



Design and Access Statement

WEST STREET | WORSBOROUGH | BARNSELY

FEBRUARY 2020

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This Design and Access Statement has been prepared by John R Paley Associates in relation to the outline planning application for residential development at West Street, Worsborough.

PURPOSE

This Statement responds to the requirements of the Town and Country Planning Development Management Procedure Order (England) (Amendment) 2015 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 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.



AERIAL IMAGE

NORTH

National Planning Policy Framework, 2019

This document replaces the first National Planning Policy Framework published in March 2012.

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Paragraph 8 states the overarching objectives of the planning system is to achieve sustainable development. The objectives are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve

biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Achieving well-designed places

Paragraph 124 states in respect of achieving well-designed places that:

The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 127:

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 130:

Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or

style guides in plans or supplementary planning documents. The National Model Design Code will set a baseline standard of quality and practice across England which local planning authorities will be expected to take into account when developing local design codes and guides and when determining planning applications.

National Design Guide, 2019

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. The National Design Guide published 1st October 2019, by the Ministry of Housing, Communities & Local Government seeks to illustrate how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

The focus of the design guide is on good design in the planning system, so it is primarily for:

- local authority planning officers, who prepare local planning policy and guidance and assess the quality of planning applications;
- councillors, who make planning decisions;
- applicants and their design teams, who prepare applications for planning permission; and
- people in local communities and their representatives.

The 10 characteristics of well-designed places

The design guide introduces 10 characteristics for well designed places as set out in the diagram and explained in depth in the design guide. The Design Guide states that a National Model Design Code, will be published setting out detailed standards for key elements of successful design. This will be subject to consultation and consider the findings of the Building Better, Building Beautiful Commission who are due to publish their final report in December 2019.



THE SITE

The site is located at West Street, Worsbrough, Barnsley South Yorkshire and is situated around Ordnance Survey grid reference SE 35846 03689.

The site is approximately triangular, with the long northern edge formed by West Street. A dismantled railway runs along the southern boundary. There are residential developments to the north east, north and west. To the east there is further industrial development and to the south is open field and the River Dove. The site area is approximately 1.6ha.

Access to the site is directly from West Street in the north west and north east of the site. The accesses lead directly onto concrete highway that runs throughout the site connecting the various industrial units and parking areas which make up the majority of the site. The remainder of the site is made up of compacted made ground and overgrown areas, with dense vegetation noted adjacent the northern, western and southern boundaries.

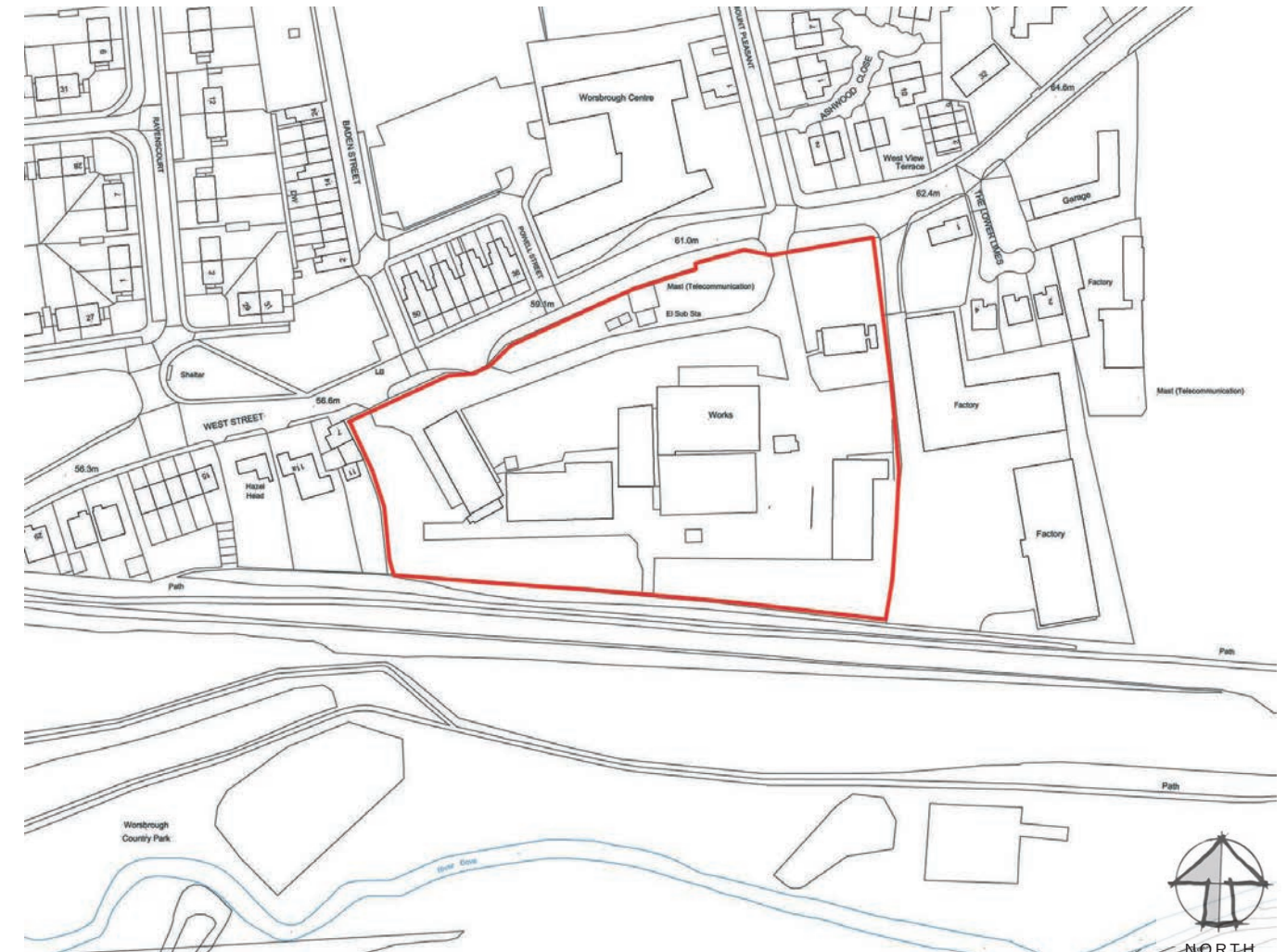
The site generally falls from north to south, with a high point of approximately 60m AOD in the north east corner of the site and a low point of approximately 53m AOD in the south east of the site.

The site is bounded to the west, east and south by a post and wire fence. The northern boundary is formed by a stone wall which has openings for vehicular access to West Street in the north west and north east.

The site has been cleared and is currently vacant.

