

Design and Access Statement

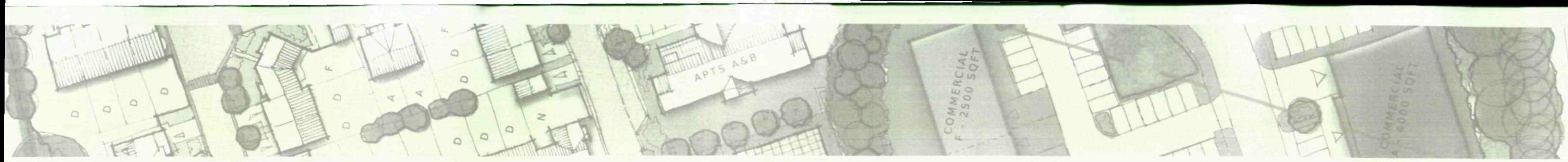


Former William Freeman Factory

Wakefield Road, Mapplewell

On behalf of Pipestone (IOM) Ltd

August 2009



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This design and access statement introduces an initiative by Pipestone Ltd to transform this part of Barnsley by regenerating a derelict and under-utilised previously developed site for a high quality development. The application is submitted in outline form, for the erection of 83 residential dwellings with means of access and layout sought with the erection of B1 and B8 with means of access only.

This statement responds to the requirements of the Town and Country Planning General Development Procedure (Amendment) Order 2006 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 PPS 1 "Delivering Sustainable Development" which requires:

"Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning." (para.33)

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

In addition to the formal application and this Design and Access Statement incorporating Sustainability and Energy Statement, the following information has been submitted in support of the application:

Report Title	Prepared By	Number of Copies
Design and Access Statement	John R Paley Associates	4
Transport Assessment / Travel Plan	Bryan G Hall	4
Phases 1 Geo-Environmental	Joynes Pike	4
Noise Impact Assessment	Hetts	4
Tree Survey	JCA	4
Topographical Survey	Tower Surveys	4
Planning Case Report	Dacre Son and Hartley	4
Protected Fauna Survey	Derek A Whitcher Ltd	4
Flood Risk Assessment	Haigh Huddleston and Associates	4

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 - where the buildings, public and private spaces are positioned and their correlation to the site surroundings.

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.

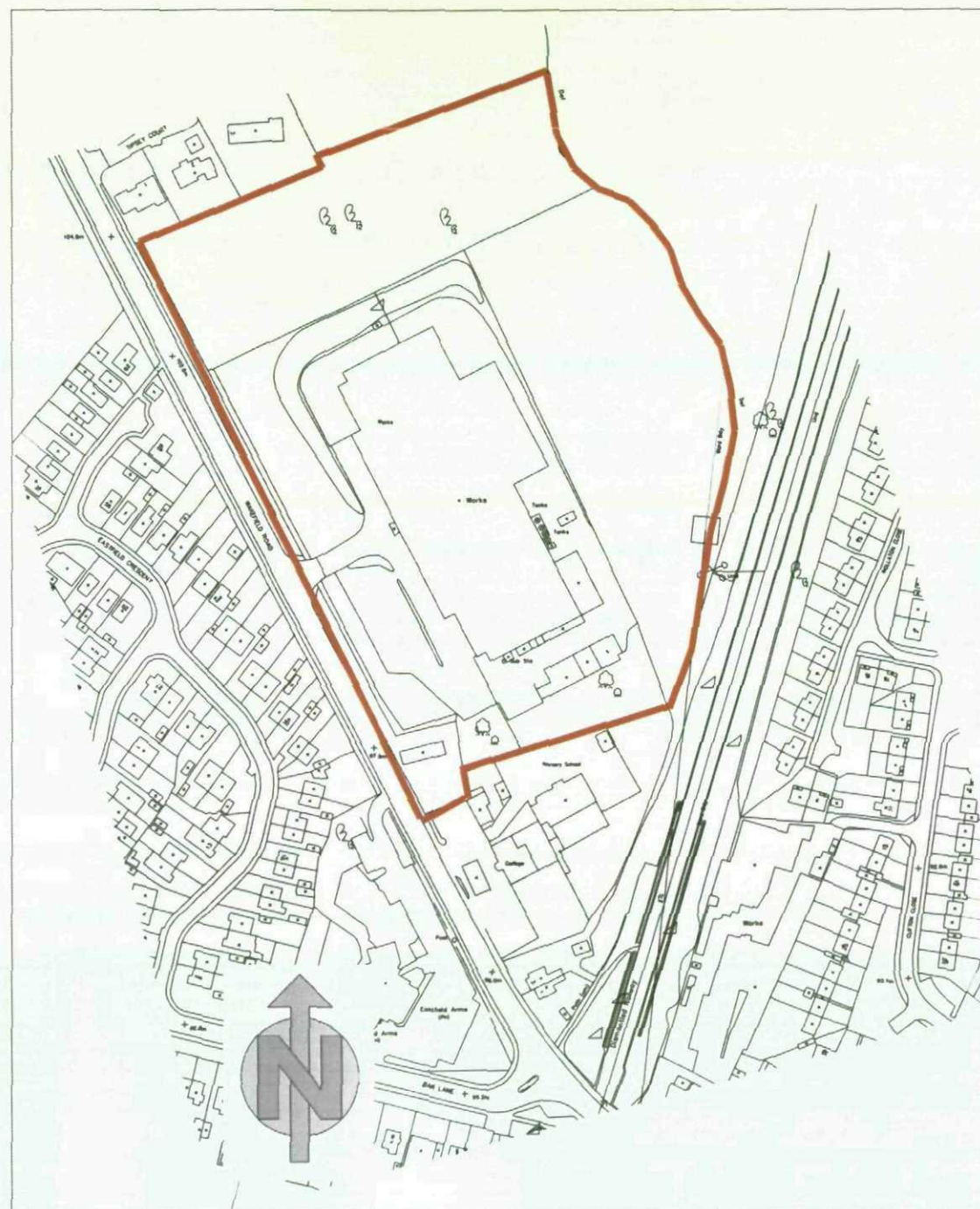


Location Plan



Aerial Plan

SITE ANALYSIS THE SITE



OS Location Plan

The Site

The site is irregular in shape and comprises of approximately 4.4 hectares situated off Wakefield Road, Mapplewell, Barnsley. The site contains a redundant rubber factory with buildings covering half the site and areas of scrub and grassland covering the rest of the site.

The site currently provides existing buildings totalling circa 94,000 sq. ft., with expansion land to the rear of circa 2.35 hectares.

The site can be divided into three distinct areas, which are:

- the factory area;
- associated areas of hardstanding; and
- rough scrubland, which is of no conservation value; and has been previously used for licensed landfill.

The site is brownfield in its entirety.

Topography

The ground level falls to the south east, with significant changes in level off Wakefield Road.

Historical Land Use

A review of historical OS data reveals that the site was open fields between 1884 to 1962 when the site was developed as a factory. Between 1962 and 1983 the site was subject to various extensions related to the factory. Since 1983 the factory has remained as it is presently.

Boundaries

Wakefield Road bounds the site along the western boundary. The existing factory is presently screened from Wakefield Road by a heavily landscaped boundary of Leyland Cypress.

A dismantled railway abuts the eastern boundary, this forms part of the multi-user recreational route as designated in the adopted Barnsley UDP. Beyond this are residential properties off Clifton Close and Wollaton Close. These are two storey semi-detached dwellings of brick and tile construction.

To the southern boundary is a mixed use area comprising of residential dwellings, a garage, nursery and Indian restaurant.

The northern boundary is characterised by open countryside which is designated greenbelt in the adopted Barnsley UDP and residential dwellings off Tipsey Court.

Planning History

Other than the previous factory use, there is no known planning history to the site.

Marketing of the Site

The site was formerly the William Freeman factory which was a leading manufacturer of rubber and plastic products including car mats, and hot water bottles. However due to direct competition from cheaper foreign imports the company went into administration in the Spring of 2006. At this time the site was marketed by the Administrators for its continued or equivalent use, no interest was received.

The site has been marketed again from August 2008 to present by Savills. The only firm interest has been from a number of housebuilders looking at the site for residential development.

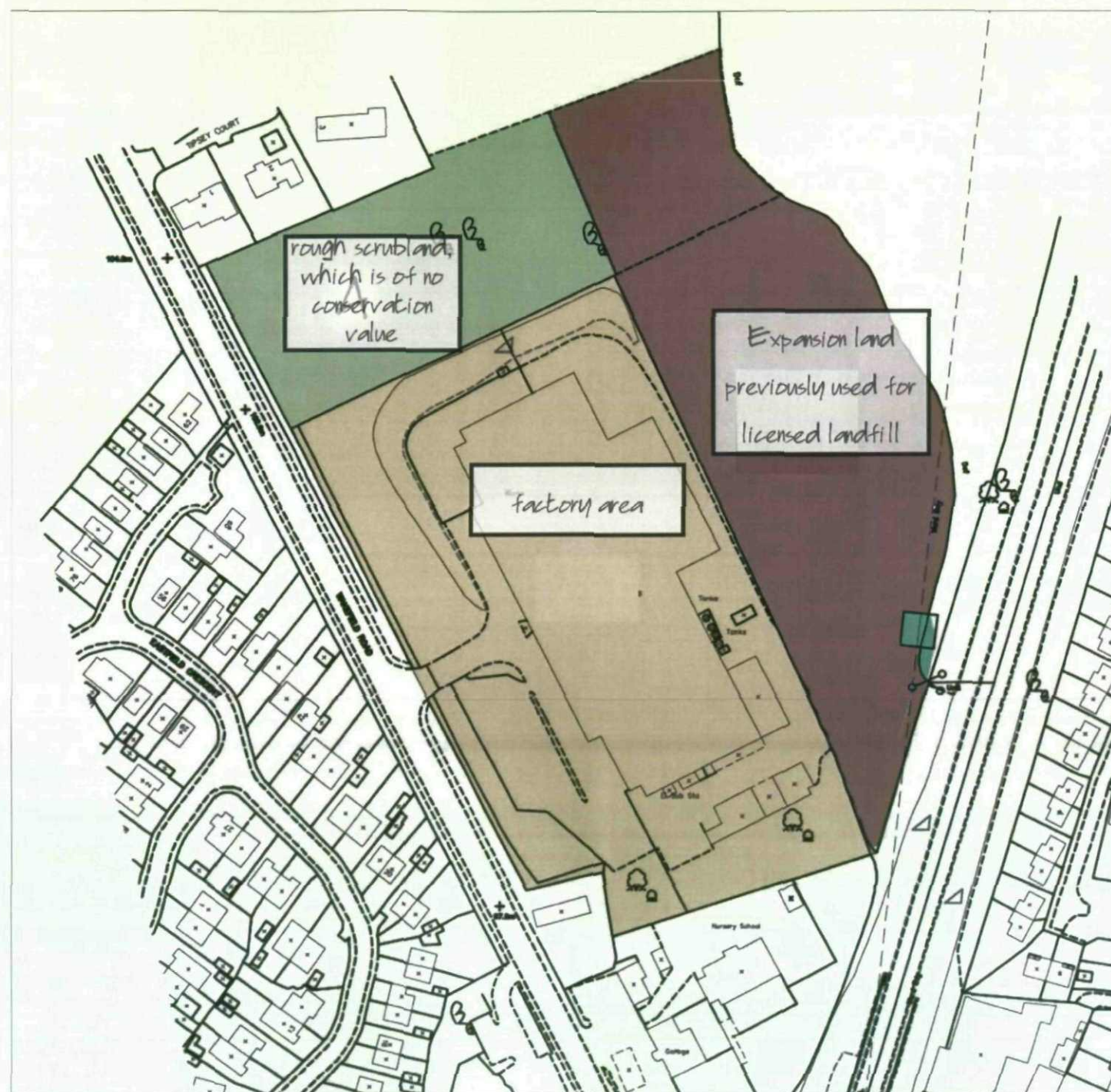
The site is currently in a derelict state and subject to frequent acts of vandalism despite the land owners having spent significant sums on security, boarding up of windows and strengthening the boundaries.

A condition survey has been carried out on the site and concluded that the site has been stripped by thieves of any material which has a scrap value, including copper piping, electric cabling, roofing materials and even the walls of some buildings.

