

Architecture  
Planning  
Urban Design  
Landscape



**PROPOSED RESIDENTIAL DEVELOPMENT**  
**Former William Freeman, Wakefield Road,**  
**Mapplewell**

**Planning, Design and Access Statement**

V.01: October 2021

## Contents Amendment Record

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Job Number: 08 4145

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## Introduction

This Design and Access Statement has been prepared on behalf of Netherton Homes:

The application will be submitted as a reserved matters pursuant to the outline consent for:

“Residential development for up to 102 dwellings with associated infrastructure and access (Outline with All Matters Reserved apart from access).”

In accordance with condition 2 of the outline consent 2017/1718, the matters for consideration are: appearance, landscaping, layout and scale.

## Vision

The proposal will create a distinctive residential development which is sympathetically designed to respect the surrounding built and natural environment. The indicative housing mix will be 2 to 4 bedroom houses, including affordable housing, to create a sustainable, mixed community.

## Purpose

The content of the design element of the statement aims to demonstrate how the physical characteristics of the scheme have been influenced by a thorough process. The process undertaken includes:

- Assessment
- Involvement
- Evaluation
- Design

The statement also seeks to address the following factors:

Explain the design principles and concepts that have been applied to the development;

Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;

- Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explain how any specific issues which might affect access to the development have been addressed.

The access element of the statement also includes 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.
- Employ innovations which are a model for environmentally sensitive development
- Create a scheme which is deliverable and viable
- Ensure a holistic approach to the wider setting of the site so as not to prejudice future development.

## 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 without preconception of the possibilities for this site.

### Barnsley Local Plan (2019)

#### GD1 General Development states:

- There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;
- They are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land;
- They will not adversely affect the potential development of a wider area of land which could otherwise be available for the development and safeguards access to adjacent land;
- They include landscaping to provide a high-quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape;
- Any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated;
- Adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas;
- Any drains and culverts are considered;
- Appropriate landscaped boundaries are provided where sites are adjacent to open countryside;
- Any pylons are considered in the layout;
- Existing trees that are to remain on site are considered in the layout in order to avoid overshadowing.'

Policy D1 states development is expected to be of high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley.

#### Supplementary Planning Documents

SPD: Designing new housing development (2019)

SPD: Open Space Provision on New Housing Development (2019)

SPD: Parking (2012)

### National Planning Policy Framework

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.

In achieving well-designed places the NPPF states:

Paragraph 127. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.

Paragraph 128. To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides

or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety.

Paragraph 129. Design guides and codes can be prepared at an area-wide, neighbourhood or site specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises, but may also choose to prepare design codes in support of a planning application for sites they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes.

Paragraph 130. 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 131. Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

**Paragraph 132.** Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

**Paragraph 133.** Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for a Healthy Life. These are of most benefit if used as early as possible in the evolution of schemes, and are particularly important for significant projects such as large scale housing and mixed use developments. In assessing applications, Planning policies for housing should make use of the Government's optional technical standards for accessible and adaptable housing, where this would address an identified need for such properties. Policies may also make use of the nationally described space standard, where the need for an internal space standard can be justified. Unless, in specific cases, there are clear, justifiable, and compelling reasons why this would be inappropriate. In assessing applications, local planning authorities should have regard to the outcome from these processes, including any recommendations made by design review panels.

**Paragraph 134.** Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

**Paragraph 135.** Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

### The 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 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.

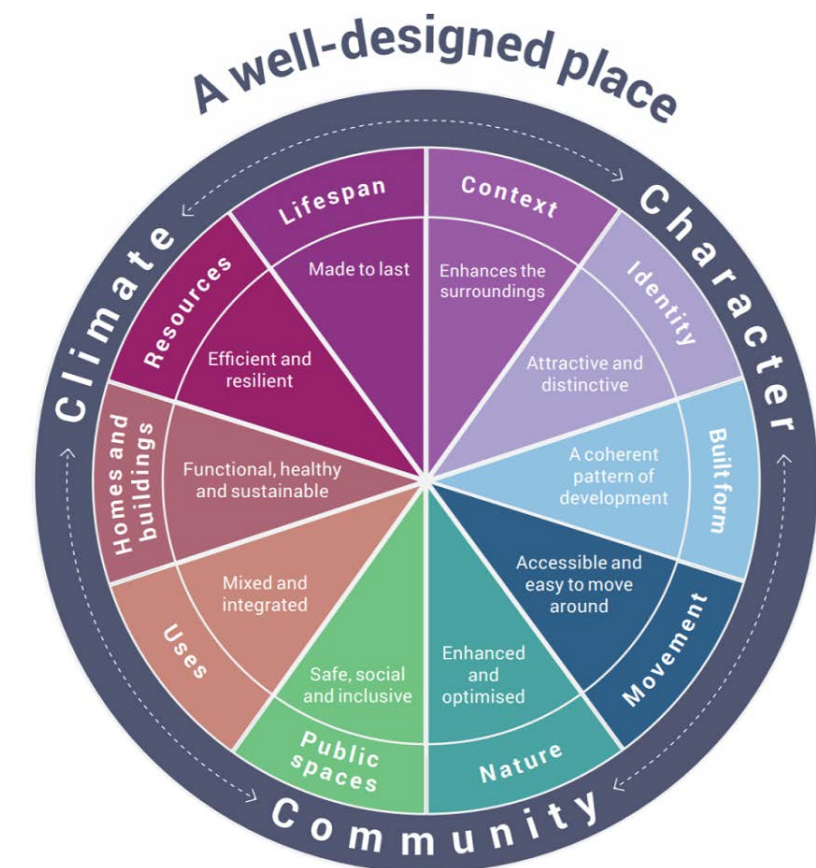
The 10 characteristics of well-designed places are:

- Context – enhances the surroundings
- Identity – attractive and distinctive
- Built form – a coherent pattern of development
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public spaces – safe, social and inclusive.
- Uses – mixed and integrated.
- Homes and buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

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.

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.





