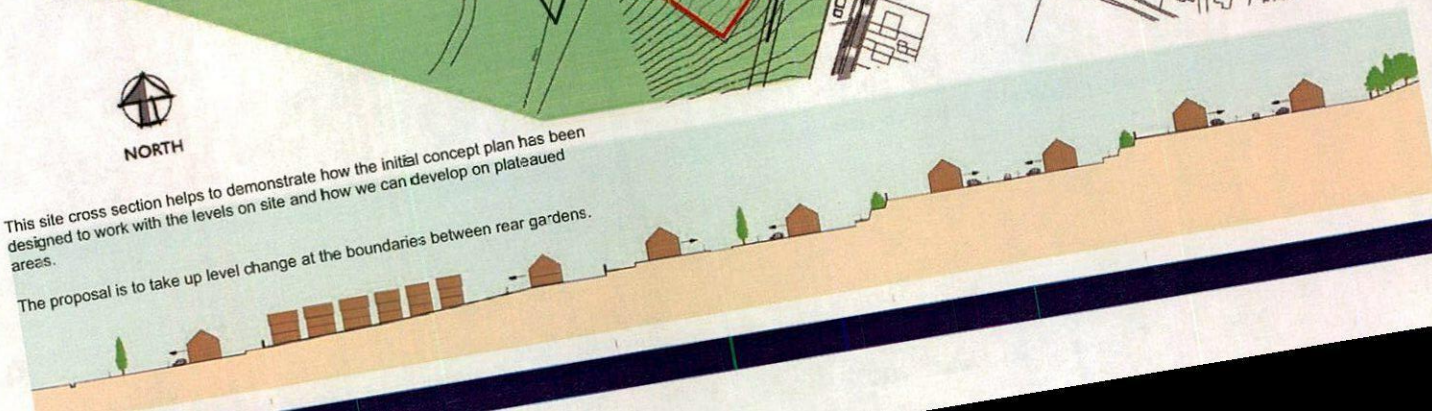
Balancing ponds to be designed by engineer

Proposed pedestrian connections

Line denotes areas where level change is taken up in the rear gardens of properties

This site cross section helps to demonstrate how the initial concept plan has been designed to work with the levels on site and how we can develop on plateaued areas.

The proposal is to take up level change at the boundaries between rear gardens.



The Proposals



This section of the Statement sets out parameters in respect of the creation of character areas, street hierarchy and parking, green infrastructure and landscaping, block layout, external appearance, materials and detailing. These aim to underpin the detailed design and layout of the development at reserved matters stage. They are fully consistent with the requirements of policies within the NPPF which seek to ensure that, amongst other things, developments function well and add to the overall quality of the area, establish a strong sense of place, optimise potential to incorporate green and public space and create safe and accessible environments (paragraph 58). The parameters also provide the basis to ensure that the detailed design of the development will incorporate good architecture and appropriate landscaping and promote local distinctiveness (paragraph 60). The submitted indicative design responds to the requirements of policy CSP 25, 26 and 29 and the various supplementary planning documents.

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 indicative masterplan demonstrates how the development would include the provision of up to 325 dwellings.

The total site area is 16.32 hectares. The breakdown of land uses on the site as demonstrated is as follows:

Nett Area of development: 10.83 hectares

Total area of green spaces including the buffers, bankings, etc: 4.92 hectares (30%). Of this the area of usable public open space: 3.63 hectares (22%)

Construction Access: 0.57 hectares

Mix of housing

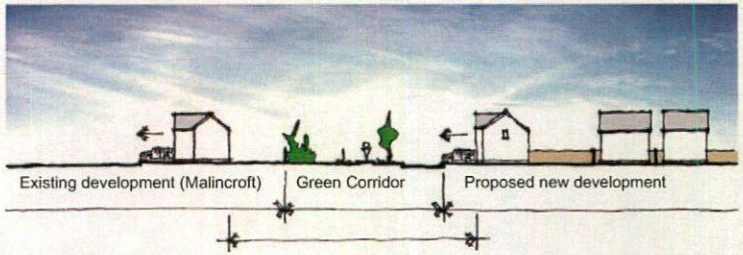
The mix of housing will be established at the more detailed stage it is envisaged that the development would provide a mix of properties in line with the aspirations of National and Local Guidance and the desire to create a mixed and sustainable community.

Affordable housing

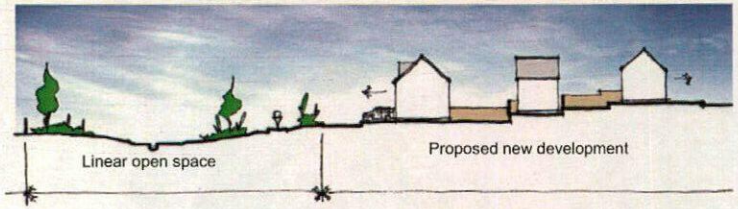
An element of affordable housing will be provided on site with areas of low density housing providing aspirational family housing.

DESIGN SOLUTION
LAYOUT



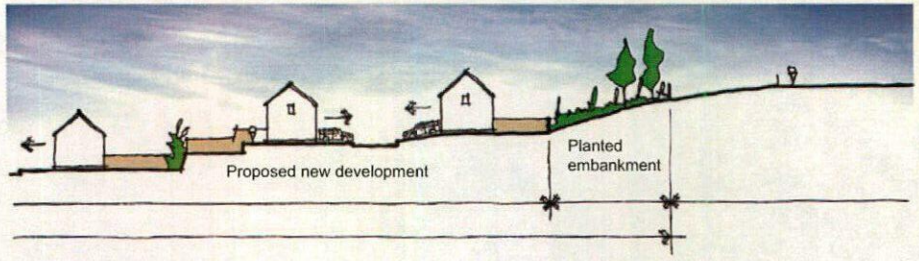


SECTION AA

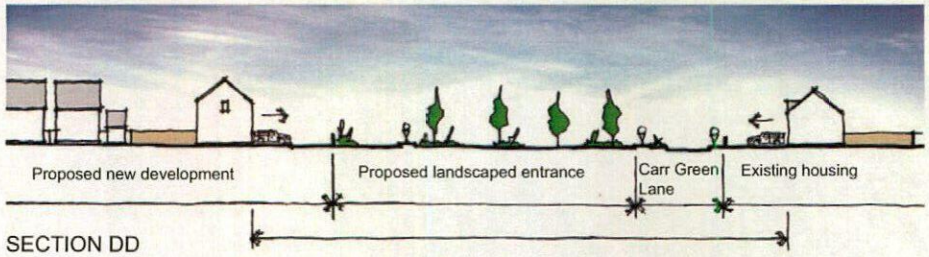


SECTION BB

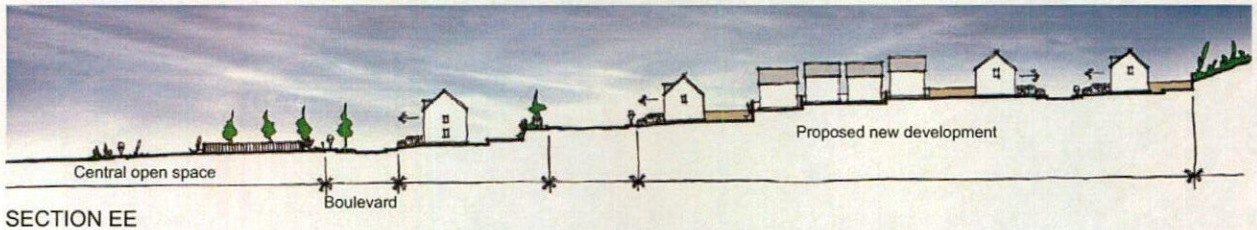
The indicative site sections demonstrate how the site relates to the proposed topography.