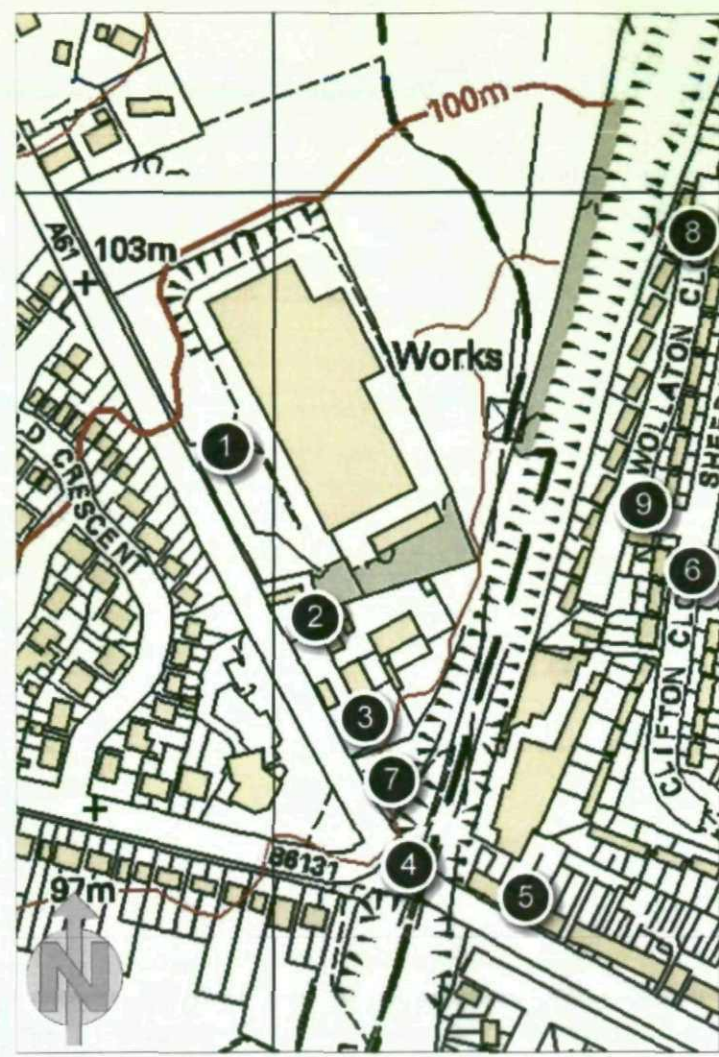
"The condition of the existing buildings and infrastructure would require a non viable input of finance as all the buildings within the site were designed for the original works usage. It is our recommendation what all buildings within the site are demolished and the site redeveloped." FG Skerritt Ltd - A Dilapidation Report prepared at the request of the Valuation Office.

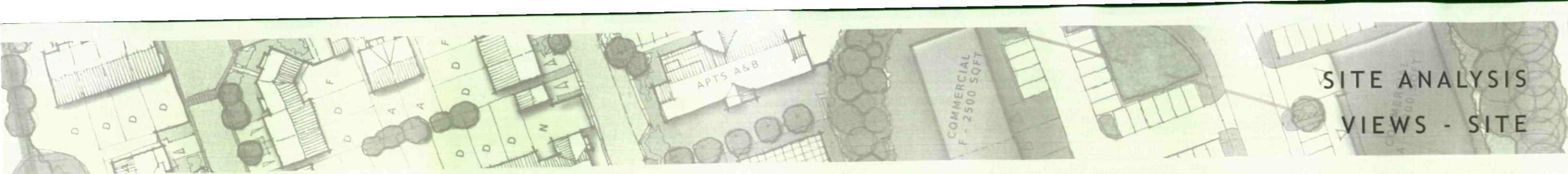
SITE ANALYSIS THE SITE

The plans show the present land use.

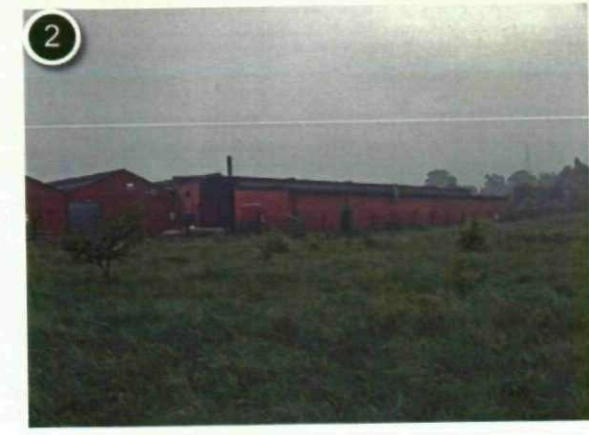
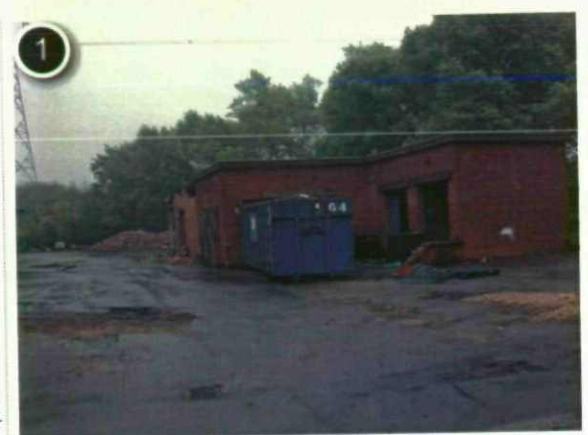
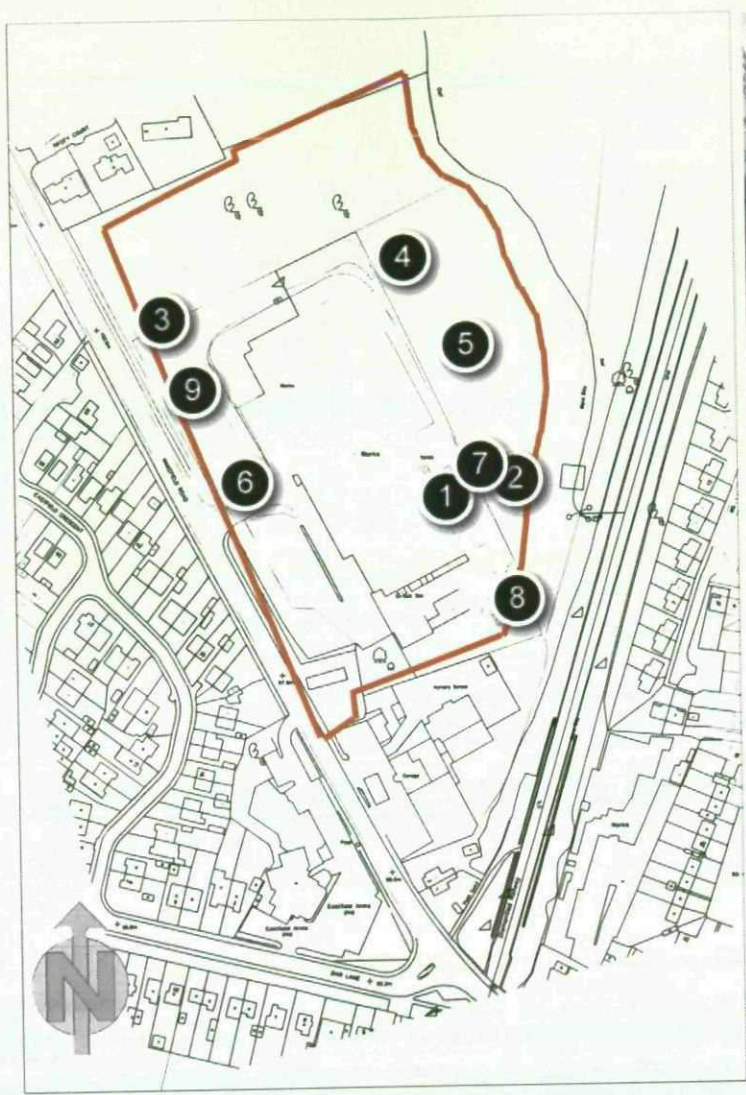


SITE ANALYSIS VIEWS - WIDER CONTEXT





SITE ANALYSIS
VIEWS - SITE



SITE ANALYSIS LOCAL CONTEXT



Figure 4:- Context Plan

The plan opposite shows the site and its surroundings as shown the local centre is within a 20 minute walk with Mapplewell district centre slightly beyond this.

-  Strategic Highway Network
-  Green Belt
-  Principle Shopping Area
-  Multi User Recreational Route
-  Employment
-  Existing Green Space
-  Shopping Area
-  Principle Bus Route
-  1 SCHOOL
-  2 POST OFFICE
-  3 COUNCIL OFFICES
-  4 RECREATION GROUND
-  5 FOOTBALL GROUND

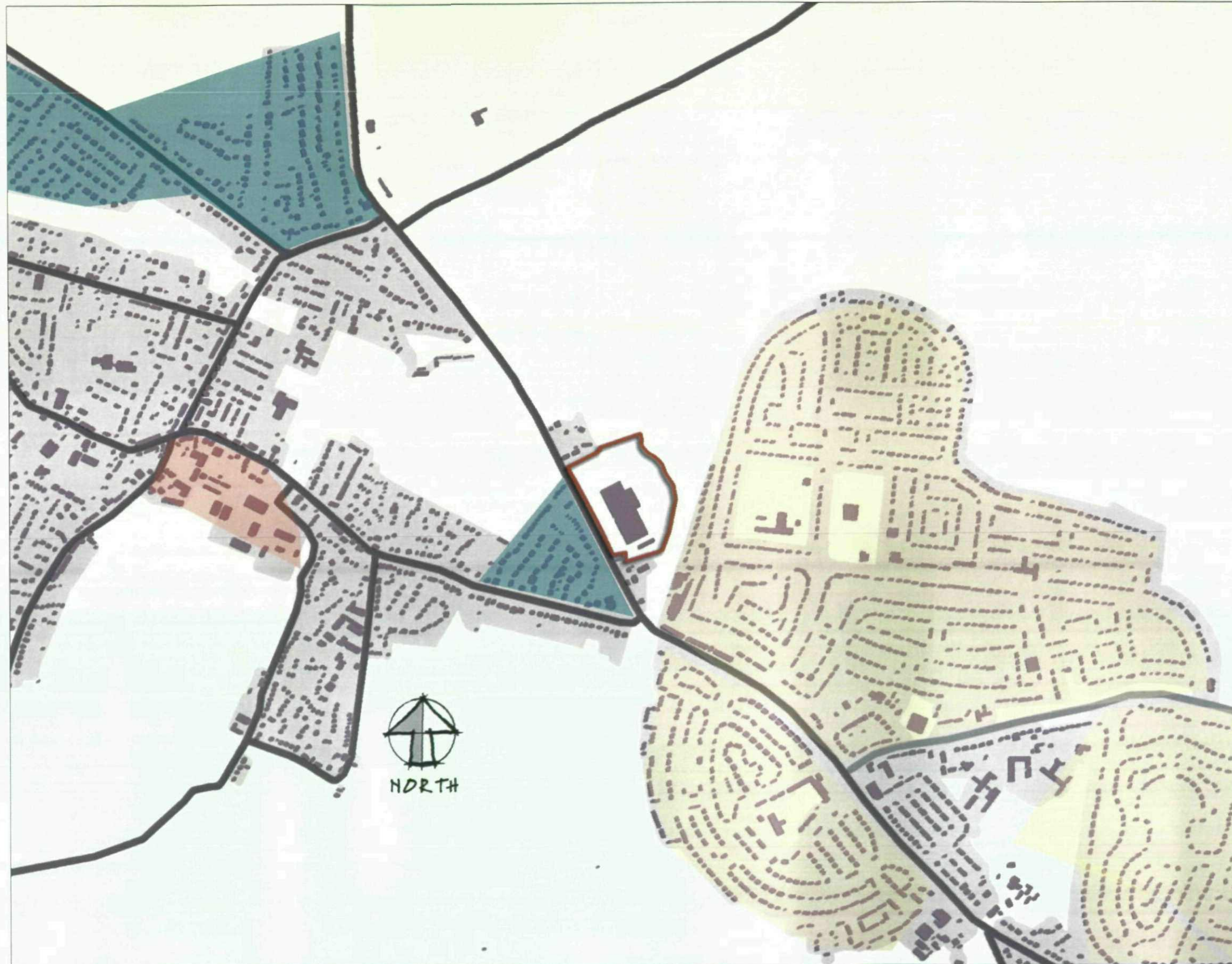
SITE ANALYSIS SITE CONTEXT



The plan opposite shows the site and the opportunities and constraints presented by the development.

Figure :- Opportunities and Constraints Plan

SITE ANALYSIS URBAN GRAIN



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

The plan illustrates the urban grain in the surrounding settlements.

- Local Authority Housing characterised by large plots
- Early 1980's housing relatively loose grain
- Industrial units

National Policy and Best Practice

National planning policy and best practice advice and guidance, all outline the importance of good urban design as a key element of successful development.

The conditions are now right for creating high quality sustainable places. The urban design agenda has matured to create a climate where the local authority and developers expect design quality.

Nationally PPS1 and best practice advice including 'By Design' (DETR), the 'Urban Design Compendium' (English Partnerships and Housing Corporation) all outlines the importance of urban design. CABE have been a prominent advocate of urban design excellence and the design team has an intimate knowledge of this best practice guidance.

PPS1 (2005) suggests that 'good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development' (para 33). It suggests that it is the role of planning to promote high quality, inclusive design in the layout of new developments and individual buildings. It states that designs, which fail to take the opportunity available for improving the character and quality of an area, should not be accepted (para 13).

Principles of Good Design

There is a general consensus over the principles of good design, although different terminology is sometimes applied. The core factors contributing to good urban design which underpin all of the above best practice include the following principles:

CHARACTER - A place with its own identity

CONTINUITY AND ENCLOSURE - A place where public and private spaces are clearly distinguished.

