

# PROPOSED RESIDENTIAL DEVELOPMENT

Kingstone Secondary School  
Broadway, Barnsley  
South Yorkshire

Design and Access Statement

April 2014

**Taylor**  
**Wimpey**

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



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## INTRODUCTION - 01

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.

This Design and Access Statement has been prepared by John R Paley Associates in relation to the full planning application for residential development on land at Kingstone Secondary School, Broadway, Barnsley, South Yorkshire.

### 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.

This section of the Design and Access Statement reviews both National and Local Planning policies in relation to the design aspects of the scheme.

ID Planning are acting as planning consultants on this project and as such, the planning case report will be completed by them. As such, this statement should be read in conjunction with this document in addition to the suite of specialist consultant reports which accompanies this application.

While more recent changes to the planning system have confused certain areas of policy, Section 38(6) of the Planning and Compulsory Purchase Act (PCPA) 2004 remains and states:

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

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

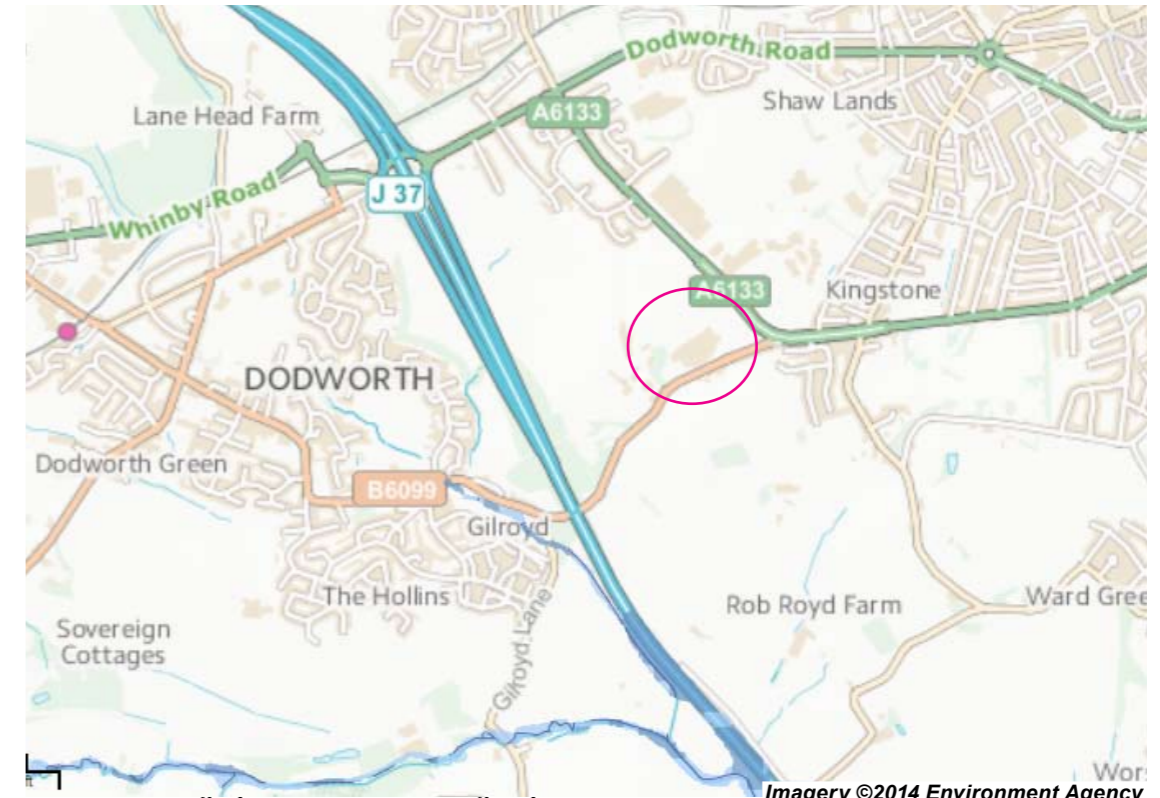
- 30 Sustainable Location of Housing
- 33 Financial Contributions to School Places



The site is near to the Barnsley Town Centre off the A6133 Broadway. The site is located within close proximity to Junction 37 of the M1 providing excellent links to the M1 Motorway, Sheffield and Leeds.

The site was previously The Kingstone Secondary School which closed in September 2012. The A6133 Broadway forms the eastern boundary to the site with playing fields to the south and west and residential development to the north.

The site sits in an elevated position and looks over the motorway and has far reaching views beyond.



The consultation with the Environment Agency has identified that the site falls within land assessed as having less than a 1 in 1000 annual probability of river or sea flooding in any year (less than 0.1%).



The site is shown as an Existing Community Facility in the current Unitary Development Plan with the rear part of the site shown as Green Belt. In the Local Development Framework Development Sites & Places (DSAP) DPD – Consultation Draft 2012 the site is proposed as mixed density housing (BAR44) with the rear of the site shown as Green Belt.



# AREA WIDE ANALYSIS - 04



## URBAN FORM

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 above demonstrates a settlement that is characterised by a mix of land-uses ranging from the dominant footprints of industrial/commercial buildings to residential development with no dominant urban pattern.

## MATERIALS

Examples of red and brown brick. Heads and cill details where present these are in keeping with the primary construction. Window styles vary in terms of style and material with white being the predominant material. There are examples of horizontal and vertically emphasised windows. Roof tiles are generally grey or dark brown.

## 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.



# SUSTAINABILITY - 05 DIAGRAM

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

The site is in a very sustainable location within a short walking distance of bus stops and local services in the surrounding area.

Broadway provides a good quality link to the nearest bus stops and local services. The local footway network is considered suitable in terms of width, construction, and lighting. In addition to the light controlled crossing adjacent to the site, there are shared pedestrian / cyclist crossing facilities at the junction with Keresforth Hill Road and several central islands to allow people to cross the highway in two halves.