The site in question is located on land to the east of Wakefield Road in Mapplewell which is a village located approximately 3km north of Barnsley, South Yorkshire.

The site occupies the south eastern edge of Wakefield Road, a main route leading north through to the town of Wakefield. Existing residential development is located to the north, east and west of the site. To the immediate south of the site is the Lidl, Wonderland Nursery together with an Indian restaurant, and local garage/MOT centre. The immediate northern boundary is shared with a small cluster of residential properties.

The site was formerly occupied by William Freeman (suba seal factory), for the manufacture of rubber & plastic products. The site closed in 2006, with the former factory units having since been demolished. Land to the immediate rear of the factory was a licensed landfill site.

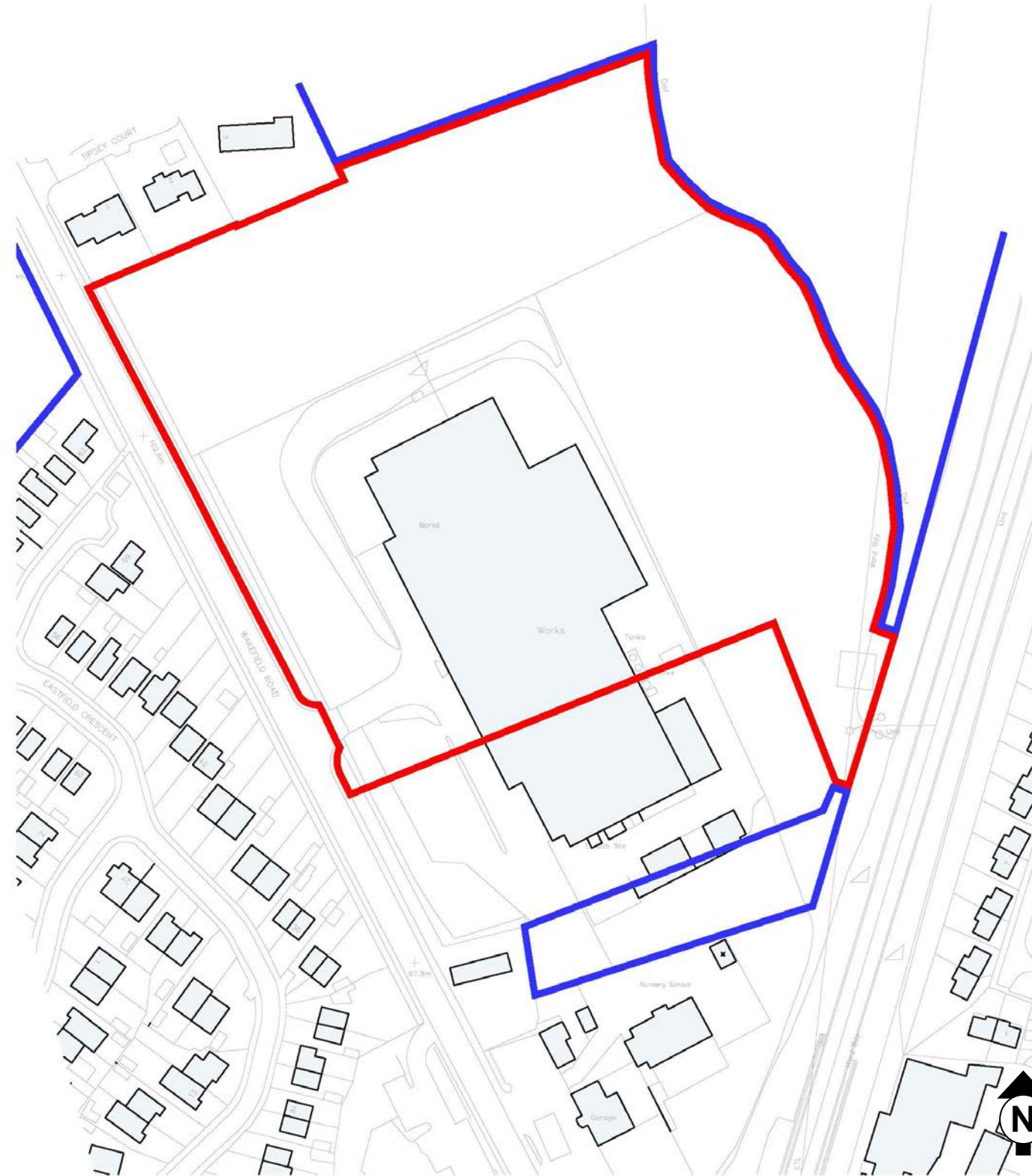
A site topographical survey has been undertaken for the development site. The high point of site is to the north-west corner of site where the site is approximately 103m AOD. The site falls to a low point in the south-eastern corner. The SE corner of site is at approximately 95m AOD.

The closest watercourse to site is located approximately 700m south of site which is a tributary of the River Dearne which is approximately 1.3km south of site.

The site has the benefit of outline planning permission for residential development for up to 102 dwellings approved under reference 2017/1718 on 24th October 2018.

### Red Line Application Boundary

The plan opposite demonstrates the extent of the planning application (red line) and other land within the Applicant's ownership (blue line).





Condition 3 of the outline consent requires:

The reserved matters application shall be in accordance with the parameters as shown on the approved plan 08 4145 SK07 unless required by any other conditions in this permission.

- KEY:**
- EXISTING TREES AND HEDGES TO BE RETAINED
  - EXISTING TREES AND HEDGES TO BE REMOVED
  - AREAS OF PUBLIC OPEN SPACE - 0.42ha / 1.04acres (approx)
  - BUFFER PLANTING - 0.19ha / 0.47acres (approx)
  - ECOLOGICAL ZONE - 0.21ha / 0.51acres (approx)
  - DEVELOPABLE AREA - 2.67ha / 6.6acres (approx)
  - 30m STANDOFF FROM PYLON LINES TO DWELLINGS
  - GROSS SITE AREA - 3.49ha / 8.62acres (approx)

## Amount



## Development Summary

No. of Dwellings: 102

Gross Site Area: 3.36 hectares

Development Area: 2.41 hectares

Public Open Space: 0.73 hectares

Type of Dwellings: Detached, semi detached and terraced

Storey Heights: 2 storey development

Bed Range: 2, 3, 4

Density Range: 42 dwellings / Ha (net)

This application seeks reserved matters approval pursuant to:

“Residential development for up to 102 dwellings with associated infrastructure and access (Outline with All Matters Reserved apart from access).”