QUALITY OF THE PUBLIC REALM - A place with attractive and successful outdoor areas

EASE OF MOVEMENT - A place that is easy to get to and move through

LEGIBILITY - A place that has a clear image and is easy to understand

ADAPTABILITY - A place that can change easily

DIVERSITY - A place with variety and choice

The planning statement, which accompanies the application, provides detailed guidance on local and national planning policy. Below is a summary of the policies that have informed the indicative design.

To place the importance of design into context, PPS1 Delivering Sustainable Development, sets out the basis for urban design as being integral to development.

"Good design ensures attractive usable, durable and adaptable place and is a key element in achieving sustainable development. Good design is indivisible from good planning."

It states that high quality inclusive design should be promoted, in terms of the layout of new developments and individual buildings in terms of function and impact, not just for the short term but also over the lifetime for the development. Design which fails to take into account the opportunities for improving character and quality of an area should not be accepted.

Furthermore PPS1 advises that good design should be integrated into the existing urban form and natural and built environments. It should also be at the centre of the process for ensuring successful, safe villages, towns and cities. Furthermore developments respond to their local context and create or reinforce local distinctiveness.

As issues are specific to local context only we have reviewed Local Plan policies in this section. The relevant policies from the local plan are listed below.

Barnsley Metropolitan Borough Council (BMDC) Unitary Development Plan (Adopted December 2000)

Design Standards

Policy BE6

The council will seek to achieve good design standards for all types of development. Proposals for development will be assessed using the following design criteria:

- The quality of layout, and suitability of scale of the development
- The use, quality, design and landscape treatment of open land within the site and the area around buildings
- The standard of detailed design and facing materials of proposed buildings

d) The suitability of the whole development for its proposed context and its relationship with adjoining land uses.

Designs which the council considers unsatisfactory in terms of any of these criteria will be rejected.

Design to Avoid Crime

Policy BE6A

In assessing any proposed development layout, the council will seek to avoid opportunities for crime. The following criteria may be applied where appropriate:

- Parking areas and garage courts should be well lit and in a location visible from the highway, not screened by walls or planting
- Public open spaces should be visible from highways, and be overlooked by neighbouring dwellings. The creation of dark corners must be avoided
- High levels of lighting must be installed and maintained to all public areas
- Walls and planting along public routes should be designed to avoid blind corners and hiding places
- Developments should be separated into public and private areas. Security of private areas must not be reduced by such things as footpaths between rear gardens
- Housing should be designed into secure groups, probably off cul-de-sac, with no through traffic vehicular or pedestrian, and where strangers are easily identified

Detailed design issues will be considered at a more detailed design stage, to which the principles set out within Policy BE6a will be fully complied with.

Design and Access to the Public

Policy BE6B

In assessing any proposed development to which the public will have access including roads and footpaths in residential and other areas, the council will seek, where appropriate, through the following design criteria, to ensure the creation of a fully accessible environment:

- Wherever possible, new development should be sited and designed to make it easily accessible to public transport users
- In the design of new developments, refurbishments and changes of use involving non-domestic buildings, good provision must be made for disabled workers, visitors and customers to gain access to, and move within, all buildings

Policy BE6C

In assessing the design and layout of new housing developments, the council will seek to ensure access to local facilities for pedestrians and cyclists, which minimise distance and the use of roads of more than local importance.

Development and the Highway Network

Policy T2

Development will only be allowed if the additional demand for travel generated can be accommodated on the highway network without significant detriment to the environment or the safety and ease of movement of vehicles and pedestrians using the network, or through measures to assist public transport, cycling or walking. Completion of the necessary highway works or other measures may be the subject of conditions attached to the planning permission or be the subject of a planning obligation under section 106 of the town and country planning act 1990 or other agreement requiring an appropriate contribution from the developer to the cost of the works or measures.

Policy T2a

- All roads, footways, private drives, vehicle manoeuvring areas and points of access serving development must be designed and constructed in accordance with the appropriate standards of the borough council
- Carriageways and footways should be constructed so as to be usable in a safe and convenient manner before the use of the building which they serve commences.

Public Transport - Access to Development

Policy T14

Development proposals will be required to include measures to facilitate access to, and where appropriate, by public transport services.

Car Parking

Policy T17

In support of the council's goals, the car parking policies will seek to ensure the provision and management of car parking to secure:

- Levels of provision of parking commensurate with the encouragement of means of travel other than the car particularly by commuters
- Avoidance of harm to the free flow of traffic, safety levels and the amenity of residents and other road users
- Encouragement of development that increases the number and range of job opportunities;
- The vitality and viability of Barnsley town centre and other shopping and commercial centres

Car Parking Standards & Contributions

Policy T22

New development shall be provided with no more car parking, servicing and manoeuvring space than is necessary in order to ensure there is no significant adverse impact upon:

- Highway safety
 - The local environment including the amenity of local residents and adjoining land uses
 - The vitality and viability of Barnsley town centre and other shopping and commercial centres.
- Planning applications which propose parking servicing and / or manoeuvring space in excess of or less than that which is necessary will be refused permission.

Walking

Policy T27

The council will seek to encourage and support walking, as a mode of transport and the design and layout of all development will be required to take account of the needs of pedestrians.

Supplementary Planning Guidance

There are a number of supplementary planning guidance documents issued by Barnsley Council which have been reviewed when preparing the indicative outline planning application.

The outline application accords fully with these documents where applicable. The detailed reserved matters application will refer to the guidance in more depth.

SPG 2 The Design and Layout of New Housing

The Council is committed to securing good quality housing development, which makes a positive contribution to the community in which it is located. This SPG is a first step in terms of raising standards and achieving quality.

SPG 3 Infill Residential Development

The SPG relates to development of infill sites, and provides guidance on assessing the physical constraints, the development context and detailed guidance on residential amenity and access and parking.

SPG 9 Trees and Hedgerows

The SPG provides the context for submitting planning application with regard to trees and hedgerows. All proposals must accurately show existing trees, hedgerows, and those, which are to be retained and removed.

SPG 11 Crime

The SPG provides guidance on ensuring that housing layouts provide clearly defined state boundaries with houses designed in secure groups where mutual surveillance can be provided without reducing the individual privacy of dwellings.

SPG 10 Paths and Development

This SPG provides guidance on paths and the impact on development, be it existing footpaths that require closure of diversion to construed rights of way. It also looks at the impact of development on paths off site. Mitigation to minimise the risk of crime is included within the document.

SPG 20 Open Space Provision on New Housing Development.

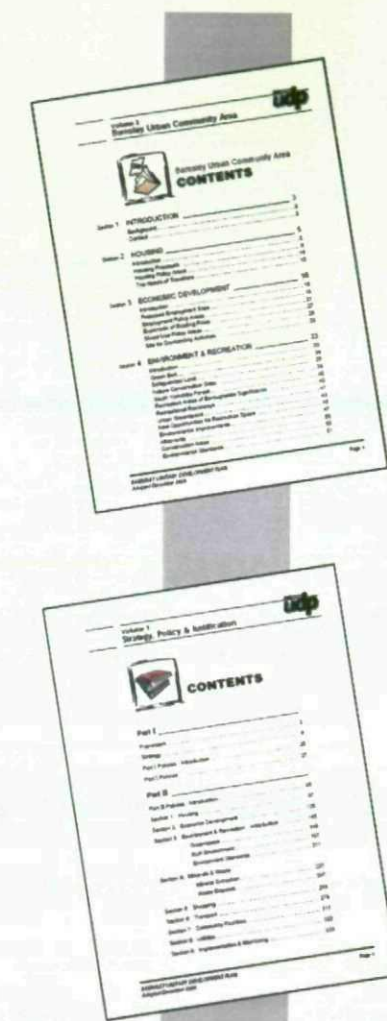
The SPG provides guidance in relation to applications on the type and amount of open space required. In relation to outline applications open space provision will be secured by condition with sites of 40+ dwellings required to provide 15% of which some should be on-site and a contribution in lieu of the total on-site requirement being acceptable.

SPG21 The Design and Layout of Open Space on New Housing Developments

This SPG provides detailed guidance on the general design principles required for open space provision along with detailed guidance on the requirements of: Equipped Children's Play Facilities
Informal Playspace and Landscaped Areas
Minimum Viable Sizes of Informal Open Space Types

SPG 25 Landscape Design

This guidance notes aims to provide direction to the development of sites where landscape works are required. The purpose of the document is to highlight the various elements and processes that need to be considered when preparing a landscape scheme.



DESIGN EVOLUTION CONCEPT MASTERPLAN

The initial draft proposal examined re-developing the entire site for housing. The scheme proposed 175 units of which there were 146 houses and 29 apartments.



A pre-application meeting was held with Barnsley Council and the Barnsley Development Agency on 27th November 2008.

The main points arising from the meeting were:

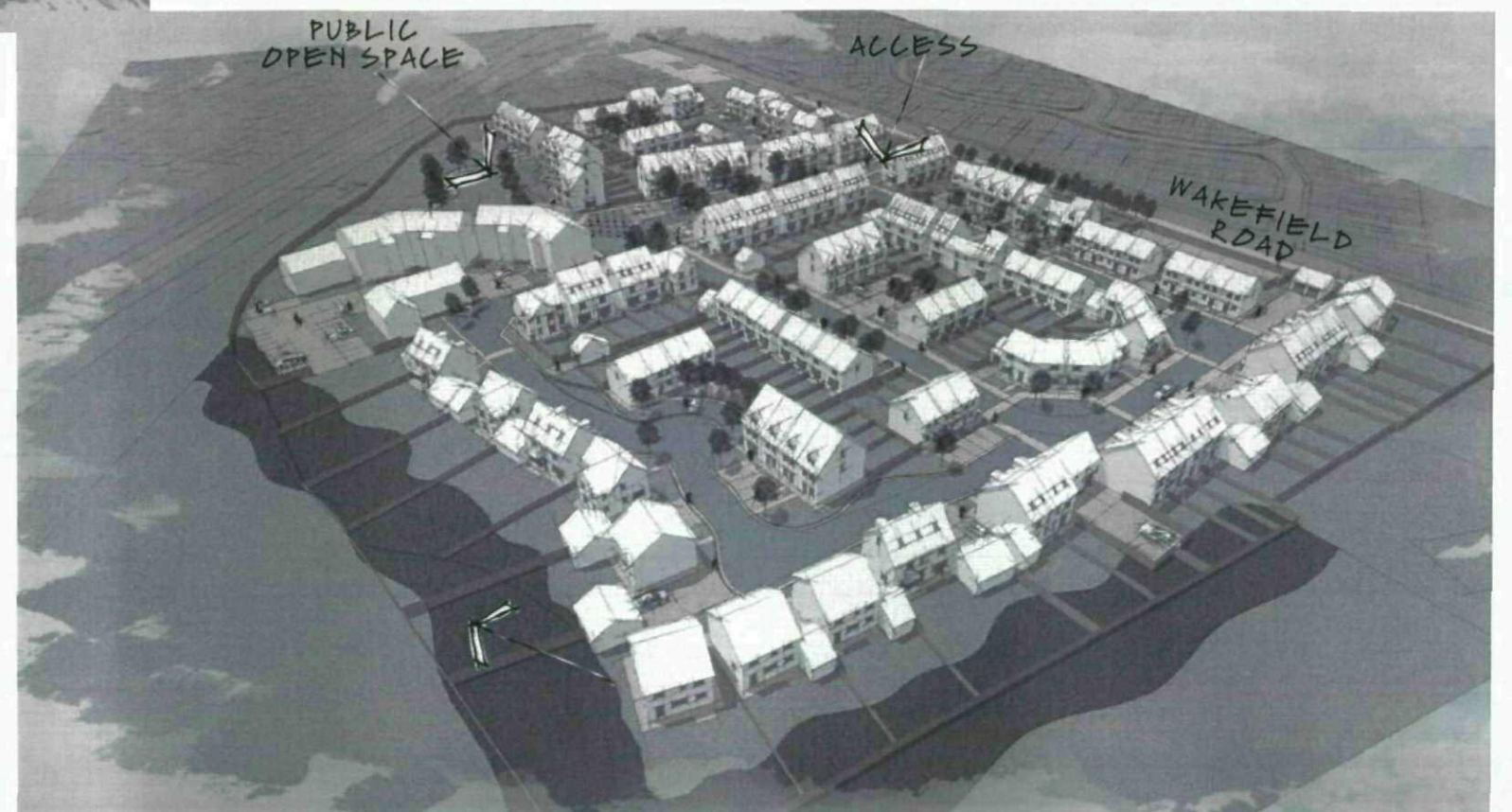
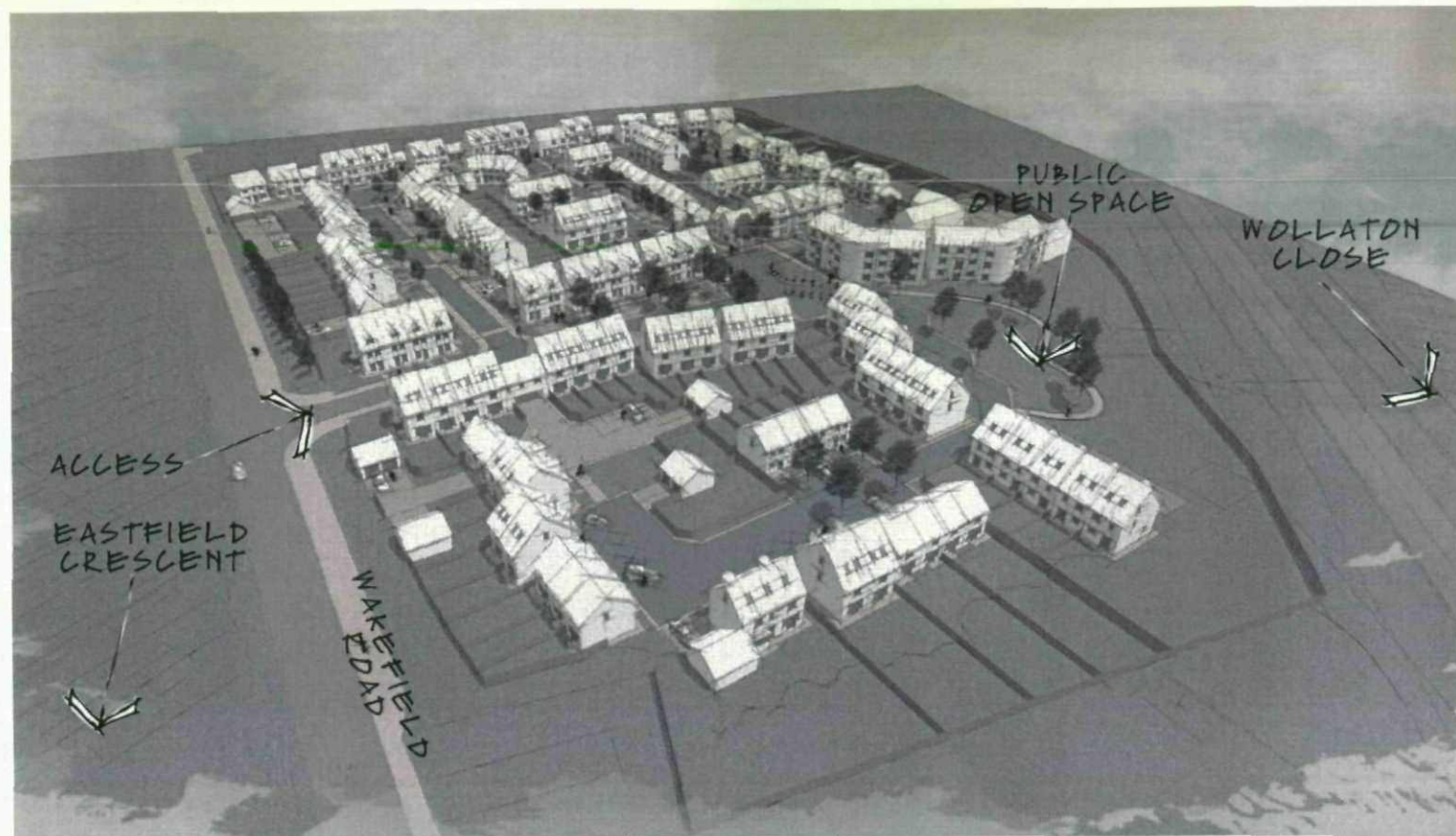
- Council have an adequate 5 year housing land supply and there is no requirements for windfalls.
- A variety of employment land sites are required to meet demand, and there is a demand even for "problem" sites.
- LPA accept the "brownfield" land status of land to the rear.



