



**LAND WEST OF WAKEFIELD ROAD  
ATHERSLEY**

**DESIGN AND ACCESS STATEMENT**

**Harworth**

**jrp** ARCHITECTURE  
PLANNING  
LANDSCAPE

 **CUSHMAN &  
WAKEFIELD**

Contents Amendment Record

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# 1.0 Introduction and Objectives

## 1.1 Introduction

This Design and Access Statement (DAS) has been prepared by JRP on behalf of Harworth Group, in support of an outline planning application. The application will be submitted for:

*Outline planning permission for development of up to 220 dwellings with associated open space, earthworks, road and drainage infrastructure. Planning permission is sought for access with all other matters reserved.*

## 1.2 Purpose

This Statement responds to the requirements of The Town and Country Planning (Development Management Procedure) (England) Order 2015 for applications of this type to be accompanied by a Design and Access Statement.

The aims of the statement are to ensure design is integral to the creation of this development.

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.



## 2.0 Site Location and Context

The site subject to this application is located to the western edge of Athersley South, north of the town of Barnsley.

Historic mapping shows that the area originated as a rural landscape of enclosed fields and woodland known as Smithy Wood.

During the mid-19th century, the landscape underwent industrialisation, with the introduction of coal mines, canals, and railways. At this point the development site was partially occupied by East Gawber Hall Colliery, whilst Primrose Main Colliery was located a short distance south of the site.