SECTION CC

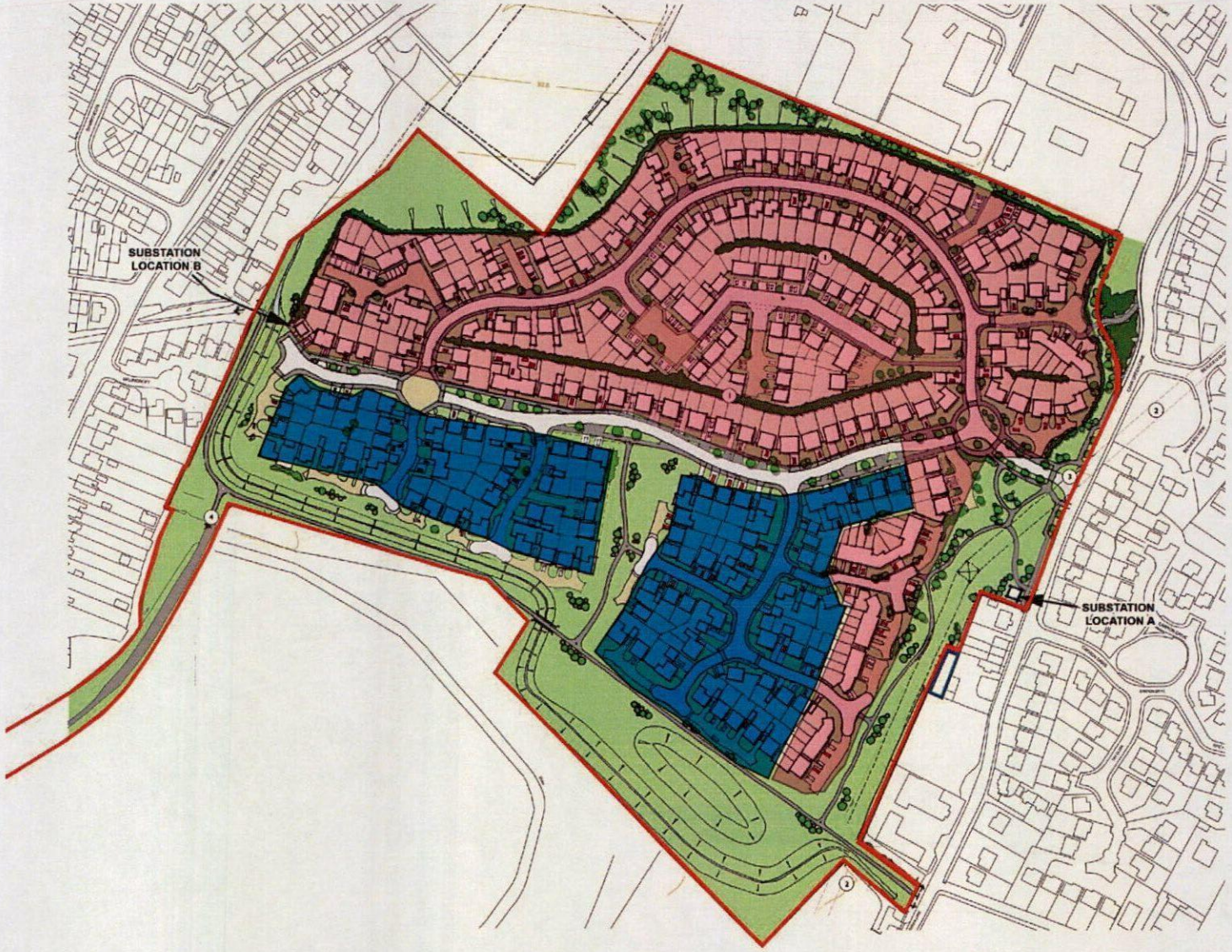


SECTION DD



SECTION EE





The plan opposite demonstrates the indicative proposed density for the development.

Medium density development
(approx 30-35 dwellings per hectare)

Lower density development
(approx 20-30 dwellings per hectare)

The arrangement of a number of streets have been developed and respond to:

- The character and role of the streets and spaces in the development
- The movement function
- Built form
- Landscape character and public realm.

The need to manoeuvre should be avoided where possible, by the use of a well connected street network, cul-de-sacs in excess of 20 metres will require a manoeuvring facility capable of accommodating the largest anticipated vehicle (normally a refuse vehicle).

Principles to consider when undertaking detailed designs for the Reserved Matters Stage: -

- Visibility splays should be identified at all internal junctions.
- Adopted forward visibility splays should be identified.
- Drive lengths should be a minimum of 5.6m. They must not be of an intermediate length where a vehicle could potentially park and overhang the footway.
- Areas that serve more than 5 dwellings must be adopted.
- Suggested adoption of footpath link.
- Garages should be 3 x 6m to count as a space.
- Refuse Strategy must be fully considered and integral to the detailed design proposals for the site in terms of collection and storage.
- Provision for cycles should be incorporated within the design and considered at the Reserved Matters stage.

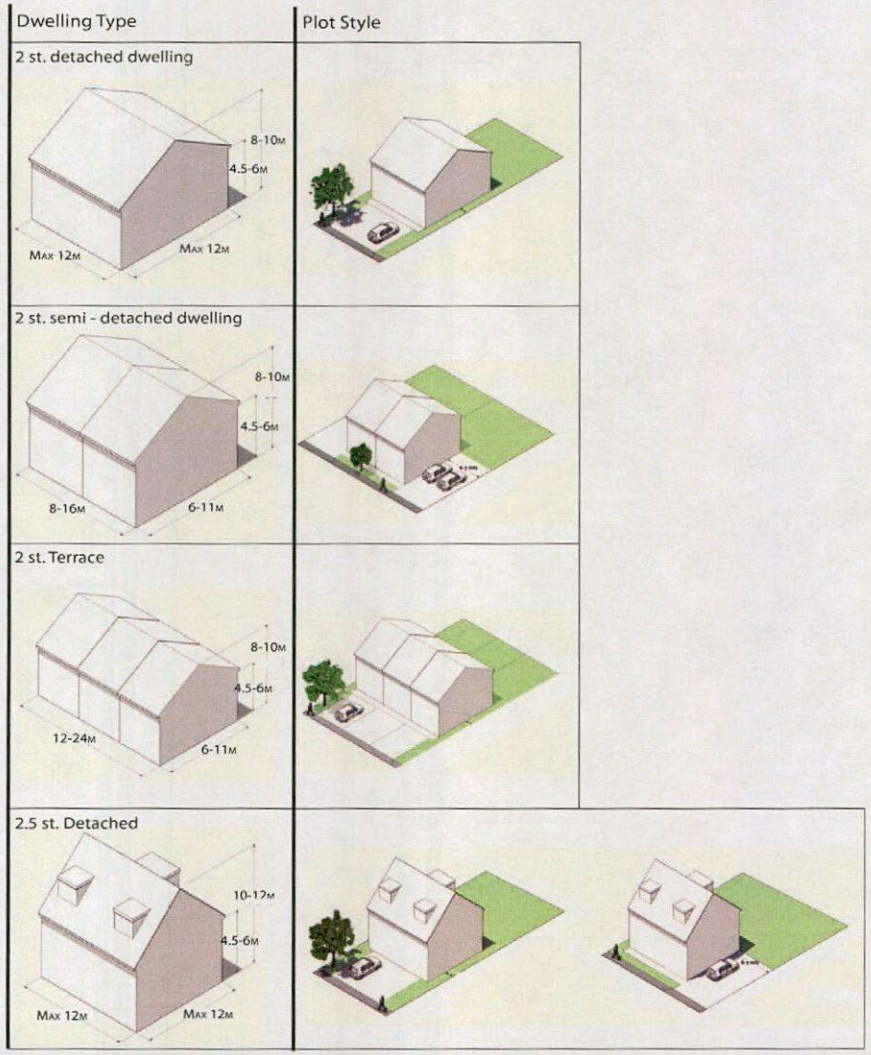


Guiding Principles

The proposed street layouts help to provide legibility and variety within the development whilst relating the design of the space to adjacent land uses.

The width between buildings is critical to how well streets work and their aesthetic qualities. Widths should relate to building heights and the proposed characteristics of the streets.

