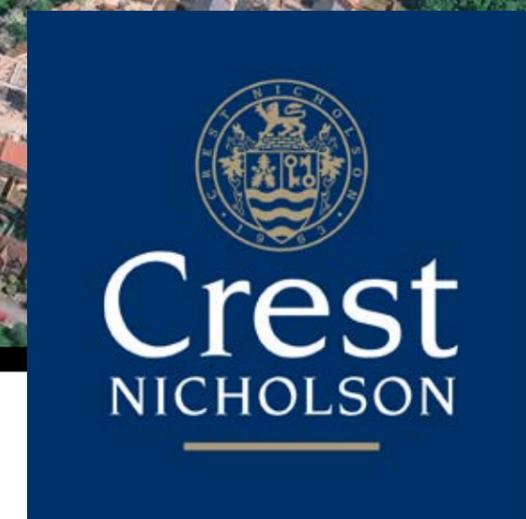




# Design and Access Statement

Including National Design Guide Assessment and BHL Assessment

Pit Lane, Wombwell  
Issue 02, May 2025



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ISSUE:	DATE:	NOTES:
01	MAY 2025	FIRST ISSUE

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# 1. Introduction

**STEN Architecture has prepared this document for Crest Nicholson. It explains the design principles of an Outline planning submission for residential development at Pit Lane, Wombwell.**

This Design and Access Statement presents an appropriate design solution to demonstrate that sustainable residential development can be achieved at this location, along with an appropriate access, landscaping, and other related infrastructure.

The intentions of the application, as demonstrated in this document, are to:

- Create a characterful development with a clear identity.
- Create a sustainable and legible living environment which is well connected to existing walking routes.
- Make proper use of land to deliver development of an appropriate scale and density to ensure the proposal does not have an adverse impact on the amenity of nearby occupiers.
- Recognise and enhance natural features, such as existing trees, and to promote biodiversity.

An analysis of the site, and its context, has been undertaken, informed by previous work, technical reports and surveys, and planning policy.

These factors have determined the design principles which have been applied to the site. This application is a continuation of that process to produce a detailed design solution that makes good use of those principles.

The application is an outline submission for new residential development alongside associated landscaping and infrastructure.

There is a pressing need to deliver new market and affordable homes in the area. The site is ideally located to deliver these new homes for the benefit of the community. Crest Nicholson recognise the importance of sustainable development that meets the needs of current and future generations.

This proposal has a specific emphasis on delivering high quality public space alongside efficient development parcels, and with a focus on delivering biodiversity improvements within the site.

Crest Nicholson has collaborated with specialist consultants to create a successful, sustainable, and accessible, development proposal.

## NATIONAL DESIGN GUIDE (NDG)

The National Design Guide outlines the Governments' priorities for well-designed places in the form of ten characteristics:

*'Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.'*

Paragraph 36, NDG, Ministry of Housing, Communities and Local Government, contains public sector information licensed under the Open Government License v3.0

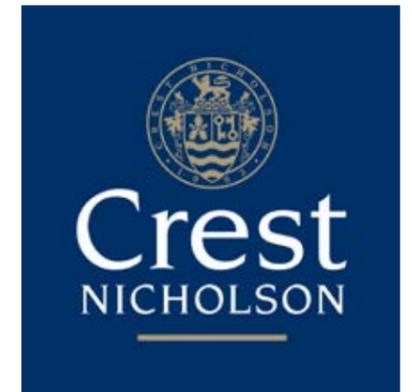
This Design and Access Statement includes an assessment of the illustrative proposal. It uses the ten characteristics of the National Design Guide to determine the quality of the illustrative proposal.

## NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

Government policy is outlined in the National Planning Policy Framework (NPPF). The primary purpose of the NPPF is to deliver sustainable development (the three arms of which are social, economic, and environment).

The NPPF places significant emphasis on the need to substantially increase the delivery of new homes to meet needs.

The NPPF underpins all new development. It aims to make the planning system less complex, promote sustainable growth and protect the environment.



## 2. Vision

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The aim of this proposal is to create a sustainable, attractive and community focused residential development.

The proposal should complement and enhance the character of Wombwell. It should respect the surrounding landscape and heritage.

### DESIGN

The proposal is guided by the ten characteristics of the National Design Guide (NDG). The proposal is illustrative however the intention is to define a new residential development with a clear identity and a rich character.

The South Yorkshire vernacular can be seen throughout the county. It is visible in smaller villages and towns such as Wombwell. The influence of this context is a strong influence on the proposal.

The proposal embraces the principles of Building For Healthy Life (BHL). The illustrative proposal sets out a development that offers a range of housing options to suit different needs and preferences. The proposal is both integrated and distinctive.

### SUSTAINABILITY

Climate change resilience is a focus of all new development. The details of the proposal will be determined by subsequent reserved matters submissions. This application sets out the intention to prioritise energy efficiency, water conservation, and the use of sustainable materials to reduce the environmental impact of the new housing.

The measures will ensure that the proposal contributes to local authority objectives to reduce emissions, improve energy efficiency and address the implications of climate change.  
Community

The site is not currently accessible. New areas of open space should create opportunities for new and existing residents to interact with attractive features.

New walking routes, play areas, and community facilities are proposed for the benefit of the community.

### CREST NICHOLSON

Sustainability is at the core of Crest Nicholson's purpose to build great places for customers, communities and the environment.

The sustainability strategy is built around three overarching priorities, encompassing the multi-faceted nature of sustainability:

**ENVIRONMENT AND SUSTAINABILITY** - a commitment to reducing climate impact, preserving biodiversity, minimising waste and conserving natural resources.

**MAKE A POSITIVE IMPACT ON OUR COMMUNITIES** - Crest Nicholson actively seek opportunities to make a positive impact on the communities in which they operate. This includes providing attractive, high-quality new homes and investing in infrastructure that delivers lasting benefits to communities.

**OPERATE RESPONSIBLY** -the business operates with integrity by upholding high ethical standards. Crest Nicholson champion people and prioritise the health, safety and welfare of everyone who comes into contact with their operations.



### 3. Crest Nicholson

Crest Nicholson is a leading developer with a history of creating well-designed sustainable communities for over 60 years. They are proud to have highly-regarded capability for delivering developments of varying size and scale.

#### THRIVING COMMUNITIES AND SOCIAL VALUE

Creating thriving communities and delivering social value is at the heart of the Group's purpose. The homes and developments they build today will shape the landscape and communities for generations to come. Through a considered approach to placemaking, collaborative planning and stakeholder engagement, they strive to deliver high quality homes with good access to local amenities. They also aim to promote the relationship their customers have with nature by providing accessible green space wherever possible.

Placemaking goes hand in hand with delivering social value to the local community. A range of spaces are provided to suit all ages, including parks, play areas, woodland and sports pitches. Crest Nicholson invest in local infrastructure to promote sustainable and healthy living including cycle lanes, footpaths, good access to public transport, community buildings, educational facilities and public art across their developments.

The business operations create socio-economic benefits through employment opportunities for local contractors, apprentices and trainees. Crest Nicholson also support employment in their supply chain through material and labour procurement

#### SOCIAL VALUE

Through their activities, Crest Nicholson are proud to deliver many initiatives which create increased social value for local communities. This includes:

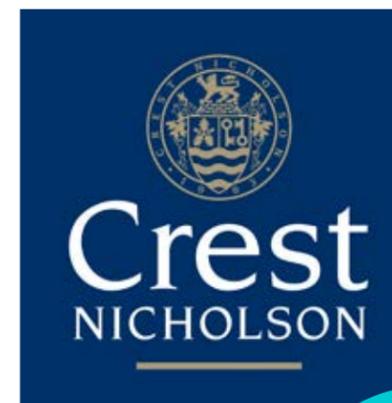
- A range of spaces to suit all ages such as parks, woodland, and sports pitches
- Facilities that promote healthy living such as cycle and foot paths
- Transport improvements
- Educational facilities
- Public art
- Community buildings
- Measures to enhance and protect the environment

#### THE 5% CLUB

Crest Nicholson is a member of The 5% Club and has received the Gold Award which acknowledges the work undertaken to close the skills gap. The 5% Club is a movement of employers who are committed to have 5% of their workforce in earn and learn positions.

#### CHARITABLE GIVING

Crest Nicholson has launched a new charity partnership with Young Lives vs Cancer, the leading cancer charity for 0-25 year olds. They will be partnering with Young Lives vs Cancer for the next two years and hope to raise £300,000 to support children and young people with cancer and their families.



## 4. Setting

The proposal is located at the western edge of Wombwell.

### Wombwell

Wombwell is a small town to the south-east of Barnsley. It has an active town centre including a range of services. There are other retail and commercial spaces to the edge of the town including Cortonwood Retail Park, Aldham Industrial Estate, and Mitchell's Enterprise Centre. Beyond the edges of the town there are natural spaces such as Netherwood Country Park, RSPB Dearne Valley, Bolton Ings, and Wombwell Wood. Wombwell has a train station and supporting Park and Ride service. Education services in the Wombwell include Netherwood Academy Secondary School, Wombwell Park Street Primary School.

### Barnsley

Barnsley is a large town. There has been significant regeneration work in the town centre resulting in an active and vibrant urban environment. The centre has a multitude of civic spaces, retail areas, and leisure facilities. Residents throughout the region are well served by this variety. Barnsley has a large transport interchange and is close to the M1. Barnsley College offers a wide range of courses, from full and part-time vocational courses, T Levels, A Levels, adult courses and Higher Education and Apprenticeships.

### South Yorkshire

Wombwell is a commutable distance from Barnsley, Sheffield, and Doncaster (and Doncaster Sheffield Airport). Sheffield is a 20 minute train journey away and is home to The University of Sheffield and Sheffield Hallam University. The Peak District is a drivable distance from the town. Manchester lies 40 miles to the west, Leeds is 25 miles to the north and a 60 minute train journey. In a wider context, Wombwell is ideally located to give residents access to a wide range of employment, leisure, social, and retail opportunities.