The pedestrian catchment includes the centre of Barnsley and Dodworth and the local services and amenities within them including numerous retail outlets, banks, supermarkets, a post office, pharmacies, and the railway station. Barnsley Town Centre also provides excellent employment potential, given the large number of commercial properties located within walking distance of the site. There are also several schools within this catchment.

Bus stops are located on Broadway within 400m of the centre of the site. Both of these stops have poles and timetable cases and the southbound stop has a shelter. These stops are used by the circular services of the 43 / 43A and 44 / 44A which run from Barnsley Interchange via Pogmoor (and the hospital) to Broadway and back to the Interchange and vice versa. The combination of these services provides 3 buses per hour during the day in either direction Monday to Saturday with an hourly service in the evening and half hourly on Sundays.

The nearest railway station from the application site is Barnsley Railway Station, which is located approximately 1800m to the east of the application site. The station is on the Hallam Line which has an hourly frequency of service (two hourly on Sunday) between Leeds, Castleford, Wakefield Kirkgate, Barnsley, Meadowhall and Sheffield. The addition of the services on the Penistone Line (hourly from Huddersfield to Sheffield) improves the frequency between Barnsley and Sheffield to about one train every 10 to 20 minutes during the day.

In summary, the site is in a very sustainable location being within close proximity of the nearest bus stops and within acceptable walking distance of the many local services and amenities. Barnsley Town Centre and railway station are also within walking distance. There are also several schools within this catchment. Within cycling distance of the site there is the whole of Barnsley, Staincross, Monk Bretton, Worsbrough and Birdwell and the excellent employment potential there. Therefore the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.



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

# OPPORTUNITIES AND - 06 CONSTRAINTS

When developing a site, it is important to assess the existing situation and identify potential opportunities for improvement. Likewise, any constraints need to be fully understood from the start.

The plan opposite therefore provides a visual impression of that assessment which has been undertaken. The findings of this exercise will help to create a framework for the development



# CONCEPT EVOLUTION - 07

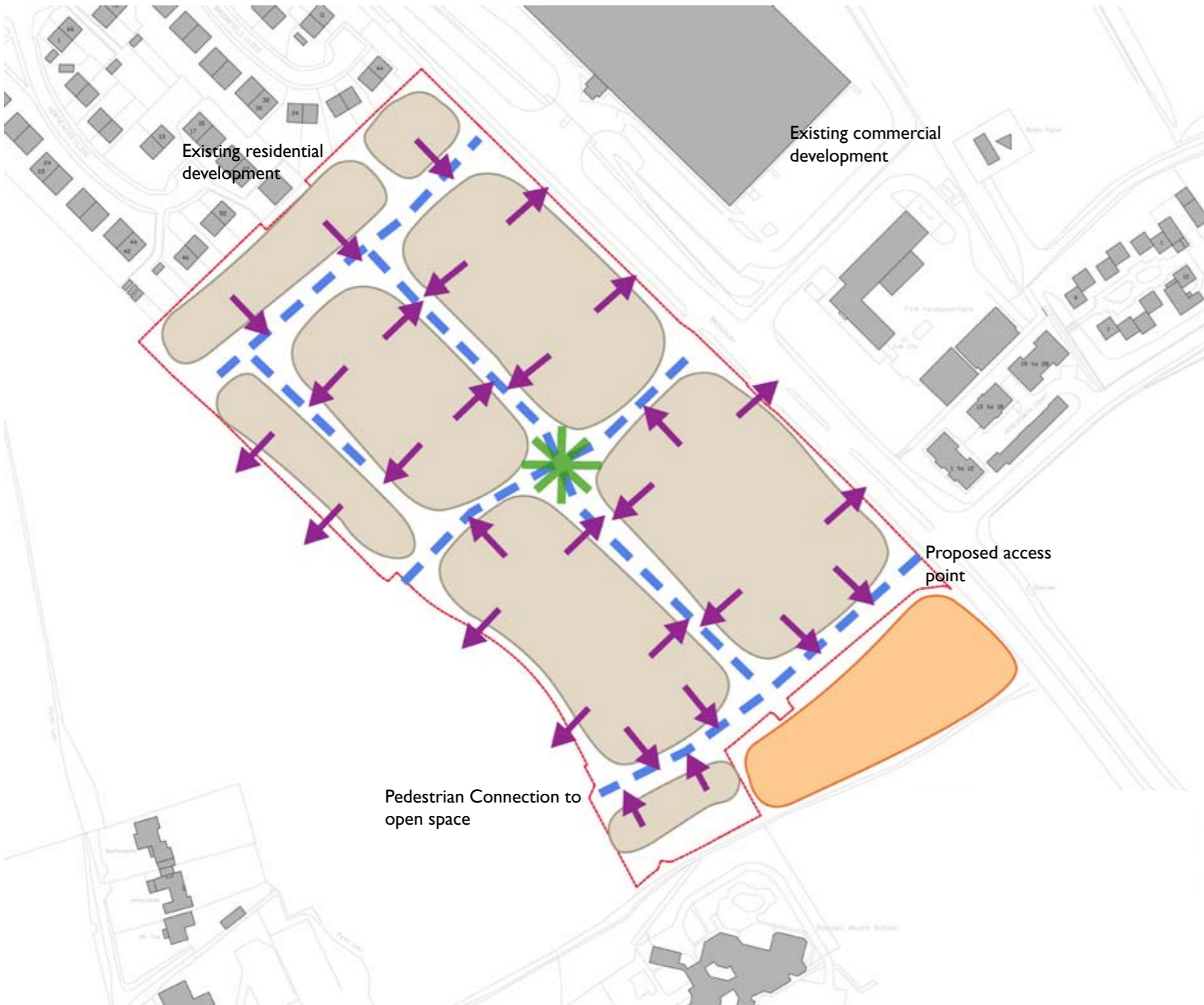
## INITIAL CONCEPT DIAGRAMS






Following our visit to site and site analysis we produced an initial design for the development of the site.