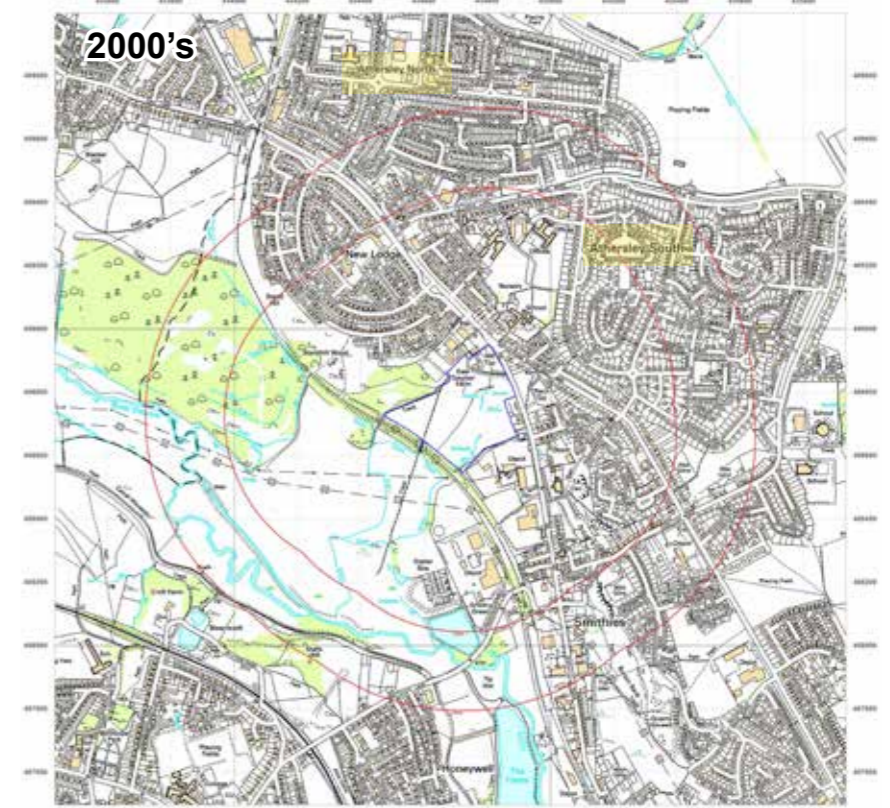
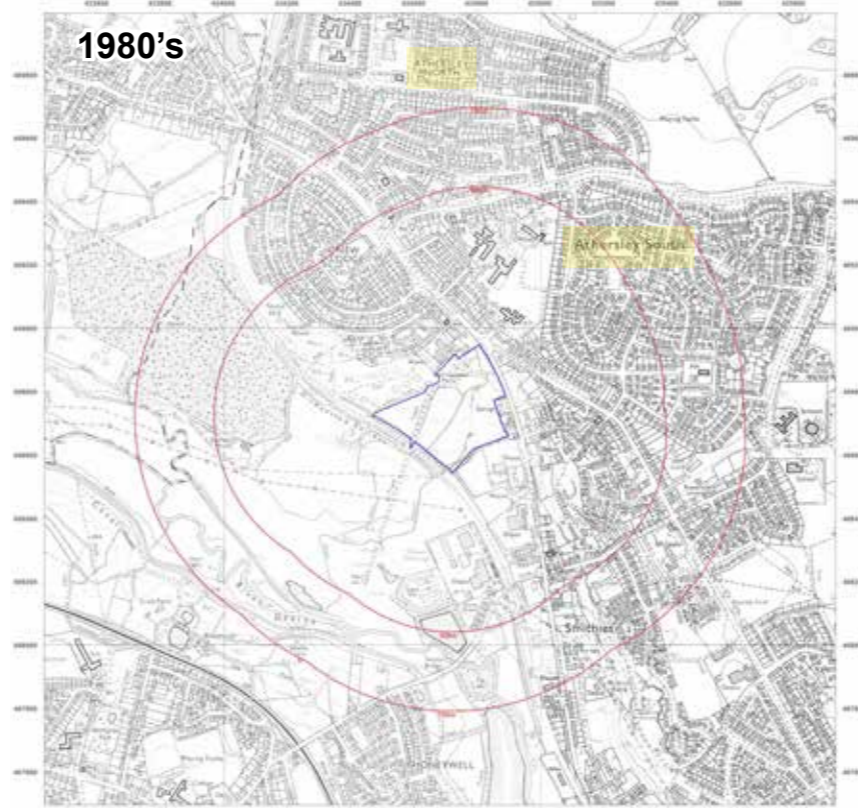
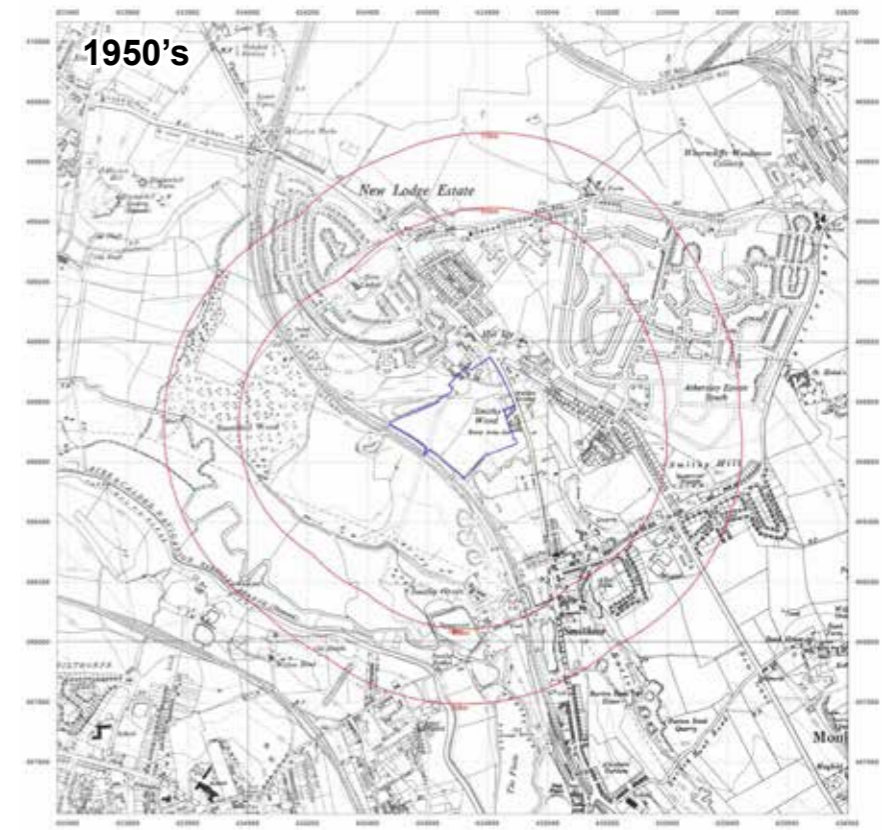
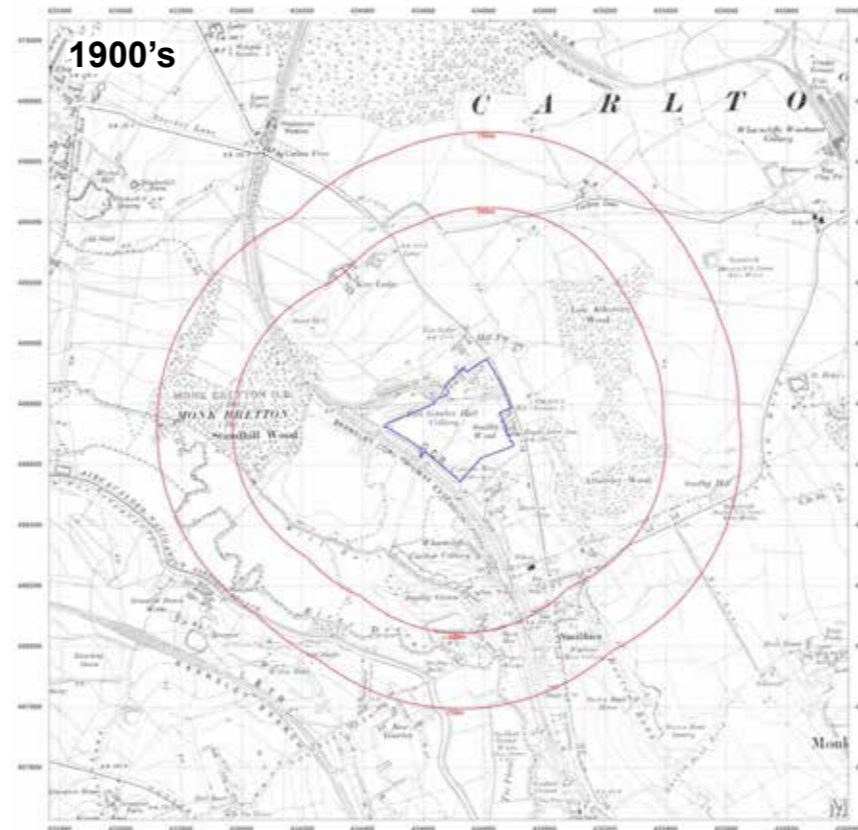
Both collieries were served by the Barnsley Coal Railway which ran to the southwest of the site.