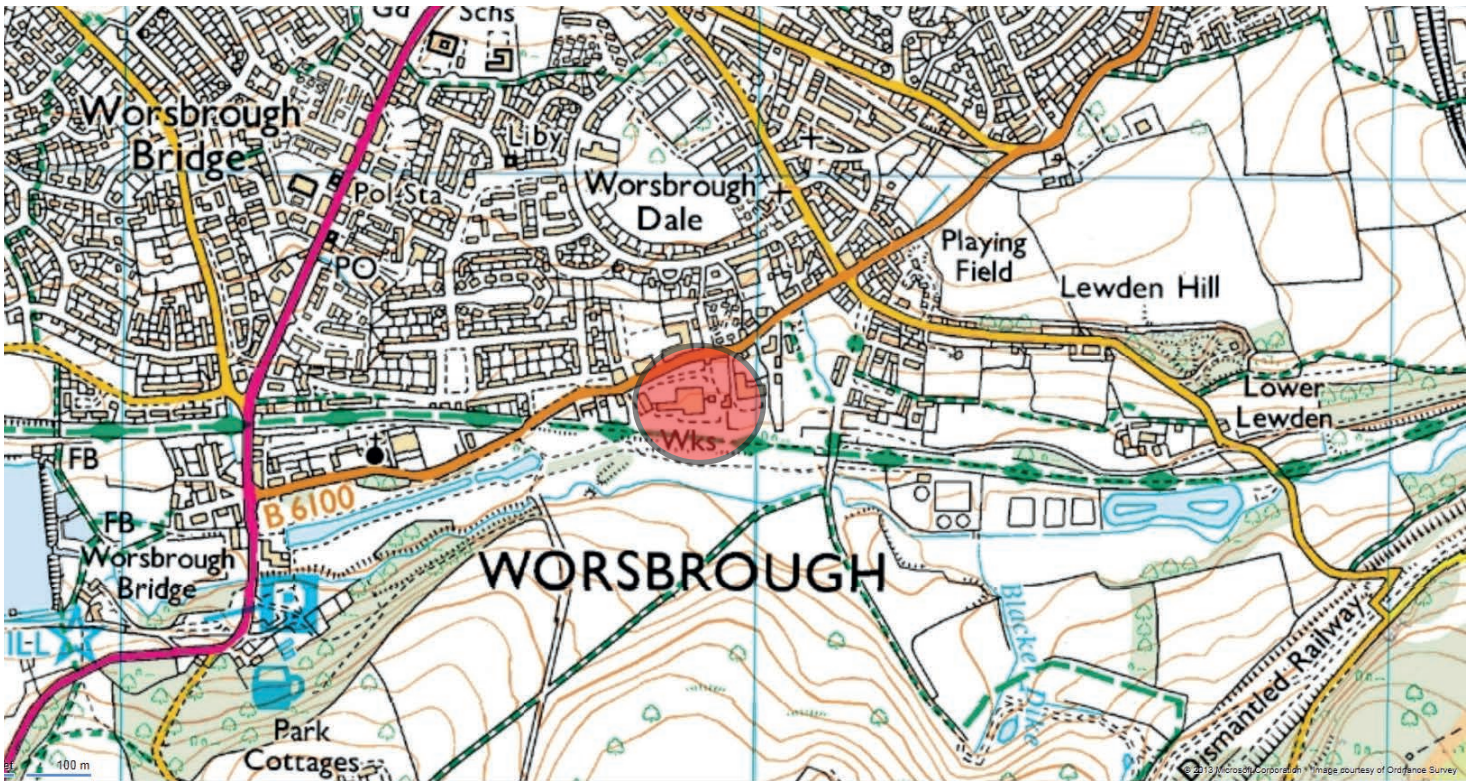


SITE TOPOGRAPHY (NOT TO SCALE)



OS LOCATION PLAN

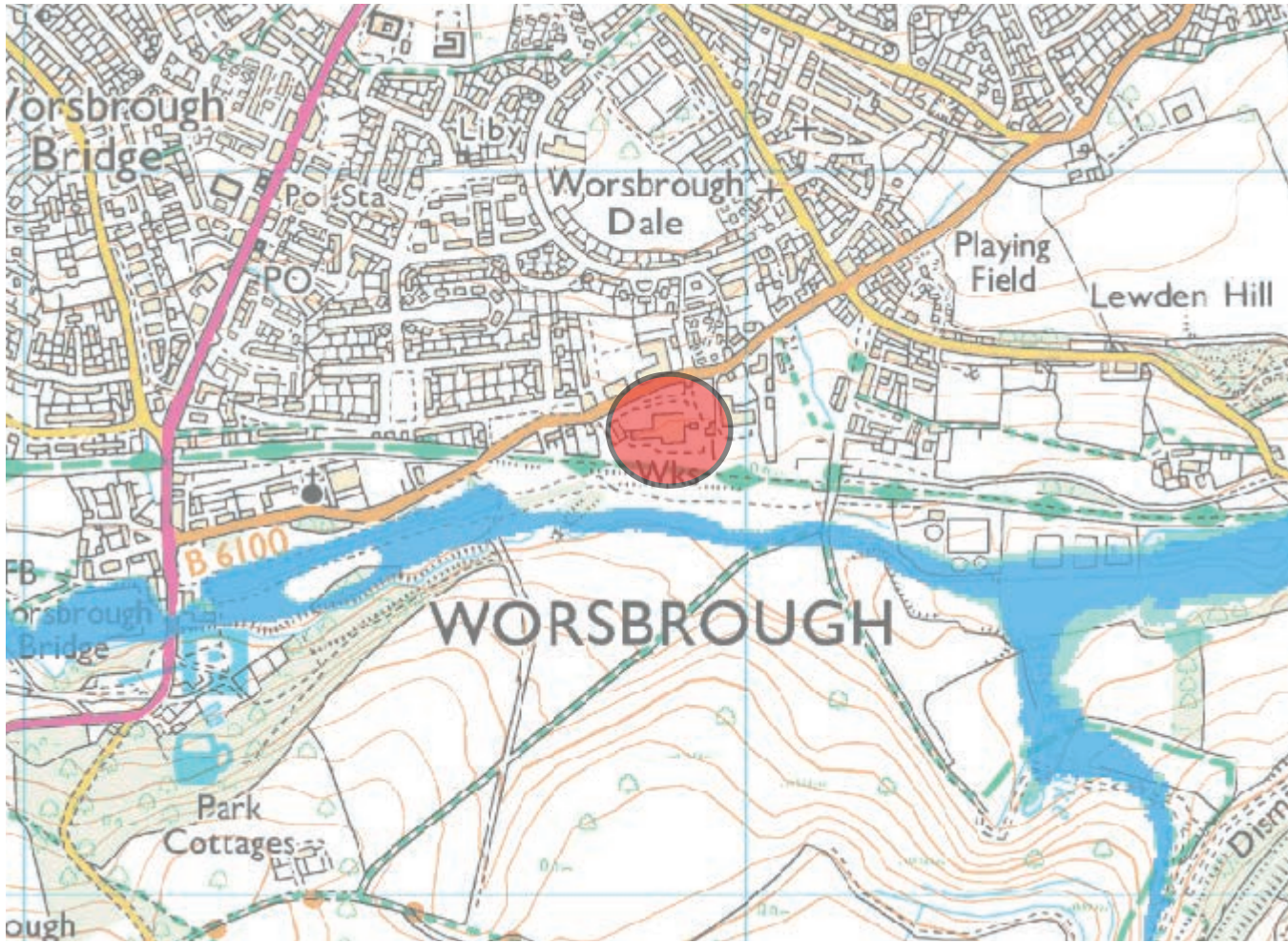
PUBLIC RIGHTS OF WAY



@BING MAPS 2013

The Transpennine Trail runs along the southern boundary of the site and can be accessed 180m west of the nearest site access. This section of the trail is a popular cycle route linking Silkstone, Wombwell, and Elsecar, providing a good quality track for cyclists, pedestrians, and horse riders.

FLOOD RISK



ENVIRONMENT AGENCY FLOOD MAP (NOT TO SCALE)

The Environment Agency have confirmed that the site lies within Flood Zone 1, which is land outside the 1 in 1000 year flood plain and deemed to be safe from flooding in the event of a flood with a 0.1% probability of occurring in any one year.

HISTORIC DEVELOPMENT

A number of historical Ordnance Survey plans from 1850-2012 have been consulted. Below is a brief description outlining the significant developments that may effect future construction of the site.

Date	Historical uses on site	Historical findings within 100m perimeter of the site	Historical findings further than 100m perimeter of the site
1850	i). Coal pit labelled in western third of the site. ii). Dearne and Dove canal shown on site running alongside southern boundary with two docks extending northwards.	i) Chemical works immediately to the east of the site. ii). Wells located immediately to the east of the site and 100m to the east. iii). Railway line running east-west immediately to the south of the site. iv). River Dove located to the south of the railway. v). Northern boundary formed by Caulker Lane.	i). Glass works 150m to the west. ii). Foundry 200m to the west. iii). Darley Main Colliery 200m to the north of the site. iv). Sandstone Quarry 200m to the north east of the site.
1890-1892	i). Buildings for Dearne and Dove saw mills shown in south eastern quarter of the site. ii). Coal pit no longer labelled in west of site. iii). Terraced buildings shown along eastern half of northern boundary.	i). Wells no longer shown to the east. ii). Reservoir immediately to the east of the site. iii). Residential development 100m to the north east of the site.	i). Darley Main Colliery no longer labelled to the north. ii) Sandstone quarry no longer labelled to the north east.
1903-1906	i). Western half of site labelled as Timber Yard.	i). Residential development immediately to the north west.	i). Glass Works 150m to the west now labelled as Steel Works. ii). Air shaft shown 200m to the north west of the site.
1929	i). Saw Mills extended into western half of site.	i). Two schools constructed immediately to the north of the site.	i). Works no longer labelled to the west of the site.
1938	i). The on-site features are similar to the previous sheet.	i). The features within 100m of the site are similar to the previous sheet.	i). No significant developments further than 100m from the site.
1948-1951	i). The on-site features are similar to the previous sheet.	i). Residential development to the north west of the site.	i). Residential development extends over air shaft 200m to the north west.
1960-1966	i). Dearne and Dove Canal now shown as area of marsh in southern quarter of site.	i). Chemical works and reservoir no longer shown to the east of the site.	i). Works labelled 200m to the south east. ii). Colliery works extending to within 450m south of site.