The initial proposal is for approximately 154 dwellings, which were a mix of terraced, semi-detached and detached homes of varying size.

The scheme comprises a mix of 2, 3, and 4 bedroom homes.

Primary vehicle access will be taken from Broadway.



-  Development parcels
-  Outward facing development
-  Land for fire station
-  Nodal space within development
-  Primary movement corridor within site

**Taylor Wimpey** Site Considerations

**Information about the site we need to take into account**

The current proposal is for approximately 154 dwellings, being a mixture of semi-detached and detached homes of varying size.

The scheme comprises a mix of 2, 3, and 4 bedroom houses.

Primary vehicle access will be taken from Broadway.



**Site Analysis**

Things to think about	
Adjacent greenspace	Fire station location
Range of homes required	Access from Broadway
Consideration of existing dwellings	Pedestrian movement

**Taylor Wimpey** Scheme Proposal

**Our design for the development of land at Kingstone School**

A planning application is currently being prepared for the development of approximately 154 new dwellings at the site of the former Kingstone School, Barnsley.



**Proposed Layout**

Key Facts	
Approximately 154 dwellings	Consideration of existing dwellings
Range of high quality homes	Pedestrian link through centre
Central Boulevard	Adjacent Playing fields

ID Planning and Taylor Wimpey undertook a full community consultation exercise on 11th December 2013, which comprised of a public exhibition. Attendees were able to review the proposed layout scheme and to locate their properties in relation to the proposals. They were also able to raise their issues and concerns directly with the Developer and the project team. The event was attended by approximately 20-30 people.

The planning application is accompanied by a Statement of Community Involvement, prepared by ID Planning, which should be read in conjunction with this Design and Access Statement. The SCI provides detailed commentary on the feedback received.

**Taylor Wimpey** Scheme Proposal

**Our design for the development of land at Kingstone School**

The current proposal is for approximately 154 dwellings, being a mixture of semi-detached and detached homes of varying size.

The scheme comprises a mix of 2, 3, and 4 bedroom houses.

Primary vehicle access will be taken from Broadway.



**Proposed New Access**

Key Facts	
Approximately 154 dwellings	Consideration of existing dwellings
Range of high quality homes	Pedestrian link through centre
Central Boulevard	Adjacent Playing fields

**Taylor Wimpey** Details and Feedback

**Typical Dwellings**

The images shown here are an indication of the type of dwellings proposed for the development.



**Feedback**

Should you wish to make any comments about these proposals please contact a member of our team for a feedback form.

Issues to address	
Mix of dwellings	Sustainable development
Appropriate materials	Integration with wider community
Relationship with existing adjacent properties	

Pre-application discussions have been undertaken with Barnsley Council with the following design comments made in respect of the layout proposed for the Kingston site.

The main concerns area:

1. The addition of a further 14 dwellings to the scheme has caused this proposal to become too dominated by car parking, resulting in an overall poor residential amenity.
2. The close proximity of some rear garden boundary features and side elevations of dwellings (where they turn corners) to the back of pavement line is visually jarring to the streetscene and gives a poor visual impression.
3. The entrance route into the site does not give a positive impression of the development.
4. More information is needed on the quality of the strip of landscaping facing onto Broadway
5. More information is needed on the proposed house types and their extent of articulation and the also on the development of different character areas within the scheme.
6. The cul-de-sac length and layout for plots 72 to 95 does not give a quality residential amenity for some dwellings.

#### 1. Car parking dominated environment

As stated in the meeting it was hard to see the balance between hard and soft landscaping from the black and white plan presented. We have now studied this and feel that in front of properties the development is too dominated by car parking.

Building for Life 12, (the industry standard, endorsed by Government, for well- designed homes and neighbourhoods), in section 10. Car Parking states- 'Where parking is positioned to the front of the property, ensure that at least an equal amount of the frontage is allocated to an enclosed, landscaped front garden as it is for parking to reduce vehicle domination.'

Note 26 (connected to section 10. Car Parking) states 'To avoid a car dominated environment break up parking with a tree or other landscaping every four bays or so but ensure that the landscaping still allows space for people to get into and out of their cars, without having to step into landscaped areas.'

The Council's SPD 'Designing New Housing Development' (adopted March 2012) states that the design of residential parking and garages will be expected to meet the standards of parking design set out in The South Yorkshire Design Guide. This states that 'off street parking must be integrated within the overall scheme so that it does not visually dominate the street or shared private areas'.

Particularly poor areas over dominated by car parking are plots 153-163, 138-140, 133-135, 25-29, 33-35, 59-61, 44-46, 120-123 and 83-95. There needs to be an overall drop in the number of dwellings to get soft landscaping more dominant in these areas. More parking should be provided to the side of dwellings to help increase the amount of landscaping at the front. A conservative estimate would be the loss of at least one dwelling within each of these runs.

Parking for 2 bedroom dwellings is one space per dwelling with flexibility for visitor spaces. The five plots 159 to 163 are provided with seven parking spaces- this could be reduced to five, freeing up some space for soft landscaping.

The parking standard for three bedroom and above dwellings is two spaces per dwelling. If the garage size can meet the internal space requirements of the South Yorkshire Residential Design Guide then these can count as one parking space and this would help reduce the overall loss of dwellings required in order to get more soft landscaping dominant in the scheme. It is noted that you meet the overall internal space requirements required by the SPD for the dwellings so I am hopeful that you can meet the internal garage size too. There are whole swathes of dwellings, for instance plots 124-128 and 148-152, that have no front gardens of any substance whatsoever. Using the garage as one parking space on plots 128, 124,125, and 150-152 would greatly increase the quality of the residential environment for this swathe.