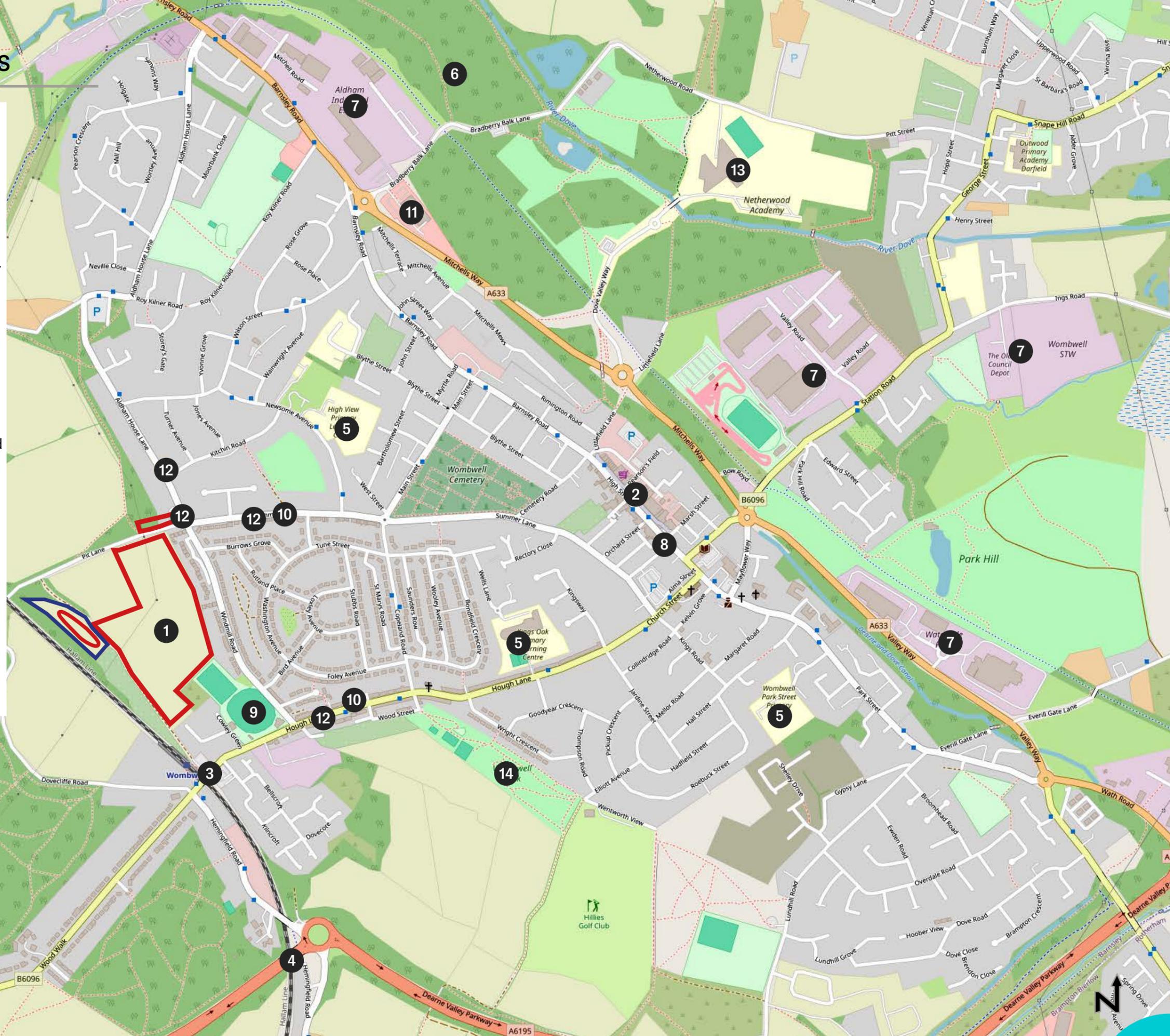


## 5. Location and Services

The site is located to the west of the town between existing residential development and a railway line. It is accessed by Pit Lane to the north.

Wombwell town centre is 0.8 miles directly east. Wombwell Train Station is immediately south. The site is enclosed by a mix of uses and there is a wide range of services and facilities in the area.

1. Site location
2. High Street, the centre of Wombwell and a mix of retail, leisure, and commercial services
3. Wombwell Train Station and Wombwell Park and Ride
4. Connection to Dearne Valley Parkway. Connection to M1 to the west and Cortonwood Retail Park to the east.
5. Primary Schools
6. Netherwood Country Park
7. Employment and industrial development
8. Wombwell Medical Centre
9. Wombwell Main Football and Cricket Clubs
10. Various local retail
11. Large supermarket
12. Local bus stops
13. Netherwood Academy Secondary School
14. Wombwell Park



# 6. Urban Design Analysis

The proposal is for residential development at the edge of Wombwell. This context is a factor in the arrangement and composition of this new proposal.

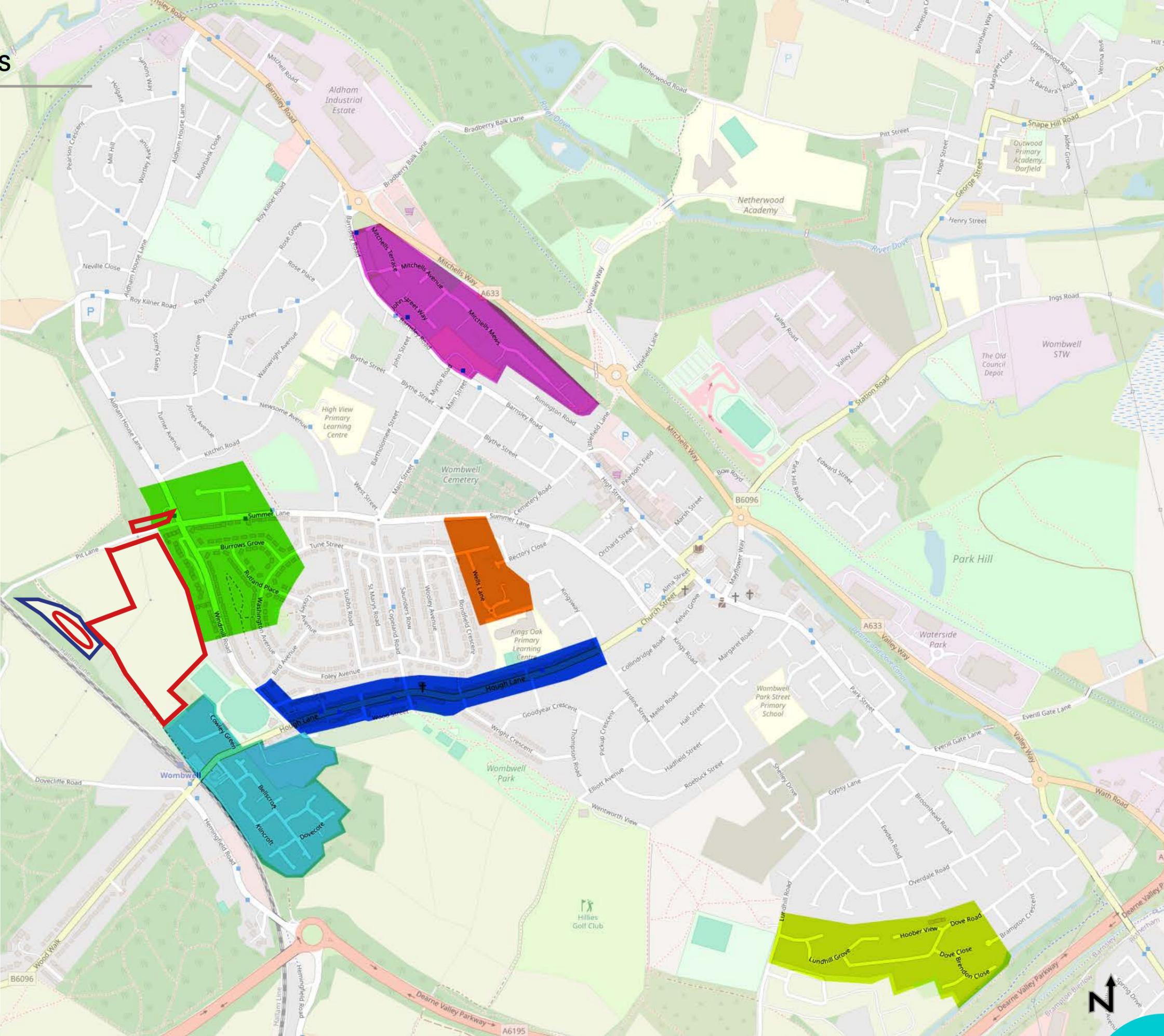
There are areas of the town that demonstrate residential development from the late 20th and early 21st century in a similar context. These developments are good markers for the design of this new proposal.

The historic core of the town is also an important influence. The industrial heritage of the town is illustrated by older homes and buildings.

Long lines of terraced homes along primary routes and close to the town centre, with larger and more ornate buildings in the town centre (e.g. Old Town Hall), highlight links to the coal mining industry and the industrial revolution.

The following areas have been selected to help define the key characteristics of residential development in the town. The intention is to guide subsequent detailed applications to strengthen and enhance this identity.

-  Bellscroft, Hough Lane, west Wombwell
-  Hough Lane, central Wombwell
-  Windmill Road, west Wombwell
-  Wells Lane, central Wombwell
-  Mitchell's Avenue, east Wombwell
-  Lundhill Drive, south Wombwell



# Urban Design Analysis

The variety of spaces, homes, and streets throughout the town create a large palette. It is difficult to determine a specific 'Wombwell' vernacular.

Analysis of residential development in Wombwell (with a leaning towards spaces in a similar context to this application) reveals several cues for consideration in creating an appropriate design solution.

Photograph from these spaces are shown overleaf.

## 1) Bellscroft, west Wombwell

A residential development of traditional homes in a contained neighbourhood. Homes are brick construction. A variety of colours and brick finishes are used.

High level of ornamentation and detailing. Projecting brick course, arched or splayed brick heads, key and head stones, and ornate canopies over front doors.

Front gardens and visible private spaces often include small trees, shrubs, and similar areas of planting.

## 2) Hough Lane, central Wombwell

Hough Lane is a significant highway in the town. It is a direct connection between opposite sides of the town and facilitates access to Wombwell train station.

Homes along the highway demonstrate the growth of Wombwell. There are examples of late 19th and early 20th century homes close to the town centre with more recently constructed homes to the west. Older homes take the form of long terraces with the occasional semi-detached and detached building.

Older buildings include a large variety of details. Details include large stone heads and cills, chimneys, eaves ornamentation, and bay windows.

## 3) Windmill Road, west Wombwell

A large residential area with pockets of subsequent infill development set behind.

Built form in the area often has a very clear pattern. Repeating semi-detached blocks with similar form consistent lengths of development.

There are some examples of bungalows or detached buildings that break up streetscenes.

Red brick is the prevalent material. There are some examples of roughcast, rendered, or painted facades.

## 4) Wells Lane, central Wombwell

An ongoing development at the centre of Wombwell.

Buildings are positioned very close to the public realm with parking either to the side of buildings or behind in a parking court. There are a very small number of homes with front parking.

The development has a tight urban grain with small gaps between buildings. This creates a strong sense of enclosure and definition throughout the space. This is achieved through the use of terraced and semi-detached homes.

Homes are constructed in red brick with stone heads and cills. The use of white glazing frames and black front doors creates a sense of continuity that defines the area.

## 5) Mitchell's Avenue, east Wombwell

Homes to the east/northeast of Wombwell are constructed in red or buff brick with stone detailing. The neighbourhood is recognisable as one constructed by a volume housebuilder within the last ten - fifteen years. Homes are positioned around a simple movement framework. There is a defined range of housetypes with many appearing in several locations around the neighbourhood.

