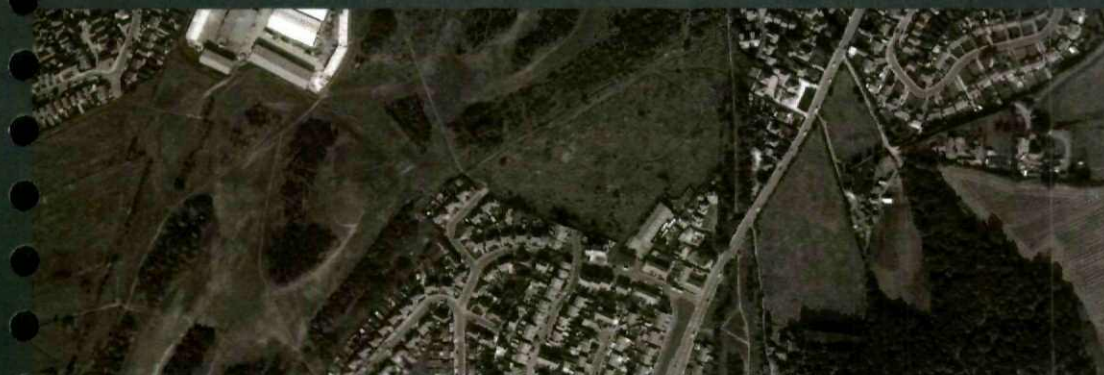




Design & Access Statement

Residential Development
Lundwood, Barnsley

March 2010

**3D
REID**

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Introduction

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- 1.1 This Design and Access Statement has been prepared on behalf of the Cooperative Group to support a planning application submitted to Barnsley Council for establishing the principle of residential development of the site.
- 1.2 The proposed development will provide up to 110 residential units, incorporating detached, semi-detached and terraced dwellings as well as both public and private amenity space
- 1.3 The proposal also aims to retain existing desire lines across and around the site
- 1.4 The statement has been prepared by 3DReid in conjunction with NJL Consulting
- 1.5 This statement is required by Section 42 of the Planning and Compulsory Purchase Act 2004 and has been prepared in accordance with the advice set out in CLG Circular 01/2006 and 'Design and Access Statements' 2006, as produced by CABE
- 1.6 This Design and Access Statement should be read in conjunction with the planning application documentation including all drawings and supporting information
- 1.7 The statement is structured as follows:

Section 2: Site Context

Provides an analysis of the site and it's setting and reviews the development constraints and oppoertunities affecting the site.

Section 3: Design Proposal

Provides a summary of the design principles of the scheme in respect of the use, amount, layout, scale, landscaping and massing

Section 4: Access

Provides a summary of the main access considerations and the approach adopted to secure a good access both to, and within, the proposed development

Section 5: Sustainability

Provides a summary of the elements of sustainable design that will be applied within the proposed development.