Date	Historical uses on site	Historical findings within 100m perimeter of the site	Historical findings further than 100m perimeter of the site
1967-1971	i). Saw Mills now labelled as Engineering Works. ii). Depot shown to west of Engineering Works. iii). Marsh no longer shown in south of site.	i). Battery Works shown immediately to the east of the site.	i). No significant developments further than 100m from the site
1977	i). The on-site features are similar to the previous sheet.	i). The features within 100m of the site are similar to the previous sheet.	i). Colliery works extended to within 250m of the south east of the site. ii). Sewage Works 400m to the south east.
1987-1993	i). Engineering works reconfigured on site.	i). Railway line to south of site dismantled.	i). Colliery works 250m to south east of site now labelled as disused tip.
2002	i). The on-site features are similar to the previous sheet.	i). Factory shown immediately to the south east of the site.	i). No significant developments further than 100m from the site.
2012	i). The on-site features are similar to the previous sheet.	i). The features within 100m of the site are similar to the previous sheet.	i). The features further than 100m from the site are similar to the previous sheet.



1850



1891

HISTORIC DEVELOPMENT



1903



1929



1938



1948



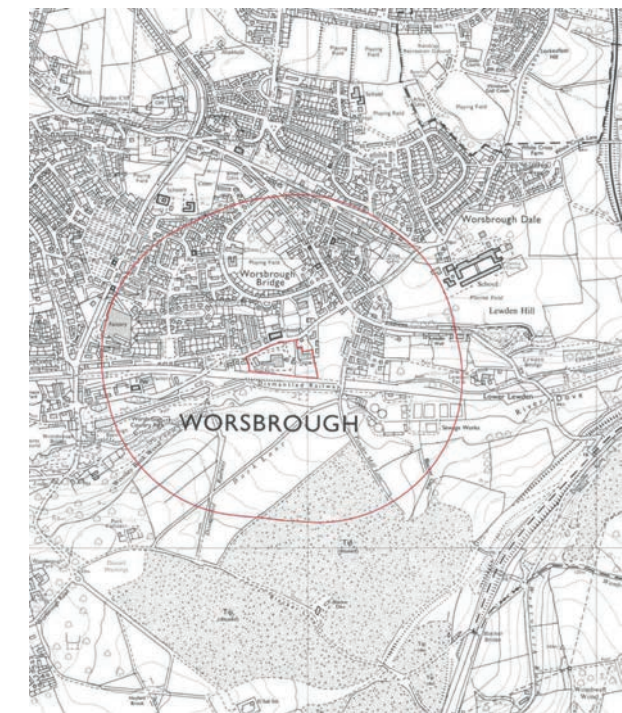
1951



1965



1977



1987

SUSTAINABILITY

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

The catchment areas for the preferred maximum walking distance of 2km are shown on the plan opposite. The site is well placed to for residents to walk to work or shop.

West Street provides a good quality link to the nearest bus stops, and both High Street, and the A61 Park Road, which both contain local shops and services. There is small supermarket with ATM located on High Street adjacent to its junction with West Street approximately 350m northeast of the site. There is also a large medical centre located directly opposite the site which contains GP surgeries. The local footway network is considered suitable in terms of width, construction, and lighting. West Street, High Street, and Park Road all contain dropped footway crossing facilities and tactile paving in the majority of cases.

There are a series of pedestrian refuge islands along the A61 Park Road through Worsbrough allowing pedestrians to access the shops and services on both sides of the road safely. Park Road also has the benefit of a push button cycle and pedestrian crossing facility located adjacent to the Transpennine Trail.

The pedestrian catchment includes the whole of Worsbrough and its local services and amenities such as a large supermarket, food outlets, bakers, hairdressers, convenience stores, post offices, and a pharmacy. Worsbrough therefore contains good employment potential as a result of the large number of commercial and retail properties. There are 3 primary schools and an academy within this catchment, catering for all school ages.

With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”. The plan opposite shows the 5km cycle catchment area from the site. Within the cycle catchment area is the whole of Barnsley Town Centre, together with the neighbouring town of Hoyland, and the village of Birdwell. Barnsley Town Centre in particular offers significant employment, retail, and leisure facilities for the residents of the proposed development.

Bus stops are located on or adjacent to West Street within 400m of the centre of the site. The majority of these stops have timetable cases, with the nearby stop on Elmsdale also having the added benefit of a shelter.

As can be identified from the above table, there are up to 2 bus services per hour to the large commercial and retail

areas of Barnsley Town Centre. There are also hourly services to the nearby settlements of Hoyland, Wombwell, Darfield, and Great Houghton.

These bus services also travel to the nearest railway station at Barnsley Interchange. The bus services are therefore considered to be of a good standard and will provide a suitable alternative to the private car in line with current Government guidelines.

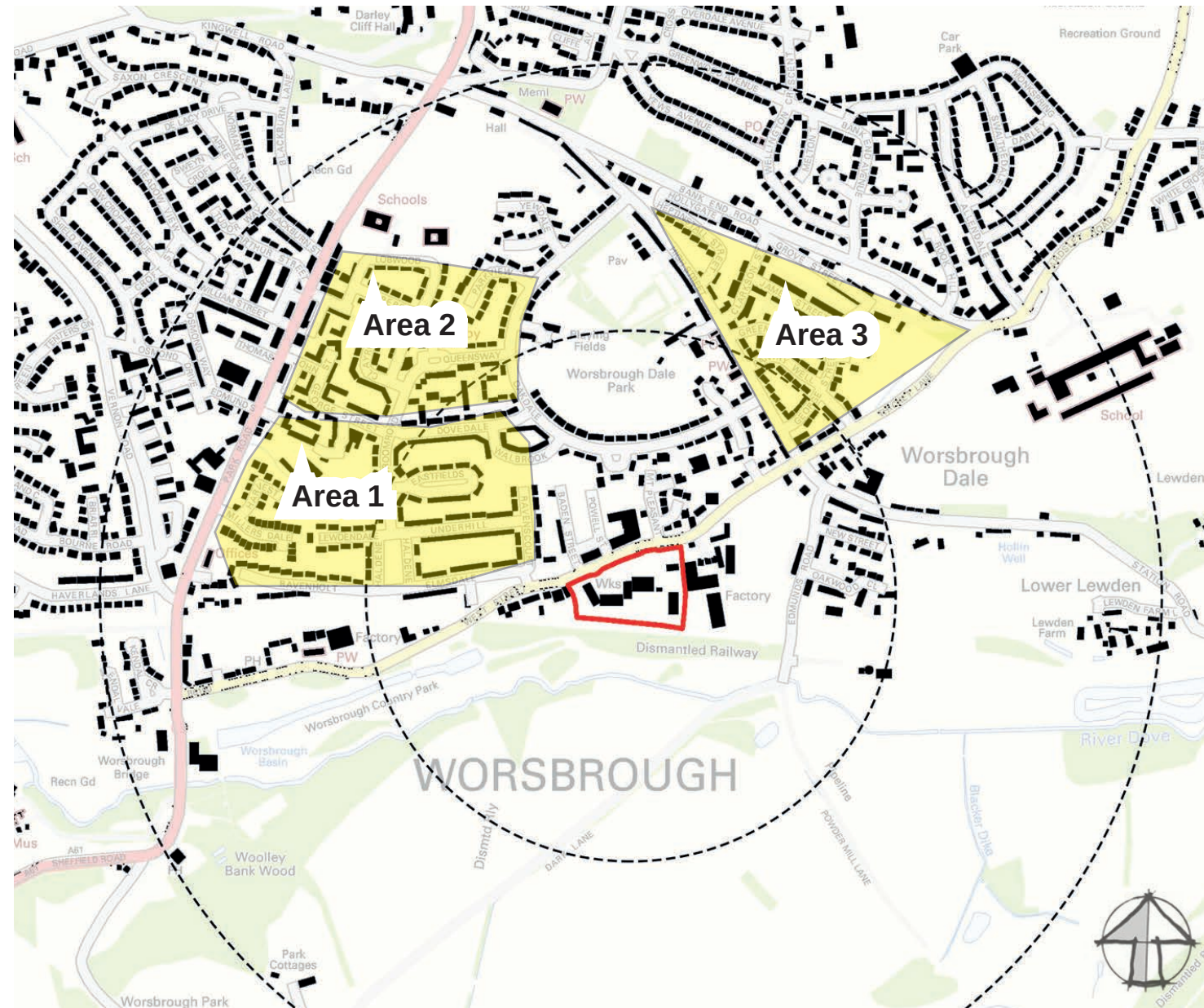
In summary, the site is considered to be in a very sustainable location being within close proximity of the nearest bus stops and within acceptable walking distance of the many local services and amenities within Worsbrough. There are also four schools within this catchment. Within cycling distance of the site there is the whole of Barnsley Town Centre and surrounding industrial properties to the east including the significant industrial areas of Stairfoot. Barnsley Town Centre offers significant employment, leisure, and retail opportunities for the potential residents of the proposed development. Therefore the site conforms to current Government directives for ensuring developments are located in a sustainable locations.