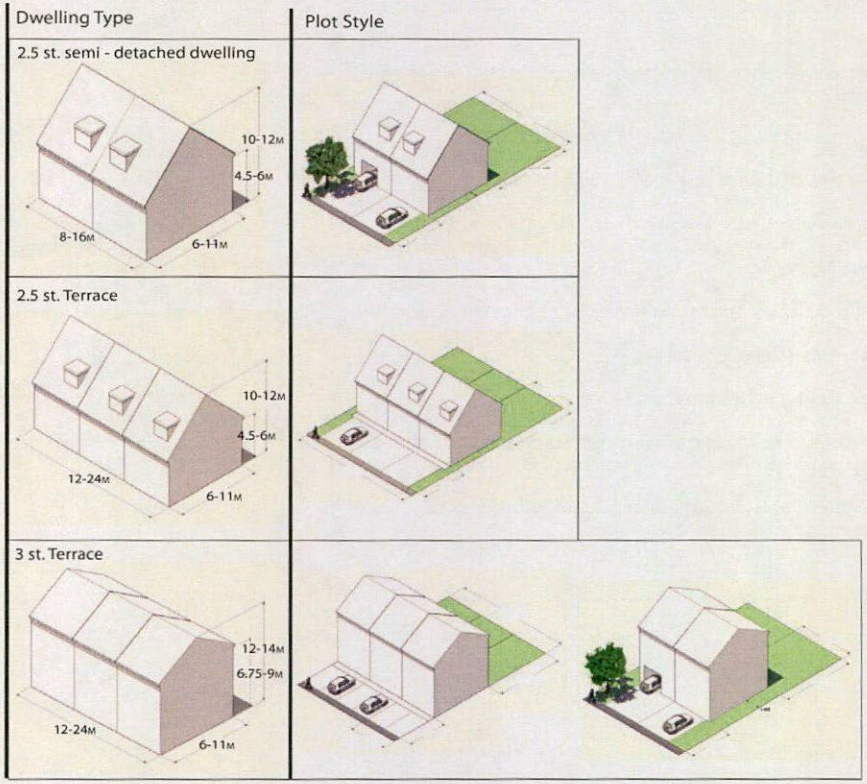
The backs and fronts of buildings need to be treated differently. The basic tenet is 'public fronts and private backs', and it is important to get this right in order to make streets work as places.



APPEARANCE

The submission 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 accceptable through the Reserved Matters stages.

The wide diversity of styles found within Mapplewell indicates that design cannot simply replicate what exists at present since there is no dominant style. A simple traditional design would therefore help to unify and build character within the neighbourhood. Buildings found in the surrounding area do offer a variety of starting points for developing an architectural approach to the new neighbourhood that will balance the joint objectives of integration and facilitation of individual expression using traditional built forms.



The South Yorkshire Residential Design Guide provides details on the appropriate sizes of dwellings which should be adhered to as part of any detailed design. Those standards are provided opposite.

South Yorkshire Residential Design Guide

Unit Type	Minimum Size (Sq.ft)
1 Bed 1 Person Dwelling	495
1 Bed 2 Person	505
2 Bed 3 Person	667
3 Bed 4 Person	828
4 Bed 5 Person or more	1001

DESIGN SOLUTION
SCALE

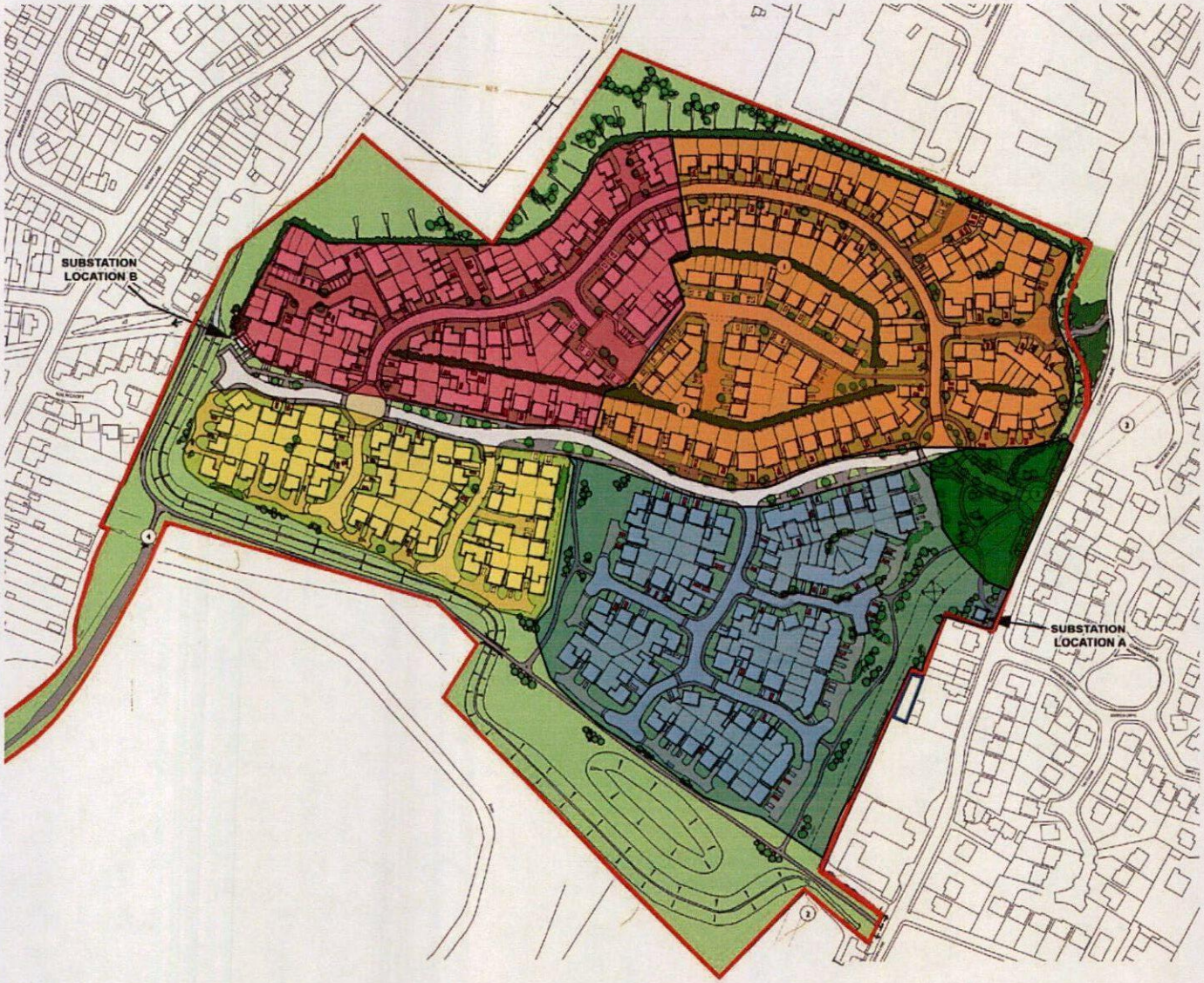
The plan below demonstrates how the use of varied storey heights could be utilised at reserved matters stage to create interest to the street scene and help to frame views, in the future detailed design.



Locations that maybe suitable for up to 2.5 and 3 storeys

Locations that maybe suitable for 2 and 2.5 storeys, with the occasional 3 storey in feature locations

Locations where 2 storey is more prominent with only selected 2.5 storey units in feature locations



The plan opposite demonstrates the proposed phasing of the development.

It is anticipated that the site access road and entrance feature will be constructed at an early stage to create an attractive gateway and set the scene for the future development of the site. Indicative examples of other Harworth developments are included in the Landscape Section.

The initial thought is that this will be a two developer site and so Phase 2a and 2b would begin at the same time with two developers having show houses at the site frontage.

As development progresses it is anticipated that these two original developers would then continue into phases 3a and 3b and develop out the remainder of the site.