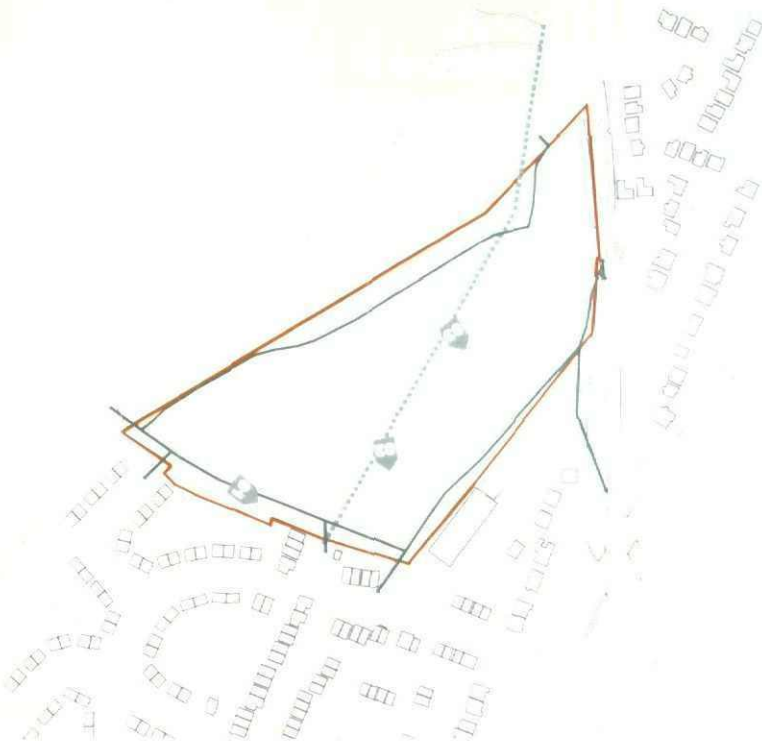
Section 6: Summary

Provides a brief summary and conclusion



2.1 Background

- 2.1.1 Lundwood is a predominantly residential area, situated approximately 3 miles from Barnsley town centre
- 2.1.2 The site sits on the edge of this residential area, currently consisting mainly of semi-detached properties



2.2 The Site

- 2.2.1 The site is currently unoccupied and consists of rough grassland and sporadic low level vegetation.
- 2.2.2 A number of desire lines (—→) have been created over time by foot traffic, linking existing spaces with footpaths.
- 2.2.3 An easement (.....) runs beneath the surface of the site and this will need to be taken into consideration for the proposals.
- 2.2.4 The following pages indicate a number of ground level views (▶) of the site.