DESIGN AND ACCESS STATEMENT
August 2009

DESIGN EVOLUTION

3D MASSING



DESIGN AND ACCESS STATEMENT
August 2009

DESIGN EVOLUTION
3D MASSING



INVOLVEMENT COMMUNITY CONSULTATION

Public consultation is now at the heart of the government's agenda and an integral part of the planning system.

Community consultation has enabled us to achieve the following objectives:

1. Understand the community, the key players, and the local representatives
2. Brief key players early, ensuring their comments and views add real impetus and insight into proposed planning applications
3. Engage the wider community in an open and transparent way, ensuring that we consult widely enough to satisfy local stakeholders and officers.

A consultation document was produced and posted on our web-site, we wrote to 49 neighbours on :- Wollaton Close, Eastfield Crescent and Wakefield Road. The comments received are outlined below:-

- Queries over the foul pumping station proposed near the pylon and its affects on neighbouring properties.
- What is POS?
- No objections
- Although we have no objections to the site being developed for residential use we would appreciate consideration being given to maintaining as much privacy as possible between the properties on Tipsey Court and the new development. It is unclear from the site layout what type of dwellings are proposed for that area of the site adjoining the northern boundary except that they appear to be of a terraced nature.

We would like the following to be given serious consideration:

1. As the northern edge of the site is the highest in terms of levels, it would seem appropriate for dwellings in this area to be a maximum of 2 storeys in height. We consider 3 storey would be too high in this location.
2. The introduction of a landscaped buffer zone in the form of additional tree planting fully along the northern boundary would ensure a degree of privacy from both sides whilst also creating a suitable transition to the open countryside beyond. Our existing hawthorn hedge affords little privacy in winter months. This has not been a problem to date but clearly the situation would not be the same with new dwellings over the hedge. Please note: a conifer hedge would not be acceptable.
3. Consideration should be made to position the dwellings as far away as possible from the northern boundary in order to ensure the greatest amount

- I live in the far top corner of Eastfield Crescent where there is a walkway in front of my house. I think this will be a direct link into mapplewell for people walking and will be heavily used by homeowners from the new development. I would therefore propose to close this walkway.
- We have concerns regarding why the landscape buffer does not carry on across our garden boundry to retain our priversey that we have had for many years. Also the houses that are proposed to be built to the rear of our garden how close will they be to our property as they look to be three storey buildings.
- We would like to express many concerns about this project. Firstly, we are going to be living next door to a building site for months - the noise and dirt will no doubt affect our daily lives. Wakefield road is a very fast and busy road - lorries and wagons will constantly be driving up and down this road - causing danger to other users and pedestieians in the area - not to mention the dirt. When these properties are built our street will be used as a shortcut for people wanting to go into the village - making it much less private. The amount of traffic from this estate will create great problems on this busy road. We are concerned about the noise from this estate both during building and when it is finished and these properties are sold. With the current financial climate we are also concerned that these properties may not be sold and we will be living alongside a derelict building site - encouraging yobs and crime in the area. We will be formally commenting to BMBC about this project

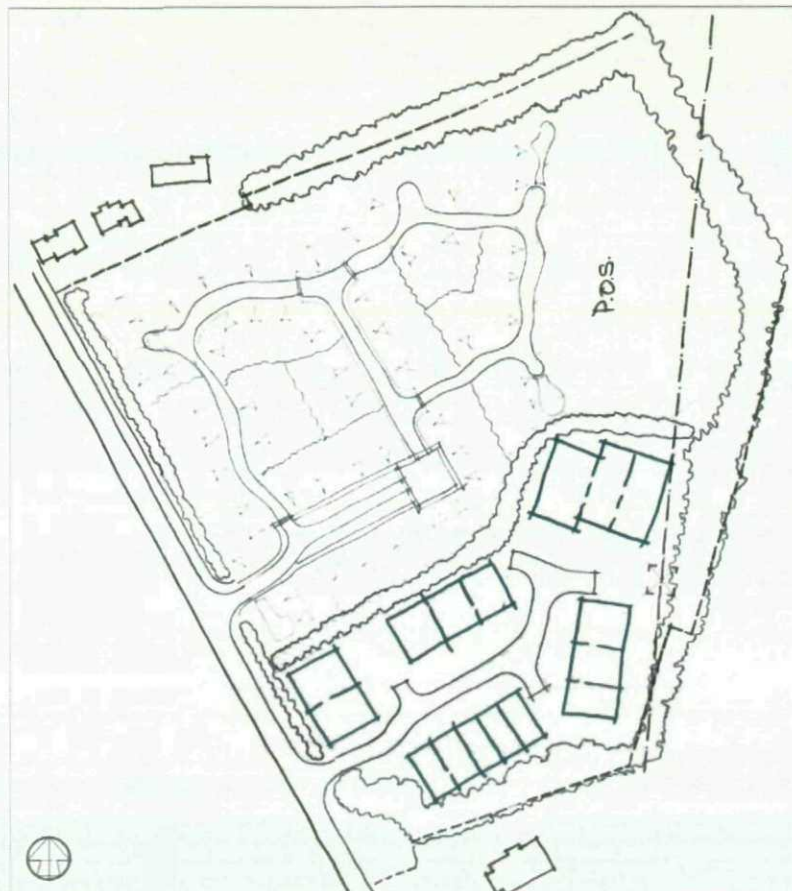


INVOLVEMENT REVISED PROPOSALS

Following the pre-application meeting held in November 2008 and the comments made, the proposals were revised:

The site currently provides existing buildings totalling circa 94,000 sq ft, with expansion land to the rear of circa 2.35 hectares. The revised proposal indicatively provides 107 residential units, of which there are 76 houses and 31 apartments. This has fallen from the 175 previously proposed.

The southern parcel of the site now provides a commercial development accessed by a separate access from Wakefield Road and proposed 47,000 sq ft (10 units) of purpose built accommodation.



Comments from Barnsley Council (received February 2009) to this scheme are summarised below.

The conclusions reached would likely to form a recommendation to refuse permission should a planning application be submitted in the near future

The main points are that under present planning policy:

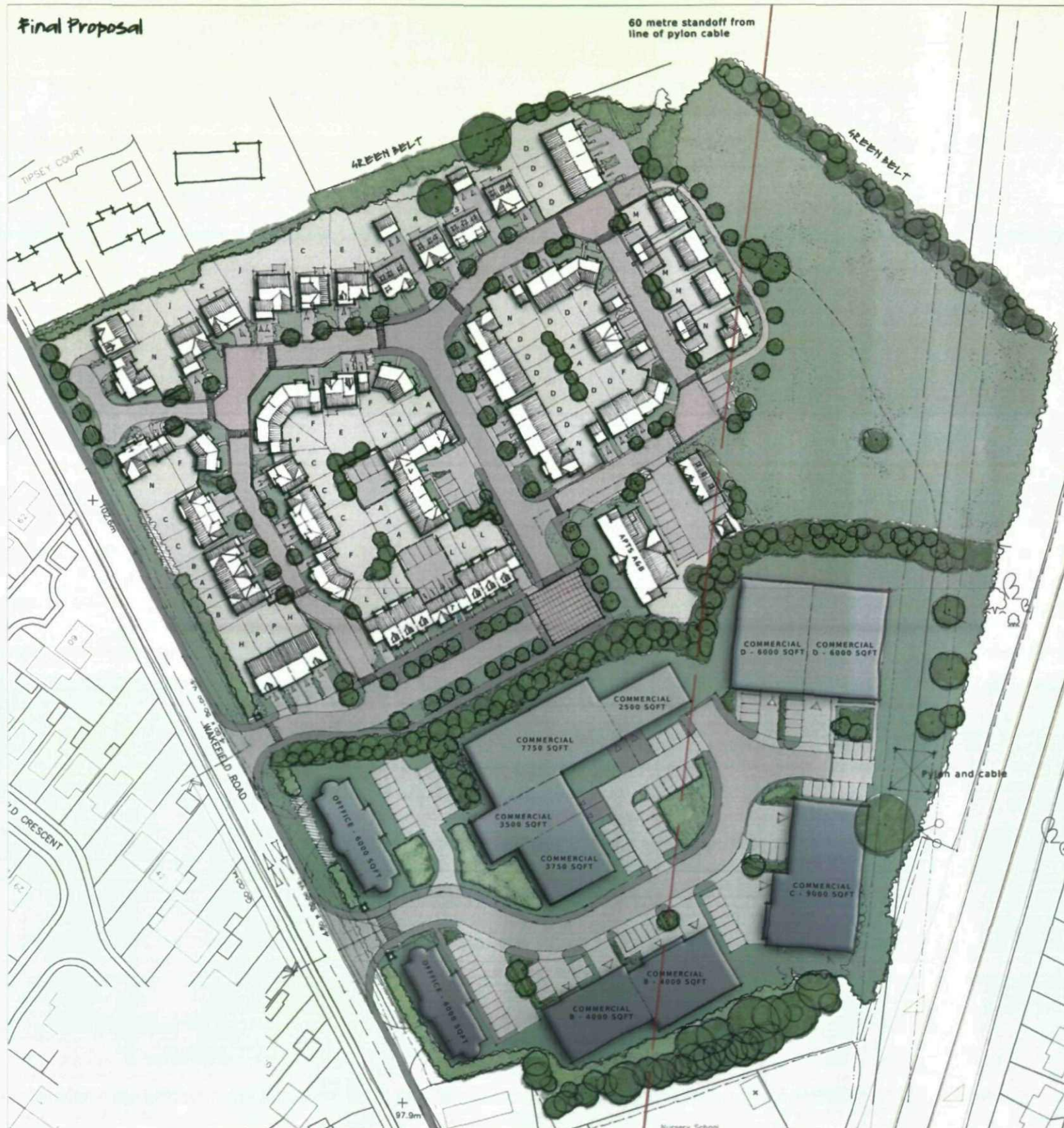
- The site is employment land
- Darton is outside urban Barnsley
- The borough 5 year housing supply is deliverable
- RSS (May 2008) housing on previously developed target is now 65 % regionally (no individual LA targets) - in the previous RSS the Barnsley target was for at least 49% of housing to be on previously developed land

The scheme shown is preponderantly housing, and unacceptable in my opinion.