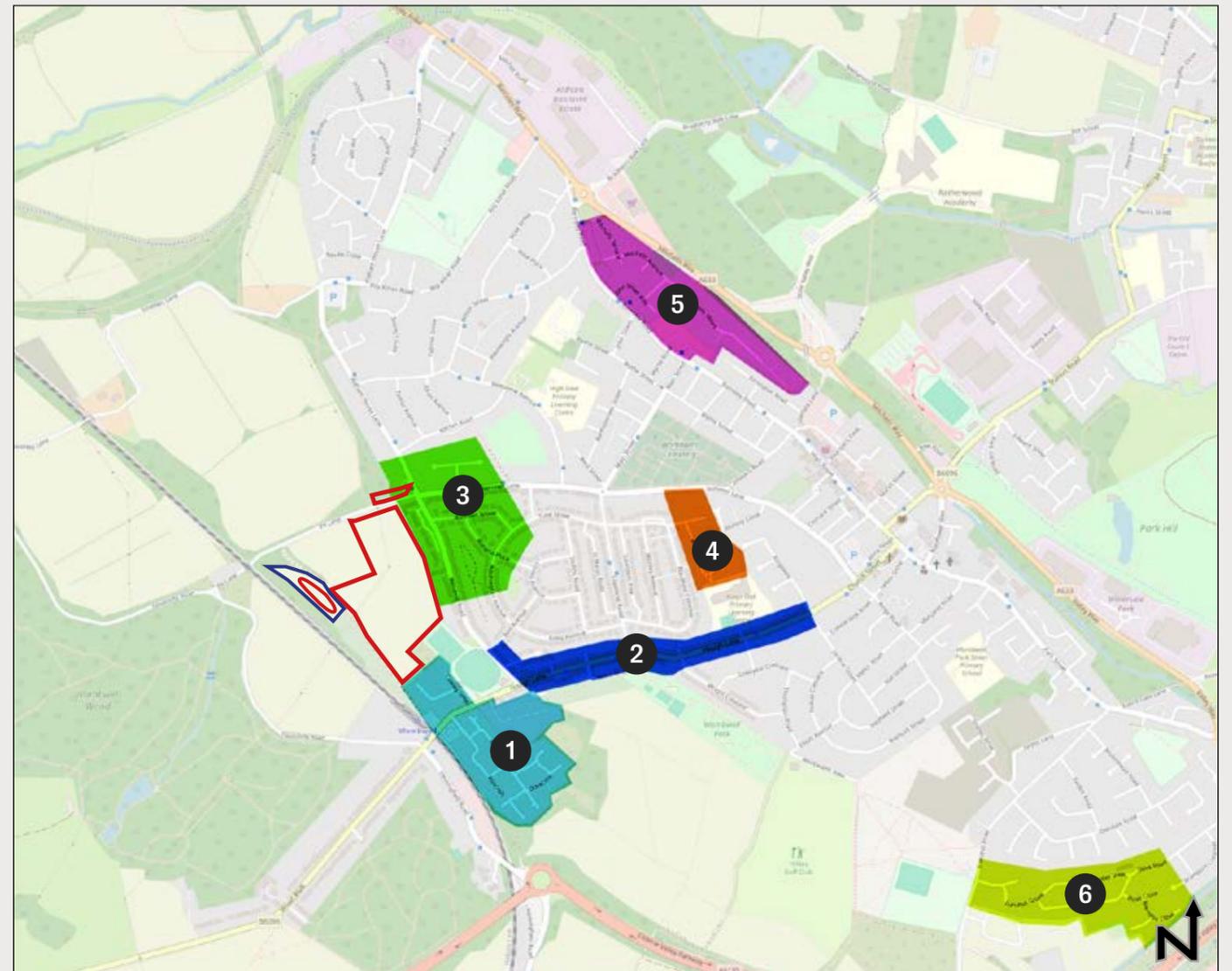
The majority of buildings are two storey. There are a small number of 2.5 storey buildings. Front gardens and parking areas are defined by landscaping and changes in materials.

## 6) Lundhill Drive, south Wombwell

Lundhill Drive and the surrounding streets form a recently constructed extension to the southern edge of Wombwell.

Homes have a traditional appearance. They are constructed in red brick with buff brick detailing or buff brick with red brick detailing.

The size and type of home is varied. Streets have consistent build lines however eaves and ridge lines have a greater variation. The proportion of buildings is equally inconsistent.



# Urban Design Analysis

There are several examples of residential development from the late 20th and early 21st centuries.

Buildings often have a recognisable and traditional appearance. They have similar proportions and heights. Build lines are consistent and allow for a variety of parking solutions.

The developments reflect the emergence of guidance relating to highway design and visibility. Highways are a standard width with footpaths or service margins to one or both sides. There is a clear movement hierarchy that includes primary streets, secondary streets, shared surfaces and private drives.



Lundhill Drive, Wombwell



Pashley Croft, Wombwell



Great Stubbing, Wombwell



Midland Way, Wombwell



John Street Way, Wombwell



Hall Cross Avenue, Wombwell



Bramhall Close, Wombwell



# Urban Design Analysis - recent construction

## A - Mitchell's Avenue, east Wombwell

The neighbourhood is recognisable as one constructed by a volume housebuilder within the last fifteen years. The development demonstrates a tight urban grain with small gaps between buildings. Homes have front parking and areas of hard standing are separated by planted area that include trees. Buildings are red brick construction with simple detailing including stone heads and cills. The development includes large and visible retaining structures close to homes.



### SUMMARY

It is difficult to determine a specific and encompassing 'Wombwell' vernacular although its South Yorkshire context is important. There are a some common themes:

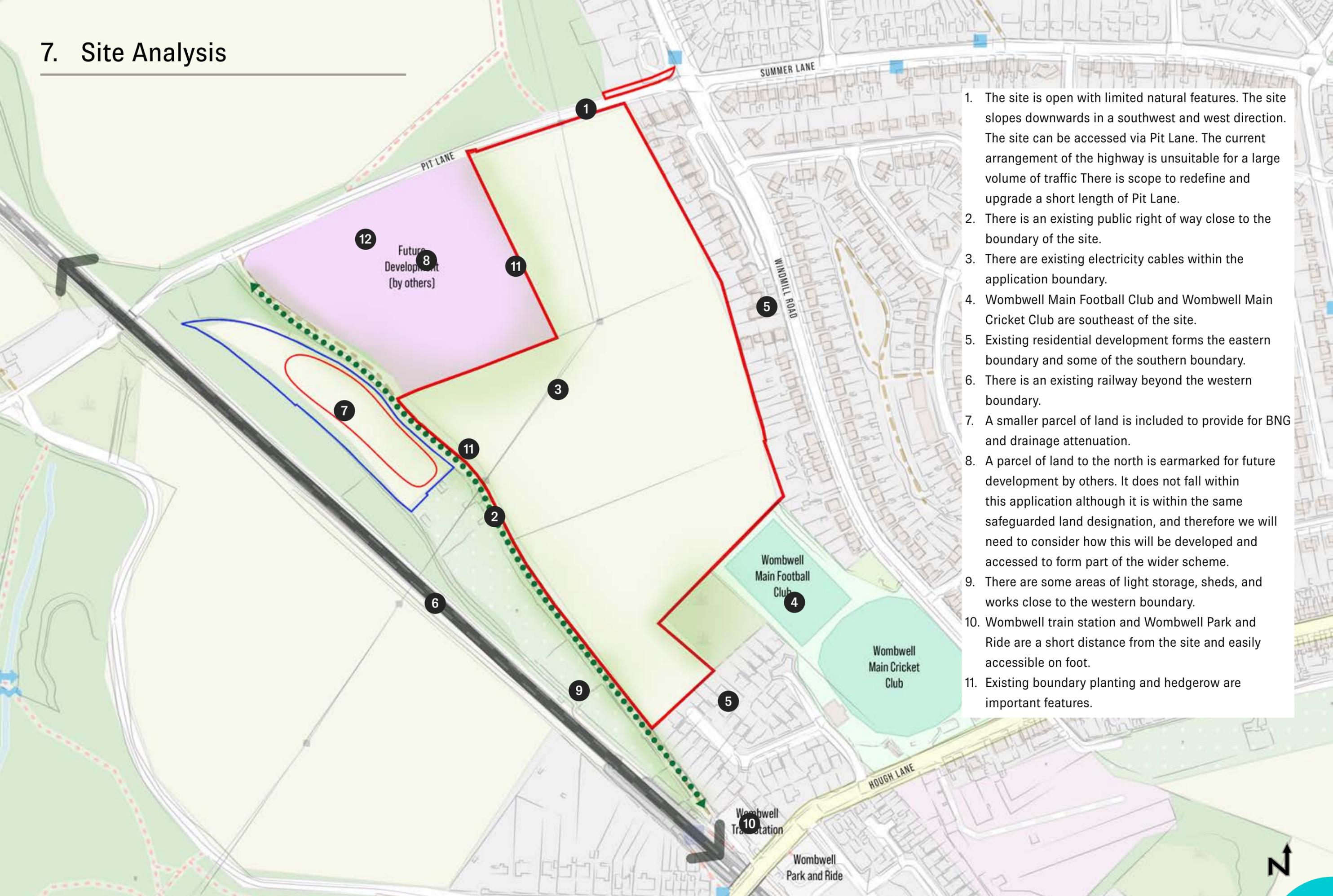
- Brick construction using a variety of red bricks. Occasional use of orange or buff brick is a feature.
- Consistent build lines. Buildings and streets are aligned and homes are forward facing.
- A variety of homes along streets. Detached, semi-detached, and terraced homes can be found in proximity to each other.
- Use of varied parking solutions. Integral garages, detached garages, side drives, and front parking spaces are common.
- Areas of hardstanding in front garden areas are limited. Where used they are separated by landscaping and planting.

## B - Gypsy Lane, south Wombwell

A recently approved development currently under construction. The CGI, taken from Miller Homes sales particulars, indicates stone buildings. They are gable to gable construction and follow consistent build lines. Windows have a vertical emphasis and are highlighted by stone heads and cills. Front gardens have space for low level shrub planting and there is a positive interface between built form and adjacent open space.



## 7. Site Analysis



1. The site is open with limited natural features. The site slopes downwards in a southwest and west direction. The site can be accessed via Pit Lane. The current arrangement of the highway is unsuitable for a large volume of traffic. There is scope to redefine and upgrade a short length of Pit Lane.
2. There is an existing public right of way close to the boundary of the site.
3. There are existing electricity cables within the application boundary.
4. Wombwell Main Football Club and Wombwell Main Cricket Club are southeast of the site.
5. Existing residential development forms the eastern boundary and some of the southern boundary.
6. There is an existing railway beyond the western boundary.
7. A smaller parcel of land is included to provide for BNG and drainage attenuation.
8. A parcel of land to the north is earmarked for future development by others. It does not fall within this application although it is within the same safeguarded land designation, and therefore we will need to consider how this will be developed and accessed to form part of the wider scheme.
9. There are some areas of light storage, sheds, and works close to the western boundary.
10. Wombwell train station and Wombwell Park and Ride are a short distance from the site and easily accessible on foot.
11. Existing boundary planting and hedgerow are important features.

## 8. Opportunities and Constraints



1. Access to the site can be taken from Pit Lane.
2. There is an opportunity to create a new arrival space in this area.
3. There is a significant opportunity to create new walking and cycling routes through the site. Sustainable connection can be made from the opposite boundaries.
4. New greenspace and planting to western areas will be a positive response to the existing public right of way and open countryside beyond.
5. Access to adjacent land can be safeguarded by this application.
6. Rear amenity space of existing homes must be respected. The proposal must not have a negative impact on privacy.
7. Outward facing development parcels will ensure active frontage throughout. This arrangement will create a defensible and positive edge to the development.
8. Opportunity for enhancements and additions to existing boundary planting to break up the mass of built form and respond to changes in topography.
9. Opportunity for new planting to break up the mass of built form and respond to changes in topography.