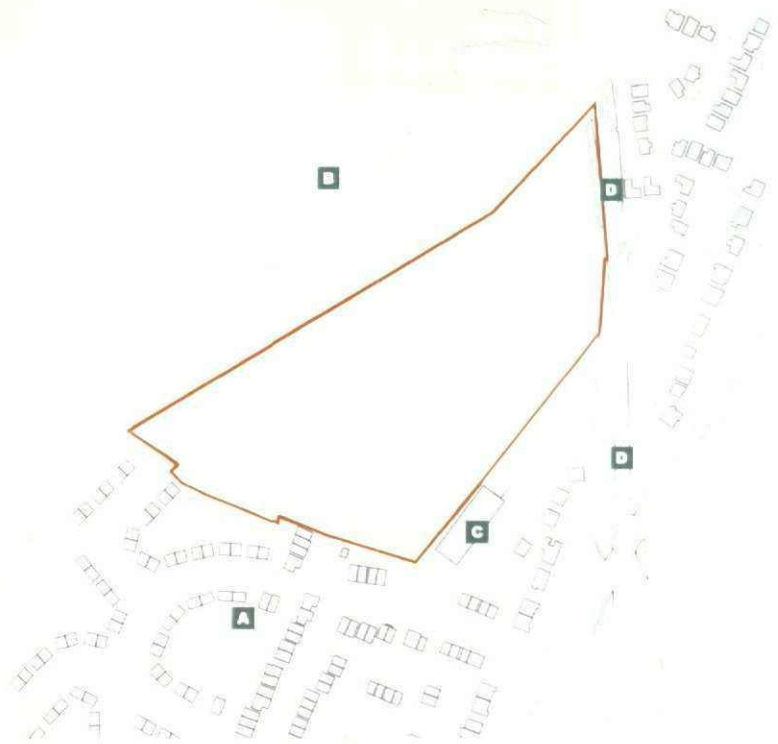
01 Worn path leading to housing



02 Industrial unit and housing from site

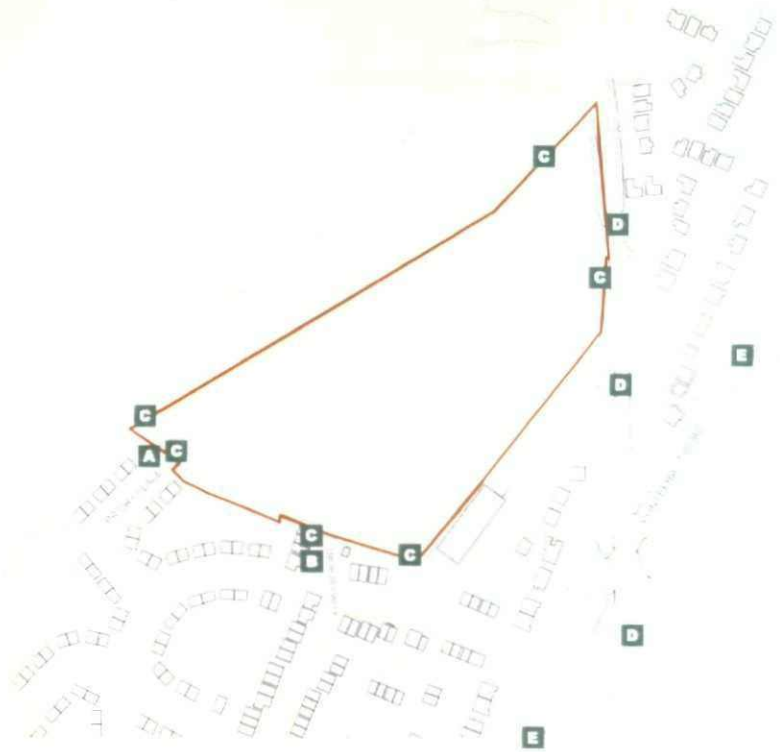


03 Worn desire lines through site



2.3 The Surroundings

- 2.3.1 The Site is bound to the South by a residential development (A). Priory Place and Elwood Road provide possible vehicular access to the site.
- 2.3.2 To the North-West the site is bound by an open drainage channel and parkland beyond (B).
- 2.3.3 To the South-East a single, small scale, industrial unit (C) operates from within what is already a residential area.
- 2.3.4 The site is bounded to the East by the Trans-Pennine Trail (D). The Trail provides easy cycle access to Barnsley which is only 3 miles to the South. Barnsley sits at the main crossroad between the North-South and East West sections of the trail, linking from coast to coast and incorporating the major cities of Leeds, Manchester, Liverpool, Sheffield, York and Hull.



2.4 Access & Transport

- 2.4.1 Currently there is no vehicular access to the site, though Priory Place (A) and Elwood Road (B) provide potential future access points. both roads built up to the boundary of the site
- 2.4.2 The site can be accessed on foot from the locations identified (C)
- 2.4.3 Though not encouraged, over time foot traffic has created a number of desire lines running through the site, connecting areas around its perimeter.
- 2.4.4 Along the east side of the site the Trans-Pennine Trail (D) runs North-South providing a high quality, safe environment for walking and cycling
- 2.4.5 The Trans-Pennine Trail provides access to Barnsley, 3 miles away and further afield to the East and West coasts as well as Leeds, Manchester, Liverpool, Sheffield, York and Hull.
- 2.4.6 Busses run regularly from Pontefract Road (E) to Barnsley Town centre and from here further to other major Town and City Centres

2.5 Development Constraints & Opportunities

Constraints

- 2.5.1** The underground easement running through the site will restrict the areas that can be built on.
- 2.5.2** The scale of the proposal must respect the surrounding properties. These comprise two storey semi-detached housing and three storey town houses.
- 2.5.3** Existing desire lines are to be retained.

Opportunities

- 2.5.3** The site offers the opportunity to diversify the existing housing stock of the area by providing a mix of building types that compliment the existing semi-detached and town houses in the area.
- 2.5.4** Existing desire lines can be retained and improved to make more formal, safer and permanant connections between existing places.
- 2.5.5** Site offers a good opportunity to promote healthy and sustainable living, using the excellent walking, cycle and bus routes within close proximity of the site.

2.6 Summary Site Analysis

- 2.6.1** At current the site is under-utilised, sitting empty on the periphery of an area of housing.
- 2.6.2** This is despite it being well served by all modes of transport.
- 2.6.3** The development of this site, has the ability to improve, extend and diversify the existing community.