INVOLEMENT PRE-APPLICATION DISCUSSIONS

The final proposal below effectively provides a 50/50 land split between the commercial and residential. This was the subject of further pre-application discussion with the LPA in May 2009.



Comments on revision C as requested.

(Comments largely confined to the revised elements, rather than reiteration of previous observations):-

The proposals are for a part housing, part employment development, which affects land identified as an employment proposal (Policy ED2) and land identified as an employment policy area (Policy ED7) in the Barnsley Unitary Development Plan (adopted as Council policy in December 2000). The latter area includes the site of the former Wm. Freemans/Subbaseal factory.

The majority of the development proposed in the employment allocation is housing and this would be a departure from Policy ED2 which seeks to safeguard such land for B1, B2 or B8 purposes.

In as much as the proposals also involve the employment policy area, reuse of this area for employment use would be welcomed, but the housing element of the scheme would be contrary to UDP Policy ED7, which seeks to retain such land in employment use. Where employment use has ceased, proposals may be assessed against the Council's supplementary planning guidance in SPG24.

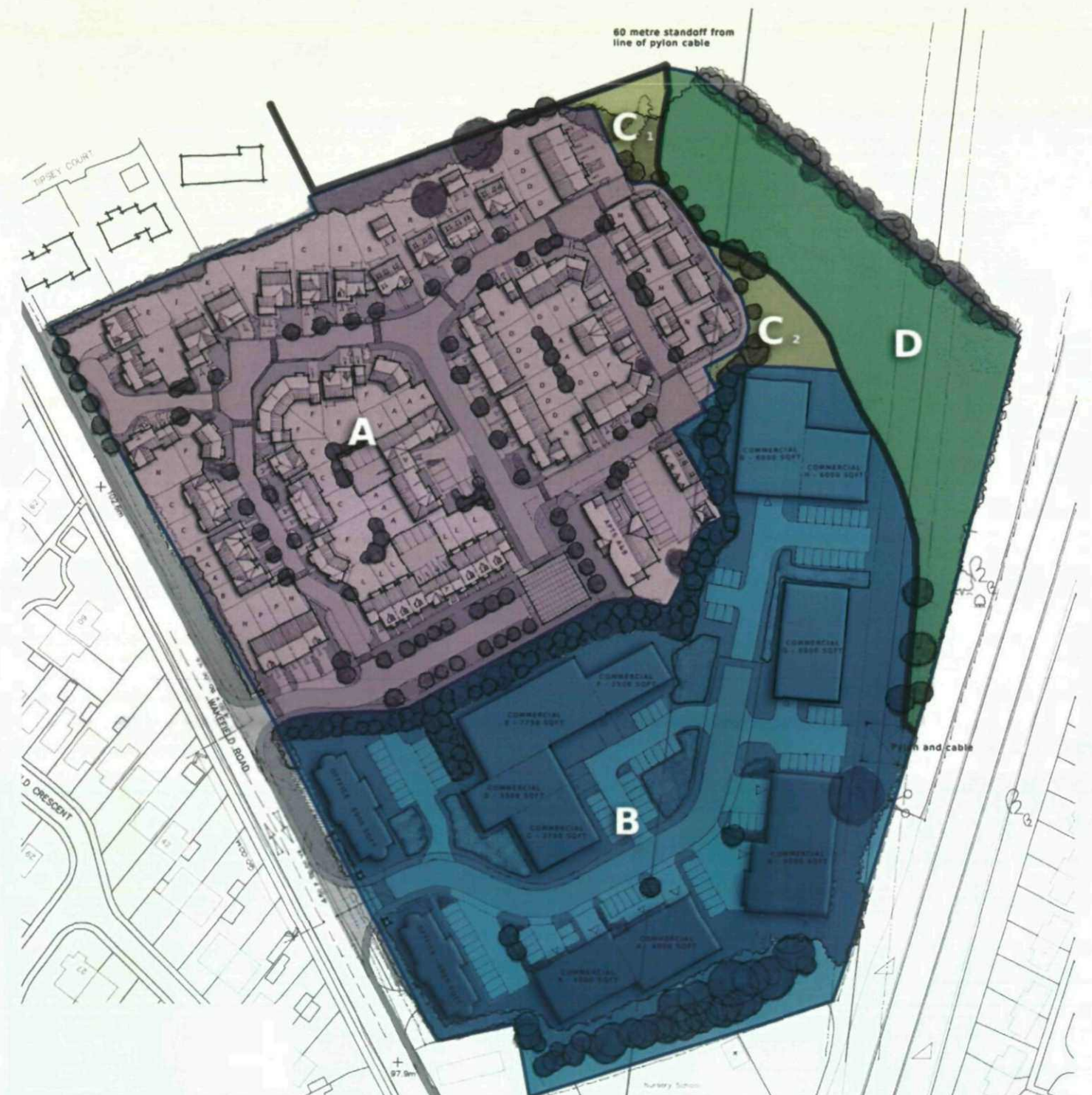
Furthermore as has been stated in previous responses, we have a 5 year deliverable supply of housing on sites with planning permission and on existing UDP housing allocations, making housing proposals difficult to justify as being contrary to current adopted policies in the UDP and SPG24. There will not be a need to find new sites for housing prior to the adoption of the LDF with the recently published SHLAA to provide the evidence base for future allocations.

In addition without prejudice to the site being considered as part of the LDF process, it raises specific concerns of being cut off from the rest of the Mapplewell settlement by the A61. The A61 represents a barrier for pedestrian movement and raising potential issues of air/quality noise from passing traffic and potential highways and access issues for vehicular traffic.

The existing factory has been marketed by the Applicant since 2006 with the only offers for residential development. The existing factory at present requires extensive remedial works due to vandalism, this makes it unviable. The proposal seeks to rationalise the employment providing purpose built B1 and B8 accommodation.

A Planning Case Report has been prepared by Dacres Commercial which provides further justification and assesses the application against SPG24 criterion.

INVOVEMENT PRE-APPLICATION DISCUSSIONS



The plan above demonstrates the proportionate breakdown of the development areas:-

A = 5.36 acres (44%)

B = 5.25 acres (43%)

C = 0.27 acres (2%)

D = 1.37 acres (11%)

INVOLVEMENT COMMUNITY CONSULTATION

Following public consultation undertaken in September 2008, further consultation has been undertaken with the local residents given the revisions to the proposal and the incorporation of commercial units. This was carried out in July 2009.

The main points raised were:

- The properties 10, 11, 12 Wollaton Close are immediately opposite the electricity pylon, roughly 40 metres. If any of the commercial properties are to be very noisy this will cause a problem. I notice between the new houses and business park there will be a broad dense hedging of trees to buffer any noise. Although the disused railway banking has some trees the Council saw fit to cut down a 6 metre swathe of trees behind our properties. Therefore could trees or hedging be grown behind the commercial premises.
- I agree with a residential development but I have one concern. The area you have set aside as commercial backs right up to my rear garden and any noise created by commercial units would impact on my health. I would want an assurance that these would be light industrial units or office space. I am also concerned that the old disused railway line, currently used by unlicensed motorcycles and as a rat run by vandals would cause more of a problem, they would be attracted by industrial/commercial units when they were closed at night.
- We are all for the redevelopment of the former factory site, although I am a little worried that the snicket from Wakefield Road to Eastfield Crescent (directly in front of my house) will be heavily used by residents from the new site. I am also concerned about more youths hanging around there. Please could we have this snicket closed.
- I am opposed to the development of this site. Wakefield Road is a very busy highway already with many commercial heavy vehicles during the week adding to the normal traffic. The proposed building development would mean extra traffic delays on the road and the need for traffic lights and pedestrian crossings. The site entrances are situated across from my property and all the greenery which exists now will be demolished plus the added noise of traffic entering and exiting. Why not develop the site for nature to take over and the public to appreciate. Woods and walkways, small lakes for birds and other wildlife could be created. They share the planet too. Does everything have to be for profit?
- I would dearly welcome a clean up of the entire area of the proposed development with all buildings clearly dismantled. The proposals for the development of this site leaves me a little concerned. I appreciate that this was used for industrial purposes, the process was of a very quiet nature, would the new commercial development increase the noise and pollution levels? The commercial development would be nearer my house. The traffic levels would be significantly increased both from the houses and industrial units. The site is a complete shambles at the moment, so any developments would be an improvement. The site is shielded by conifer hedging would these be removed? The industrial units ideally I would like well hidden.
- At the moment the site is an eyesore and even boarded up has not stopped youths going in drinking and maybe drug taking. We sleep in the back and sometimes hear them banging I am sure they won't be long before they get into the building again so the sooner something is done with it the better. My main concern is the noise from the road and what you would put in place of the existing hedge at the bottom of my garden as this cuts out some of the noise and keeps my private from the footpath.
- Although we enjoy the benefit of the open natural vegetation to the south of our property and would prefer it to remain as such, we accept that if development is to be permitted a residential scheme would probably be the most appropriate. We would however like to make some observations and suggest two or three minor amendments to the scheme where adjacent to or own property, and attached 2 sketches of the proposals.



DESIGN SOLUTION

Development Summary

Residential

Number of Units: 83

Type : 67 houses and 16 Apartments

Density: 38 dph

Storey Heights: 2, 2 1/2, and 3

Bedroom Range: 1-5

Styles: Apartments, Terraced, Semi-Detached and Detached

Commercial

Number of Units: 12 / 64,500 square feet

Type: Offices and Industrial Units/Workshops

Storey Heights: 2

DESIGN SOLUTION AMOUNT

This section of the Design and Access Statement aims to provide a justification of the amount, layout, scale, appearance and landscape in relation to the planning submission.

Amount

This application is in outline form, however, as the indicative layout identifies 83 dwellings can be accommodated on this site. This comprises of 67 houses and 16 apartments.

Given that the site is gross 4.96 hectares. The residential area is 2.17 hectares, this equates to a density of 38 dwellings per hectare. This is in line with guidance in PPS3 which specifies a minimum density of 30 dwellings per hectare.

Density and Mix

The site currently provides existing buildings totalling circa 94,000 sq ft, with expansion land to the rear of circa 2.35 hectares. The revised proposal provides 83 residential units, this has fallen from the 175 previously proposed. The breakdown comprises of 67 houses and 16 apartments.

The southern parcel of the site now provides a commercial development accessed by a separate access from Wakefield Road. We are proposing 64,500 sq ft of purpose built accommodation, which comprises 12,000 sq ft of office development and 52,500sq ft of commercial in units ranging from 2,500 - 9,000 sq ft. This can be sub-divided to provide smaller accommodation.

Key

- A= Residential 2.17 hectares (44%)
- B= Commercial 2.12 hectares (43%)
- C= Public Open Space 0.66 hectares (13%)



DESIGN SOLUTION LAYOUT

This section of Design Solution will seek to describe the way that buildings, routes and open spaces are provided i.e. strong street presence, focal points, key feature buildings, open space and the siting of dwellings around them. How do these relate to the surrounding development in terms of orientation, open spaces etc.

Layout

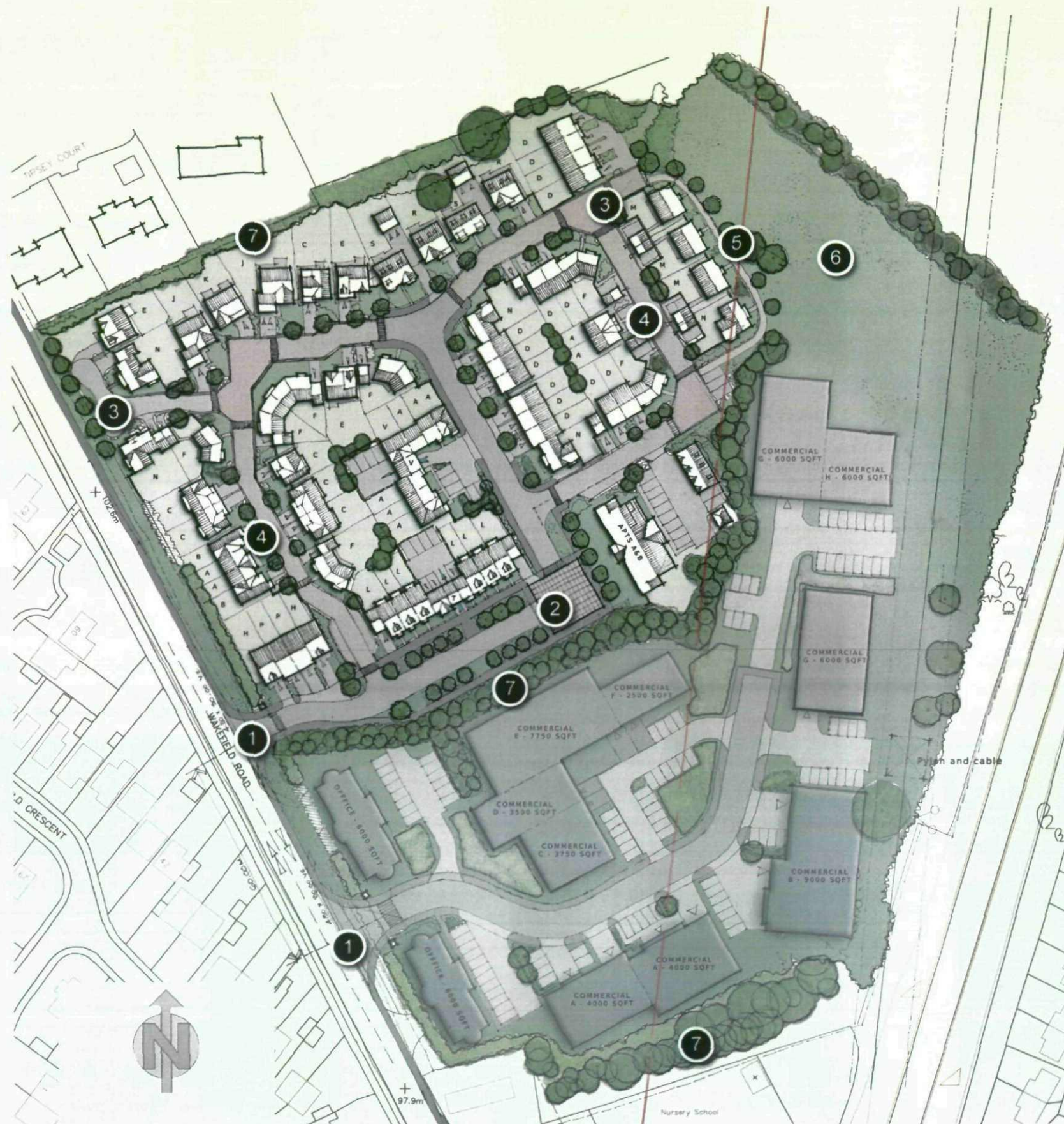
Layout: urban structure – the framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to each other