The SPD states for front gardens, 'the area between dwellings and the highway provides one of the best opportunities for enhancing the appearance of a housing development. Careful attention to matters such as paved surfaces such as tarmac, tree and shrub planting, and the erection of walls and railings can have a major impact. The use of a physical boundary of other means of enclosure helps to define the extent of private space which has been shown to help with crime prevention and helps to reduce the visual impact of any off-street, front of dwelling, parking'.

The SYRDG states- 'The visual impact of front parking, either individual or shared, should be reduced by providing front boundary screening such as low walls/ railings, hedges and trees'.

Certainly front boundary treatment would help to reduce the impact of front of dwelling parking and break down the mass of dwellings. However it is hard to see at the moment how you would put in any front boundary treatment due to the current patchy coverage of front of dwelling soft landscaping.

#### 2. Rear garden boundary features/ side walls of dwellings- proximity to back of pavements

The close proximity of some rear garden boundary features and side walls of dwellings (where they turn corners) to the back of pavement line is visually jarring to the streetscene and gives a poor visual impression. This is particularly noticeable with plots 9, 14, 30, 56, 64, 83, 105, 118 and 129. There needs to be more setback provided in these circumstances .

#### 3. Entrance route into site

The entrance route into the site needs to give a positive first impression but almost immediately you are confronted with a rear garden boundary in close proximity to the road, (plot 14) a sea of tarmac outside plots 1, 2 and 3. I would suggest losing plot 14, and wrapping around the landscaping strip stretching along Broadway around this corner, substituting the dwellings on plots 2 and 3 with a larger sized single dwelling and getting some trees as proposed on the boulevard located in front of the houses facing this entrance road. Likewise plot 144 needs to set a statement as this will form a key node

within the development, the orientation and design of this dwelling needs to be considered.

#### 4. Strip of landscaping along Broadway

This needs to give a continual quality feel from views of Broadway. It appears to include land outside the change of ownership red line boundary shown on the 'proposed planning layout plan' so details of its landscaping (including a continuous line of trees) and its future maintenance need to be included with any full planning application.

More generally a co-ordinated and high quality approach needs to be taken to landscape proposals throughout the development.

#### 5. Proposed house types

I only have the roof plans shown in the proposed planning layout drawing in which to make an assessment on the level of articulation of the housetypes but it appears that they are generally appearing quite boxy and flat faced with not much articulation.

Do you have any other house types that you have used elsewhere that are more articulated? This would help to break down the mass of the dwellings and add considerable more visual interest to the streetscene. Certainly all windows should be set back as far as possible to prevent elevations looking 'flat'. Some of the housetypes appear to have integral garages protruding in front of the main dwelling elevation and this is against the guidance set in the SYRDG, (which, on the design of residential parking and garages, the SPD states developments will be expected to meet).

There needs to be more variation in building line to help reduce the boxiness of the house types. Certainly front of dwelling boundary treatment would help to reduce the massing of the dwellings.

The SYRDG especially promotes the ideas of developing different character areas and with this size of development and its layout there is an opportunity to create two character areas, with a division along the road splitting the development in two, running perpendicular to Broadway. There is the potential to use either different housetypes or a variation of the same house types here.

A major feature is being made of the central crossroads with the dwellings being placed to create a node. How are the dwellings here being treated in their elevations/ materials to reinforce their node feature? It was stated in a previous meeting that there would be an addition of plasterwork to brickwork to give an upgraded sense of 'quality'. However I fail to see how plasterwork reads as 'quality'.

#### 6. The cul-de-sac for plots 72 to 95

The SPD states that cul de sacs should be short and straight. The twisting nature of the cul de sac serving plots 72 to 95 is giving rise to some poor quality front of window views from dwellings, for example for dwellings on plots 93 to 95, 98 to 100 and 81 & 82.

# DESIGN SOLUTION - 10 AMOUNT / GRAIN

This application seeks full planning approval for residential development. The proposed layout identifies that this would include the provision of 163 new dwellings.

The total developable site area is 4.83 hectares. The scheme will be developed with an overall density in the range of 34 units per hectares (gross based on 163 dwellings).

## Mix of housing

In line with the aspirations of the NPPF, the provision of a mix of house types and styles can be attractive to a wide demographic and help to meet local housing need.

The development would provide a mix of 2, 3, and 4 bedroom properties which will range from terraced, to semi-detached and detached dwellings. The proposed breakdown is:

- 11 x 2 bedrooms
- 99 x 3 bedrooms
- 53 x 4 bedrooms

6.75% of the housing provision will be affordable in line with local requirements, this will comprise of 11 dwellings.



As identified earlier the area is characterised by a mix of land-uses ranging from the dominant footprints of industrial/commercial buildings to residential development with no dominant urban pattern.

As the proposed grain plan shows the green corridors provide relief in the proposed urban form with the buildings sited in linear blocks.

It is considered given the varied grain within the locality that the development provides an appropriate grain which responds to the surrounding settlement.

Grain - Proposed Development

# DESIGN SOLUTION - 10 LAYOUT

The proposals are to develop the former site of Kingstone School to provide 163 dwellings served from a new access junction with Broadway. There is a proposal to relocate the local fire station on to part of the site and an area of land is shown although this is not part of this planning application and not within the red line boundary.

The site opportunities and constraints have been identified along with the design concept. This layout reflects those processes and seeks to respond to pre-application comments made by Barnsley MBC.

The access from Broadway leads into the site and this route ultimately terminates at the boundary with sports pitches beyond. The primary route within the site spurs to the west at 90 degrees which then leads to a north-south and east west-axis which provides access to the remainder of the site. The north south and east west axis cross centrally within the site in a feature area which is framed by dwellings.