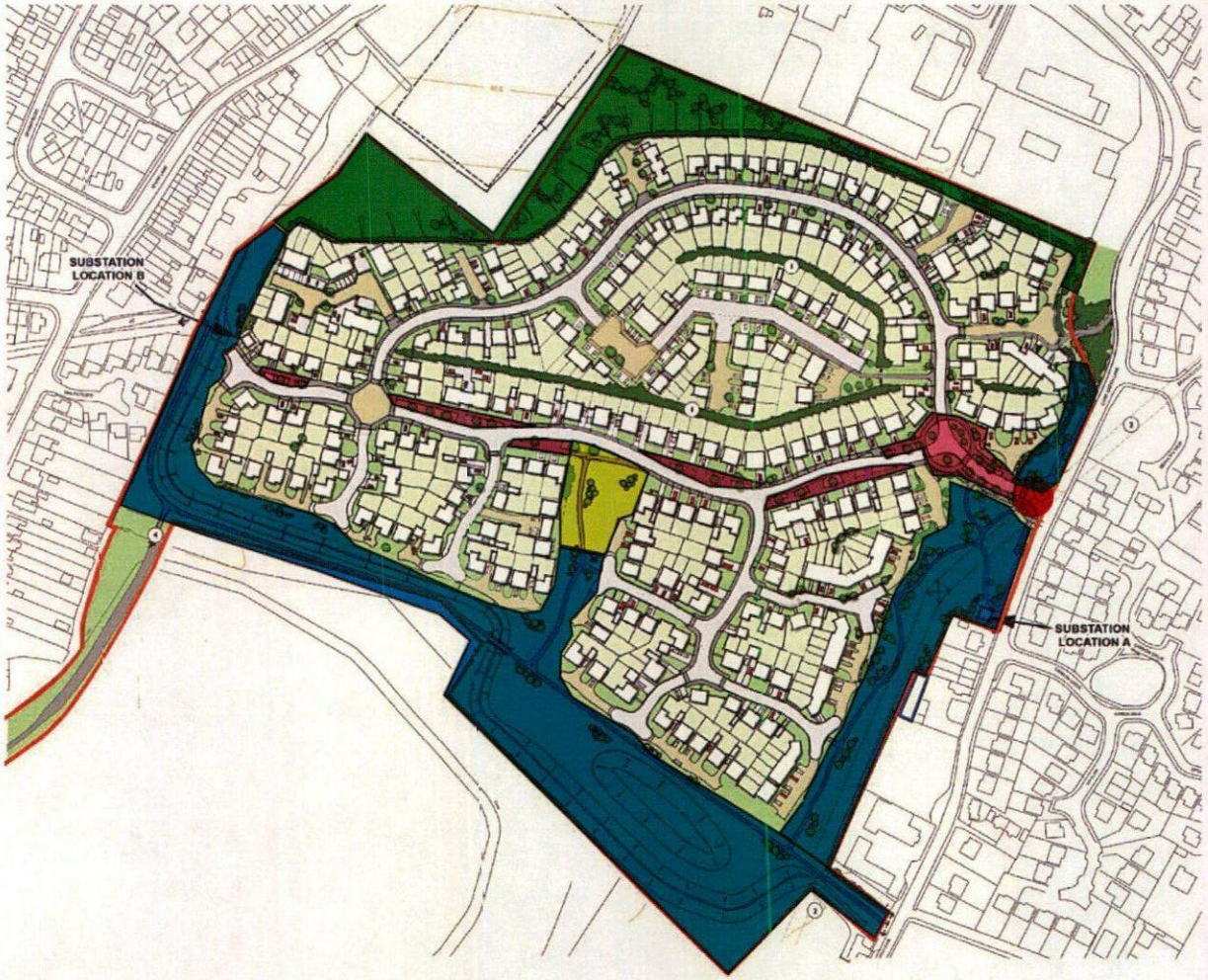
The strategic green routes and areas of open space will be established at the same rate as the house building so that any completed dwellings can enjoy these areas.

- Phase 1 - new gateway feature entrance will be established at an early stage to create an attractive entry to the new development
- Phase 2 a
- Phase 2b
- Phase 3a
- Phase 3b

This section of the statement provides details of the landscape approach taken at this site.

Although only at the Outline Stage, it is important to establish an overall strategy for the landscaping as a guide for the more detailed application to ensure that any existing landscape features are retained and enhanced where necessary.

Barnsley Council have a Supplementary Planning Document for Open Space Provision on New Housing Developments that requires a minimum of 15% of the developable site area of a proposal should be green space. The indicative masterplan proposes a central green corridor with further green corridors incorporating pedestrian/cycle connections. The total greenspace provision is 4.92 hectares from a total site area of 16.32 hectares, this equates to approximately 30%.



- Proposed site entrance with new gateway feature incorporating high quality landscaping
- Proposed network of green corridors providing new pedestrian routes that connect into the existing network, includes new sustainable urban drainage
- Centrally located area of cpen space
- Proposed managed landscape buffer with good ecological value, no pedestrian access is provided to these areas
- Proposed tree lined boulevard running through development providing a segregated footpath route through the site

Individual Plot Planting
This will be determined at the Reserved Matters stage when the detailed plans are submitted. The following sections however identify why these elements should be considered through this process: -

The planting to individual plots will have 3 main aims:

1.Defining defensible space
Providing protection from roads and footways and between plots

2. Creating distinctive spaces
Using a limited palette of plants for different parts of the development. Creating focal points at key areas such as cul-de-sac heads and junctions by using contrasting plants with architectural form.

3. Complimenting the built form
Softening walls, breaking up building lines and filtering views between buildings.

Secure by Design guidelines

Incorporating these guidelines within the design will involve the selection of defensive planting while maintaining clear visibility and allowing natural surveillance. Positioning of shrubs and trees to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.

Maintenance
Again, this is a matter, which will be determined at the detailed planning stage and should be fully considered when completing the detailed designs for the site:

Planting within private gardens.
Garden areas would usually come under the ownership of individual householders, who will then be responsible for the maintenance of lawns, trees and shrubs.

Public Open Space
Good management of community assets and public areas will have a major effect on the social and commercial success and profile of any development.

The Public realm should therefore be maintained by either a management company or the local authority to an approved management plan.

In developing the landscape scheme, it is important to look at the external environment as a whole. Boundary treatments are important in defining perceptions of public, semi-private and private space. They can help to create an attractive setting for the development and local street scene, and are important in integrating the development with its surroundings. The design and detailing of the boundary treatments should complement the materials used in the development and be appropriate for the area. They should be integrated with the proposed planting scheme.

Front Gardens

There are a range of boundary treatments in the settlement, ranging from open plan, to low walls, fences and landscaping. It is important to ensure that although boundary treatments are useful for defining space, they should not restrict levels of natural surveillance onto the street.