Design Proposal

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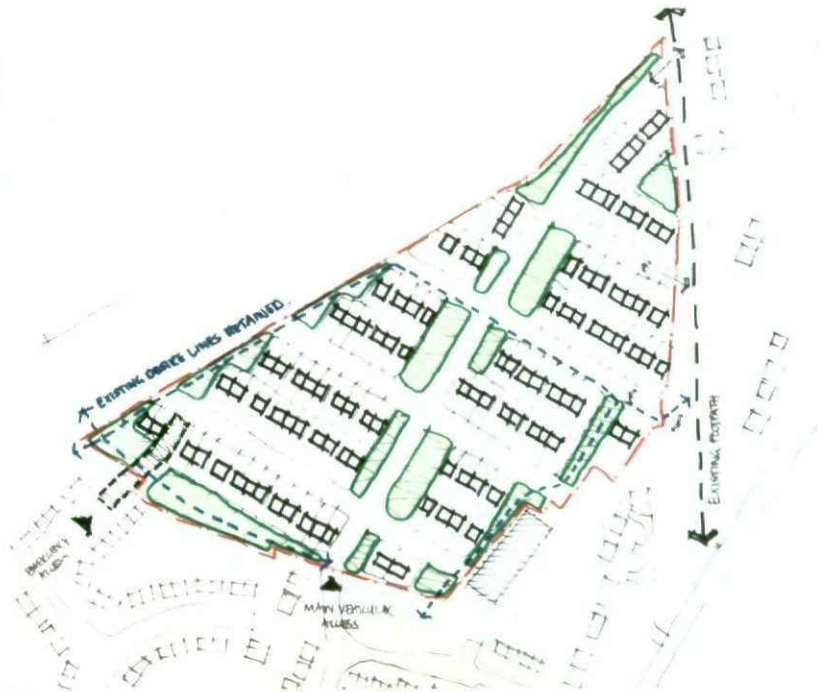
3.1 Design Development

- 3.1.1 A number of design options were explored in the development of the design including alternative road layouts, landscaping and public realm in order to arrive at the preferred solution.
- 3.1.2 These indicative plans have been drafted to illustrate how the housing density might be laid out on site.

Layout 1

The first scheme for the site responds to the issues raised in section 2.5. However it also has the following problems which led to it being revised:

1. Central road follows easement line but creates long straight road with dead-end residential streets, splits the site in two.
2. No substantial area of amenity space, instead spread out along the length of the site, not overlooked by properties.
3. Emergency Access from Priory Place is not desirable and could lead to crime issues, would be better situated with main access at Elwood Road.
4. With 105 units it was felt that the number of dwellings could be reduced to create a better quality design solution.

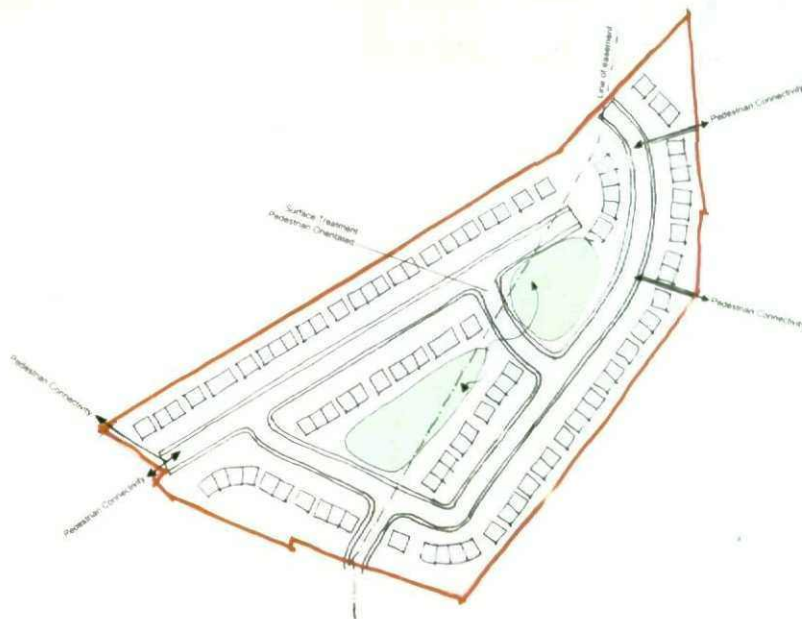


Layout 2

The second scheme for the site responds to the issues raised in Layout 1 and lowers the density to 94 residential units.