The response of the layout to the site boundaries are key areas for consideration. The design responds positively to the boundary with Broadway with dwellings facing out creating an active street scene. There is to be no vehicular access to individual dwellings with these being served internally from within the site by private drives.

The northern boundary response (where existing dwellings served from Horsewood Close and Broomfield Close have rear gardens abutting the site) is to mirror this approach. Rear gardens plotted against rear gardens preserve the amenity of existing residents.

The western boundary which adjoins the sports fields has dwellings which predominantly face onto this area providing an attractive environment for new residents and improving security and surveillance of this area. There are two dwellings which side on (plots 73 & 114) and here railings are proposed to provide view to the open space from the cul de sac. Plots 115-118 have rear boundaries onto the sports pitches, given this is a relatively limited number we do not consider this an issue as at first floor these dwellings have a first floor a family room which will provide surveillance.

The layout seeks to provide active and engaging street scenes in terms of both activity and surveillance. All dwellings respond to the street in terms of their siting and orientation.

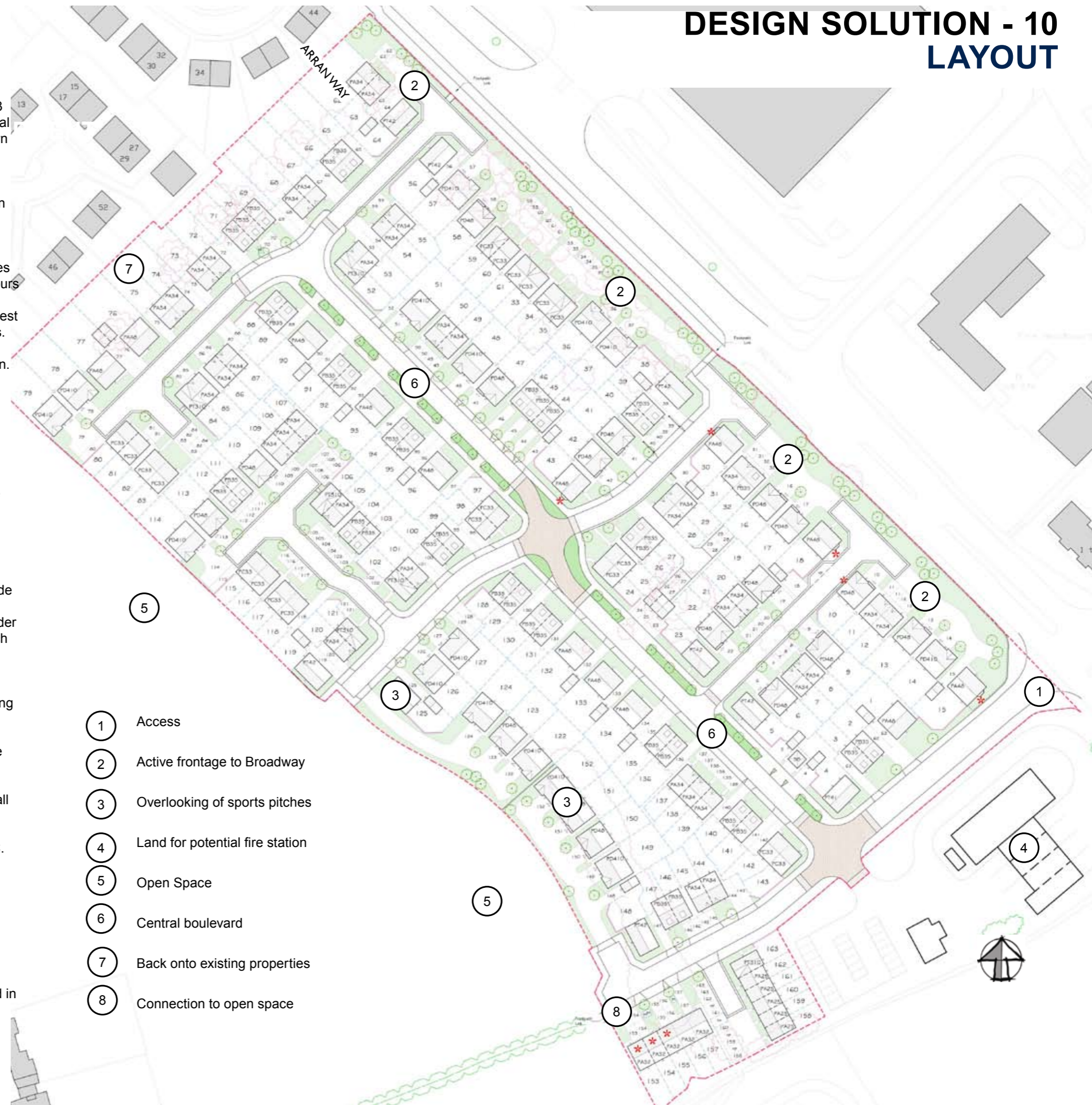
All dwellings have outdoor amenity space in the form of an enclosed and private rear garden. Some dwellings also have the benefit of front gardens.

Bins are accommodated within the rear garden area for storage purposes with all dwellings having access to the rear of their property via a secure lockable gate.

The layout has been amended to respond to comments made by Barnsley MBC.

To summarise these amendments are:

- Plots 158-163 re-sited to break the line of front parking.
- Parking arrangements revised for plots 24-29, 33-37, 59-61.
- Internal access roads (plots 73-121) amended to minimise front parking.
- Plots 128-129, 97-98 and 24-25 amended to respond to the north south/east west axis.
- Vistas and focal stops amended throughout the layout.
- Detailed landscape proposals to soften the development, which are outlined in more detail in the landscape section.