# 9. Design Solution - Framework



## KEY

-  LOW RESIDENTIAL DENSITY
  -  MEDIUM RESIDENTIAL DENSITY
  -  HIGH RESIDENTIAL DENSITY
  -  LANDSCAPE BUFFER INCLUDING EXISTING TREES
  -  OPEN SPACE
  -  GREEN INFRASTRUCTURE
  -  LANDSCAPE BUFFERS WITH STRUCTURAL TREE PLANTING
  -  GATEWAY
  -  PRIMARY FRONTAGE
  -  LANDSCAPE FRONTAGE
  -  LANDMARK BUILDING
  -  PROPOSED SUDS BASIN
  -  POTENTIAL BNG LAND
  -  EXISTING BUS STOPS
  -  PRIMARY BOULEVARD
  -  SECONDARY HIGHWAYS
  -  TERTIARY HIGHWAYS
  -  ACTIVE TRAVEL ROUTE
  -  EXISTING WALKING ROUTE
  -  EXISTING RAILWAY
- 
- 1** FEATURE SPACE AT THE CENTRE OF THE PROPOSAL
  - 2** EQUIPPED PLAYSPACE
  - 3** UPDATED ARRANGEMENT OF PIT LANE
  - 4** PROPOSED NON-VEHICULAR CONNECTION

# Design Solution - Principles

The proposal overcomes site constraints, maximises opportunities and is sensitive to the context. A number of principles are used to create a high quality and legible proposal. These principles include:

## A) Development Blocks

Development blocks will be outward facing and populated by active streetscenes and defined edges. Rear gardens will be joined and bounded by buildings and robust boundary treatments.

## B) Fronts and Backs

There will be a clear definition between the public and private domain. There is no ambiguity between differing uses. The arrangement of development parcels ensures that all properties will have defensible spaces to their frontages and secure rear gardens.

## C) Building Lines and Setbacks

The proposal ensures active and positive frontage throughout. There are opportunities to deliver streets with strongly defined build lines or in a more informal pattern. The proposal also allows for a variety of parking solutions and opportunities for landscaping and boundary treatments to populate streets.

## D) Private Drives

These routes will be limited in use and short in length. In street play and social interaction will be encouraged by slower vehicle speeds and boundary treatments of appropriate style and scale.

## E) Corner Treatments

Corners will be well considered to ensure continuity of activity and natural surveillance. Landmark and similar dual aspect buildings will be located throughout the development with the potential to be enhanced by landscaping and boundary treatments.



# Design Solution - Movement

Streets and non-vehicle routes combine to ensure a logical, legible, and accessible framework to deliver route to local areas of amenity space and facilities in the wider area. In all instances propose streets and highways conform to Local Authority Guidance.

— Shared cycle and pedestrian route to high trafficked area



Feature Spaces

— Primary Highway and Verge

— Secondary Highway

— Shared Surfaces

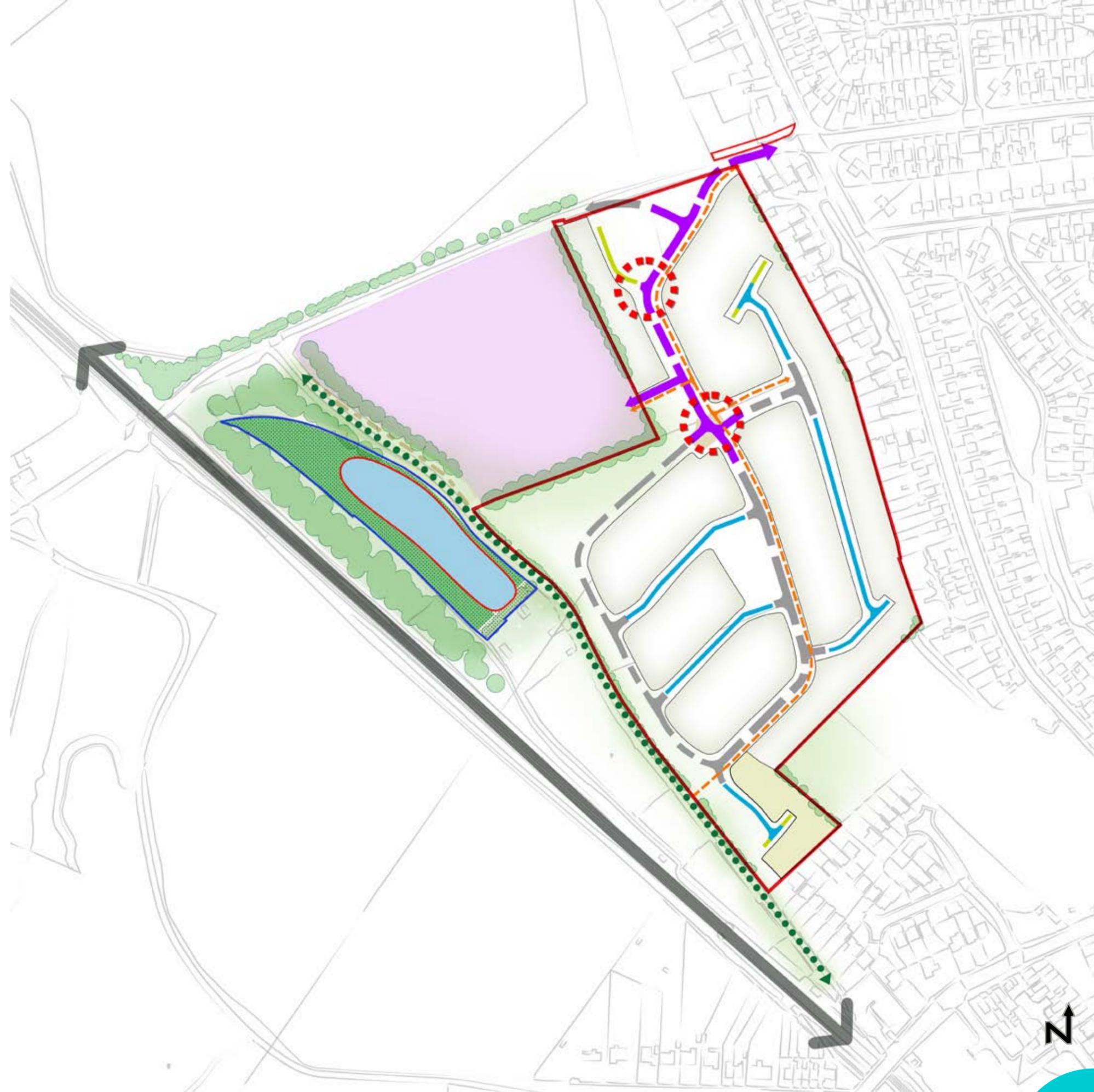
— Private Drives

● Existing public right of way

Permeability is a key design cue. The movement framework is clear and legible. There is a hierarchy of streets ranging from the primary highway through to smaller and low speed private drives. The development is easy to navigate and understand. Feature spaces at the intersection of routes are identifiable locations and can be articulated by buildings, materials, landscaping, and boundary treatments.

A key feature of the proposal is connection from the site (and the north) to the train station in the south. This is an important driver in the arrangement of pedestrian and cycle routes.

The characteristics of streets are described later in this document.



# Design Solution - Character

The proposal can be defined by three character areas. Character areas are defined by their location and relative position to important features and existing development. The location of character areas is shown on the adjacent plan. The overarching approach is to create a change a smooth transition between existing development to the east and open fields to the west.

## Site Core

The character area will reflect the density and arrangement of homes in established areas of Wombwell. Homes will follow consistent build lines with a leaning towards semi-detached and terraced buildings.

The arrangement of existing development along Lundhill Drive, Great Stubbin, and Midland Way (identified earlier in this document) are influences. The intention is to create a space with a suburban character in keeping with established development beyond the application boundary.

## Site Edge

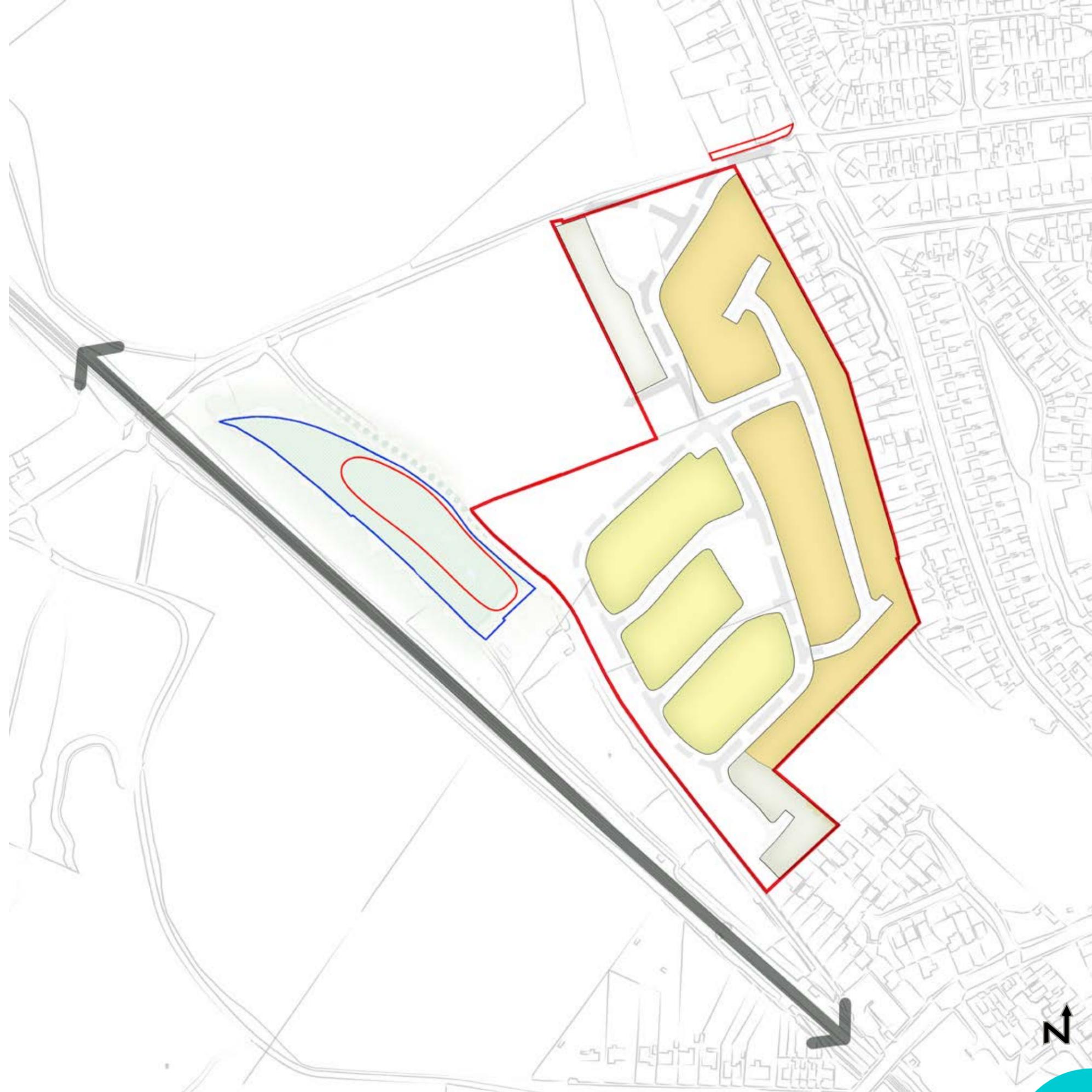
The character area is a transition space between higher density development to the east and a green edge to the west. Streets are aligned to follow topography. In street landscaping will create green fingers through the built form.

The character will have a medium density. Development blocks will be outward facing. Homes in this area will be a combination of detached, semi-detached, and terraced buildings.

The arrangement of homes along Hall Cross Avenue and Bramwell Close, identified earlier in this document are an influence. The intention is to create a space with a semi-rural and suburban character.

## Site Green

The peripheries of built form will be a low-medium density. This will be achieved by a greater use of detached and semi-detached homes. Homes will be served by secondary routes and low speed private drives. The arrangement of homes will create space for in street landscaping and trees that soften the hard edges of developed areas. The arrangement of buildings and streets to the south of the site along Pashley Croft is an influence. The intention is to create spaces with a semi-rural character.