- 1 Site Location
- 2 Doctor's Surgery / Medical Centre
- 3 Local Shops
- 4 Dentist
- 5 School
- 6 Sports / Recreation Area
- 7 Pharmacy
- 8 Worsborough Country Park and Reservoir
- Local Bus Stops



SUSTAINABILITY DIAGRAM (NOT TO SCALE)

SETTLEMENT CHARACTER STUDY



AREA ANALYSIS PLAN (NOT TO SCALE)

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 below demonstrates a settlement that has developed over time with a variety of land uses, with no dominant form.



URBAN GRAIN ANALYSIS (NOT TO SCALE)

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 redbrick. Heads and cill details where present these 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 red, 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.

SETTLEMENT CHARACTER STUDY



Area 1 - Key Features

- Mix of semi detached and semi-detached bungalows
- Hipped and gable roofs
- Materials - red brick, render and timber boarding

IMAGERY ©2013 GOOGLE, MAP DATA ©2013 GOOGLE



IMAGERY ©2013 GOOGLE, MAP DATA ©2013 GOOGLE

Key Features - Area 3

- Mix of detached, semi detached and semi-detached bungalows.
- Linear terraced form
- Variety of roof styles
- Chimneys
- Materials - red buff brick and stone



Key Features - Area 2

- Mix of detached, semi detached and semi-detached bungalows
- Variety of roof styles.
- Chimneys
- Materials - red buff brick and render



IMAGERY ©2013 GOOGLE, MAP DATA ©2013 GOOGLE

The aim of the design process is to:

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

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

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

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

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

OPPORTUNITIES

- Sustainable location of the site to provide additional housing in this area of the Borough.
- Surrounding land use is predominantly residential
- Opportunity to promote sustainable methods of movement, given the location of the site.
- Opportunity to provide open space.
- Opportunities to increase pedestrian permeability via existing footpath network.

ISSUES

- Road noise can be designed out, through careful integration of the design and landscaping.
- Existing boundaries to adjoining properties to be respected.



SITE BOUNDARY



PROPOSED ACCESS POINT



POTENTIAL GREEN CONNECTION



MOBILE PHONE MAST/SUB STATION



EXISTING PEDESTRIAN FOOTPATH



EXISTING DWELLINGS



EXISTING EMPLOYMENT

CONCEPT MASTERPLAN

The design illustrated opposite proposes an indicative residential layout of up to 70 dwellings and includes:

- Two vehicular connections to West Street.
- Central corridor of green space, connecting to the Trans Pennine Trail.
- Dwellings sited to front West Street.

Concept Design Principles:-

- Overlooking for existing footpaths, public open space and recreation ground.
- Key vistas and views are framed
- Highway network will be designed for low speeds, pedestrians, cyclists, vehicles can mix safely together
- Pedestrian linkages are proposed to the wider locality, a safe attractive and well cared for public realm will encourage people to walk.
- The urban structure aims to create a rhythm with quieter thematic areas giving way to occasional focal points. This can be achieved by marking key focal points and gateways with landmarks, distinctive landscaping or varying the building line.



CONCEPT MASTERPLAN (NOT TO SCALE)

- ① ACCESS POINTS TO WEST STREET
- ② CENTRAL GREEN SPACE
- ③ PEDESTRIAN ONLY ACCESS
- ④ PEDESTRIAN CONNECTION TO OFF-SITE FOOTPATH
- ⑤ MOBILE PHONE MAST
- B BUS STOP

DEVELOPMENT PROPOSALS - 6

AMOUNT

NPPF, paragraph 127 states that: **“Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.”**

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 70 dwellings.

The total site area is 1.52 hectares. The breakdown of land uses on the site as demonstrated is as follows:

Nett Area of development: 1.36 hectares

Open Space: 0.16 hectares

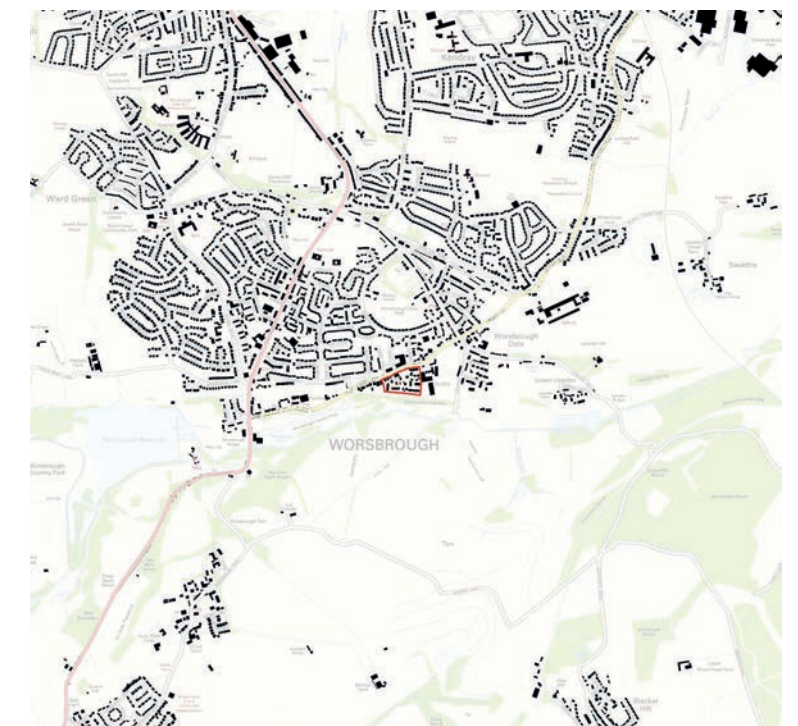
The aspiration for this site is that the scheme will be developed at varying densities in different parts of the site with an overall density in the range of up to 46 units per ha.

Mix of housing

Although the mix of housing will be established at the more detailed stage it is envisaged that the development would provide a mix of 1, 2, 3, and 4 bedroom properties in line with the aspirations of National and Local Guidance and the desire to create a mixed and sustainable community.

Affordable housing

Policy H7 seeks 10% affordable housing in this area.



An indicative masterplan has been prepared to demonstrate the design principles for the site and the quantum of development which could be achieved.





"The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process." (NPPF para.124).

Given that layout is reserved, at the outline stage, in line with local and national validation requirements, the application is required to provide information on the approximate location of buildings, routes and open spaces proposed.