Conditions 1 and 2 of the outline consent require:

1 Application for approval of the matters reserved in Condition No. 2 shall be made to the Local Planning Authority before the expiration of three years from the date of this permission, and the development, hereby permitted, shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

2 The development hereby permitted shall not be commenced unless and until approval of the following reserved matters has been obtained in writing from the Local Planning Authority:-

- (a) the layout of the proposed development.
- (b) scale of building(s)
- (c) the design and external appearance of the proposed development.
- (d) landscaping

The reserved matters proposes 102 dwellings.

The parameter plan at outline stage demonstrated how the development would incorporate the following uses:

- Residential Development
- Public Open Space
- Ecological Areas

The scheme will be developed at varying densities in different parts of the site with an overall density in the range of 42 units per hectares (based on 102).

## Mix of Housing

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

| Market Housing | Beds | No        |
|----------------|------|-----------|
|                | 2    | 17        |
|                | 3    | 36        |
|                | 4    | 34        |
| <b>Total</b>   |      | <b>87</b> |

## Affordable Housing

The proposed development is for 104 dwellings, in accordance with condition 21 which states:  
*The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the Local Planning Authority.*

*i The numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 15% of housing units/bed spaces.*

The affordable mix will be 7 x 2 bedroomed and 8 x 3 bedroomed dwellings. The affordable housing are distributed throughout the site.

## Layout



**“The creation of high quality, beautiful and sustainable 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.” (NPPF para.126)**

A detailed analysis has been undertaken as part of this application and the proposed layout follows the parameters plan as required by condition 3.

The main aspects of the design are outlined below:

1. Access taken from Wakefield Road, via a right turn ghost lane.
2. Primary access road leading to secondary and tertiary routes through the development.
3. The layout demonstrates a hierarchy of movement corridors from a primary connection which provides a route through the development to secondary connections. Pedestrian connections are integral and provide linkages to the wider off site footpath network.
4. Key green spaces identified within the site including the Gateway Park, The Green and various landscaped and ecological buffers. 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. 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 proposed Lidl and residential development parcel.
5. Within the site buildings have been positioned to create focal points within the scheme, which guide the visitor through the site and create visual stops.
6. Clear distinctions has been made between public and private spaces avoiding confusion. Similar to existing developments within the locality this is predominantly achieved through careful landscape treatments or low boundary treatments.
7. Entrances to the properties are located along the main elevations making it easy for residents and visitors to find their way around.
8. Highway network has been designed for low speeds, pedestrians, cyclists, vehicles can mix safely together.
9. Pedestrian linkages are proposed to the open space wide, a safe attractive and well cared for public realm will encourage people to walk.

## Layout

The primary point of view should be that of a person resting or moving at a slow walking pace throughout a development site.

Elements to consider include Landmarks, Focal Points or Nodes, Gateways, Edges, Enclosure, Skyline and any possible Views.

The purpose of identifying or including these elements is to highlight, emphasise or pick out parts of the development and give them an identity that differentiates them from the identity of the wider area.

By default, developments should form perimeter blocks by creating connected streets and maintaining well defined frontages.

The development of perimeter blocks offer many advantages, these include:

- Active frontages
- A clear distinction between the public and private realms
- Good security by enclosing private space with buildings
- Significant contribution to townscape, legibility and spatial enclosure
- A robust form that allows for adaptation

The design of blocks should not be uniform but should reflect the character of the different surrounding streets that make up the block.

### General Principles Considered

Buildings are positioned to create focal points, which guide the visitor through the site and create visual stops. These are emphasised with higher storey dwellings at key locations.

A clear distinction between public and private spaces avoids confusion. This has been achieved through careful landscape treatments and / or appropriate boundary treatments.

Entrances to the properties are located along the main elevations making it easier for residents and visitors to find their way around.

Access to amenity space or gardens to the rear of properties is as direct as possible from the street. For detached and semi-detached types, access is direct from the street by a gate.

Access paths are as short and direct as possible and any single path does not serve more than three or four dwellings.

Clear paths along desire lines lead pedestrians across the site with minimal effort, vehicle speeds are being kept to a minimum via the use of highway design, this gives more time for motorists to locate their routes in a clear and safe manner.

### Active Frontages

The façade arrangement, type and proportion of openings of buildings is appropriate to their location within their neighbourhood and character area as well as within the street and block or plot series.

The façade is well considered and coherent as viewed from the street.

Front doors are prominent and, in particular, more prominent than garage doors.

Entrances should address the street and be regularly spaced to achieve active frontage.

Careful material choice can also assist in creating a high quality legible environment, this will be discussed in more detail.

### Corners

Both sides of a corner include windows and/or entrances for reasons of both security and visual character. The minor side elevation is properly composed and coordinated with the shape of the elevation and internal spaces.

Smaller plots and building types have been used in corner locations to make best use of frontage and provide a wider range of building types within the area while still maintaining a strong and coherent character.

### Key Frontages

This relates to any prominent, active built frontages within the site, particularly to the site boundaries and open space areas.

Frontages onto the lower order streets more centralised to the development are less prominent and could present the less active side on a corner, as determined by the character of the streets.

### Gateway Buildings

These properties mark the entrance to the development creating legible entrances. The most prominent area being the initial entrance to the site from the access on Wakefield Road though other examples are identified.

These gateway properties could be further emphasised by an increase in height or by a change in material to the rest of the street.

## Layout

### KEY



Outward facing development



Dual aspect corner turning house types



Focal buildings which terminate a view



## Movement Hierarchy

The design solution has sought to create a hierarchy of movement which transitions from the main access into the site, through a series of primary, secondary and pedestrian linkages.