# Design Solution Framework - Green Infrastructure

In terms of layout and design, this has been guided by the site's existing landform, ensuring there are opportunities to integrate structural planting throughout the rising contours of the site to permeate the built-form and soften its appearance. Of note, this includes swathes of woodland planting at the site boundaries and within pocket greenspaces, together with a double avenue of trees along the primary street.

A gateway greenspace at Pit Lane will accommodate further large scale tree planting. These measures will contribute to establishing a transitional settlement fringe that resolves the abrupt and stark existing edge adjoining the site and responds positively to the wooded backdrop of Wombwell Wood.

As a whole, the proposed greenspace network will comprise a range of open space typologies and associated structural landscaping and ecological habitats. The emphasis of this greenspace network will be to secure a framework of well-treed spaces and woodland creation that reflect the sylvan setting of the site, imparted by the prominence of Wombwell Wood in the existing backdrop to the settlement.

While performing a landscape mitigation function, these spaces will not be standalone buffers but function as a usable component of the site offering walking routes, natural play, equipped play, informal kickabout space and sustainable drainage.

All greenspaces will be managed and maintained in accordance with the agreed landscape and ecological management plan that will also deliver the scheme's Biodiversity Net Gain commitment. Tree planting will be maintained to secure adequate natural surveillance and visibility over usable greenspaces, delivering secure by design principles. Mown trails will form usable routes through woodland pockets and grassland, creating spaces for recreation and imaginative play.

1. Woodland planting at the site boundaries
2. Gateway greenspace to the north
3. New SUDs basin
4. Area for biodiversity with the potential to include new wildflower planting and trees
5. Proposed playspace
6. Structural planting
7. Open space



# Northern Arrival Space

The proposal includes an attractive area of open space close to the northern entry point. The intention is to create a pleasant and characterful feature at a prominent location. Pedestrian and cycle routes run through the space.

Homes are forward facing in a variety of formats. The space includes in street trees and areas of new native planting



HOMES COULD USE A VARIETY OF MATERIALS, DETAILS, AND FINISHES

THE SPACE IS LANDSCAPE LED WITH THE POTENTIAL TO INCLUDE A VERITY OF NATIVE TREES, SHRUBS, AND FLOWERS

HOMES TO THE WEST OF THE SPACE ARE SERVED BY A LOW SPEED PRIVATE DRIVE. THEY ARE ARRANGED IN A LOOSE GRAIN

HOMES ARE ARRANGED TO CREATE ACTIVE STREETSCENES



PEDESTRIAN AND CYCLE ROUTES ARE SEPARATED FROM THE CARRIAGEWAY BY VERGES AND PLANTING

A DUAL ASPECT ENSURES CONTINUITY OF ACTIVITY

HOMES ARE IN A VARIETY OF FORMATS AND HAVE DIFFERENT PARKING SOLUTIONS



# Central Arrival Space

The illustration shows the potential arrangement of an arrival space at the centre of the proposal. The space lies at the intersection of greenspace, highways, and non-vehicular routes.

Highways meet a raised table defined by changes in materials and levels. The space is articulated by planting and boundary treatments to create a low-speed 'square'.

Surrounding buildings have a positive interface with the space. They guide vehicles, cyclists and pedestrians through the development.

Dual aspect buildings are used at corners. They ensure continuity of activity and natural surveillance. They also frame entry points to other areas of the proposal.

The intention is to create an identifiable and characterful space that influences the character of the whole development.



DUAL ASPECT, CORNER TURNING HOMES CREATE A GATEWAY TO THE EASTERN AREAS OF THE PROPOSAL

THE PROPOSAL INCLUDES A GREEN CORRIDOR BETWEEN EASTERN AND WESTERN AREAS. THERE ARE OPPORTUNITIES TO INCLUDE NEW NATIVE PLANTING AND STREET TREES THROUGHOUT. THERE IS A PHYSICAL AND VISUAL CONNECTION WITH OPEN SPACE IN WESTERN AREAS AND SIMILAR SPACE BEYOND THE BOUNDARY

PEDESTRIAN AND CYCLE MOVEMENT HAS BEEN CAREFULLY CONSIDERED. THE PROPOSAL PROMOTES SUSTAINABLE TRANSPORT OPTIONS THROUGH THE PROVISION OF CLEAR AND DIRECT CONNECTIONS BETWEEN OPPOSITE BOUNDARIES.

A LANDMARK BUILDING IS ALIGNED WITH A VIEW FROM THE NORTH. THE BUILDING IS AN IDENTIFIABLE BUILDING THAT PROMOTES LEGIBILITY.



# Wombwell Edge

The western edge is defined by landscaping and planting.

The boundary is formed by new landscaping and tree planting. This will create an attractive screen to protect views from the west. The space will improve biodiversity, providing new habitat for a variety of insects, birds, and animals. Planting will have a sufficient depth (with limited gaps) to create a secure and dense screen.

Development is outward facing and set back from the boundary. This ensures that the boundary can be accessed for management and maintenance. It also prevents any adverse impact between development parcels and tree canopies and root protection zones. Overshadowing is also prevented.

DUAL ASPECT, CORNER TURNING HOMES CREATE A GATEWAY TO CENTRAL AREAS OF THE PROPOSAL

LANDSCAPING PROPOSALS WILL SEEK TO RETAIN EXISTING PLANTING. ALL NEW PLANTING WILL BE A VARIETY OF NATIVE SPECIES. THERE IS THE POTENTIAL TO INCLUDE SPACE FOR WILD FLOWERS AT SEVERAL LOCATIONS.



# Wombwell Green

Lower density areas will have a semi-rural character. This will be defined by landscaping and the greater use of larger detached homes.

The spaces will be served by low speed shared surfaces and private drives with pedestrian priority.



FRONT GARDEN SPACES WILL INCLUDE NEW NATIVE PLANTING. THE INTENTION IS TO CREATE A SEMI-RURAL CHARACTER DEFINED BY LANDSCAPING

A GREATER USE OF LARGER HOMES IN SPACIOUS PLOTS CREATES A MORE OPEN GRAIN AND LOWER DENSITY

BUILT FORM IS SET AWAY FROM LARGE AREAS OF PLANTING.

LANDSCAPING PROPOSALS WILL SEEK TO RETAIN EXISTING PLANTING. ALL NEW PLANTING WILL BE A VARIETY OF NATIVE SPECIES. THERE IS THE POTENTIAL TO INCLUDE SPACE FOR WILD FLOWERS AT SEVERAL LOCATIONS.

LOW LEVEL BOUNDARY TREATMENTS SUCH AS TIMBER KNEE RAILS WILL PROTECT AREAS OF BIODIVERSITY FROM UNWANTED ACCESS



# Wombwell Core

Development to the east reflects residential development beyond the application boundary.

The space has a suburban character defined by strong build lines and consistent eaves and ridge heights. The space has a higher density. This is achieved by the use of a greater number of semi-detached and terraced blocks.



GREEN VERGE

REAR GARDEN TO REAR GARDEN INTERFACE WITH EXISTING PROPERTIES BEYOND THE APPLICATION BOUNDARY

DEVELOPMENT WILL HAVE A FORMAL ARRANGEMENT DEFINED BY STRONG BUILD LINES AND COMMON EAVES AND RIDGE HEIGHTS.

PARKING AND FRONT GARDEN SPACES WILL BE DISTRIBUTED TO PREVENT LARGE AREAS OF HARDSTANDING

THE STREET WILL INCLUDE CONVENIENT AND DEDICATED VISITOR PARKING SPACES AT SEVERAL LOCATIONS



# Illustrative streetscenes

The development framework identifies two types of frontage. They are defined by location and proximity to open spaces.

## Typical Landscape frontage



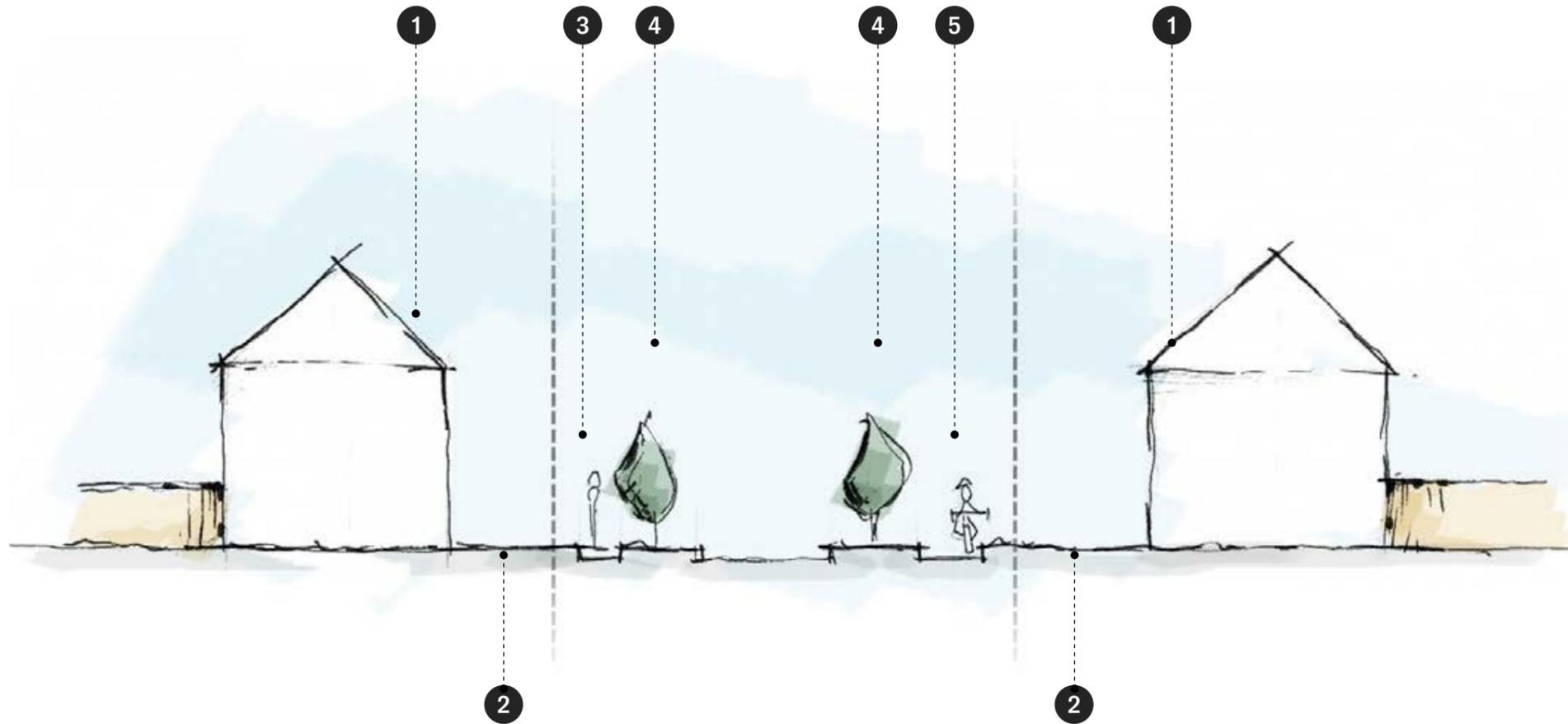
1. Dual aspect buildings should be used a prominent corners and junctions.
2. Where rear and side boundaries abut the public realm they are robust and defensible.
3. Frontage will include a greater proportion of detached properties.
4. Homes are set in large plots with simple access to rear gardens.
5. Homes have a variety of parking solutions. Side parking will create larger gaps and a lower density.
6. Gaps between areas of hardstanding include trees and planting at regular intervals.
7. Consistent eaves and ridge lines
8. Higher density areas achieved by use of greater proportion of semi-detached and terraced homes.
9. Higher density areas are not dominated by front parking. Landscaping is used to give relief.
10. Some use of side parking will create opening in the form.