The reasoning behind this section of the Design and Access Statement is therefore to provide that plan and explain the principles behind the choice of development zones and blocks or building plots proposed and how these principles, including the need for appropriate access will inform the detailed layout to be considered by the Local Authority at the detailed Reserved Matters Stage.

Principles to be taken forward include: -

- Vehicular access to the development will be provided from two new junctions on to West Street, the first will be located to the west of the existing east side access, and the second will be located to the east of the existing west side access. Subsequently, the existing site access points will be removed, with the kerbed radii removed and footways extended across each of the existing junctions. The proposed junctions will be simple priority junctions and will include kerbed radii on both sides and footways (at least 2m wide) returning into the site.
- The layout provides an indicative amount of development and demonstrates how the identified number of dwellings complies with the requirements of local guidance (SPD Designing New Housing Developments) in terms of space about dwellings and garden sizes. We are able to demonstrate that this site could accommodate up to 70 dwellings comprising a mix of apartments, terraced, semi-detached and detached dwellings.
- A number of trees exist within the site which are identified as being retained given the amenity value that they provide. Adequate distances should be afforded to those trees in line with local guidance. The retention of these trees within public spaces where possible will reduce future pressures for removal through amenity issues.
- Given the proximity of existing dwellings along the eastern site boundary, it is important to ensure that adequate separation distances are proposed in order to maintain residential amenity.
- All dwellings will have adequate car parking provision, which could comprise of the following: parking bay, driveway, garage and where possible parking should not be a dominant feature of the street scene. It is important to address key corners and the use of dual aspect dwellings achieves this.
- Consideration should be given to the materials in order that they compliment the existing surroundings.
- A green corridor, incorporating open space and structural landscaping is proposed.
- Existing public footpaths retained with new pedestrian linkages provided.

- ① Access points to West Street
- ② Central Green Space
- ③ Pedestrian-only Connection
- ④ Pedestrian Connection to off-site Footpaths
- ⑤ Mobile-phone Mast

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.

Key

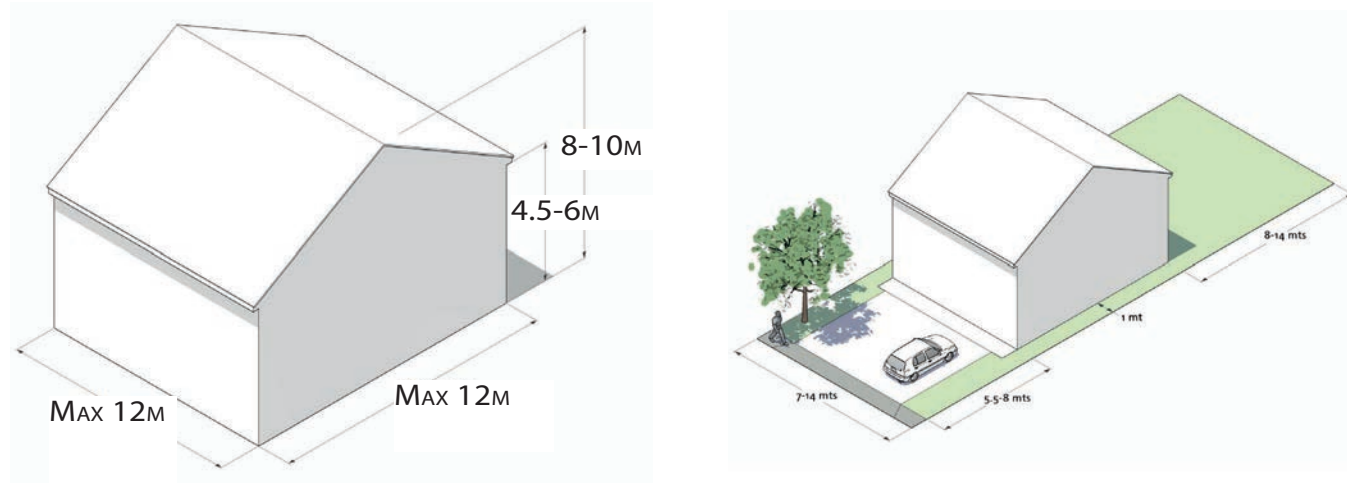
-  Primary route
-  Secondary route
-  Pedestrian connection



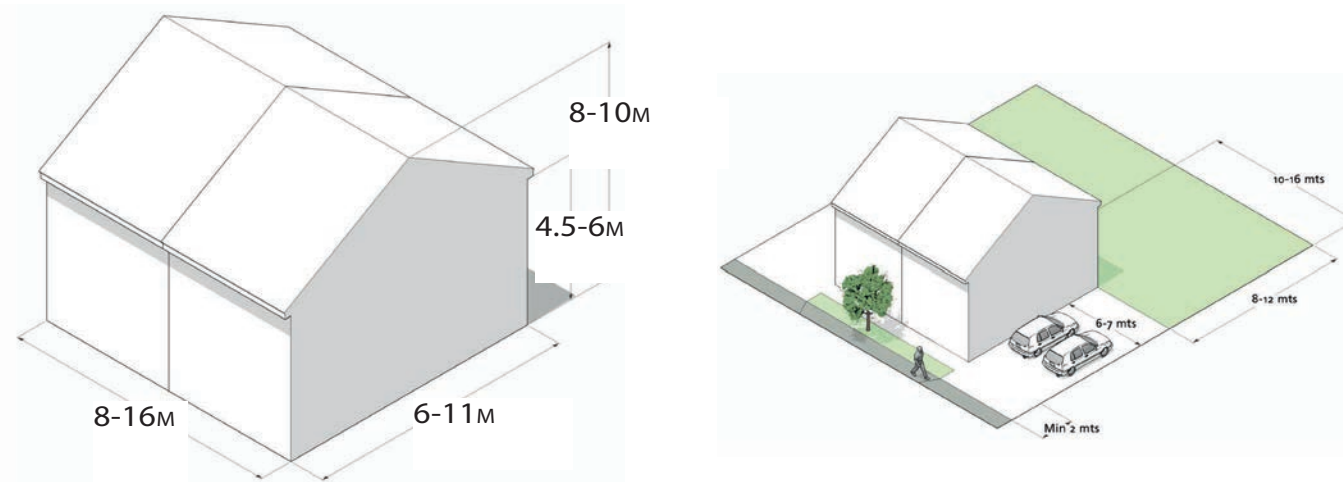
MOVEMENT PLAN (NOT TO SCALE)

DEVELOPMENT PROPOSALS - 6 TYPOLOGIES

2 st. detached dwelling



2 st. semi - detached dwelling

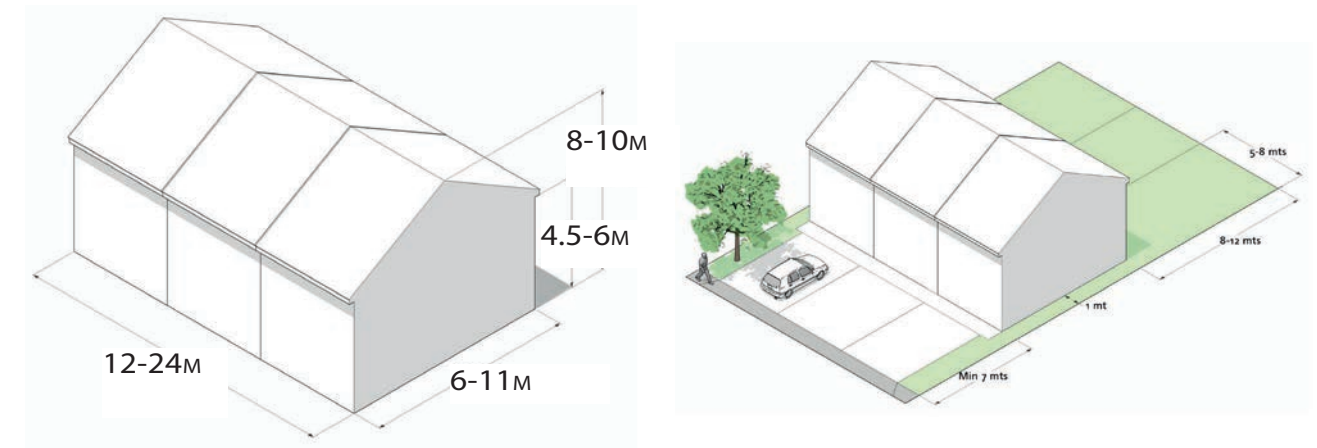


Given that this application is in outline form only, the specific scale of development is reserved for the more detailed planning stage. Irrespective of this, the typologies above provides examples of the types of dwellings, which could be taken forward as part of this development in the various scale parameters identified.