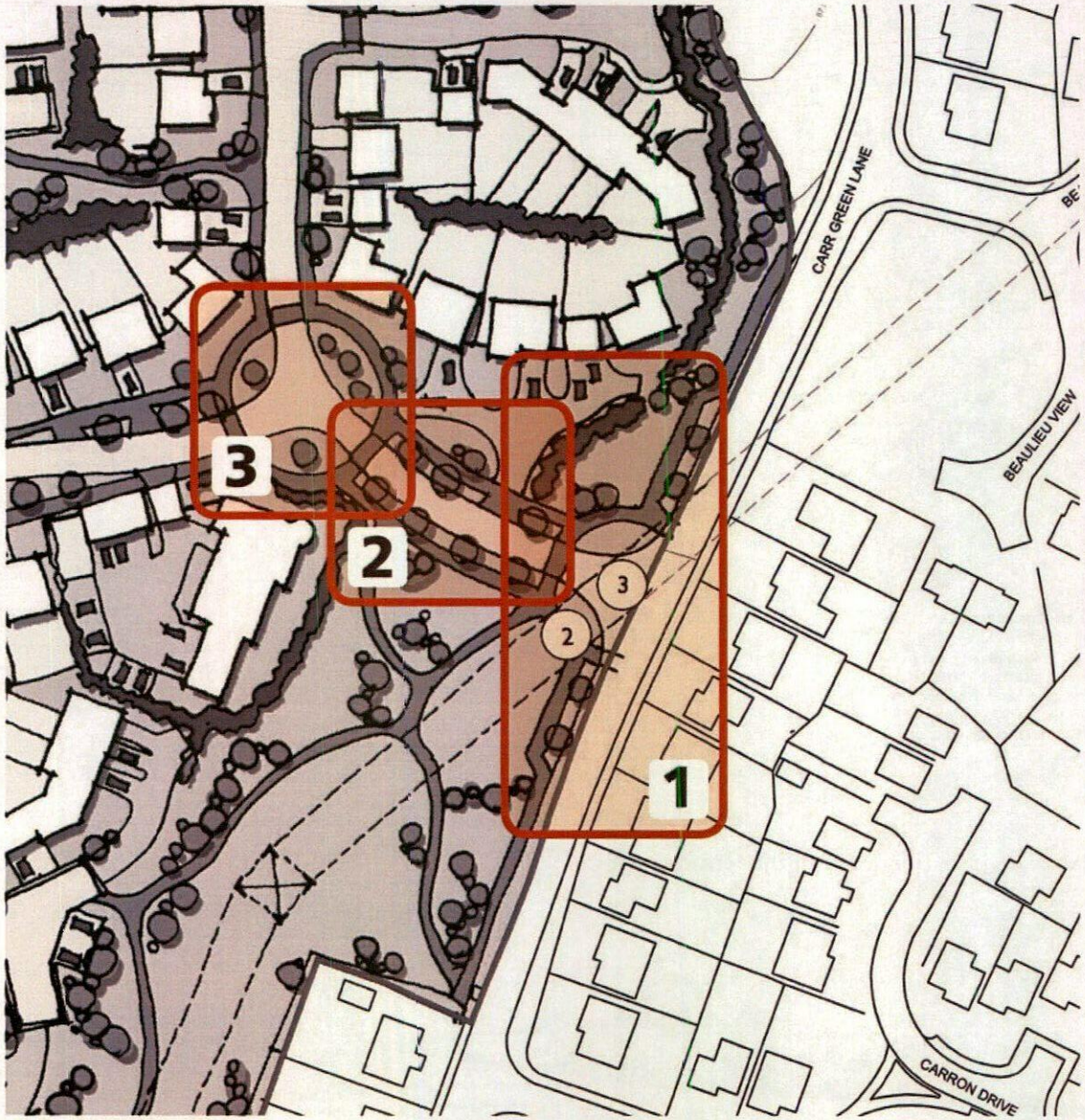
Rear and Side Boundary Treatments

Rear gardens must be defensible and ensure that the space is private for the occupiers. In this situation, a higher boundary is considered to be appropriate such as a 1.8m high fence or wall.

Rear and Side Boundary Treatments

Boundary	Example Location	Materials	Height	Example Images
Rear Boundary between back gardens		Timber fence panel. Ideal is to include gaps to reduce starkness	1.8m	 
Side Boundary between back gardens		Timber fence panel.	1.2 - 1.8m max	 

NORTH GAWBER ENTRANCE SEQUENCE



The entrance sequence for the development at North Gawber comprises three spaces as shown on the plan to the left.

1. Entrance Gateway
2. Entrance Avenue
3. Entrance Hub

This options study presents 3 options for the Entrance Gateway. One of these options is shown as a sketch plan only.The potential character of the Entrance Avenue and the Entrance Hub is shown more strategically.

The design proposals for the Entrance Gateway respond to the following elements:

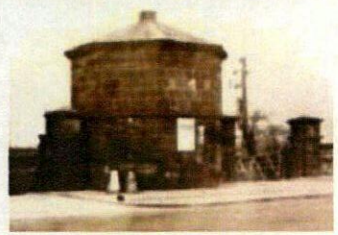
- There is a steep earth bank to the west of Carr Green Lane. The gradient of the slope varies from approximately 1:2 to 1:3.
- Carr Green Lane slopes from North to South and offers good views south over the fields towards Barnsley.
- Pedestrian and vehicular traffic will approach the development from both the north and the south. The gateway needs to serve both groups of users and needs to work from both approaches.
- There is a need to respond in a sensitive way to views from existing properties on Carr Green Lane.
- There is potential to connect the development to the history of New Lodge and North Gawber by drawing upon its history for inspiration. In particular, the following points have been of interest;
  - the coal mining industry,
  - the nail manufacturing industry, which preceded it,
  - North Gawber pit was open for 135 years from 185 - 1987,
  - the round house or North Lodge inspired the village's name and is the logo for the community partnership.







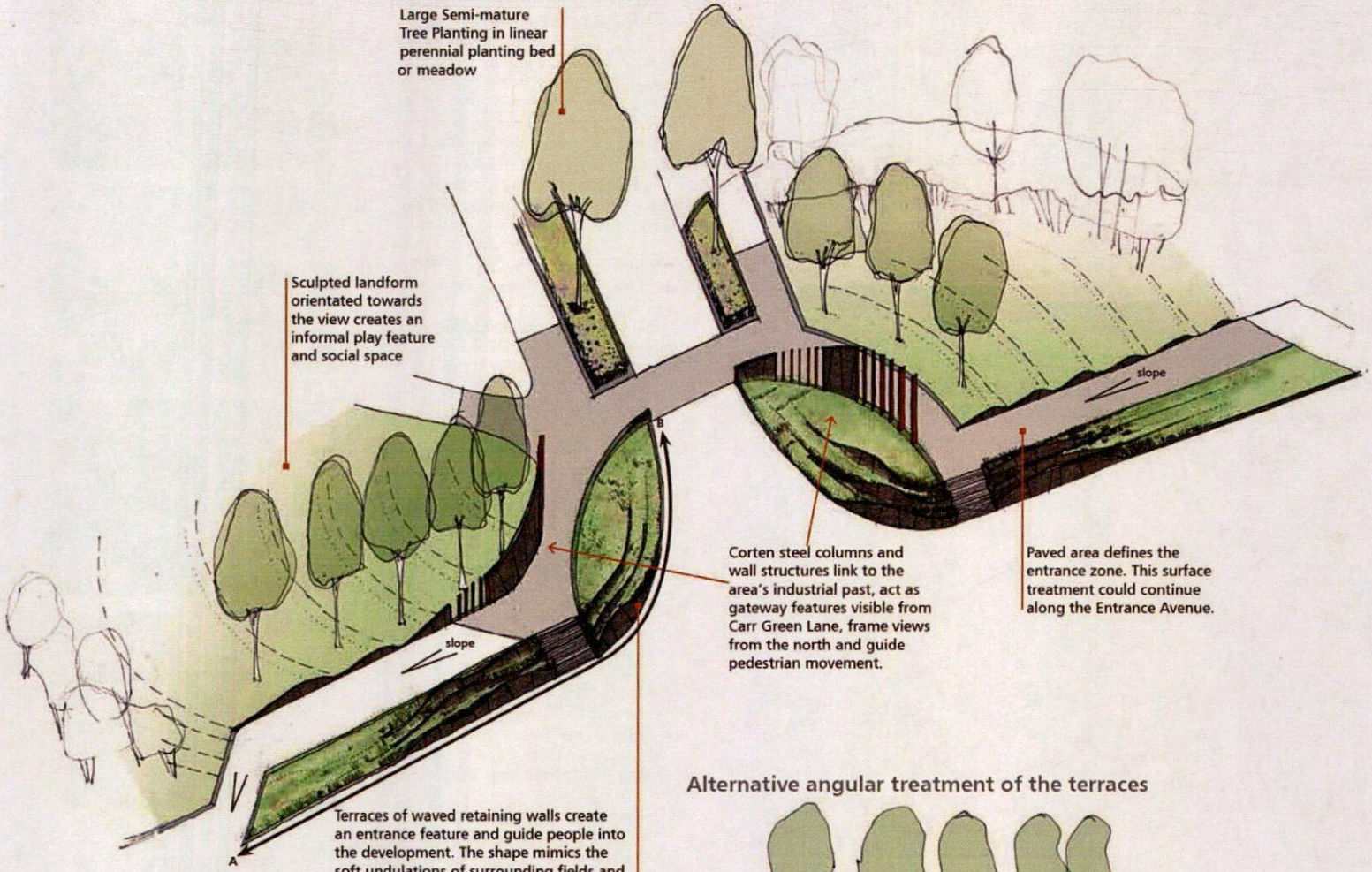




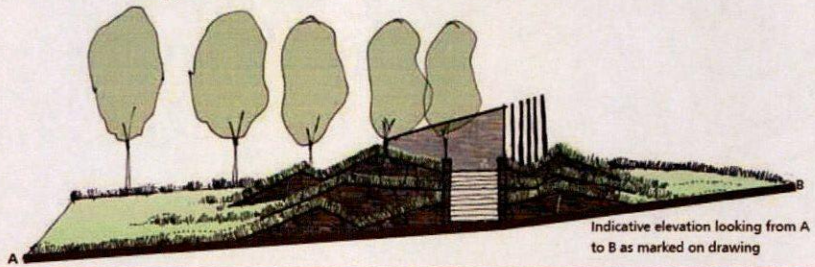
DRAWING NUMBER: 9014-001-01
DRAWING STATUS: INFORMATION
DATE: 08 Nov 2014