## Typical Primary frontage



# Illustrative Sections

## Primary Highway



1. Active frontage to both sides of the highway. The built form is aligned to form a strong build line. Small variations, such as projecting gables, will create relief and variety.
2. Front spaces include some areas of parking with landscaping between.
3. The street includes a dedicated footpath to one side.
4. The highway is defined by tree lined and planted verges.
5. The street includes a shared cycle and footway to along the high trafficed parts and where appropriate.

The primary highway connects the proposal to existing highways. Every visitor, resident, and service will use the route. This means it has to be accessible and suitable for a range of transport modes.

The highway is designed to accommodate the safe movement of vehicles in an appropriate way. Emergency, delivery, and service vehicles can access the proposal with ease.

The highway is flanked to both sides by a planted verge with space for new trees at regular intervals. The verges lie between the highway and non-vehicular spaces. One side has a dedicated footpath and the other a shared footpath

and cycleway. The separation between vehicles and other sustainable modes creates a pleasant and desirable option for non-vehicular movement. New residents will have a viable and desirable option to walk, scoot, or cycle to nearby destinations.

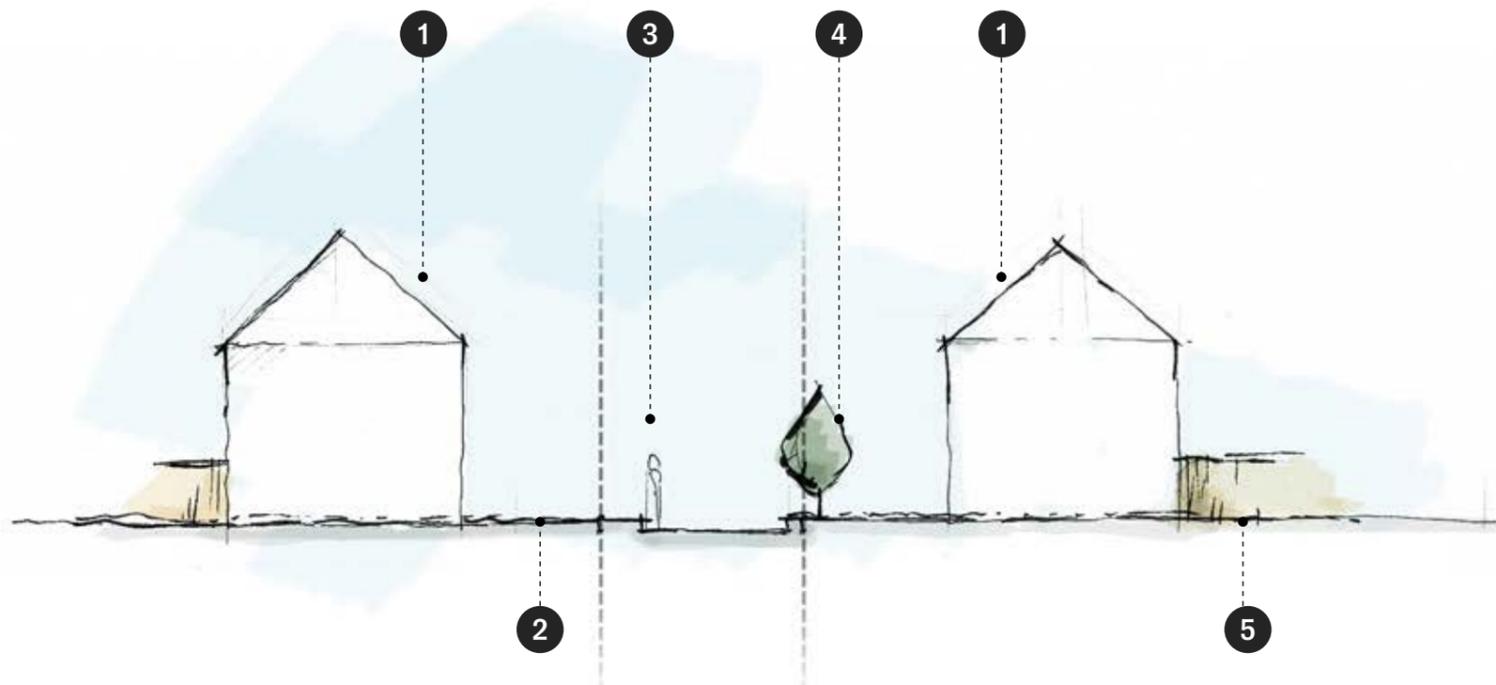
Homes along the primary street will be forward facing and active. There will be a clear build line defined by the consistent use of similar eaves and ridge heights. Small variations in the built form, such as projecting gables, canopies, and bays will create interest.



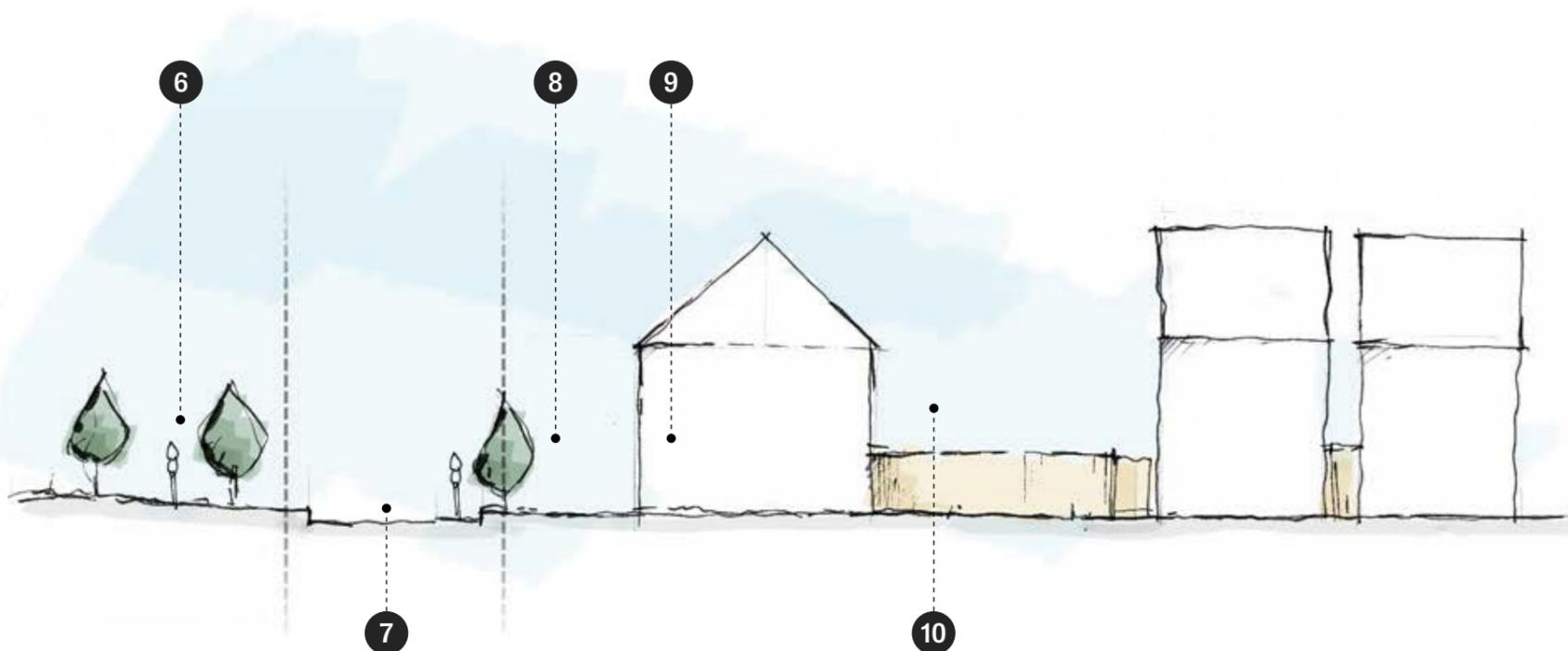
# Illustrative Sections

The development framework identifies two types of frontage. They are defined by location and proximity to open spaces.

## A-A, Secondary Routes



## B-B, Interface with greenspace

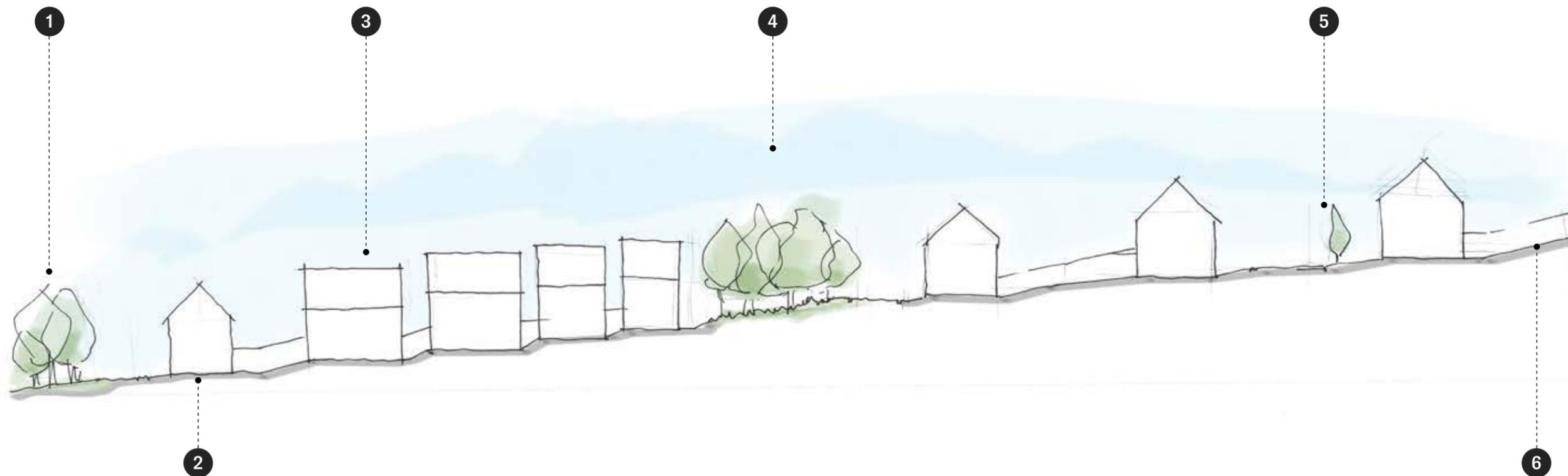


1. Active frontage to both sides of the highway. The built form is varied with the potential to include detached, semi-detached, and terraced homes.
2. Front spaces include some areas of parking with landscaping between.
3. A shared surface arrangement prioritises pedestrian movement through use of appropriate traffic calming methods.
4. Front gardens have space for trees. Where front parking is in place, there are no more than four spaces in a row.
5. Visible rear and side boundaries are robust and defensible.
6. Greenspace includes new native planting and pleasant walking routes.
7. The highway is low-speed with a footpath to one side.
8. Front gardens have space for complementary planting.
9. Homes are outward facing. They have pleasant outlooks over adjacent open space.
10. Separation distances between rear and side elevations meets the minimum standard required by local design guidance.