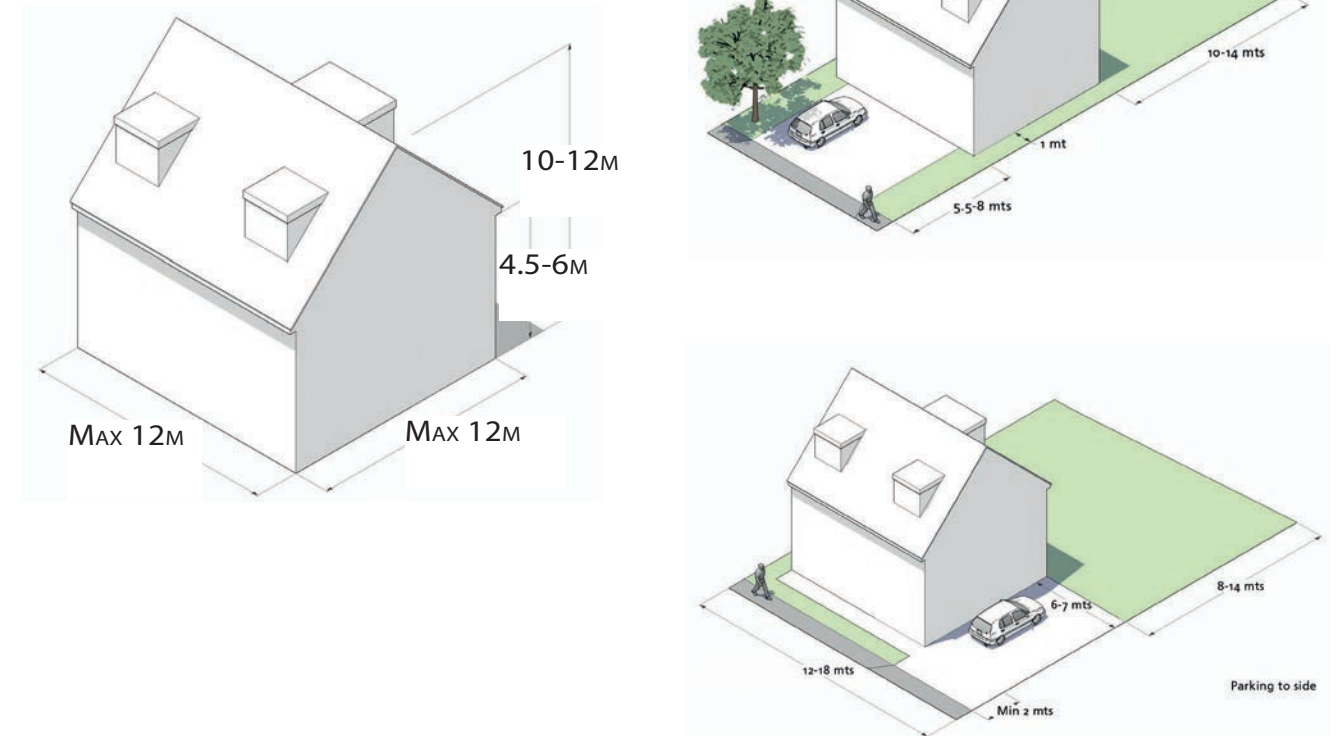
In line with the aspirations of the NPPF, the provision of a mix of house types and styles can be attractive to a wide demographic and help to meet local housing need.

As the local context analysis demonstrated, the architectural styles vary significantly throughout the area leaving no one type to draw inspiration from for this development.