Layout: urban grain – the pattern of the arrangement of street blocks, plots and their buildings in a settlement

The concept plan proposed creating focal nodes of development, vista stops and views over the open space.

The concept plan has then translated into the indicative design solution shown opposite. The main aspects of the design are outlined below:

1. Access taken from Wakefield Road, with a separate access to serve both the residential and commercial elements.
2. Primary access road leading to an arrival space.
3. 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.
4. Highway network will be designed for low speeds, pedestrians, cyclists, vehicles can mix safely together.
5. Pedestrian linkages are proposed to the open space wide, a safe attractive and well cared for public realm will encourage people to walk.
6. The proposed area of open space which has the potential to serve as a variety of functions from village green to an informal kickabout area. The area utilises the retained treescape for visual and environmental amenity.
7. Perimeter screening is integral to the development and serves a number of function - screening the development from the potential noise to Wakefield Road and providing a buffer between the commercial and residential development parcels.



DESIGN SOLUTION LAYOUT



Movement Framework

Residential

It is important that developments consider the hierarchy where pedestrians and cyclists are considered first. In order to achieve this, vehicle speeds must be reduced by a number of mechanisms.

The use of the built form can help to direct traffic and reduce forward vision. Avoiding long straight roads with greater visibility ensures that vehicles reduce their speed. On street parking can also act as a deterrent for high speeds decreasing visibility of the road.

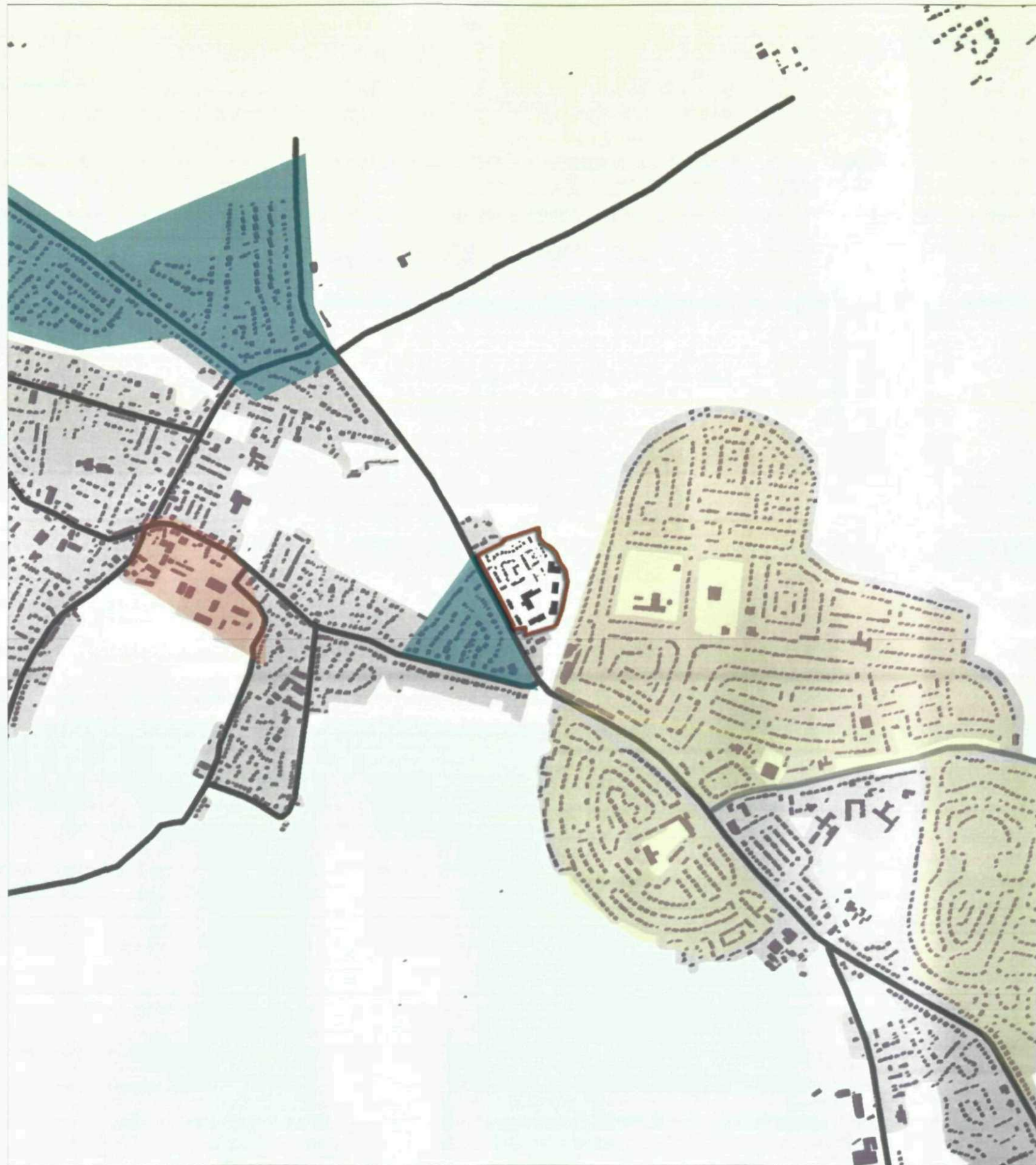
Commercial

Within the commercial element of the development the minimum road width will be 6.75m with segregated pedestrian facilities. The road width will allow for servicing of the units by a range of vehicles from the car to a pantechicon. Segregated pedestrian facilities ensure pedestrian connectivity from the units with the public transport network.

Key

-  Primary Route
-  Secondary Route
-  Tertiary Route
-  Commercial Parking Court
-  Arrival Square
-  Pedestrian Route

DESIGN SOLUTION LAYOUT



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

The plan illustrates the urban grain in the surrounding settlements.

The proposals compliment the existing grain in the area, with the industrial following a similar pattern to the existing development in the centre of Mapplewell (red) and the housing following the development to the opposite side of Wakefield Road (blue).

-  Local Authority Housing characterised by large plots
-  Early 1980's housing relatively loose grain
-  Industrial units
-  Site

DESIGN SOLUTION SCALE

This section will provide specific details relating to the height, width and length of buildings in relation to the surrounding built form and how they will relate to the human scale.

Scale

The predominant heights of dwellings within the immediate locality are two storeys.

The dwellings shown are **indicative** and demonstrate the types of property which could be included on the site.

Commercial

The commercial element of the application proposes one and two storey accommodation.

Residential

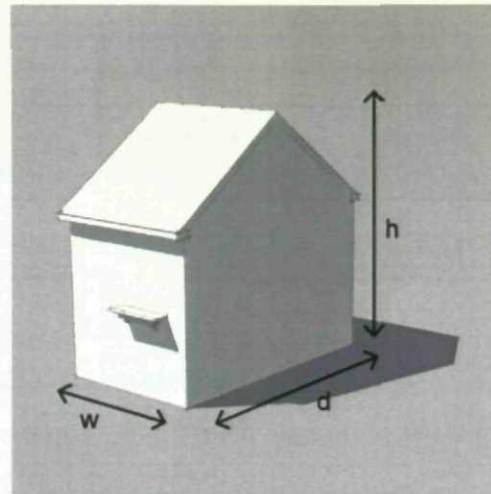
The residential element proposes two, two and a half and three storey accommodation. The use of varying storey heights creates interesting vistas and views. Two storey properties are proposed to sensitive boundaries including existing dwellings off Tipsy Court and overlooking the open space.

Key

-  Two Storey - Commercial Unit
-  Three Storey - Residential
-  Two Storey - Residential
-  Two and a half Storey - Residential

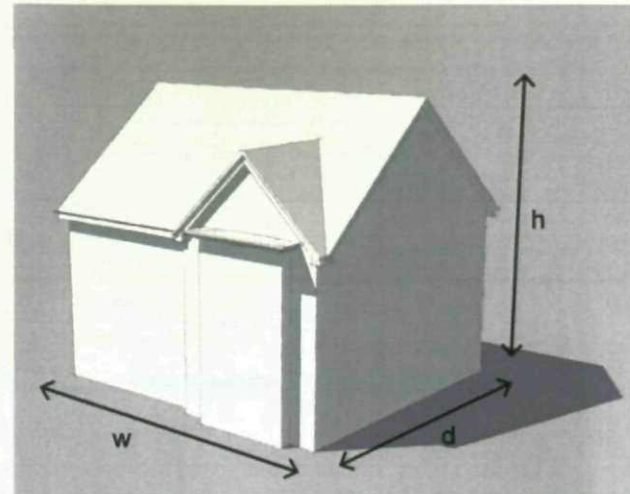
DESIGN SOLUTION SCALE

2 storey semi-detached mews



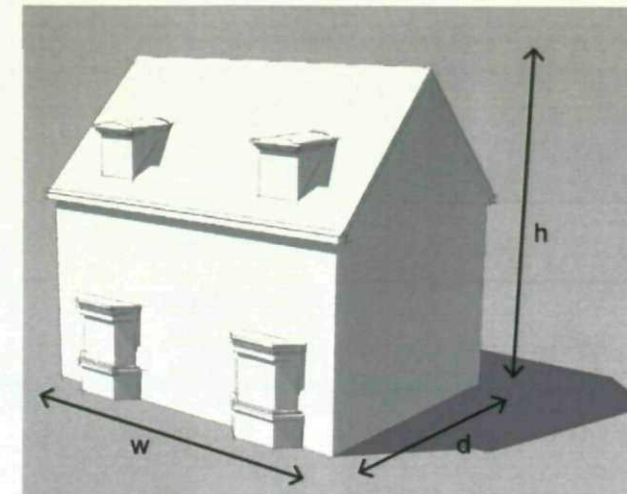
h - 7 metres min - 8.5 metres max
d - 8 metres min - 10 metres max
w - 4.5 metres min - 8 metres max

2 storey detached



h - 7 metres min - 9 metres max
d - 8 metres min - 11 metres max
w - 8 metres min - 10 metres max

2.5 storey detached



h - 9 metres min - 11 metres max
d - 8 metres min - 11 metres max
w - 8 metres min - 10 metres max

This section will provide indicative details relating to the parameters (height, width and length) of buildings in relation to the surrounding built form and how they will relate to the human scale.

Residential Dwellings

The predominant heights of dwellings within the immediate locality are two storey.