- 1 Access
- 2 Active frontage to Broadway
- 3 Overlooking of sports pitches
- 4 Land for potential fire station
- 5 Open Space
- 6 Central boulevard
- 7 Back onto existing properties
- 8 Connection to open space

# DESIGN SOLUTION - 10 MOVEMENT HIERARCHY

The design solution has sought to create a hierarchy of streets which transitions from Broadway, through a series of primary, secondary and tertiary routes.



Manual for Streets specifies a user hierarchy, which comprises:

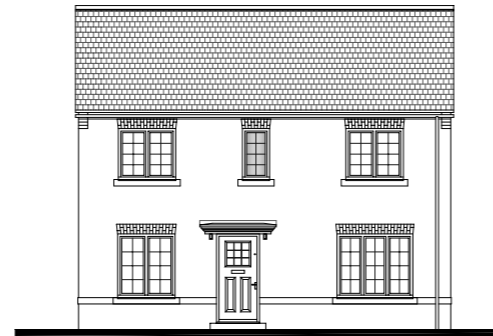
- Pedestrians
- ↓
- Cyclists
- ↓
- Public transport users
- ↓
- Specialist service vehicles (e.g. emergency services, waste, etc.)
- ↓
- Consider last Other motor traffic

# DESIGN SOLUTION - 10 SCALE AND APPEARANCE

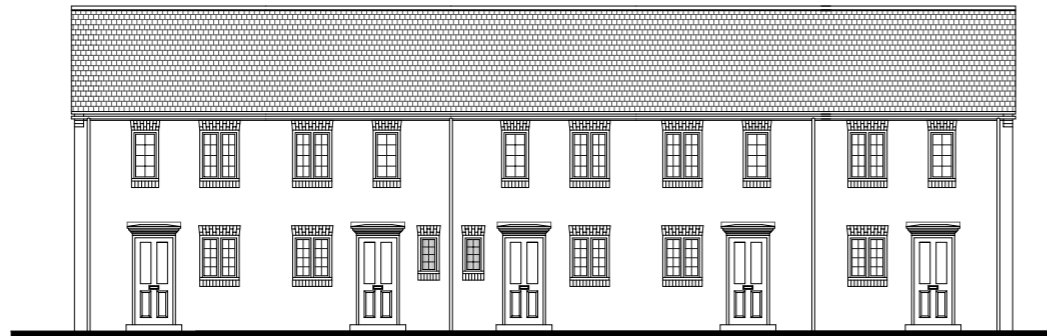
## Two Storey Dwellings



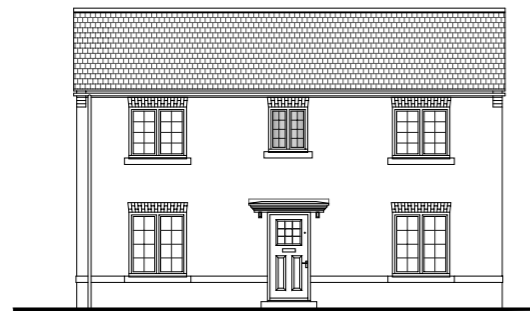
Front Elevation



Front Elevation



Front Elevation



Front Elevation



Front Elevation



Front Elevation

The wide diversity of styles found within the area which 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.

Illustrated opposite and below are the proposed house types.

The architectural detailing includes:

- Symetry and balance to the fenestration
- Gables
- Dormers
- Window and door detailing

The proposed materials will be the subject of discussion with the Local Planning Authority throughout the application.

## Two and a half Storey Dwelling



Front Elevation

## Three Storey Dwelling



Front Elevation



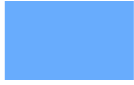

# DESIGN SOLUTION - 10 SCALE AND APPEARANCE

It is important that the existing site and its surroundings be considered as a means of informing an appropriate scale for future development.

The predominant height within the locality is two storey. This application proposes predominantly two storey dwellings as the plan opposite demonstrates. The use of two and a half and three storey properties are used to create visual interest to the street scene in key areas and to create focal stops.



## KEY

-  Single Storey - Garages
-  Two Storey (66% of Dwellings)
-  Two and a Half Storey (22% of Dwellings)
-  Three Storey (12% of Dwellings)

# DESIGN SOLUTION - 10 SCALE AND APPEARANCE

We have prepared a number of streetscenes internally within the site.





# DESIGN SOLUTION - 10

## LANDSCAPE

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

It is important to establish an overall high quality strategy for the landscaping to ensure a co-ordinated design response which softens and enhances the built form.

### Proposed Landscape Treatment to Broadway

The development is enclosed by a continual beech hedge behind which are clusters of trees, species include White Beam, Horse Chestnut, Field Maple and Alder. The remainder of this area is grassed which is interspersed with areas of spring bulbs.

### Principal Route within the Site

The principal route comprises of a central avenue which is characterised by hedge planting to front boundaries with tree planting. It is proposed to theme the planting to the different streets which will aid legibility and help create a sense of place.

### Playing Field Boundary

A Hornbeam hedge is proposed to the boundary with the playing fields which helps to soften the boundary and transition the built form to the playing fields beyond. Where shared surfaces terminate at the boundary (Plots 79 and 114) railings with a hedge are proposed to provide views to the playing fields beyond.

### Cul de Sacs

Within the internal cul de sacs hedges are proposed to the corner plots with shrub planting breaking up runs of car parking.