As the plan demonstrates (opposite), a permeable and legible network of streets and pedestrian links could be achieved at this site, enhancing existing connections and providing easy and direct access to existing services and facilities within the wider locality.

### KEY

- — — — — Primary
- — — — — Secondary
- — — — — Tertiary
- - - - - Private Drives



## Parking Provision

Barnsley Council has set local parking standards for residential development in the adopted SPD Parking (November 2019).

In line with the local plan the following parking standards are required:

1 space for dwellings with 1 or 2 bedrooms

2 spaces for dwellings with 3 or more bedrooms

A strategy for the provision of car parking within the site has developed as a fully integrated urban design component, rather than as a separate afterthought or 'add on' to the proposals of the site. Car parking is not only a requirement of most new urban development proposals, but can be a key urban design opportunity that can contribute to the character, function, vibrancy, sustainability and viability of a new urban district if treated with care.

A variety of parking solutions can be found within the locality of the site including on garages, driveways and on street. It is the preferred option that any parking solution be located in a position which is directly related to the property it serves ideally within the curtilage either by driveway or by garage.

A range of parking solutions are proposed and examples of these are demonstrated below.



Where car parking is included within the curtilage of a property, creative design solutions should ensure that car parking can be accommodated at the side of buildings or to their rear to avoid dominating the street scene. This examples shows in curtilage driveways interspersed with integral garages with front gardens

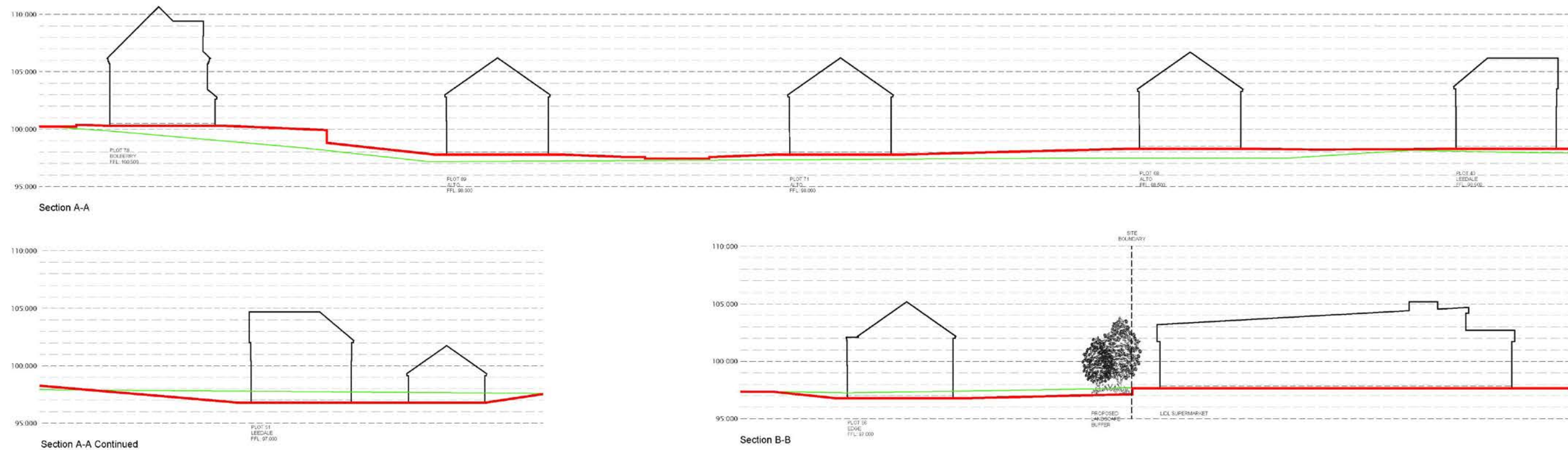


This example shows that parking does not dominate street frontages. This area places cars at the side of all dwellings.



Parking to the side on dual aspect dwellings overlooking areas of open space, minimises the car in these key locations

## Scale and Appearance



A number of site sections and streetscenes have been prepared which demonstrate the existing and proposed ground levels and respond to condition 5:

*Detailed plans shall accompany the reserved matters submission indicating existing ground levels, finished floor levels of all dwellings and associated structures, road levels and any proposed alterations to ground levels. Thereafter the development shall proceed in accordance with the approved details.*

A detailed levels plan (drawing reference 21524-DR-C) has been prepared by Topping Engineers and accompanies this submission.



## Scale and Appearance



Streetscene A-A



Streetscene B-B



Wakefield Road



Eastfield Crescent



Wollaton Close



Eastfield Crescent abutting Wakefield Road

The proposed elevations show detail including:

- Gables
- Heads and cills
- Canopies
- Projections

A range of materials are proposed including brick, render and boarding. These will be discussed with the LPA in more detail during the course of the planning application.



## Scale and Appearance

The development of the site with predominantly 2 storey properties is considered appropriate with the use of 2.5 in key locations as shown opposite.



## Access

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

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

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

**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 (2021) 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.

Paragraph 113 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 112 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 detailed Transport Assessment was prepared by Bryan G Hall as part of the outline planning consent and established the access into the site from Wakefield Road.. This reserved matters submission will address internal access and layout arrangements.

### Manual for Streets, 2007

Manual for Streets (MfS) 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 Highway Network

The Former William Freeman Works is located to the east of the A61 Wakefield Road. It is currently an area of derelict land, which used to be the site of the Former William Freeman Works.

The site has direct frontage onto A61 Wakefield Road, which is where vehicular access to the site is to be taken from. The site is bounded by the Lidl site to the south, agricultural land to the east, residential

properties to the north and Wakefield Road to the west.

The A61 Wakefield Road adjacent the site is a two-way road which runs in a broadly south to north direction past the site. Wakefield Road has footways to both sides of the carriageway, has an approximate width of 8m and is street lit. Adjacent to the existing site entrance there is a 40mph speed limit. Approximately 50m to the south, there is a change in speed limit to 30mph as the road approaches the Bar Lane junction.