DLA LANDSCAPE & URBAN DESIGN

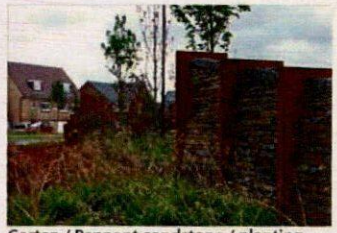
ENTRANCE GATEWAY | Terraced Seams



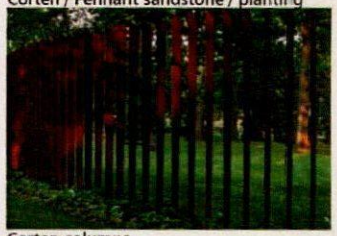
Alternative angular treatment of the terraces



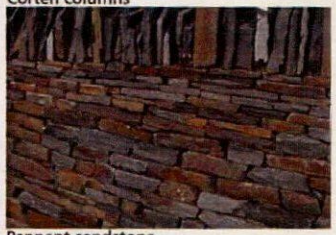
Indicative elevation looking from A to B as marked on drawing



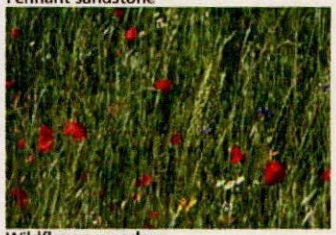
Corten / Pennant sandstone / planting



Corten columns



Pennant sandstone



Wildflower meadow



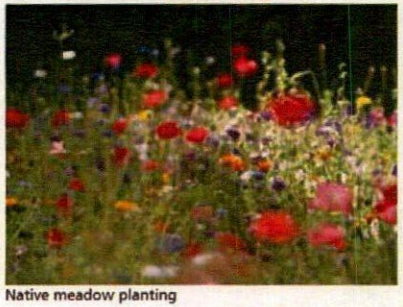
Perennial planting

DRAWING NUMBER: 9014-001-01
DRAWING STATUS: INFORMATION
DATE: 08 Nov 2014

DLA LANDSCAPE & URBAN DESIGN

Planting Options

1. Meadow planting



Native meadow planting



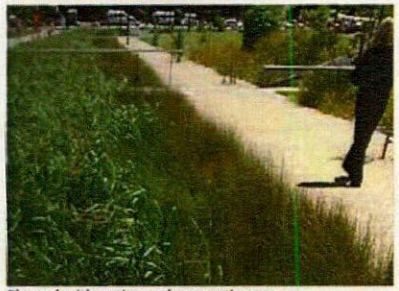
Including non-native species into the wildflower mix has the potential to extend the flowering season of the native meadow.

Evaluation

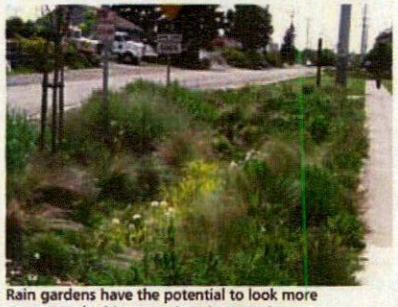
STRENGTHS
- Links to surrounding landscape character
- Potential to tailor the mix to existing soil conditions

CONSIDERATIONS
- Lack of winter colour
- Bespoke detailed design will ensure longevity and high visual impact

2. Rain Garden



Planted with native and non-native grasses



Rain gardens have the potential to look more ornamental. This example is from Linden Avenue, Seattle.

Evaluation

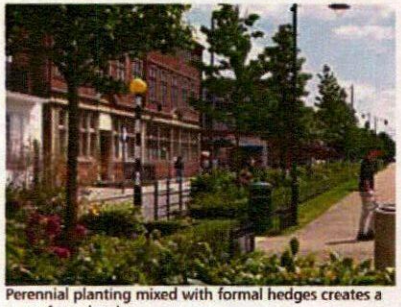
STRENGTHS
- Links to surrounding landscape character
- Potential to make a good contribution to the development's sustainable drainage strategy

CONSIDERATIONS
- Good site engineering required
- Bespoke detail design of tree pits will ensure correct species selection and longevity.

3. Perennial planting



Naturalistic style perennial planting



Perennial planting mixed with formal hedges creates a more formal style.

Evaluation

STRENGTHS
- Potential to create a more formal first impression
- Planting scheme can provide year-round colour if appropriate

CONSIDERATIONS
- Good quality topsoil required



DLA LANDSCAPE & URBAN DESIGN

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 residential 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.

<u>General Principles</u>

Areas of open space and play space should be located so that they are overlooked by dwellings. This will ensure that they are accessible for all future residents and will benefit from high levels of natural surveillance.

Footpath links should be clearly and logically positioned to ensure surveillance and use.

Parking will seek to be provided within curtilage through a drive and/or garage where possible. For terraced properties parking could be provided by parking bays and these will be in a logical position to the property, generally to the front to ensure they are overlooked.

Public and private spaces will be clearly defined to minimise the possibility of crime/anti-social behaviour going unchallenged. This should be through the use of a well-designed and sensitive landscaping schemes or boundary treatments in residential areas which will create a high quality and attractive environment.

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. Front boundaries will be defined by landscaping or a boundary treatment as appropriate. The use of 1800mm screen walls should be employed where the rear / side garden boundaries abut the highway.

Rear gardens will be plotted against rear gardens where possible to minimise the possibility of unwanted access. Any rear access paths should have lockable gates preventing casual intrusion.

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 dwellings will respond to the street with outward facing development, front 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 to ensure surveillance and dual aspect dwellings should be employed at key corners.

DESIGN SOLUTION
SECURED BY DESIGN



This section of the Statement will address access issues to the site, including the following aspects:

Policy – justification of the relevant national, regional and local planning policies.
Site Circumstances – how any specific issues, which might affect access to the development, have been addressed.
Consultation – indicating who has been consulted in relation to access for all, particularly the disabled.
Vehicular and transport links - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.
Inclusive access - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

The development proposals are for up to 325 residential dwellings. One point of vehicular access will be provided from the site onto Carr Green Lane.

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

The site comprises the former Gawber Colliery.

Highway Network

The site is considered to be within Darton, which is defined as a Main Town and Service Centre providing a broad range of services and facilities. Within Mapplewell, Blacker Road (B6131) is situated to the north of the site and is traffic calmed with a 20mph speed limit. Carr Green Lane is to the east of the site and is a residential road with a 30mph speed limit Spark Lane (B6428) is located to the west of the site and has a 30mph speed limit at the junction with Blacker Road and a 40mph speed limit at its junction with Swallow Hill Road.

Swallow Hill Road forms a continuation of Carr Green Lane to the south of the site and is rural in nature, with the carriageway narrowing to a single track approximately 160m north of its junction with Spark Lane.

Wakefield Road forms part of the A61 and accessed from the site via Bar Lane; it has a speed limit of 30mph.

The site is to be accessed on foot at a number of locations, including Spark Lane, Carr Green Lane and the existing public right of way which crosses the site. Vehicular access would be taken from Carr Green Lane.