The maximum indicative eaves and ridge heights of the proposed dwellings are:

Apartments

Storey Height	Height	Width	Depth
3	13m	29m	18m

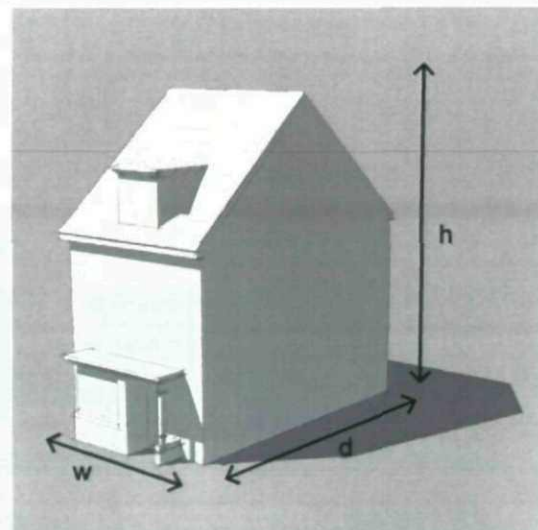
Dwellings

Storey Height	Height	Width	Depth
2	9m	10m	11m
2 ½	11m	10m	11m
3	11.5m	6m	10m

Commercial Units

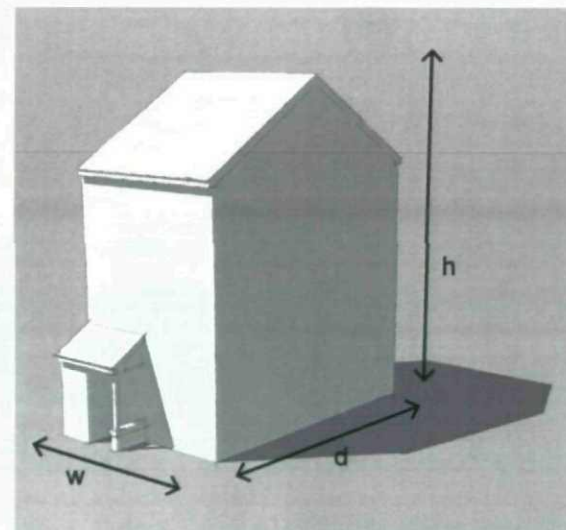
Storey Height	Height	Width	Depth
2 (Equivalent) Haunch	15m	16m	6m
Ridge	8.5m		
	5m	40m	24m
Ridge	7.5m		

2.5 storey townhouse



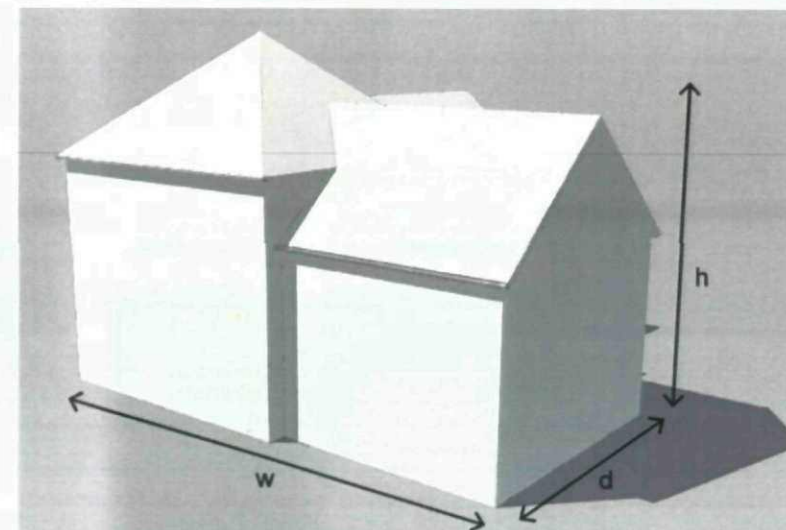
h - 9 metres min - 11 metres max
d - 8.5 metres min - 11 metres max
w - 4.5 metres min - 6 metres max

3 storey townhouse

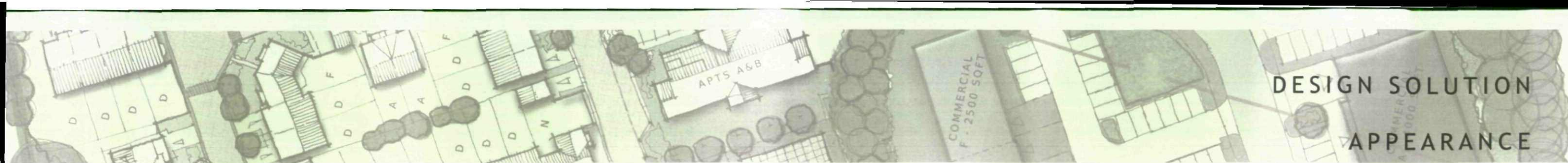


h - 9 metres min - 11.5 metres max
d - 8.5 metres min - 10 metres max
w - 4.5 metres min - 6 metres max

3 storey apartments



h - 11 metres min - 13 metres max
d - 15 metres min - 18 metres max
w - 15 metres min - 29 metres max



Wakefield Road



Eastfield Crescent



Wollaton Close



Eastfield Crescent abutting Wakefield Road

This section will describe the visual impression of the buildings - proposed materials, architecture, decoration, lighting and how it will relate to the surrounding development.

Appearance

The earlier images within the site analysis section highlighted the varied architectural styles of surrounding locality.

This application is in outline form and materials will be specified at the detailed reserved matters stage.

However the following palette of materials could be used:

Elevations

- Brick - Red, buff
- Artificial Stone
- Render

These could either be individual properties constructed in one of the materials or a combination used on one dwelling to provide relief to the elevation and importantly to emphasise key buildings / vista and focal stops.

Roof Materials

- Artificial Slate Tiles
- Red Tiles

Using a variety of roofing materials helps to break up the monotony that would be created by one material. It provides visual interest and stimulation.

The commercial units will be a portal frame mixed with brick, render and rain screen cladding. This will be determined through the detailed design.

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

The detailed reserved matters will include the landscape proposals for the site, however the plan opposite indicates how the scheme could potentially be treated. It is proposed that the majority of the public open space is sited in land which falls within the Greenbelt. The reasoning behind this is to utilise what would become a redundant parcel of land within the ownership of the applicant. This allows the site to have a cohesive development and improve security along the redundant railway track.

Indicative landscape principles are outlined below:

Within the residential areas of the site most planting will be carried out within front gardens, this planting has 3 main aims:

Defining defensible space - The use of shrub beds creates visual and physical barriers, providing protection from roads and footways and between plots.

Creating distinctive spaces - To distinguish this development, an individual selection of plants have been chosen, to create a distinctive character.

Complimenting the built form - The use of Trees and shrubs of varying heights and form can integrate the built form into the landscape. This is achieved by softening walls, breaking up building lines and filtering views between buildings.

Secure by Design guidelines - Applying these guidelines in this design includes 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

Management and Maintenance

Only private space would be covered by this landscape proposal, the arrangements for ongoing maintenance and management of landscape within the development would be covered as follows.

Individual ownership

Garden areas will come under the ownership of individual householders, who will then be responsible for the maintenance of lawns, trees and shrubs. The developer may apply restrictive covenants, which place a legal obligation on the owner to maintain gardens in a particular way.

Joint ownership/management company

Landscaped areas within the curtilage of apartments would be under joint ownership and would be maintained via a management company appointed by the developer. A management plan would be established for these areas to ensure that they are maintained to an appropriate standard.

Hard Landscape

Private drives could be bitumen macadam with pre-cast concrete kerbs to provide safe functional surfaces.

Boundary Treatments

The boundary treatments which could be used in the site have been chosen to provide appropriate levels of security and privacy. These include could include;

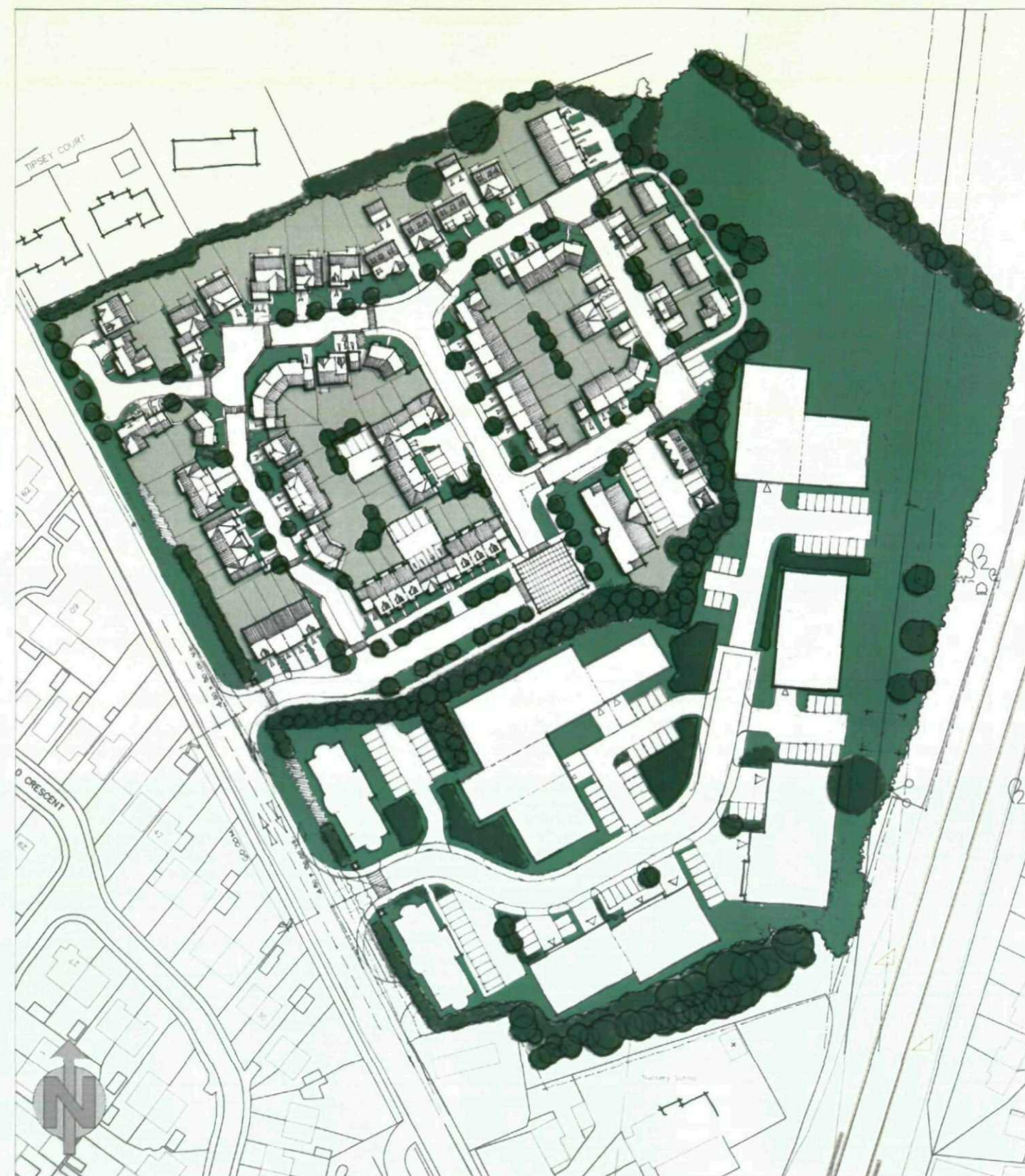
1200 timber fence between properties provides an unobtrusive screen.

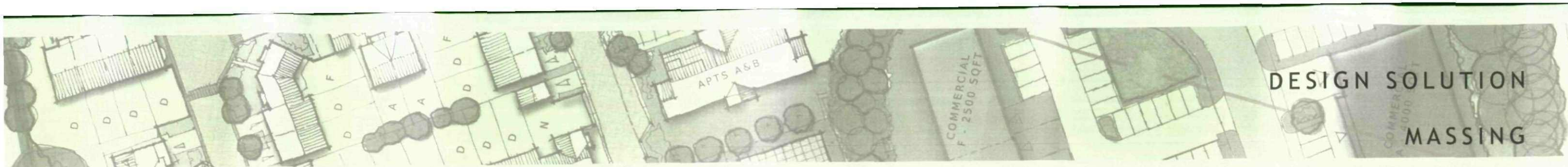
1800 walls and fences positioned to rear and side boundaries provide further security.