# Illustrative Section

The development framework identifies two types of frontage. They are defined by location and proximity to open spaces.



1. A combination of new and existing boundary planting creates defensible edge along the western boundary.
2. Development is outward facing. New residents will benefit from positive outlooks over natural features. This arrangement removes any potential issues in the interface between trees and buildings.
3. Built form follows the slope of the site. Built form follows the incline.
4. A small copse of new trees creates a pleasant feature in a central location. The canopy will break up the roofscape when viewed from spaces beyond the application boundary.

5. In street trees and planting will create pleasant and active spaces. New residents will benefit from a permeable and accessible non-vehicular movement framework.
6. The arrangement of development to the east is a reflection of development beyond the application boundary. There is a simple and coherent transition between existing and proposed residential space.
7. Development will include retaining walls and gabions. This will create tiered gardens that are level and accessible.



# 10. National Design Guide Assessment

## 1. Context

The application site is in a suitable, sustainable, and deliverable location. The neighbourhood, and surrounding areas, include a range of local services, and this new development will sustain these services.

The neighbouring areas to the east and south are residential. Care has been taken to ensure the proposal does not have an adverse impact on the amenity of nearby occupiers. The proposal is respectful of local context while creating a new neighbourhood that will use contemporary construction methods and technologies.

The arrangement of the proposal is based on an appraisal that identifies positive features of the site and assesses the advantages and disadvantages of retaining them.

The design team have identified and integrated existing walking routes, planting, and other positive features. They have been properly assessed and the advantages of retention are clear.

## 2. Identity

The proposal is illustrative with details to be confirmed by subsequent detailed applications. The proposal demonstrates a combination of streets, buildings, and spaces, that define the site's identity.

The illustrative design solution has a landscape-led identity. The proposal prioritises the role of landscaping to enhance spaces and walking routes.

Landscaping softens, shapes, and informs, every area of the proposal. The illustrative proposal allows for new landscaping to introduce texture, colour, and interest, that will strengthen this identity.

Open space is located at accessible locations, cells of development are coherent (and outward facing), and the private realm is well defined. There has been focus on delivering an accessible area of open space at the intersection of new and existing walking routes.

The intention is this that space will benefit the wider community and become an important part of Wombwell's identity and become a recognisable feature.

Spaces will be connected by a vibrant and interesting soft landscape-led public realm. The intention is to create a positive identity that new residents take pride in and contributes to a healthy lifestyle. The design team have produced illustrative diagrams that demonstrate the potential to deliver a residential development with a strong identity that sits well against nearby established residential areas.

The proposal allows for a wide selection of materials and variety of detailing to inform identity. Carefully chosen materials at detailed design stages will highlight vistas, corners, and junctions.

In street boundary treatments and landscaping will add an additional layer of detail to streetscenes, creating spaces that are visually attractive and memorable.

The proposal describes an identifiable and new neighbourhood whilst being a congruous addition to the existing settlement.

## 3. Built Form

The shape of the site, topography, natural features, and existing adjacent development influence the built form. Open space, green corridors, development parcels, a drainage basin, and highways are arranged to create a positive interface between built form and other features.

The built form consists of a series of outward facing development parcels that respond to topography and natural features. These parcels are characterised by outward facing homes and consistent build lines. The approach reveals a compact and connected form of development that makes efficient use of land while ensuring an appropriate amount of private amenity space.

The orientation of built form will deliver recognisable buildings, framed gateways, and vistas. They will

combine to create a series of spaces that are walkable, well connected and enable access to local transport, services, and facilities.

New dwellings will frame identifiable spaces to create safe and accessible amenity areas that promote interaction with neighbours and the community in general.

The orientation of development cells and individual buildings ensures continuity of activity, visual interaction, and natural surveillance. Buildings will overlook attractive areas of open space offering pleasant outlooks for new residents. This will make streets and spaces easy to move along and through.

## 4. Movement

The proposal has a clear movement hierarchy. Residents and visitors can move through the proposal along safe and vibrant routes. A clear pattern of streets and paths make up the movement framework. It is safe and accessible for all.

Connections are made to an existing public right of way and connections to the wider settlement are emphasised. There are direct connections opposite boundaries for cyclists and pedestrians.

The new development will facilitate safe and convenient movement of pedestrians including people with limited mobility, elderly people, and people with young children.

The proposal will provide and enhance safe and convenient walking routes including connections to nearby retail, transport, schools, and other services.

The illustrative framework prioritises non-vehicle movement. Simple vehicle routes inform safe walking routes. The proposal will deliver a permeable movement network that ensures all areas of the site are accessible on foot.

Bus and rail travel will be a convenient and attractive travel mode for future residents of the site. Residents can access Wombwell Train Station and bus stops along Hough Lane to the south.

The amount of green infrastructure (including verges, landscaping, and open spaces) will reduce the impact of car parking. It will promote biodiversity and contribute to efforts to improve air quality. The illustrative movement network is efficient, functions correctly, and takes account of the diverse needs of all users.

Inclusive access will ensure ease of movement by all social groupings and meets the standards for disabled access (for such items as steps, ramps, and door widths). The approach to dwellings, and the area of land within the curtilage of properties, will have accessible paths and drives.

The use of various surface materials dropped kerbs, tactile paving, parking and drop off points will facilitate ease of movement by all.

## 5. Nature

The final proposal reflects that the retention and enhancement of existing trees, planting and natural features has been a consideration throughout the design process.

The site has few distinctive natural features although existing boundary hedgerow and planting are important considerations. The proposal prioritises the retention and strengthening of these boundaries.

Some removal of existing vegetation is needed to facilitate the development however care has been taken to limit this loss and allow for replacement planting in several locations.

Open spaces are attractive and accessible. Vibrant and active public spaces incorporate trees, hedges, and natural features.

There is a clear opportunity to create and enhance habitats and ecologically important spaces for the benefit of flora and fauna. These spaces will promote physical activity, social interaction, and interaction with the outdoor environment.

Green spaces include a gateway public open space to the north, green corridors along the western edge,

a new play area, and a central copse of new trees. A second parcel of land is dedicated to the provision of a new drainage basin, open space, and biodiversity gain.

The proposal includes a high quality, landscape masterplan A gateway green space is located at the entrance to the development and provides an attractive approach to the site.

All new planting and open spaces will include diverse native planting. This will ensure biodiversity and opportunities for flora and fauna to flourish. Human interaction does not negatively impact on the natural growth and development of important natural resources.

## 6. Public Spaces

The gaps and spaces between areas of private ownership facilitate will have a variety of recreational activities, social interaction, and civic inclusion. From intimate urban spaces to large natural areas, the public realm has a clear hierarchy.

Public spaces will be landscape led having trees, planting, structures, and boundaries that complement the built form. The public realm will be a safe, secure, and attractive environment that encourages physical activity and promotes social interaction. Public spaces will make use of trees, shrubs, and other planting to provide shade, improve air quality and contribute to climate change mitigation.

A new green space to the north-west indicates space for a new equipped play area at an accessible location.

## 7. Uses

The application is for a landscape-led residential development with associated access and highways. In the context of nearby development, it offers connections to local services and facilities that support daily life.

The site is not currently publicly accessible, other than along existing public rights of way, and therefore new open space and play areas provide fresh opportunities for all users.

The proposal allows for a mix of housing tenures and homes to provide accommodation for a mix of people at all stages of life. All homes are well-integrated and will be designed to be tenure neutral and socially inclusive.

Defensible boundaries define grouped rear amenity spaces. There is an emphasis on delivering green boundaries to the edges of the site.

A new drainage basin will mitigate the negative implications of surface water retention and create a new habitat.

The proposal includes 15% of the site area as meaningful open space. This figure excludes the drainage basin(s).

## 8. Homes and Buildings

Each home will provide a high-quality internal environment for new residents. All homes will comply with security standards and building regulations, having appropriate storage space and the potential to be adapted as life circumstances change.

The design team recognise the value of space in the home and the benefits for health and wellbeing. Future developers will be required to deliver homes that meet local authority standards.

The Home Builders Federation report "Watt A Save", found that the home building industry has reduced carbon emissions and saved buyers from high energy costs. Latest figures, updated January 2025, show calculations based on the Ofgem price cap from October 2024, using data from EPC registrations of new and existing properties in the year to 30 September 2024. They indicate:

- The average new build home emits 1.22 tonnes of carbon per year, just 35% of that of the average older property, which emits an average of 3.51 tonnes per year.
- New build homes are increasingly more energy efficient. Less than 5% of existing older properties achieve an A or B Energy Performance Certificate rating (EPC).

- The average new build house owner will pay just over £800 a year for heating, hot water, and lighting, compared to £1,789 for those in older properties. This is a yearly saving of £979.

The findings illustrate the benefits of modern building practices, technology and products, and industry's commitment to greener, environmentally conscious construction.

The arrangement of development parcels ensures that all buildings make a positive contribution to the proposal and relate well to public spaces. In this respect they contribute to social interaction and community inclusion.

Rear access, bin storage and refuse collection points provide the means for efficient servicing. Refuse collection points can be provided at various locations. These will ensure appropriate, safe, and convenient collection of refuse as confirmed by vehicle tracking analysis and in compliance with local policy.

An increase in activity in the area will also promote a safe, crime-free environment. Reserved Matters submissions could consult with a local crime prevention officer (or similar), to promote defensible space, and natural surveillance.

A balance must be struck between the natural surveillance needed to keep public paths and spaces feeling safely overlooked and the privacy needed to prevent visual intrusion from public spaces into private areas.

Most dwellings will have access to private amenity space, however, where not provided the arrangement of open spaces ensures that all residents will live close to public open space.

## 9. Resources

This illustrative masterplan shows a residential development with associated landscaping and highways. It demonstrates that the application makes efficient use of land to deliver residential development that will help support a variety of services.

Considered orientation of homes and development

parcels create an efficient and effective proposal.

Development blocks are grouped together to ensure positive streetscenes can be delivered while reducing the amount of hard surfacing required to access homes.

## 10. Lifespan

The development of this residential scheme will contribute towards an increase in the number of people living in this area. Access to local facilities and the existing transport network strengthen the long-term viability of this proposal.

The illustrative movement network, the potential mix of tenures, the amount and position of open spaces and the use of local vernacular building materials and styles, will reinforce the quality of the new neighbourhood.

The cohesion of these elements will be a positive influence on the health, wellbeing, and quality of life, of those choosing to live in this location.

Alongside the developed areas, in the context of the wider area, a well-considered drainage strategy and landscaping scheme ensures protection of natural and green elements. New and existing natural features combine to create environments that suit a range of plants, insects, and animals.

New residents and following generations will have the opportunity to have long and successful lives in a sustainable and pleasant location.

# 11. Summary

The Development Framework illustrates a landscape led design solution that prioritises natural spaces, social interaction, and connections to existing services. The proposal overcomes site constraints, maximises opportunities and is sensitive to the context. It promotes opportunities for a range of transport modes without reliance on single occupancy car use.

Permeability is a key design cue. The design solution is rich in character and the movement framework is clear and legible. There is a hierarchy of streets ranging from the central spine road through to smaller and low speed private drives. The development is easy to navigate and understand.

The proposed design solution is a viable and sustainable addition to the existing settlement and delivers a high quality and well-planned residential development. There is potential to produce new homes that are varied, meet housing needs, and provide high quality accommodation for a range of users.

There is the potential to provide active streetscenes, utilising variations in materials, roof lines and detailing. Outward facing parcels throughout ensure security and passive natural surveillance making the public realm and open spaces safe, usable, and sustainable for all users.