### Individual Plot Planting

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

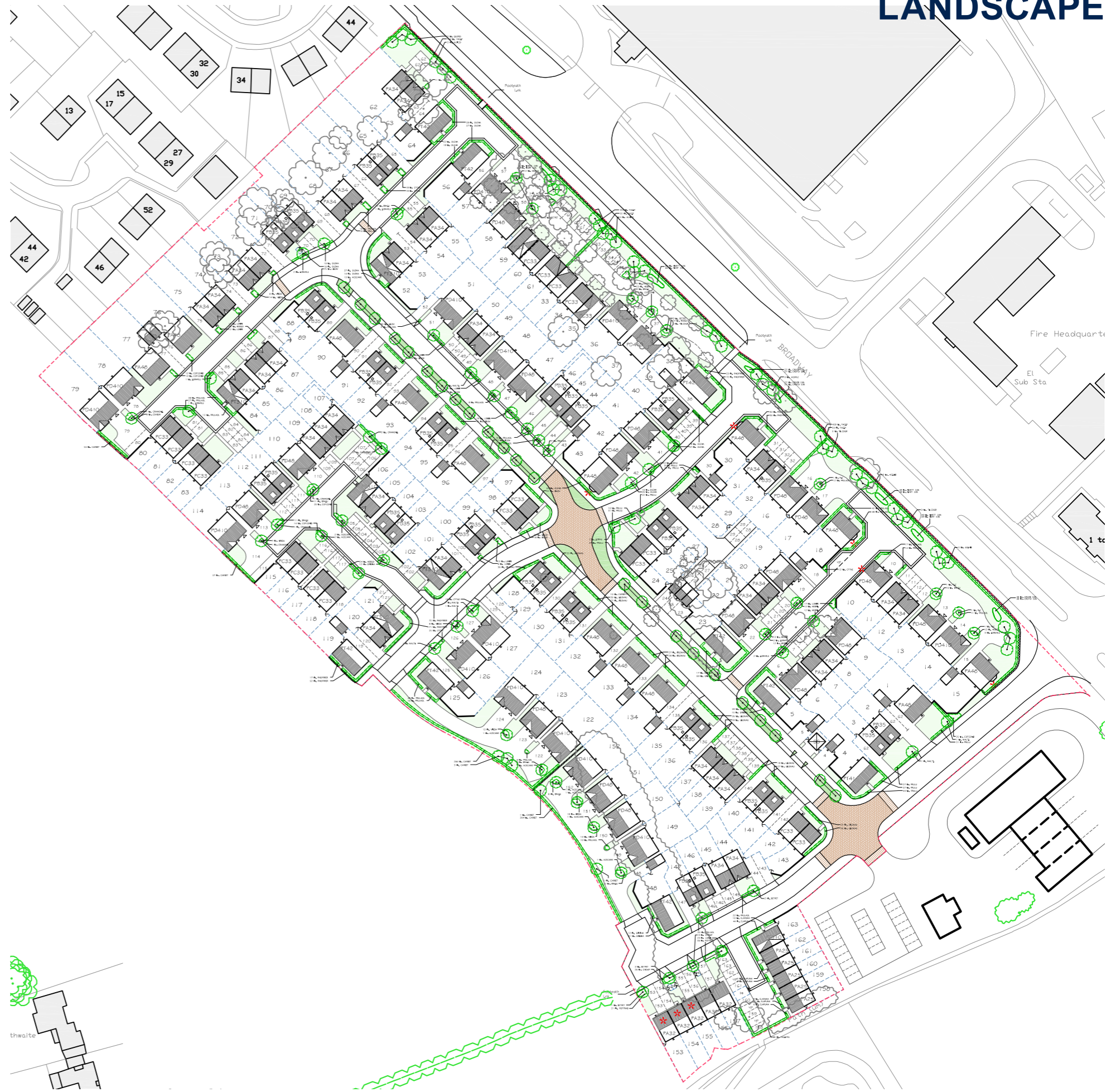
Incorporating these guidelines within the design will involve the selection of defensive planting while maintaining clear visibility and allowing natural surveillance. Positioning of shrubs and trees to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.

### Maintenance

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.

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.



# DESIGN SOLUTION - 10 ACCESS

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

**POLICY** – justification of the relevant national, regional and local planning policies.

**SITE CIRCUMSTANCES** – how any specific issues, which might affect access to the development, have been addressed.

**CONSULTATION** – indicating who has been consulted in relation to access for all, particularly the disabled.

**VEHICULAR AND TRANSPORT LINKS** - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

**INCLUSIVE ACCESS** - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

## 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 is currently vacant but was previously occupied by Kingstone School. The site lies to the west of and has two vehicular accesses onto the adjacent A6133 Broadway and is roughly rectangular in shape.

The A6133 Broadway forms the eastern boundary to the site with playing fields to the south and west and residential development to the north.

## DEVELOPMENT PROPOSALS

Vehicular access to the development will be provided from a new junction on to Broadway. This junction will be located opposite Keresforth Close. In discussions with the Council they require the said junction to be controlled by traffic signals which will incorporate pedestrian and cycle facilities to replace the crossing that would have to be removed from adjacent to the junction.

## CONNECTIVITY

Broadway provides a good quality link to the nearest bus stops and local services. The local footway network is considered suitable in terms of width, construction, and lighting. In addition to the light controlled crossing adjacent to the site, there are shared pedestrian / cyclist crossing facilities at the junction with Keresforth Hill Road and several central islands to allow people to cross the highway in two halves.

The pedestrian catchment includes the centre of Barnsley and Dodworth and the local services and amenities within them including numerous retail outlets, banks, supermarkets, a post office, pharmacies, and the railway station. Barnsley Town Centre also provides excellent employment potential, given the large number of commercial properties located within walking distance of the site. There are also several schools within this catchment.

Bus stops are located on Broadway within 400m of the centre of the site. Both of these stops have poles and timetable cases and the southbound stop has a shelter. These stops are used by the circular services of the 43 / 43A and 44 / 44A which run from Barnsley Interchange via Pogmoor (and the hospital) to Broadway and back to the Interchange and vice versa. The combination of these

services provides 3 buses per hour during the day in either direction Monday to Saturday with an hourly service in the evening and half hourly on Sundays.