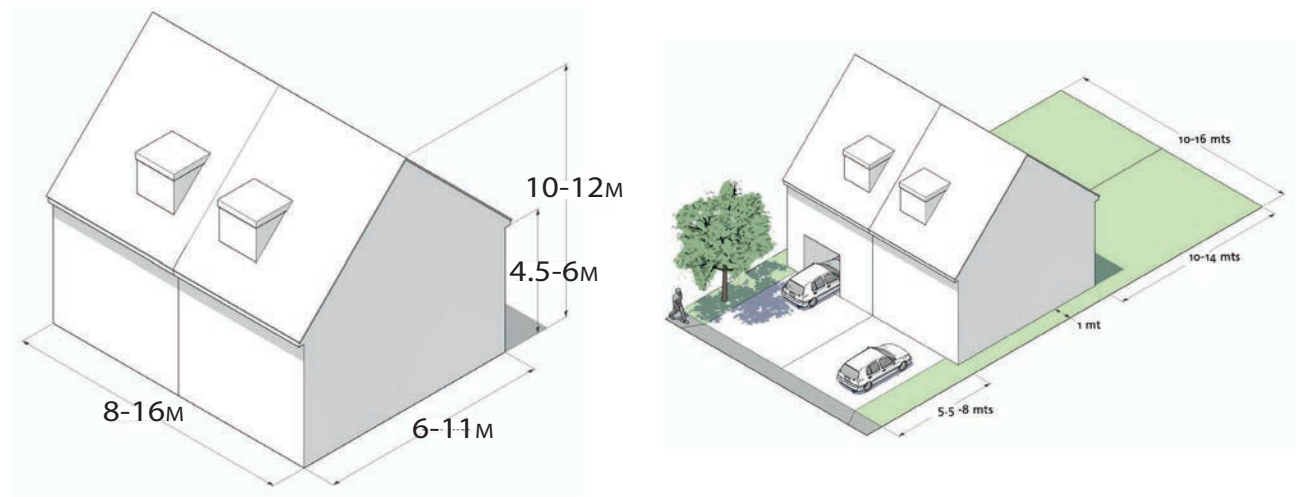
2 st. Terrace



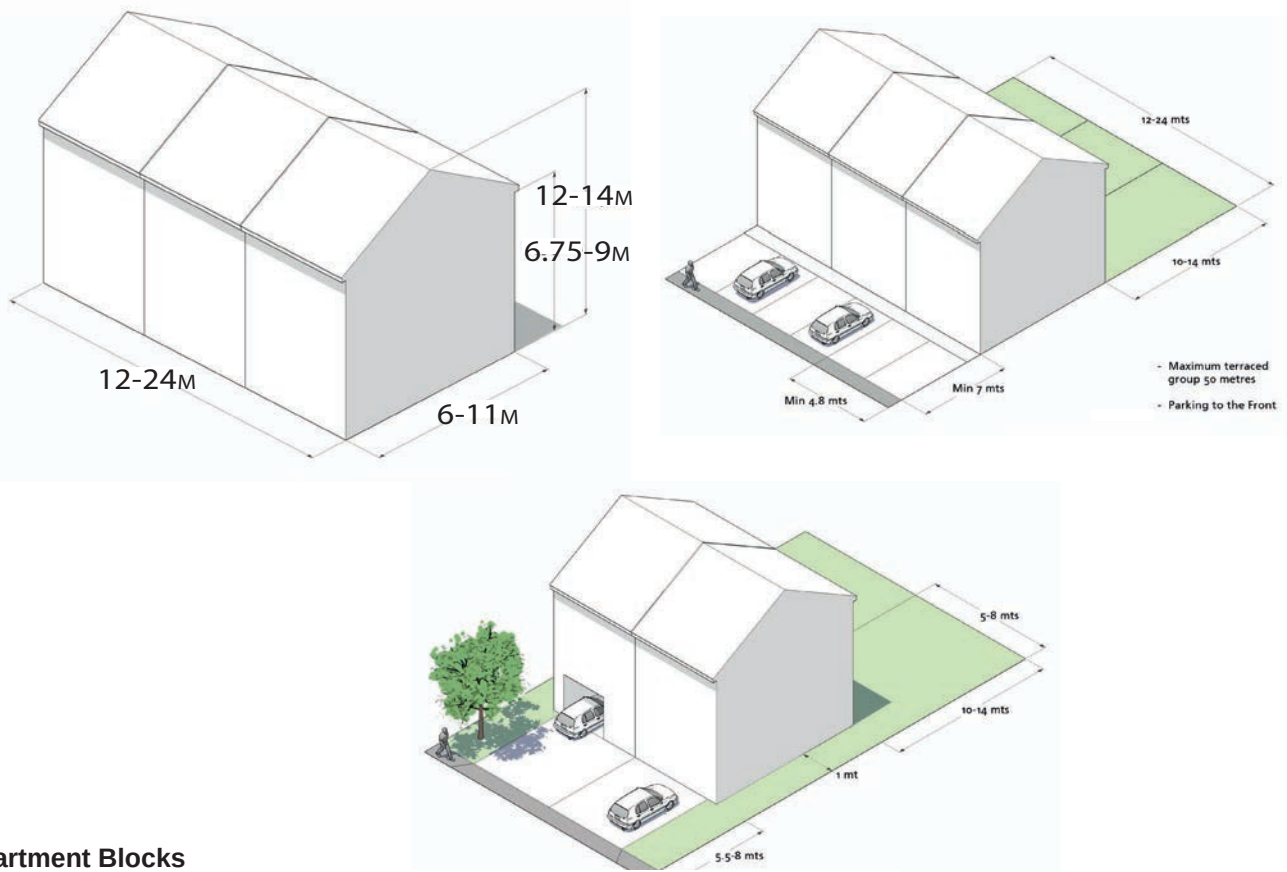
2.5 st. Detached



2.5 st. semi - detached dwelling



3 st. Terrace



3 Storey Apartment Blocks



A higher use of taller larger massed buildings within the street is beneficial given the topography of the site.

DEVELOPMENT PROPOSALS - 6
TYPOLOGIES

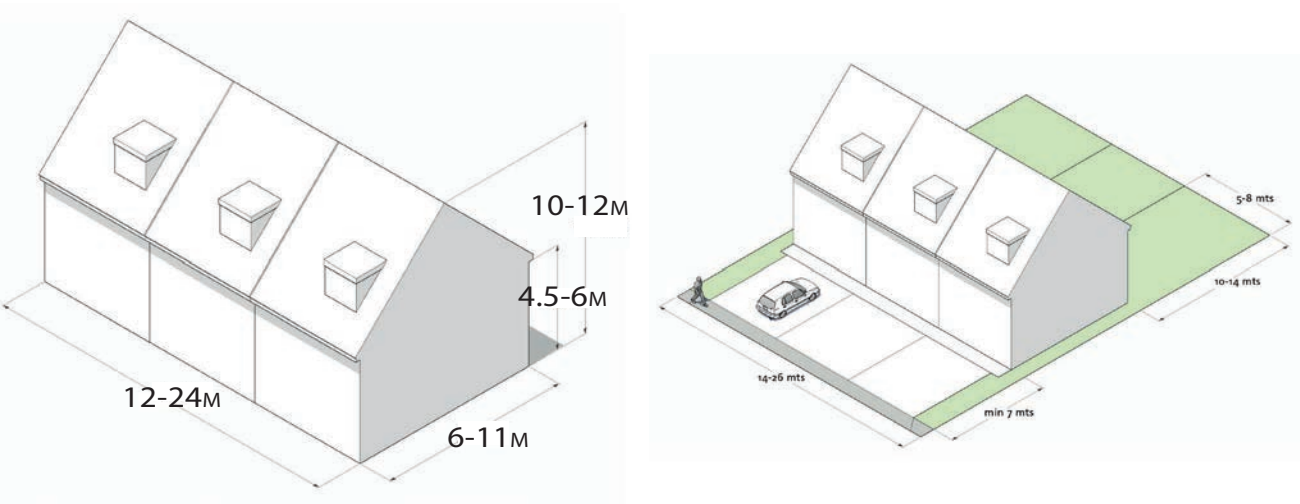
Guiding Principles

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.

2.5 st. Terrace



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 for the site. Those standards are provided below.

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

South Yorkshire Residential Design Guide



The plan below demonstrates how the use of varied storey heights could create interest to the streetscene and help to frame views, in the future detailed design.



SCALE PLAN (NOT TO SCALE)

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 (May 2019) 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 connecting to the Trans Pennine Trail beyond. The total greenspace provision is 0.16 hectares from a total site area of 1.52 hectares, this equates to approximately 10.5%. Any deficit on-site will be made up via an off-site commuted sum.



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	

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 (2019) 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 111 requires that “all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

Paragraph 110 states applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

A Transport Assessment has been prepared by PAH and accompanies this submission.

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 has historically been used for general industrial purposes (B2 use class). The site contains two access points located on the east and west sides of the site, both of which form priority junctions with West Street, each containing kerbed radii on both sides and gates set back into the site. Both access points contain suitable visibility splays corresponding with the estimated traffic speeds along West Street. The east side access is 7m wide and the west side access is 6.2m wide.

Highway Network

West Street is a two way single carriageway road with footways provided on both sides. Along the site frontage the carriageway is 7.3m wide and is in a good condition. The nearside footway ranges in width between 1.6m and 4.5m, and the opposite side footway is around 1.6m wide. Both the footways are in reasonable condition, providing a suitable pedestrian link to the nearest shops and services on High Street. Along the site frontage West Street also contains a grass verge separating the nearside footway from the sites northern boundary wall. West Street contains street lighting to an appropriate standard and is subject to a 30mph speed limit. This road also contains Traffic Regulation Orders that restrict waiting at all times. These restrictions are located within the vicinity of the High Street/ Station Road junction.

Development Proposals

The proposals are to demolish the current industrial buildings on site and remove the associated uses that occupy the site to make way for a new residential development of around 70 dwellings.

The internal road layout, drainage, street lighting and footways will be provided in accordance with South Yorkshire’s Residential Design Guide.

Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA.

Vehicular access to the development will be provided from two new junctions on to West Street, the first will be located to the west of the existing east side access, and the second will be located to the east of the existing west side access. Subsequently, the existing site access points will be removed, with the kerbed radii removed and footways extended across each of the existing junctions. The proposed junctions will be simple priority junctions and will include kerbed radii on both sides and footways (at least 2m wide) returning into the site.

The proposed junctions will have visibility splays of 2.4m x 43.0m on both sides, which is commensurate with the 30mph speed limit along West Street and Government guidance given within Manual for Streets.

Vehicular and Transport Links

West Street provides a good quality link to the nearest bus stops, and both High Street, and the A61 Park Road, which both contain local shops and services. There is small supermarket with ATM located on High Street adjacent to its junction with West Street approximately 350m northeast of the site. There is also a large medical centre located directly opposite the site which contains GP surgeries. The local footway network is considered suitable in terms of width, construction, and lighting. West Street, High Street, and Park Road all contain dropped footway crossing facilities and tactile paving in the majority of cases.

There are a series of pedestrian refuge islands along the A61 Park Road through Worsbrough allowing pedestrians to access the shops and services on both sides of the road safely. Park Road also has the benefit of a push button cycle and pedestrian crossing facility located adjacent to the Transpennine Trail.

The pedestrian catchment includes the whole of Worsbrough and its local services and amenities such as a large supermarket, food outlets, bakers, hairdressers, convenience stores, post offices, and a pharmacy. Worsbrough therefore contains good employment potential as a result of the large number of commercial and retail properties. There are 3 primary schools and an academy within this catchment, catering for all school ages.

Within a 5km cycle catchment area from the site is the whole of Barnsley Town Centre, together with the neighbouring town of Hoyland, and the village of Birdwell. Barnsley Town Centre in particular offers significant employment, retail, and leisure facilities for the residents of the proposed development.

Bus stops are located on or adjacent to West Street within 400m of the centre of the site. The majority of these stops have timetable cases, with the nearby stop on Elmsdale also having the added benefit of a shelter.