### Development Proposals

The development proposals are for 102 dwellings. Access to the development will be provided via a new priority right turn ghost island 'T' junction with A61 Wakefield Road. There will be no frontage access taken from Wakefield Road to any properties.

The accompanying site access drawing shows the visibility splays of 2.4m x 120m for a 40mph road.

Car parking at the proposed development for residents and visitors is provided in line with "Barnsley Local Development Framework – Supplementary Document – Parking".

The proposed development is situated outside the 'Barnsley Urban' area, for which there are specific maximum parking guidelines. The guidelines set out the following required level of parking in new residential developments:

- 1 space for dwellings with 1 or 2 bedrooms; and
- 2 spaces for dwellings with 3 or more bedrooms.

Parking has been provided in accordance with these requirements.

However, the layout clearly indicate how development could embrace the design principles of connectivity, permeability and pedestrian/cycle priority – as advocated in Manual for Streets (MfS) adopted national guidance.

The internal layout comprises a simple hierarchy comprising of a primary route designed to, secondary, permeable loop roads laid out as traditional estate roads, shared surfaces and private drives.

## Vehicular and Transport Links

### Public Transport Accessibility

The CIHT document "Planning for Walking" (March 2015) reinforces this and states that 400 metres has traditionally been regarded as a cut off point for walking to bus stops.

The nearest bus stops to the site are located on both sides of Bar Lane to the south west of the site. The majority of the site is within 400 metres walking distance of these stops via Wakefield Road and Bar Lane. There are further bus stops located on Wakefield Road, south of the junction with Bar Lane, however these stops are served by the same bus services but are further to walk to.

The bus stop on Bar Lane is served by the number 1 and X10 bus services. The number 1 bus service provides a 10 minute service frequency between Staincross and Barnsley Monday to Saturday and a 30 minute service frequency on Sundays. The X10 bus service provides an hourly bus service between Barnsley and Leeds City Centre. The public transport accessibility plans attached at Appendix BGH14 shows the locations which can be reached within a 60 minute public transport journey of the site. These include destinations such as Barnsley, Wakefield, Penistone and the outskirts of Rotherham.

The CIHT guidelines identify that there is a significant difference between rail and bus served developments in that people have been found to be willing to walk about twice as far to an office from a station as from a bus stop; up to at least 800m for rail, compared to about 400m for bus. It is assumed that this applies equally to residential development and the use by residents of rail services for travelling to work or for leisure purposes.

The nearest railway station to the development site is Darton Railway Station which is located on Station Road, some 3.6km walking distance from the site.

### Pedestrian / Cycle Links

At present there is a footway on both sides of Wakefield Road providing access to the north and south of the development. Footways are provided on the majority of roads and streets on the local

## Access

highway network, with crossing facilities provided at most junctions.

The walking accessibility indicates that Athersley and Mapplewell are accessible within a two kilometre walking distance.

Athersley North Primary School is accessible within 1,000m of the proposed development site and is accessed via Wakefield Road, Newstead Road and Lindhurst Road. The site is also adjacent to the site of a proposed Lidl store (subject to planning) further increasing options for residents.

The 5.0 kilometre and 8.0 kilometre cycling catchment requirements including Barnsley and its suburbs, as well as the whole of Mapplewell and its amenities are within cycling distance of the site, providing employment opportunities for residents.

Darton train station is approximately 3.6km cycling distance from the site and Barnsley train station is approximately 4.4km cycling distance from the site and therefore both are within the 5 kilometre cycling catchment area.

There are existing on and off road cycle routes to the south east of the site providing facilities through the Wakefield Road/Laithes Lane traffic signal junction. There are further off road routes in close proximity, to the north and east of the site for recreational use, including the West Yorkshire Cycle Route and National Cycle Network Route Number 67 (Derby to York).

Overall, the development is very well located for sustainable travel, particularly by cycle and public transport.

## 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.

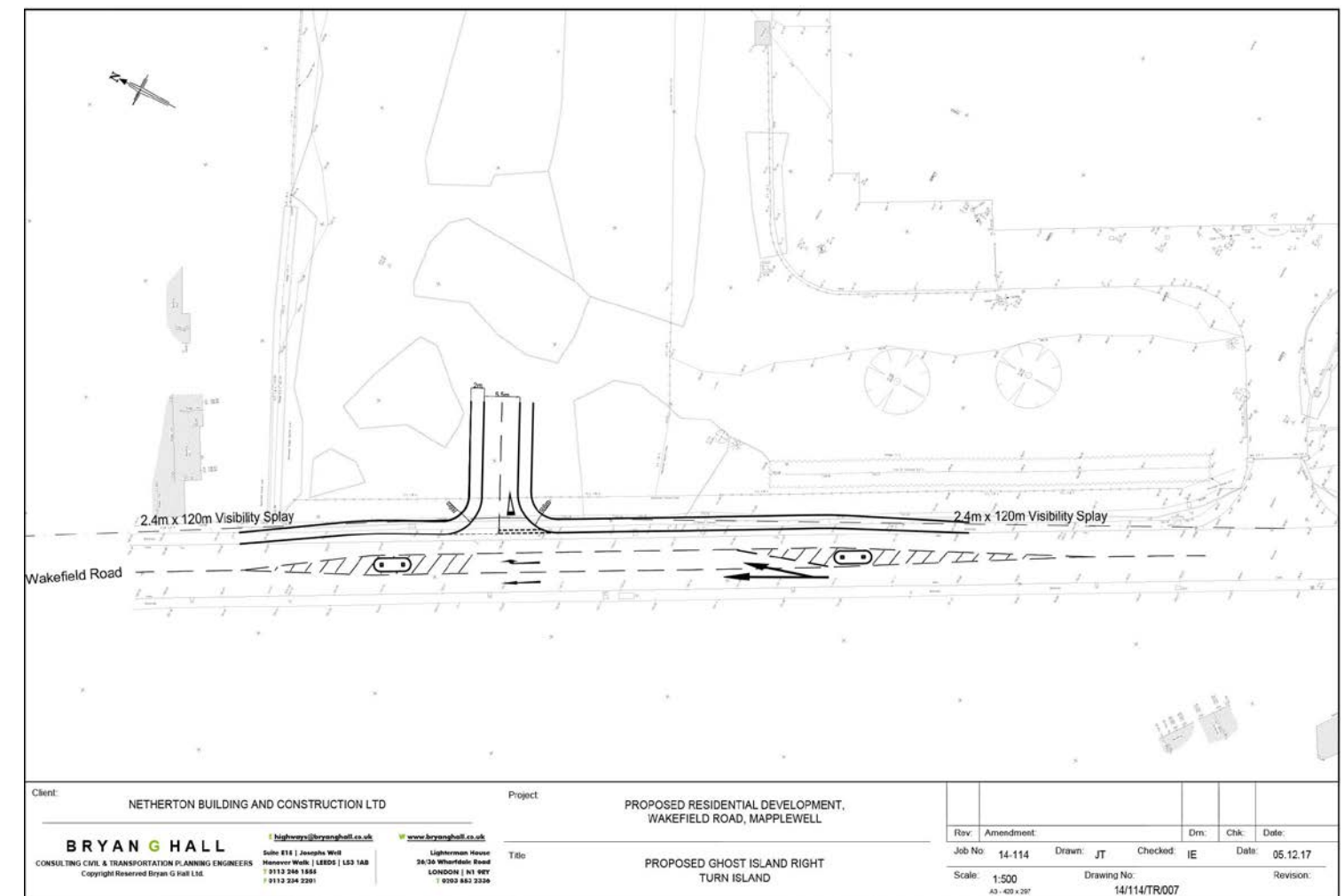
- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality

## Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings. The dwelling types will be compliant with Part M of Building Regulations.

This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths and accessible toilets, 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



## Drainage

Condition 8 requires:

No development shall take place unless and until full foul and surface water drainage details, including Yorkshire Water Permission to discharge, have been submitted to and approved in writing by the Local Planning Authority.

A Drainage Assessment has been prepared by Topping Engineers to demonstrate the site can be adequately drained and accompanies the planning application.

## Drainage Strategy

The site is located within flood zone 1 with a low risk of flooding from rivers or the sea.

The site is currently Greenfield and has an area of 33629m<sup>2</sup>. Calculations using IH124 method indicate the Greenfield run-off based on the site area is 6l/s.

Under SuDs guidance the first point of discharge for surface water is percolation via soakaway. It is proven that the ground conditions are not be suitable for soakaways. For details of the percolation test results please see report in site investigation.

NPPF guidelines require that surface water arising from a developed site should as far as practicable be managed in a sustainable manner to mimic the surface water flows arising from the site prior to development.

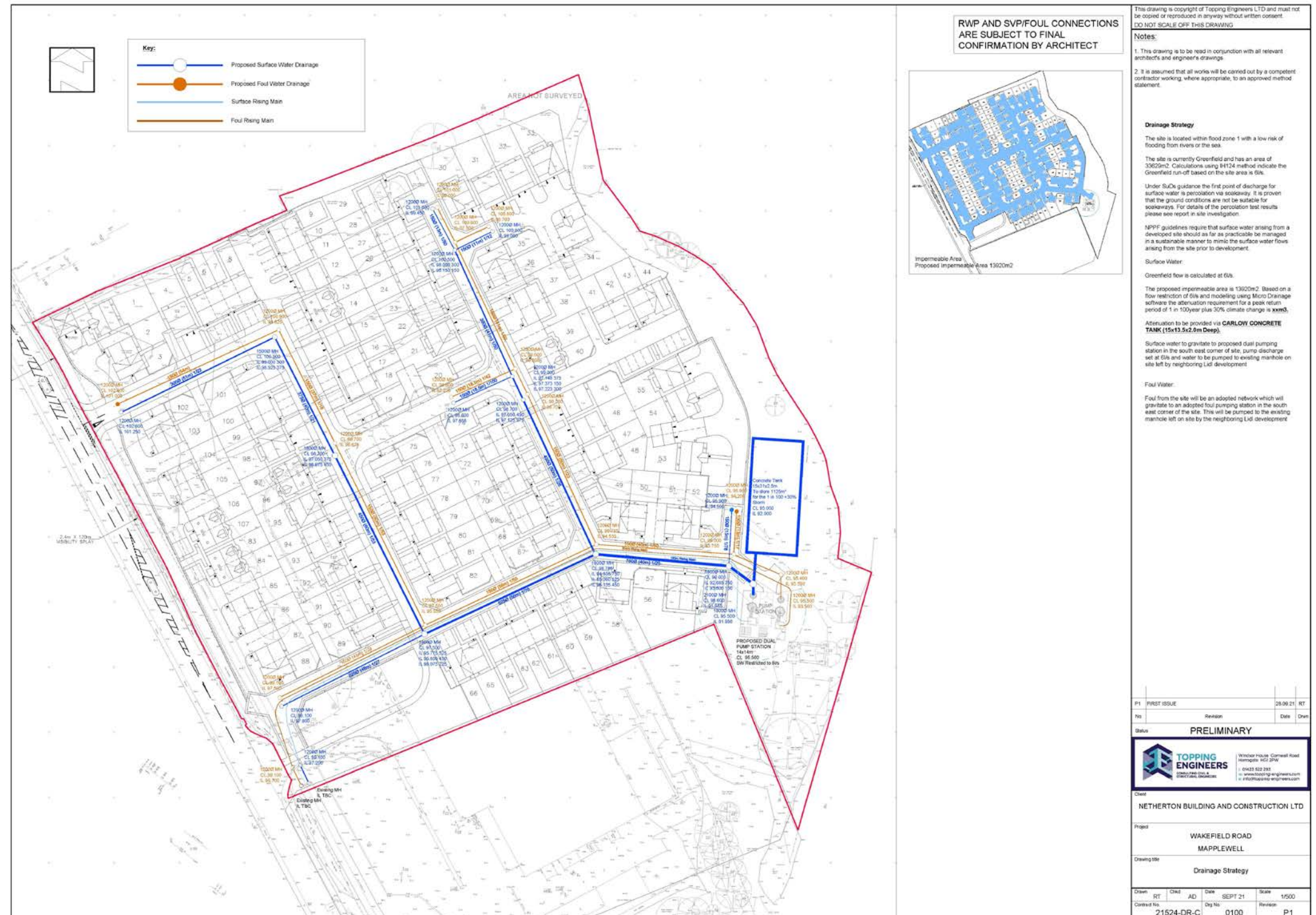
## Surface Water

Greenfield flow is calculated at 6l/s. The proposed impermeable area is 13920m<sup>2</sup>. Based on a flow restriction of 6l/s and modelling using Micro Drainage software the attenuation requirement for a peak return period of 1 in 100year plus 30% climate change is xxm<sup>3</sup>. Attenuation to be provided via CARLOW CONCRETE TANK (15x13.5x2.0m Deep).

Surface water to gravitate to proposed dual pumping station in the south east corner of site, pump discharge set at 6l/s and water to be pumped to existing manhole on site left by neighbouring Lidl development.

## Foul Water

Foul from the site will be an adopted network which will gravitate to an adopted foul pumping station in the south east corner of the site. This will be pumped to the existing manhole left on site by the neighboring Lidl development.



## Landscape Strategy

It is important to ensure that landscape including all external works from the building envelope to the site boundary, and the setting of the development in the context of the surrounding environment is considered fully from the outset as part of site layout planning and design development. Amongst other considerations, it is important that proposals demonstrate biodiversity gain; maintain, extend and enhance green infrastructure; and help plan for climate change.

It will be important to establish what the scheme is trying to achieve and how it will deliver this. The layout aims to:

- Make the most of existing landscape, vegetation or habitat, and topography;
- Integrate the development with its surroundings in a sympathetic manner and be appropriate to the character of the area, contributing to local identity;
- Promote biodiversity;
- Enhance the setting of the development, and/or provide screening to lessen visual, noise or other impacts;
- Add to the market value of the site or plot.
- Create a quality environment in which to live and play. Where landscapes for recreation are concerned, the needs of users and local residents should be a key consideration in the choice of site and its design;
- Plan for management and maintenance, ensuring this is affordable and that the benefits of the scheme can be sustained in the long-term.

Elements which have been considered when undertaking the detailed designs for the scheme are as follows: -