The nearest railway station from the application site is Barnsley Railway Station, which is located approximately 1800m to the east of the application site. The station is on the Hallam Line which has an hourly frequency of service (two hourly on Sunday) between Leeds, Castleford, Wakefield Kirkgate, Barnsley, Meadowhall and Sheffield. The addition of the services on the Penistone Line (hourly from Huddersfield to Sheffield) improves the frequency between Barnsley and Sheffield to about one train every 10 to 20 minutes during the day.

## 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 houstypes 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



Proposed Site Access

# DESIGN SOLUTION - 10

## DESIGNING OUT CRIME

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 & 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 full planning approval for residential development and a detailed layout accompanies the submission.

# DESIGN SOLUTION - 10 DESIGNING OUT CRIME

Rear gardens are generally plotted against other rear gardens (either proposed or existing) in order to minimise the possibility of unwanted access.

Gables are appropriately treated with windows to ensure surveillance

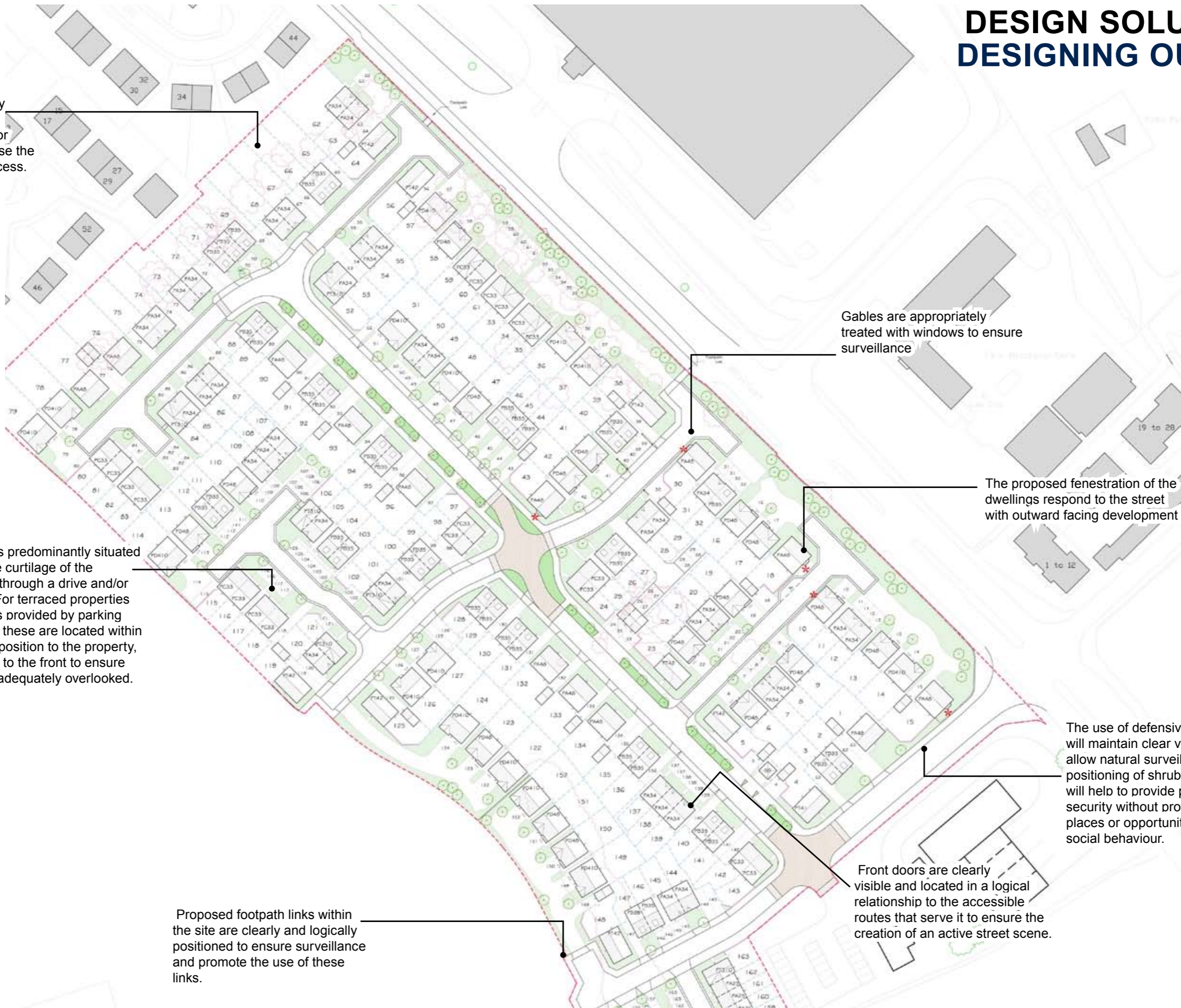
The proposed fenestration of the dwellings respond to the street with outward facing development

Parking is predominantly situated within the curtilage of the property through a drive and/or garage. For terraced properties parking is provided by parking bays and these are located within a logical position to the property, generally to the front to ensure they are adequately overlooked.

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.

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

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



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. These elements will hopefully ensure a pleasant environment to live. This Design and Access Statement has demonstrated how the scheme accords with relevant national and local planning policy and design best practice.

## DEVELOPMENT SUMMARY

SITE AREA .....	<b>3.67 HECTARES</b>
NO OF DWELLINGS ...	<b>163 HOUSES</b>
ACCOMMODATION .....	<b>2-4 BEDROOMED</b>
DENSITY .....	<b>34 DWELLINGS PER HECTARE</b>
STOREY HEIGHTS ...	<b>2, 2.5 &amp; 3 STOREY</b>
TYPE OF DWELLING ...	<b>TERRACED, SEMI-DETACHED, DETACHED</b>