There are up to 2 bus services per hour to the large commercial and retail areas of Barnsley Town Centre. There are also hourly services to the nearby settlements of Hoyland, Wombwell, Darfield, and Great Houghton.

These bus services also travel to the nearest railway station at Barnsley Interchange. The bus services are therefore considered to be of a good standard and will provide a suitable alternative to the private car in line with current Government guidelines.

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 housetypes 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

Secured by Design

NPPF, paragraph 127 states that developments “create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

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

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

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

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

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

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

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

The use of defensive planting will maintain clear visibilities and allow natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.

The proposed fenestration of the dwellings should respond to the street with outward facing development. Front doors should be clearly visible and located in a logical relationship to the accessible routes that serve it to ensure the creation of an active street scene. Gables should be appropriately treated with windows to ensure surveillance and dual aspect dwellings employed at key corners.

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

Sustainability

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

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

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

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

Ecological Enhancement

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

Appropriate ecological enhancements, include, but are not limited to:

- Provision of bat roost boxes and bird nest boxes (to suit a variety of different species) at suitable retained trees and/or new buildings;
- Extensive landscape planting of native species, and species which are known to be of value to value. Planting should be focussed on provide connectivity across and around the site, and in connecting areas of retained woodland and hedgerow;
- Establish areas of species-rich grassland to provide favourable habitat for an abundance and diversity of invertebrates (and as a result enhanced opportunity for foraging birds, bats and other wildlife); and
- Creation of informal deadwood piles to provide enhanced refuge, shelter and hibernation opportunities for a range of wildlife, including common amphibians, common reptiles and small mammals.

DEVELOPMENT PROPOSALS - 6 SECURED BY DESIGN



DEVELOPMENT PROPOSALS - 6

BUILDING FOR LIFE ASSESSMENT

In terms of design, the proposal is assessed against Building for Life 12 (BfL12) which is endorsed by the Government as a means of stimulating discussions to provide better places to live; the application is judged against 12 questions and a traffic light system provided to highlight where the design is acceptable and areas where further work may be required.

Given the application is only at outline we recommend a further BfL 12 Assessment is undertaken and accompanies any future reserved matters application.

1 Connections

The site is well integrated into the surrounding area through the proposed pedestrian connection and green linkages. The connections to the existing settlement is a positive contribution which will benefit both existing and proposed residents. The indicative masterplan demonstrates how the site development responds positively to the site boundaries. This principle should be retained through the detailed design.

Overall it is considered that in terms of connections the proposal achieves a Green standard.

2. Facilities and Services

The Transport Assessment and Design and Access Statement identify that the majority of the site lies within a 10 minute walk of local services which will enable future residents to utilise these without using a car.

West Street provides a good quality link to the nearest bus stops, and both High Street, and the A61 Park Road, which both contain local shops and services. There is small supermarket with ATM located on High Street adjacent to its junction with West Street approximately 350m northeast of the site. There is also a large medical centre located directly opposite the site which contains GP surgeries. The local footway network is considered suitable in terms of width, construction, and lighting. West Street, High Street, and Park Road all contain dropped footway crossing facilities and tactile paving in the majority of cases.

There are a series of pedestrian refuge islands along the A61 Park Road through Worsbrough allowing pedestrians to access the shops and services on both sides of the road safely. Park Road also has the benefit of a push button cycle and pedestrian crossing facility located adjacent to the Transpennine Trail.

The pedestrian catchment includes the whole of Worsbrough and its local services and amenities such as a large supermarket, food outlets, bakers, hairdressers, convenience stores, post offices, and a pharmacy. Worsbrough therefore contains good employment potential as a result of the large number of commercial and retail properties. There are 3 primary schools and an academy within this catchment, catering for all school ages.

Within a 5km cycle catchment area from the site is the whole of Barnsley Town Centre, together with the neighbouring town of Hoyland, and the village of Birdwell. Barnsley Town Centre in particular offers significant employment, retail, and leisure facilities for the residents of the proposed development.

Overall it is considered that in terms of facilities and services the proposal achieves Green standard.

3. Public Transport

Bus stops are located on or adjacent to West Street within 400m of the centre of the site. The majority of these stops have timetable cases, with the nearby stop on Elmsdale also having the added benefit of a shelter.

There are up to 2 bus services per hour to the large commercial and retail areas of Barnsley Town Centre. There are also hourly services to the nearby settlements of Hoyland, Wombwell, Darfield, and Great Houghton.

These bus services also travel to the nearest railway station at Barnsley Interchange. The bus services are therefore considered to be of a good standard and will provide a suitable alternative to the private car in line with current Government guidelines.

Overall it is considered that in terms of accessibility to existing public transport the proposal achieves a Green standard.

4. Meeting Local Housing Requirements

The site seeks to provide a mix of house types and accommodation (including affordable housing), 1-4 bed detached, semi-detached and terraced along with the potential of apartments which should offer a mix of price ranges and tenures. However, it is not clear that this meets the housing demand for the area so in this case it is felt an Amber standard with the potential for Green dependant on housing need to be determined at reserved matters stage.

5. Character

The settlement of has a variety of house types, ages and materials. There are predominantly brick and render dwellings throughout the settlement and limited stone and art stone. The dominant materials should be respected in the proposed materials palette of the future reserved matters when moving forward. However this is cannot be demonstrated by the submission (given it is in outline form) so it is felt to be an Amber standard but Green is achievable through the detailed design.

6. Working with the Site

The indicative layout seeks to retain the existing landscape features, walked routes for connectivity, green corridors whilst providing surface water attenuation and green space on site. The interface with this needs to be considered through detailed design along with the green pedestrian connections. Amber with the potential for Green through detailed design.

7. Creating Well Defined Streets

The indicative masterplan has sought to work with the existing features of the site including topography, retention of landscape and walked routes as well as features such as ecology. The detailed design should continue these principles. This is felt to be an Amber Standard given the detailed design is outstanding with the potential to achieve Green.

8. Easy Way to Find Your Way Around

The indicative masterplan demonstrates a hierarchy to development in terms of the structure and the creation of character areas. This can be enhanced through detailed design with the use of marker features including expanding and enhancing character areas and the use of corner buildings and landscaped areas. This is felt to be an Amber Standard present given the lack of detailed proposals with the potential for a Green standard.

9. Streets for All

The proposed indicative hierarchy shown does work, and this will restrict speed and create pedestrian priority streets in accordance with Manual for Streets. The detailed design should seek to develop and expand the hierarchical approach with the detail to the buildings that turn corners and those that offer greater surveillance to the streetscene of importance. Amber with the potential for Green through detailed design.

10. Car Parking

Greater detail is needed and this will form part of the detailed design. The design should provide adequate parking in line with local requirements and look for solutions which minimise the dominance of the parked car on the streetscene. Given the lack of information available at this time we recommend an Amber status with the potential for this to be Green at the detailed stage.

11. Public and Private Spaces

The indicative masterplan seeks to maintain and enhance a network of green connections and spaces throughout the layout. The detailed design should retain this ethos and enhance these connections ensuring they are safe and secure.

There should be a clear delineation of public and private space which is outlined in the detailed proposals, with all dwellings having access to useable private amenity space. The internal private space appears to be well defined. This is felt to be an Amber standard with the potential for Green through detailed design.

12. External Storage and Amenity Space

There is no information provided as part of this application given it is in outline form relating to external storage and amenity space. We would recommend that the reserved matters application pays consideration to the following:

- Bin and recycling storage for both within curtilage and dedicated areas of hard standing on collection day.
- Providing garaging that can accommodate both a car and storage.
- Cycle storage for those dwellings which do not have a garage.

We have therefore considered this to be an Amber standard with the potential to achieve Green through the detailed design.

Conclusion

Out of the 12 questions/issues, 5 are in the Green category and the remaining in Amber (7) with the potential for Green through detailed design.



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.

SUMMARY	
SITE AREA	1.52HA
DWELLING CAPACITY	UP TO 70
DWELLING TYPE	APARTMENTS, TERRACED, SEMI & DETACHED
BED RANGE	1-4
DENSITY	UP TO 46DPH
POS	0.16HA