However it also raised the following issues which led to it being revised:

1. Although the scheme partly answers the problem of dead-ends by using a looped road the North end of the site remains impractical for refuse and emergency vehicles.
2. The consolidated amenity spaces are more useable than in Layout 1, however one remains "enclosed" along two edges and both are very close to each other favouring some properties over others.



Layout 3

The third scheme responds to the problems and imperfections of the previous two layouts, creating a number of shared public amenity spaces around which the dwellings are arranged. This layout allows looped vehicular access with short cul-de-sacs radiating out from these, allowing easy access for emergency and refuse services while still favouring the pedestrian. All roads and amenity spaces are overlooked by properties to ensure a safe environment.



3.2 Uses & Quantities

- 3.3.1 The outline application has been submitted on the basis of allowing up to 110 residential dwelling houses to allow a degree of flexibility at the reserved matters stage and so that the scheme can be submitted at an appropriate housing density at the time of submission. Having consulted the Local development Authority it is anticipated that the submitted scheme will be along the lines of layout 3. This proposal includes a mix of detached, semi-detached and terraced units, each with space for off-road private parking.

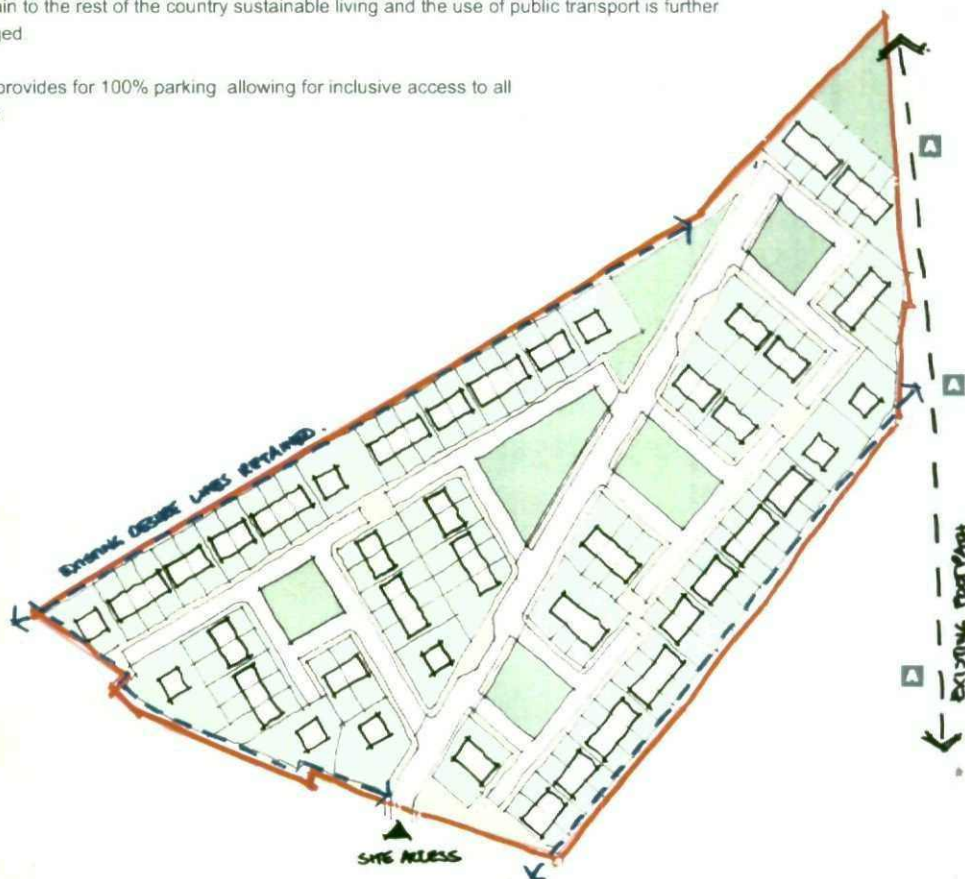
3.3 Layout, Landscaping & Scale

- 3.3.1 The main vehicular access to the site is from Elwood Road (A). Priory Place (B) is used for pedestrian access only.
- 3.3.2 The road layout and pedestrian access points (C) respect the desire lines currently on the site. The routes will be well lit and overlooked by neighbouring properties for increased safety.
- 3.3.3 The communal amenity areas (D) are provided for recreational use by residents as well as improving the overall quality of living environment.
- 3.3.4 The easement (E) is identified to provide assurances that this area will not have residential buildings within the easement area.
- 3.3.5 The scale of surrounding properties are a mixture of 2 to 3 storey semi-detached, detached properties and townhouses with a pitched roof. The development within the site will aim to respect the existing urban fabric.



4.1 Site Access & Transport

- 4.1.1 As discussed in Section 3.3 the existing desire lines have been a major factor in determining the layout of the site. By retaining and upgrading the desire lines the scheme aims to promote healthy living, particularly with the link into the Trans-Pennine Trail (▲) providing easy safe walking and cycling routes.
- 4.1.2 With busses running from Pontefract Road (■) to Barnsley Town Centre and then onwards by bus or train to the rest of the country sustainable living and the use of public transport is further encouraged.
- 4.1.3 The site provides for 100% parking allowing for inclusive access to all dwellings.