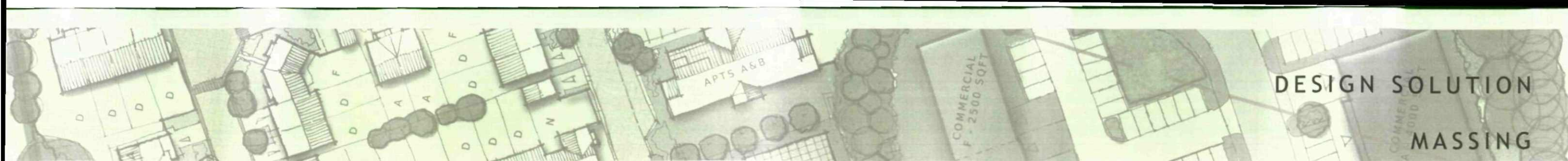
900 railings or a 450 knee rail fronting areas of open space

Secure by Design guidelines

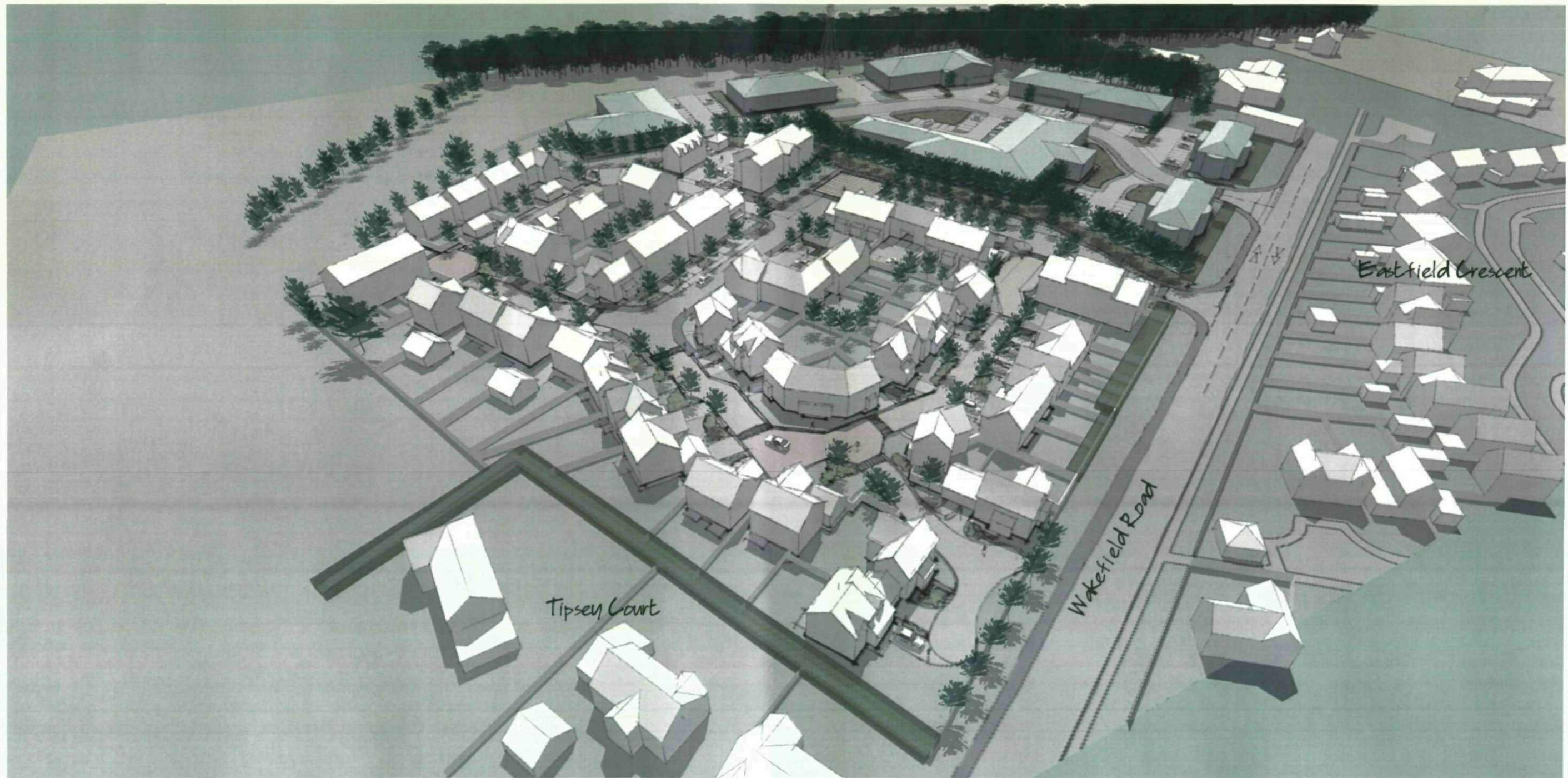
Incorporating these guidelines in any design solution involves the selection of defensive planting while maintaining clear visibility and allowing natural surveillance particularly to the frontage of properties. Positioning of shrubs and trees to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.

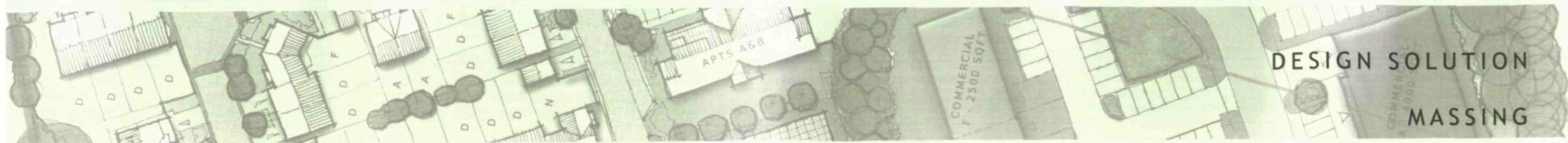






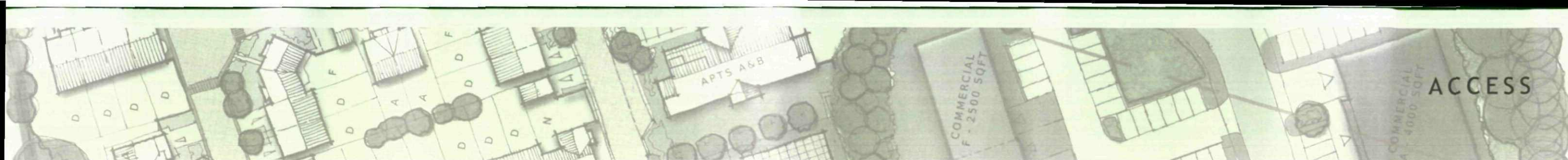
DESIGN SOLUTION
MASSING





DESIGN SOLUTION MASSING





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

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

Site Circumstances – how any specific issues, which might affect access to the development, have been addressed.

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

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

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

The proposed development is in outline form; with means of access sought. The indicative concept masterplan proposes 83 dwellings (67 houses and 16 apartments). The proposed access will be from Wakefield Road, two separate accesses will be constructed to serve the commercial and residential elements separately. A 60 metre junction stagger is proposed.

Policy

At a national level, Planning Policy Guidance 13 Transport (PPG13) objectives are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight.

PPG13: Transport (March 2001)

PPG13 requires Local Planning Authorities to:-

"Place the needs of people before the ease of traffic movement in designing the layout of residential development; and

Seek to reduce car dependence by facilitating more walking and cycling, by improving linkages by public transport between housing, jobs, local services and local amenity and by planning for mixed uses."

Regional Spatial Strategy (May 2008)

A key aim of integrated land use and transport planning policies is to reduce the need to travel and to reduce the length and number of journeys, particularly those made by private car. The Plan includes a number of complementary policies to attract more journeys by

foot, bicycle and onto public transport, encourage developments in locations well-served by public transport and introduce measures aimed at achieving a shift away from increasing car dependency.

Policy T1 covers the specific contribution which transport planning makes to effect modal shift, and Policy T2 (parking) makes an important contribution. There are strong linkages with Policy T3 (public transport), as significant increases in the capacity of the public transport network will be needed if a step change in modal share is to be achieved.

Barnsley Unitary Development Plan (Adopted December 2000)

The following section reviews the Unitary Development Plan, which provides policy direction at a local level relating to transport and access. The following policies are saved in accordance with the Secretary of States "saved policy" protocol issued 28th September 2007.

Policy T2

Development will only be allowed if the additional demand for travel generated can be accommodated on the highway network without significant detriment to the environment or the safety and ease of movement of vehicles and pedestrians using the network, or through measures to assist public Transport, cycling or walking. Completion of the necessary highway works or other measures may be the subject of conditions attached to the planning permission or be the subject of a planning obligation under section 106 of the Town and country planning act 1990 or other agreement requiring an appropriate contribution from the developer to the cost of the works or measures.

Policy T2A

A) All roads, footways, private drives, vehicle maneuvering areas and Points of access serving development must be designed and constructed in accordance with the appropriate standards of the borough council
B) Carriageways and footways should be constructed to be usable in a safe and convenient manner before the use of the building which they serve commences.

Policy T14

Development proposals will be required to include measures to facilitate access to, and where appropriate, by public Transport services.

Policy T17

In support of the council's goals, the car parking policies will seek to ensure the provision and management of car parking to secure:

- A) Levels of provision of parking commensurate with the Encouragement of means of travel other than the car Particularly by commuters
- B) Avoidance of harm to the free flow of traffic, safety levels and the amenity of residents and other road users
- C) Encouragement of development that increases the number and Range of job opportunities;
- D) The vitality and viability of Barnsley town centre and other Shopping and commercial centres.

Policy T22

New development shall be provided with no more car parking, Servicing and maneuvering space than is necessary in order To ensure there is no significant adverse impact upon:

- A) Highway safety
- B) The local environment including the amenity of local residents and adjoining land uses
- C) The vitality and viability of Barnsley town centre and other Shopping and commercial centres. Planning applications, which propose parking servicing and/ or maneuvering space in excess of or less than that which is Necessary will be refused permission. For car parking associated with employment premises, Shopping areas, leisure and recreational facilities, places Open to the general public and public car parks, provision Should be made for disabled car parking which should Amount to at least 4% of the total car parking provision to Be provided.

Where the required car parking cannot be provided on site or where the council deems it, appropriate, suitable parking Provision off site or contributions to enhance or provide Alternative means of transport may be acceptable. In these circumstances, the council will seek to enter into an Agreement under s106 of the act with the developer to Ensure that a financial contribution is secured towards the Provision of public car parking and/ or to enhance or provide Alternative means of travel.

Policy T27

The council will seek to encourage and support walking, as a Mode of transport and the design and layout of all Development will be required to take account of the

needs of pedestrians.

Supplementary Planning Guidance

At a local level, there are also a number of SPG's, which are applicable to the design and layout of the proposal, these are as follows:

- SPG2 The Design and Layout of New Housing
 - SPD32 Parking, Transport Assessments and Travel Plans
 - SPG2 The Design and Layout of New Housing
- Supplementary Planning Guidance 2 was produced primarily to support policies H3, H8A and BE6 of the UDP.

SPD 32 Parking, Transport Assessments and Travel Plans

Supplementary Planning Guidance 32 was produced to supplement Policy T22 and the UDP, and explains how Barnsley Council intends to implement Planning Policy Guidance 13 Transport.

Car parking is specified at 1.5 spaces per dwelling for residential dwellings in accordance with guidance in PPG3. The size of parking bays should be 5m long and 2.5m wide.

The SPD requires the submission of a Transport Assessment on applications for residential development over 80 dwellings. The TA will outline the effects of the development on the local highway network, whether the site can accommodate the level of development proposed, any transport mitigation measures and what can be done to promote travel by walking, cycling and public 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.

Existing Site Circumstances

The proposed residential site is situated immediately to the east of the A61 Wakefield Road and south of the B6428 Lee Lane in the Mapplewell area of Barnsley which lies approximately 2.9 miles north of Barnsley Town Centre.

The application site is 4.4 HA in size and currently houses an 8,600 sq m gross floor area industrial unit and associated parking area previously occupied by Williams Freemans and the remainder of the site is undeveloped.

The site is bounded to the north by residential properties and Greenfield land, to the east by undeveloped Greenfield land, to the south by small retail outlets and to the west by the A61 Wakefield Road. Further a field in all directions are existing residential developments and Greenfield land. Vehicular access into the development site is currently gained by way of a priority junction off the eastern kerb line of the A61 Wakefield Road.

In the vicinity of the site the A61 Wakefield Road is a single carriageway road with a carriageway width of 7.8 metres. Footways are present on both sides of the A61 Wakefield Road and are approximately two metres in width. The A61 Wakefield Road, in the vicinity of the site, is subject to a 30mph speed restriction and is lit. There are signalised pedestrian crossings at the existing signalised junctions

Proposed Site Circumstance

The existing access off eastern kerb line of the A61 Wakefield Road will be closed and two new accesses are proposed, one approximately 50 metres north of the existing access and one approximately 50 metres south.

The northern access will serve the residential element of the development and the southern access will serve the employment element of the site. Two new estate roads are proposed to run through the development which will, in parts, have a two metre footway on both sides and in other areas will be shared surfacing.

There are 34 marked car parking spaces proposed within the residential element of the site and the majority of the properties will have garages and or driveways. The employment element of the site has 103 parking spaces proposed.

All proposed junction visibility splays required can be achieved within the sitefrontage, in accordance with the Government guidance and have been based upon the speed restriction enforced on this section of the A61 Wakefield Road.

The Masterplan shows visibility splays of 4.5 m x 90 m which is in excess of the current requirement for junction visibility on a 30mph road.

Vehicular and Transport Links

There are existing bus stops on both sides of the B6131 Bar Lane and the A61 Wakefield Road, the closest being approximately 290 metres from the site access. The route from the proposed development site to the bus stops is fully lit with adequate footways, dropped crossings and tactile paving present with signalised pedestrian crossings located at the signalised junctions. These bus stops are used by services 1, 11 and 96. The 96 stops at Darton Railway Station and the 1 and 11 both within walking distance of it, all of these services stop at Barnsley Interchange. The 96 provides a direct route from Barnsley Interchange to Wakefield City Centre where both local and national bus and train services are available.

The nearest railway station to the development site is Darton Railway Station. The station is located on Station Lane approximately 2.4 miles from the development site which is within a reasonable cycling distance from the

development and as previously mentioned is accessible using bus service numbers 1, 11 and 96. The station is managed by Northern Rail and provides an hourly service to Barnsley Interchange and also to Leeds and Sheffield where both local and national services are available.

Inclusive Access

External Access

The proposed development has direct, at-grade access to the surrounding footway network off Wakefield Road. There is also direct, at-grade access from the proposed development to bus network that extends along Wakefield Road.

The route from the proposed development site to the bus stops is fully lit with adequate footways, dropped crossings and tactile paving present.

People are very different in their needs, and in the way, they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone.

The principles of an inclusive environment will be:

- Easily used by as many people as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality.

Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings and the house types, apartments and commercial units 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