## Development Summary:

Gross Site Area = 7.4 hectares

Nett Developable Area = 5.7 hectares

Public open space = 1.1 hectares

Indicative Number of dwellings = 229

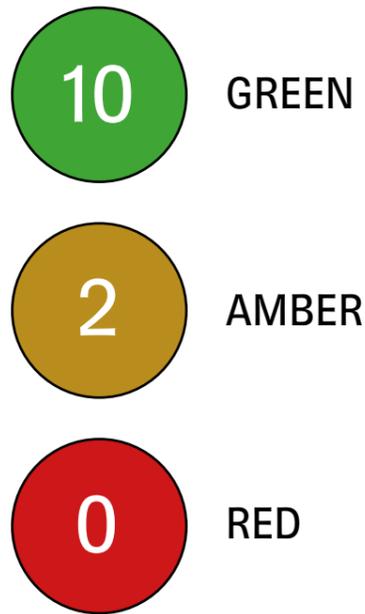
Density = 40 dph



# 12. Building For Healthy Life Assessment

BfHL is an accepted industry standard for assessing residential developments across the country. The principles guide developers to find ways to incorporate design elements that are key to functional and high quality spaces, neighbourhoods, and homes.

BfHL has 12 criteria, separated into 3 sub sections, Integrated Neighbourhoods, Distinctive Places, and Streets for All. The proposal has been assessed against each of the criteria. A summary of the assessment indicates the following:



## A) INTEGRATED NEIGHBOURHOODS

- 1. Natural Connections
- 2. Walking, cycling, and pedestrian transport
- 3. Facilities and services
- 4. Homes for everyone

## C) DISTINCTIVE PLACES

- 5. Making the most of what's there
- 6. A Memorable character
- 7. Well defined streets and spaces
- 8. Easy to find your way around

## B) STREETS FOR ALL

- 9. Healthy Streets
- 10. Cycle and parking
- 11. Green and blue infrastructure
- 12. Back of pavement front of home

The assessment reveals a high number of "Green" scores and a small number of "Amber" scores. The assessment is made using the information submitted to the local authority.

The assessment is made in good faith using available data however, it is created by a human author and possesses a degree of creativity and opinion.

This report has been prepared for the exclusive use and benefit of the recipient and solely for the purpose for which it is provided.



## A) INTEGRATED NEIGHBOURHOODS

### 1) NATURAL CONNECTIONS

Create places that are well-integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

#### RESPONSE:

Edge to edge connectivity is an important feature of the proposal. Existing walking routes are retained in attractive spaces and complimented by a series of new pedestrian and cycle routes. In many cases walking routes are separated from vehicular routes and follow continuous and unbroken routes.

The street pattern is efficient and simple to navigate. It is articulated by a series of nodes that correspond with the intersection of vehicular and walking routes.

The movement network facilitates simple servicing by refuse, emergency, and delivery vehicles whilst creating intimate and characterful spaces that are not dominated by the highway.

Private drives are used sparingly and do not limit simple pedestrian and cycle movement. Connection to adjacent future development is considered and delivered.

There are clear and direct cross site connections. The proposal makes pedestrian and cycle connections between established residential development to the north and east and an existing public right of way to the west.

### 2) WALKING, CYCLING AND PUBLIC TRANSPORT

Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

#### RESPONSE:

The illustrative proposal accommodates a range of transport modes and a fair balance is struck between pedestrians, cyclists, and motor vehicles.

New connections are made several at locations. A new gateway public open space includes a revised alignment of Pit Lane.

The proposal allows for pedestrian, cyclist, and vehicular, access to adjacent future development. All areas of the proposal are accessible on foot.

Local schools, shops, and recreation spaces, can be accessed via new walking routes and connections to an existing public right of way.

Non-vehicular connections and routes are direct and legible. Opposite boundaries and corners of the proposal are linked in a logical and accessible manner.

### 3) FACILITIES AND SERVICES

Places that offer social, leisure and recreational opportunities, a short walk or cycle from their homes.

#### RESPONSE:

The illustrative proposal retains all existing pedestrian connections and has strong links to Wombwell and local services. Proximity to Wombwell Train Station, bus stops along Hough Lane, and the town centre ensures that new residents will have access to a range of transport modes.

The internal arrangement of walking routes and spaces creates a series of nodes and spaces where social interaction can occur. These routes connect to meaningful open space and continue beyond the application boundary.

BfHL suggests that frequent benches can help those with mobility difficulties to walk more easily between places. The proposal creates opportunities to include benches and seating areas at several locations.

The proposal is illustrative however it suggests active frontage throughout, ensuring that public spaces benefit from natural surveillance and activity.

Amber is given as an indicator the variety of local services in the immediate proximity are somewhat limited and larger settlements are a significant distance away. Consideration should be given to the delivery of meaningful recreation opportunities in this application.

### 4) HOMES FOR EVERYONE

A range of homes that meet local community needs

#### RESPONSE:

The proposal allows for homes and streets that are integrated and form a collective neighbourhood. There are no spaces that determine tenure through architectural, landscape, or other differences.

A series of character areas and a clear movement hierarchy allows for a range of housing typologies and affordable homes can be located across the development. The application of character areas will ensure that no building is recognisable by tenure alone. This will allow affordable homes to be located at any location throughout the development.

Perimeter blocks are designed to ensure every home has suitable private amenity space or, in the case of apartments, shared amenity or service space.

The proposal is illustrative and therefore the exact mix of homes will be determined by subsequent detailed applications. The proposal is such that community needs, market conditions, and local policy, can all be satisfied.

## B) DISTINCTIVE PLACES

### 5) MAKING THE MOST OF WHAT'S THERE

Understand and respond

#### RESPONSE:

The proposal is illustrative and therefore specific details and distinctive characteristics are to be determined however care has been taken to identify important features including existing public rights of way. These routes are enhanced by new planting with new connections made at several locations. They are an important part of the movement hierarchy.

The site slopes upwards in an easterly direction. The arrangement of plots, spaces, and streets, responds to this feature and largely follows the contours of the land.

Edge responses are carefully considered to ensure a positive interface between new development and existing homes.

The proposal accounts for future development in adjacent land. Build lines and perimeter blocks are arranged to ensure they can be continued in adjacent development.

Future detailed applications should give careful consideration to properly implementing sustainable drainage systems and creating new habitats.

Urban grain, plot shapes and sizes, and built form, are largely indicative. Careful consideration should be given to ensure that detailed application properly reflect local character.

### 6) A MEMORABLE CHARACTER

Create places that are memorable

#### RESPONSE:

BfHL indicates that hand drawn concepts should be produced at an early stage. The Design Team has produced several hand drawn design concepts, some included in document, to find a solution that is fitting for the application. Concepts are defined by site analysis and informed by technical recommendations. The concept reveals a design that is site specific in place of simply repeating designs from other places.

The proposal is illustrative, however the proposed arrangement of spaces, streets, and buildings, is in keeping with nearby development. The illustrative masterplan indicates feature spaces and gateway buildings at several locations.

The proposal prioritises the role of landscaping to enhance character. Landscaping softens, shapes, and informs, every area of the proposal. The illustrative proposal allows for new landscaping to introduce texture, colour, and interest, that will create a memorable character.

The proposal suggests different character areas that can be interpreted in a number of ways. The proposal includes named character areas that help stimulate ideas and design thought.

There are spaces designed to reflect the immediate context. There are others with the potential for greater creative expression.

### 7) WELL DEFINED STREETS AND SPACES

Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal façades of buildings face streets and public spaces.

#### RESPONSE:

The illustrative masterplan proposes a clear movement hierarchy with every street having active frontages.

The illustrative masterplan indicates a series of outward facing parcels and a well defined movement hierarchy.

There is no ambiguity between private and public spaces. Every street has the opportunity to include landscaping to enclose and define spaces.

BfHL indicates perimeter blocks should define built form. The illustrative masterplan makes good use of outward facing development parcels that allow for cohesive building compositions and building lines.

Blocks are designed to accommodate dual aspect homes on street corners with windows serving habitable rooms and front doors that face streets and public spaces.

### 8) EASY TO FIND YOUR WAY AROUND

Use legible features to help people find their way around a place.

#### RESPONSE:

The proposal uses a series of perimeter blocks to define private areas. Each block has active frontage and the opportunity to include dual aspect buildings at corners. The simple street pattern is based on a formal grid pattern with a less rigid arrangement towards the peripheries of the development.

The spaces between these blocks respond to the movement hierarchy. Interfaces between opposite buildings vary and every street has its own spatial characteristic.

The illustrative proposal allows for a range of building typologies and a degree of creativity in implementing them.

Perimeter blocks and spaces are arranged to frame views through the development. There are opportunities to include waymarker features and buildings that inform legibility.

## C) STREETS FOR ALL

### 9) HEALTHY STREETS

Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

#### RESPONSE:

The illustrative masterplan has a clear movement hierarchy. Every street is designed to comply with Local Authority guidance in terms of construction and arrangement. Speed restrictions can be applied to suit.

The proposal demonstrates the opportunity to include street trees throughout. They add quality to walking and cycle routes. Trees help define walking routes and are used to articulate spaces.

Amber is given as an indicator that main highways have a very linear quality. Care should be taken to ensure that detailed applications incorporate landscaping, deflections, and other features, that limit traffic speeds without detriment to character or design quality.

BfHL suggests the use of tight corner radii (3m or less). In many instances this principle does not correlate with local authority guidance.

### 10) CYCLE AND CAR PARKING

Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.

#### RESPONSE:

The proposal is indicative however it demonstrates the potential for sufficient cycle and car parking to be provided. Highways are designed in accordance with local policy and therefore provide for an appropriate amount of private and visitor car parking. There are numerous opportunities to include visitor parking bays.

Landscaping is incorporated into space and streets to make walking and cycle routes both pleasant and accessible.

The illustrative proposal allows for a range of parking solutions with some potential for small and overlooked parking courtyards, with properties within courtyard spaces with ground floor habitable rooms. The proposal can accommodate frontage parking where the space equivalent to a parking space is given over to green relief every four bays or so and allows for rapidly advancing electric car technology.

### 11) GREEN AND BLUE INFRASTRUCTURE

Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity.

#### RESPONSE:

The illustrative proposal has a clear green and blue infrastructure which will deliver a net gain biodiversity. The landscaping scheme identifies areas of scrub, wildflower planting, new trees, and amenity space. The function of each greenspace is defined with each having an attractive appearance and characterful design.

Retained hedgerow and trees are kept in the public domain. These elements ensure that on-site routes are important and pleasant parts of longer walking routes beyond the application boundary.

The illustrative proposal allows for bird boxes, swift nesting bricks, and bat bricks, to be incorporated at detailed design stage.

The proposal includes larger areas of open space alongside smaller and more formal landscaped areas. These spaces can include fruit trees and flowering plants for the benefit of biodiversity and habitat creation.

A large drainage basin to the west has a function benefit whilst creating a new habitat. Considered planting and landscaping ensures this space is an attractive feature.

### 12) BACK OF PAVEMENT, FRONT OF HOME

Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

#### RESPONSE:

The proposal is illustrative and therefore specific boundary treatments, refuse collection spaces, and storage solutions, will be determined by subsequent detailed applications.

The masterplan uses perimeter blocks to determine the arrangement and orientation of homes and buildings. They allow for front garden spaces that create opportunities for social interaction.

There is no ambiguity between private and public spaces. Every street has the opportunity to include landscaping to enclose and define spaces.