3DReid has an Environmental Policy that commits it to following and promoting a sustainable approach in both the operation of the company and in the services it provides to its clients. 3DReid endeavours to improve the quality of human life through its activities and meet its own and its clients' needs without compromising the ability of future generations to meet their needs. 3DReid's approach to sustainability aims to address the reciprocal relationship between the three fundamental components of sustainability:

■ Environmental Sustainability

- Public Transport
- Minimisation of energy demand
- Low energy buildings
- Use of renewable energy
- Prudent use of natural resources
- Quality of shared space for walking/cycling
- Water saving installations

■ Social Sustainability

- Density
- Cohesion
- Diversity
- Prioritising public space
- Historical identity
- Human Scale
- High quality of architecture
- Proximity

■ Economical Sustainability

- Total economy in investment and operation
- Density
- Long term planning
- Future secured district plan
- Energy optimized building programme

To achieve their aim 3DReid has developed an Environmental Management System (EMS) for Designing Buildings to assist in the development and management of environmental aspects that it considers to be significant in relation to the design of buildings. The EMS for Designing Buildings groups the significant environmental aspects any development needs to address into the nine sections. These sections are Land Use & Site Location, Biodiversity, Human Impacts, Energy: Conservation and Renewable Generation, Air Quality & Pollution, Materials, Water, Waste and Project & Facility Management. Within each of these sections there are a number of stated objectives against which the environmental impact of the development is assessed to establish appropriate environmental targets that it might achieve (including establishing those appropriate minimum legal standards).

3DReid aim is to continuously improve its environmental performance by annually reviewing its objectives and targets and keeping them up to date with respect to the latest research on environmental impact, current and future environmental legislative requirements. Both Environmental Management systems has been developed to meet the requirements of ISO14001 & 3DReid intend to progress towards ISO14001 accreditation during 2009.

Summary

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- 6.1 The proposal will provide a quality, mixed housing development within an established residential area on a currently unused site
- 6.2 By retaining the desire lines created on site and improving them, existing residents will be provided with safer and better links within the community
- 6.3 The development will promote healthy, sustainable lifestyles with its easy access to public transport and the Trans-Pennine Trail
- 6.4 Amenity space within the site will encourage community activity and activation of space within the development