Development Proposals

The proposed development consists of up to 325 residential properties, with associated pedestrian and highway access. The main pedestrian access points to the site are on to Spark Lane to the west and Carr Green Lane to the east. The vehicular access point is proposed from Carr Green Lane.

Vehicular and Transport Links

The proposed development is located within easy walking distance of bus stops which serve a number of local and long distance bus routes. A number of bus stops are located close to the site:

- Spark Lane north of the junction with Pye Avenue;
- Spark Lane south of the junction with Greenside;
- Pye Avenue;
- Towngate (east and west of the junction with Greenside);
- Blacker Road (east and west of the junction with Mapplewell Drive); and
- Blacker Road west of Hope Street.

The bus stop locations provide access to frequent bus services, which can be summarised as follows:
- Service 1 – 10 minute frequency to Barnsley town centre via Athersley North, Honeywell and Staincross;
- Service 600 – Providing access to Skelmanthorpe Shelley High School via Darton;
- Service 97 – Hourly frequency to Wakefield/ Barnsley;
- Service 93A, 485, 488 and 490 – Providing access to Kexborough, Darton College;
- Service 93A – Hourly frequency to Barnsley

The nearest railway station to the development site is Darton Railway Station. The station is located on Station Lane approximately 2.4 miles from the development site which is within a reasonable cycling distance from the development and as previously mentioned is accessible using bus service numbers 1, 11 and 96. The station is managed by Northern Rail and provides an hourly service to Barnsley Interchange and also to Leeds and Sheffield where both local and national services are available.

Inclusive Access

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 house types will be compliant with Part M of Building Regulations.

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

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice guidance on accessibility it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.

The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

Approach to Building
The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself. Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

Entrances

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

References

Approved Document M, Access and Facilities for Disabled People

BS 8300 Design of Buildings and their Approaches to Meet the Needs of Disabled

In addition to the outline consent for residential development this application seeks full planning consent for the remediation and restoration of the site.

A detailed Remediation Strategy has been prepared by RSK (Report no. 321370-R4(01)) and is submitted in support of this application.

The report states in respect of the remediation requirements that:

"It will be necessary to carry out remedial measures to render the site suitable for residential development. The remediation will have to be carried out in two stages. The first of these are enabling works which are proposed to be carried out later this year and will address key issues to allow the site to be marketed to residential developers. The second stage will be carried out during development when plot layouts are finalised. These works are outlined below and further detail is included in subsequent sections of this report. It should be noted that remedial works to address site contamination are dependent upon the process of risk assessment and current guidance on acceptability criteria. However, it should be noted that re-evaluation of risk would be required if during the course of the enabling or development stages ground conditions not previously identified on site are encountered.

On previously developed sites it is not uncommon for additional areas of potential contamination or highly variable ground conditions to be encountered. Consequently there must be flexibility in the remedial works to monitor ground conditions and ensure that such unforeseen conditions are appropriately addressed. For the development phase, especially where large sites (such as this) may be developed over a number of years the remediation strategy should be periodically revised to ensure it conforms with any future revisions to statutory guidance or industry standards.

Enabling works

The Remediation Strategy undertaken by Harworth Estates will achieve a site suitable for development. The site wide enabling works will comprise the following activities:

- establish accommodation and welfare facilities on site
- establish site boundary fencing
- diversion of public right of way to approval of current application
- preparation of site entrance to include any necessary traffic management
- construction of a section of site access road into the development site with associated utility provision
- removal of remaining trees and vegetation across the site
- identification and protection of statutory services which enter the site
- breaking of concrete slabs, foundations and areas of hard standing and crushing/ stockpiling for site re-use
- formation and diversion of land drainage around western and southern perimeters as identified on masterplan
- completing any localised cut and fill earthworks to allow access onto site, to inspect and reposition existing stockpiles and to provide suitable building development platforms
- undertake all necessary works, including liaison with the Coal Authority in relation to assessment and treatment of mine entries
- allowance should be made for ex situ bioremediation of localised hydrocarbon impacted soils, with subsequent re-use on site.

Development works

Further remedial actions will have to be undertaken by one or more potential developers on a plot by plot basis, as required. These works will comprise:

- localised regrading of ground levels (anticipated to be largely accommodated in garden areas)
- placement of a clean inert cover system in open spaces and garden areas to protect site end users
- installation of ground gas protective measures in all properties
- assessment and/or remediation of any localised hot spots of contamination encountered during development
- protection of water supply pipes."

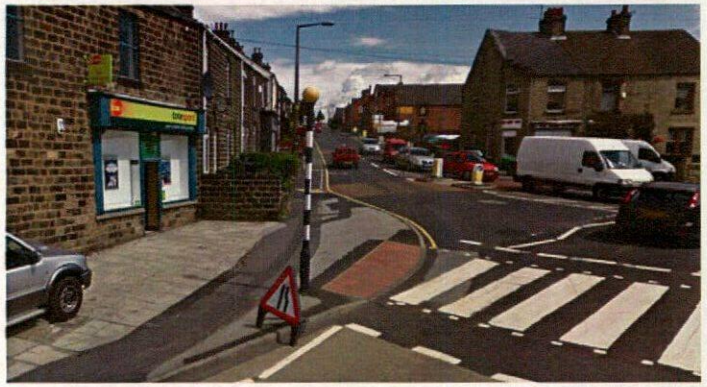
Plan Analysis of Existing Condition



In considering appropriate improvements to mitigate the impact of the residential development proposals, the following have been considered:

- Reducing the priority of traffic, increasing the priority of pedestrians
- Ability for traffic to reroute away from the junction if priority is reduced
- Making the village a more pleasant place to shop and socialise, increasing the vitality of shops
- Pedestrian desire lines being accommodated
- Localised footway widening, where viable
- Ability for businesses to park outside premises for deliveries
- Opportunity to enhance the setting of the War Memorial
- Pavements are in poor condition, partly due to service repairs/installations
- Private paved areas are a patchwork of different materials leading to an unattractive environment
- The potential for enhancing walking and cycling as modes of transport

Photographic Analysis of Existing Condition



Example of 'patchwork' footways resulting from repairs and installation of statutory services.