**Biodiversity** - The design of all new development must be based on an appraisal that identifies existing vegetation and habitat on the site and its surroundings and assesses the advantages and disadvantages of retention

**Existing vegetation** - Existing trees and vegetation can help to create a high quality environment and add value to a development. Incorporating existing vegetation, natural habitats or features within site and landscape proposals will give schemes an instant maturity and assist their integration into the local area.

**Secured By Design** - The provision of high quality landscape settings for new development and refurbishment, where external spaces are well designed and well integrated with the buildings, can help create a sense of place and strengthen community identity. It will be important to consider the relationship between open space and houses, roads, open water etc, as well as the layout of planting, footpaths and play areas within open spaces

**Species selection and spatial requirements** - Landscape considerations must inform site layout planning to ensure that the areas allocated for planting or other treatments are fit for purpose

### Responding to Climate Change

The detailed landscape proposals for the site have been developed to respond to climate change adaption initiatives. The impacts of climate change for the coming century have been established through comprehensive research, these include:

- Hotter, drier summers
- Warmer, wetter winters

An increase in the frequency of some extreme weather events such as prolonged dry spells, higher winds and increased precipitation.

All aspects of landscape at the detailed design stage will be designed to withstand these expected impacts. Responses may include:

- Species carefully selected to reduce water demand and withstand expected drier spells
- Species carefully selected to withstand higher winds
- Species carefully selected to withstand longer cold spells, including prolonged periods of frost and lying snow
- Use of alternative grass mixes and differential mowing regimes suited to prolonged dry or wet spells (where appropriate or desirable)

## Landscape Strategy

The layout of the development has been designed with a Green Infrastructure as an integral part of the scheme. The aims of the Green Infrastructure are:

- Protect & enhance features of landscape value
- Protect & enhance features of ecological value
- Enhance biodiversity through habitat creation
- Facilitate & encourage movement by foot, cycle & other non-vehicular forms

The adjacent plan illustrates the key elements of Green Infrastructure, in accordance with conditions 15, 20 and 22.

15. Upon commencement of development, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained shall be submitted to and approved in writing by the Local Planning Authority.

20. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any part thereof, whichever is the sooner, for its permitted use.

22. The development hereby permitted shall not begin until a scheme has been submitted to and approved in writing by the Local Planning Authority for the provision of or enhancement to off-site public open space in accordance with Core Strategy policies CSP35, CSP42 and the Open Space Provision on New Housing Developments SPD.

### 1. Gateway Park

This area of green spaces creates a green pedestrian link into the development from Wakefield Road.

### 2. Southern Buffer

This provides a substantial landscaped buffer between the Lidl development and the site and will include a native species mix.

### 3. The Green

This open space area will be easily accessible from all parts of the site and surrounding area via the street network, new pedestrian routes and existing rights of way. The space will form the dual function of visual amenity and recreational open space. The area offers the opportunity of an equipped playspace subject to consultation with Barnsley MBC.

### 4. Ecological Corridor

An ecological corridor will create a link for wildlife between the allotments and existing hedgerows to the east and open land with proposed hedgerows to the west. The linear feature will include species rich grass verges, tree planting and hedgerows will create.

### 5. Northern Buffer

The site's northern boundary is on to open land with some long distance views. In order to reduce the impact of the development the boundary treatment is to consist of a timber post and rail fence, native hedge and tree planting. Existing trees and hedges will be retained where practical. This planting will provide a vegetated buffer around the site, which at maturity will partially screen and reduce the visual impact of buildings.