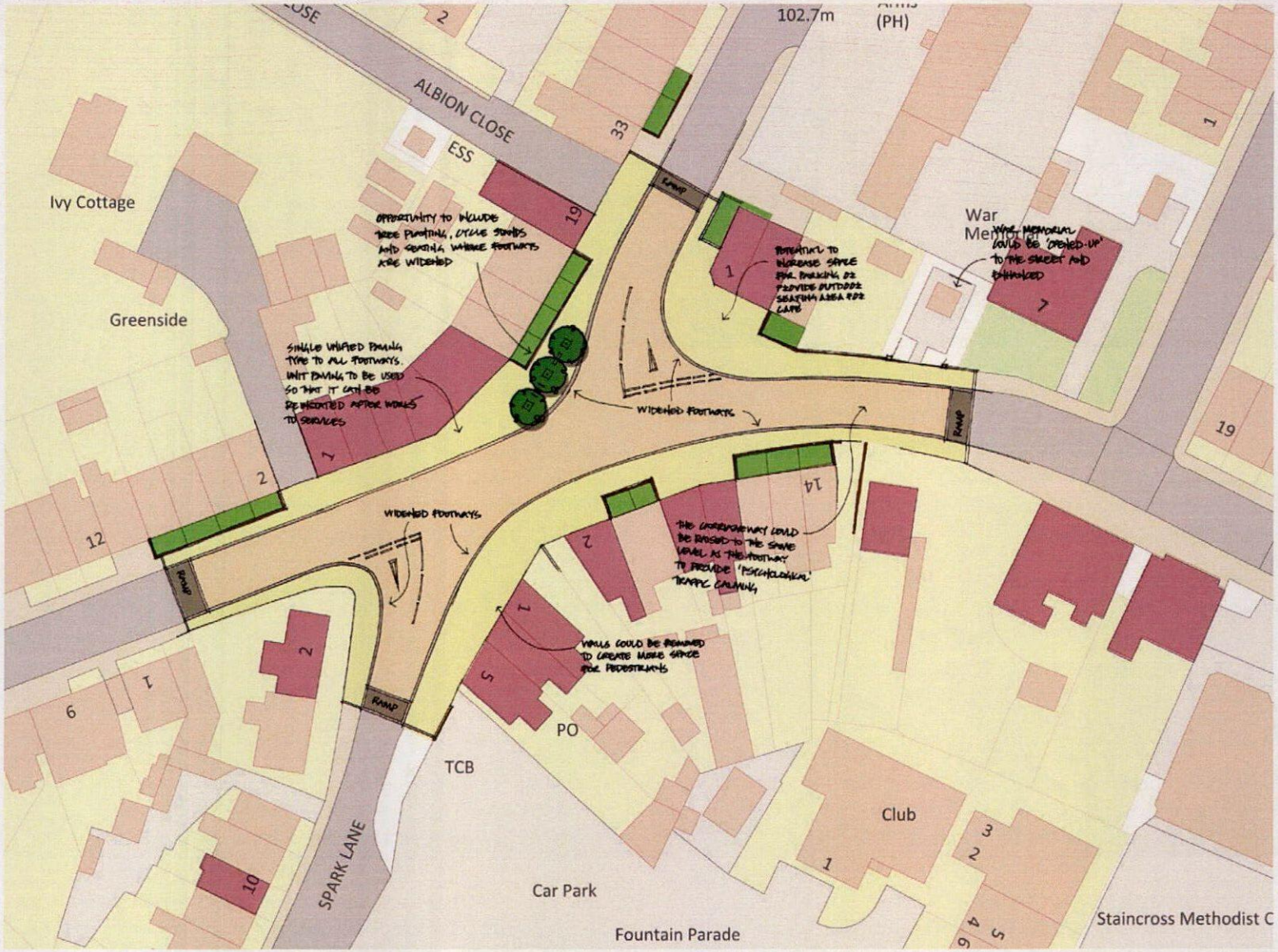


Walls disrupt pedestrian flows and restrict space on narrow footways, particularly for families with buggies and wheelchair users. A more open unified surface would be more attractive to shoppers.



The speed cushion is intended to slow traffic on Blacker Road but the driving environment through the village centre is unchanged and the car has priority over the pedestrian.

VILLAGE CENTRE IMPROVEMENTS



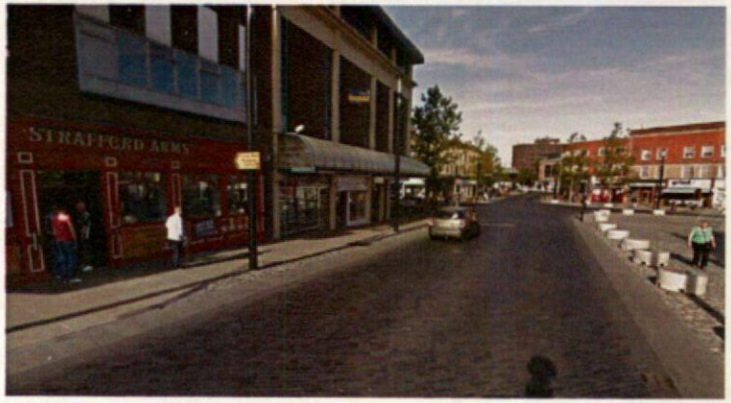
The indicative proposals are to be detailed by BMBC via commuted sum. The proposals for the improvements could include:

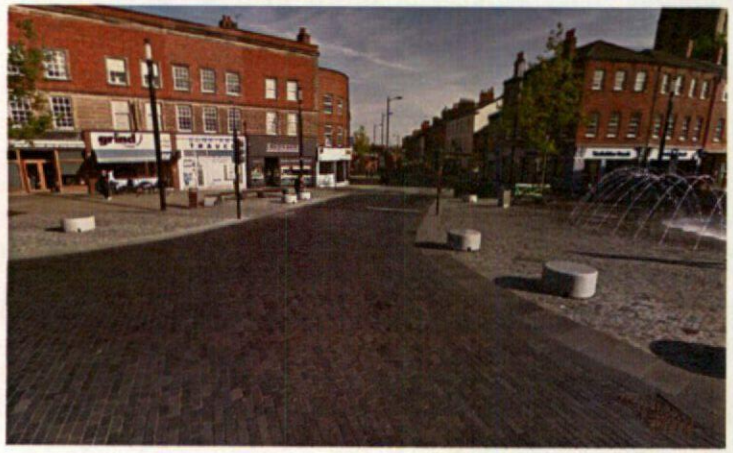
- Maintaining the current priority junction layout
- Creating a 'village centre' environment
- Pedestrian signage at the residential development site
- Potential to remove walls between properties to create a more open and spacious pedestrian environment (boundaries would be demarcated by paving)
- Improved pedestrian signage in the locality (new finger posts)
- Enhanced street furniture: Bollards, seating, cycle stands; whilst minimising street clutter.
- Reducing the priority of vehicles to improve the pedestrian experience
- Resurfacing of the footways and private paved areas in a unified material. Use of a standard unit paving type so that repairs can be made when necessary without a patchwork effect.
- Using colour and 'psychological traffic calming' techniques to reduce traffic speeds and increase pedestrian priority
- Potential raising of the carriageway so that pavements and carriageway are at the same level.
- It is considered that this range of measures would help to enhance the overall visual appeal of the junction and reduce the traffic dominance that can be currently experienced.

Moving Forward

- Full consultation would be required with the public and business owners
- Detailed designs could be prepared and the scheme delivered through a Section 106 agreement linked to a potential planning approval of the residential development reserved matters.

Aspirational Images

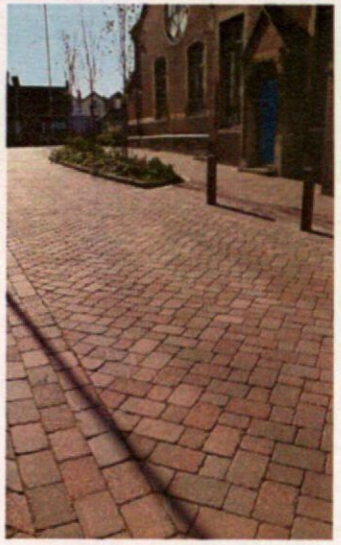




Bullring, Wakefield
An example of a local Pedestrian Priority environment. The carriageway is at the same level as the footway. The change in environment encourages cars to slow. The carriageway is demarcated by tactile paving, bollards and paving pattern.



A pedestrian priority environment with a traditional kerb upstand to the footways.



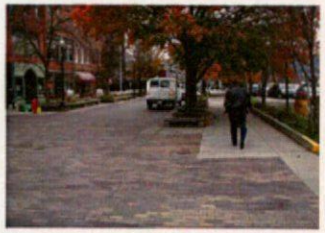
Planting and bollards used to separate footway and carriageway



Paving types and stone spheres separate footway and carriageway



Enlarged footways can be used for shop displays and cafe seating to create a vibrant and attractive shopping environment



A continental pedestrian priority scheme



Changes to the physical environment act as psychological traffic calming

Materials Palette

These are examples of materials and items that could be used as part of a palette to suit the local characteristic of Mapplewell and Barnsley

Paving



Textured kerb with natural stone appearance - in contrasting colour



Rustic concrete setts for paving of footways and shop frontages



Natural stone could be used to create paving features and ramps



Tinted macadam carriageway surfacing presents a clear change to motorists

Street Furniture



Stone / concrete sphere



Traditional bollard



Finger post signage to encourage walking



Lamp post banner



Cycle Stands



Use of tactile paving to assist the visually impaired



Overall, the concept layout blends a variety of dwelling types with good permeability, strong links to public transport, safe and secure access to public open space and a good variety of built form. The above elements will hopefully ensure a pleasant environment within which to live. This Design and Access Statement has demonstrated how the scheme accords with relevant national, and local planning policy and design best practice.

SUMMARY

SITE AREA	16.32ha
DWELLING CAPACITY	325
DWELLING TYPE	Terraced, semi-detached and detached
BED RANGE	Indicative range 1-5
DENSITY	30 dph net
POS	4.92ha