## Secured by Design

**NPPF states at paragraphs 92 and 130 the following in respect of safe and inclusive design:**

Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas (p.92).

Planning policies and decisions should ensure that developments: 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 (p.130).

### General Principles

- Footpath links are clearly and logically positioned to ensure surveillance and use.
- Parking seeks to be provided within curtilage through a drive and/or garage where possible. For terraced properties parking is provided by parking bays and these are located in a logical position to the property, generally to the front to ensure they are overlooked. Rear parking courts are also utilised to provide safe, car free streets.
- Public and private spaces are clearly defined to minimise the possibility of crime/anti-social behaviour going un-challenged. This is through the use of a well-designed and sensitive landscaping schemes or boundary treatments (450 knee rail) in residential areas which will create a high quality and attractive environment.
- The use of robust boundary treatments typically 1800mm high fencing (with lockable gates) to the rear boundaries of dwellings. Front boundaries are defined by landscaping or a boundary treatment as appropriate. The use of 1800mm screen walls are employed where the rear / side garden boundaries abut the highway.
- Rear gardens are plotted against rear gardens where possible to minimise the possibility of unwanted access. Any rear access paths should have lockable gates preventing casual intrusion.
- The use of defensive planting will maintain clear visibilities and allowing natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.
- The proposed fenestration of the dwellings responds to the street with outward facing development, front doors clearly visible and located in a logical relationship to the accessible routes that serve it to ensure the creation of an active street scene. Gables are appropriately treated with windows to ensure surveillance and dual aspect dwellings are employed at key corners.



## Ecological Enhancement

Condition 9 requires:

Prior to commencement of development full details of the mitigation measures identified in the Preliminary Ecological Appraisal Report, including a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority.

Whitcher Wildlife have prepared a Mitigation Strategy and Biodiversity Enhancement which highlights:

### Habitats/Landscaping

The landscaping will include use of numerous native shrub and tree species suitable for use on an urban site of this kind. Full details of the species, size and number of plants that will be used on the site will be included in a landscaping plan for the site. These trees will include native fruit and berry bearing species.

A number of existing trees will be retained along the northern and eastern sides of the site. These will be protected during the development of the site with fencing erected around the root protection zone to prevent accidental damage to any of the trees.

The trees will be maintained by the contractor during the development.

### Bats

The development will retain trees along the northern and eastern boundaries of the site and will not fragment any bat commuting routes.

Integrated bat boxes will be installed in approximately 10% of the new houses on the site. These will be the Habitat 001 Bat Box with Bespoke Facing to match the walls of the houses. These boxes will be located in different directions on sunny aspects to provide a range of warm conditions. The boxes will be placed as high as possible from the ground and will not be placed above doors or windows. The boxes will be placed on houses near to the north and east site boundaries in areas where bats will forage and commute.

Lighting on the site will be aimed away from the site boundaries and will be down lighting with no light spilling onto the habitat outside the site boundaries. Lighting columns will be fitted with baffles to the rear ensuring that all light is directed onto the site with

minimal light spill onto the surrounding habitats.

### Birds

Where possible all vegetation clearance and initial site clearance will be carried out between October and February inclusive to avoid the nesting bird season.

Where it is necessary to undertake such works within the nesting bird season, the ecologist will be commissioned to undertake a nesting bird survey a maximum of two days prior to the works being carried out of all areas to be affected.

In the event that any active nests are found during that survey, a buffer zone will be demarcated around the nest and a report will be written up clearly showing the nest locations and buffer zones. This will be presented to the developer and personnel on site who will be instructed not to carry out any works of any nature within the buffer zones.

The active nests will be monitored until the ecologist confirms that the young have fledged and gives the go ahead for the area to be cleared.

Ten bird boxes will be erected on trees on the northern and eastern site boundaries. The locations of these boxes will be agreed on site with the ecologist. These will be Vivara Pro Seville Woodstone nest boxes, five with a 32mm hole and five with a 28mm hole. These are general bird boxes to provide opportunities for a variety of species.

### Amphibians

During the great crested newt surveys carried out on the site, frogs, toads, and one smooth newt were identified on the site. Therefore, it is recommended that all personnel are briefed on the possible presence of amphibians on the site. A toolbox talk has been included at the end of this report to assist with this briefing.

Any amphibians found during the works must be moved to a place of safety away from the works.

### Mammals

For the duration of the development, all excavations left open overnight will have a sloped side to allow animals that become trapped to escape. All pipe ends will be capped at the end of each shift to prevent animals from seeking refuge inside.

In the event that site personnel identify any species within the development site at any stage of the development, works in that area of the site will cease and the site manager will be informed. Where necessary the site manager will contact the ecologist to seek additional advice. Works will not re-commence until authorised by the ecologist.

### Reptiles

The site provides suitable habitat for reptiles due to the rubble piles left on site when the buildings were demolished. However, during the reptile surveys carried out no reptiles were found.

As a precaution, all personnel must be briefed on the potential for reptiles to be present. In the unlikely event that a reptile is found it must be left to move away safely of its own accord. If large numbers of reptiles (5+) are found Whitcher Wildlife should be contacted for further advice. A toolbox talk has been included at the end of this report to assist with this briefing.

This Design and Access Statement demonstrates that the proposals accord with relevant national and local planning policy and design best practice in relation to planning applications.

Overall, the proposed layout and supporting illustrations have been developed based on a clear set of design parameters.

These principles ensure a well designed detailed proposal with careful consideration given to a range of dwellings in a pleasant, safe and secure environment

New residents will benefit from links to public transport, footpath/cycle permeability with well defined public green spaces.

These combined elements will ensure a pleasant, attractive and thriving environment to live.

## Development Summary

No. of Dwellings: 102

Gross Site Area: 3.36 hectares

Development Area: 2.41 hectares

Public Open Space: 0.73 hectares

Type of Dwellings: Detached, semi detached and terraced

Storey Heights: 2 storey development

Bed Range: 2, 3, 4

Density Range: 42 dwellings / Ha (net)