With the closure of the mines during the twentieth century, and the construction of the New Lodge, Athersley South and Athersley North housing estates to the north, the landscape changed considerably.

The development site ceased to be associated with mining, and was instead used as grazing land. Adjacent land was then developed for commercial uses and the trees to the site's perimeter matured into substantial belts to form the landscape we have today.

Whilst little or nothing of the main East Gawber Hall Colliery site remains today, the embankment of the former railway remains as a public footpath and, to the south of this, the remains of the old fan shaft and fan house exist as a Scheduled Ancient Monument.

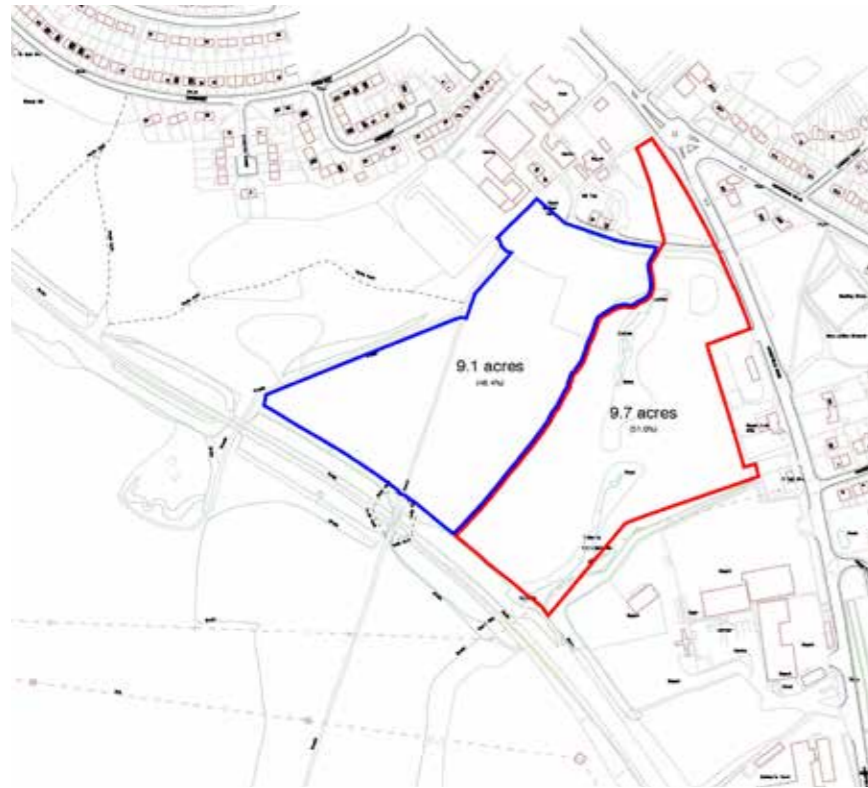
The historic maps opposite demonstrate this evolution:



## 2.1 Site Location and Context

The site currently lies within two ownerships and this is identified on the plan opposite.

The application however considers the site holistically.



- Harworth Estates Land
- Ellis Land



Red Line Application Boundary

## 2.2 Sustainability

The site lies in an area of housing and commercial uses where it is well served by shops, schools and community facilities. Barnsley town centre shops, leisure, jobs and the interchange are easily accessible by public transport from the site.

The map opposite provides an image of the local services. This includes schools, district centre, bus stops, doctors/dentists and other community facilities.

As the plan demonstrates, the site is within a highly sustainable location with a number of services being located within 800m of the site.

The closest bus stops are situated within 400m along Wakefield Road to the east of the site and provide regular services to Staincross, Athersley North and Barnsley Town Centre.

### KEY

#### MAIN ROADS

- A** A61 TO M1 NORTH
- B** A61 TO BARNSELY
- C** A628 TO M1 SOUTH

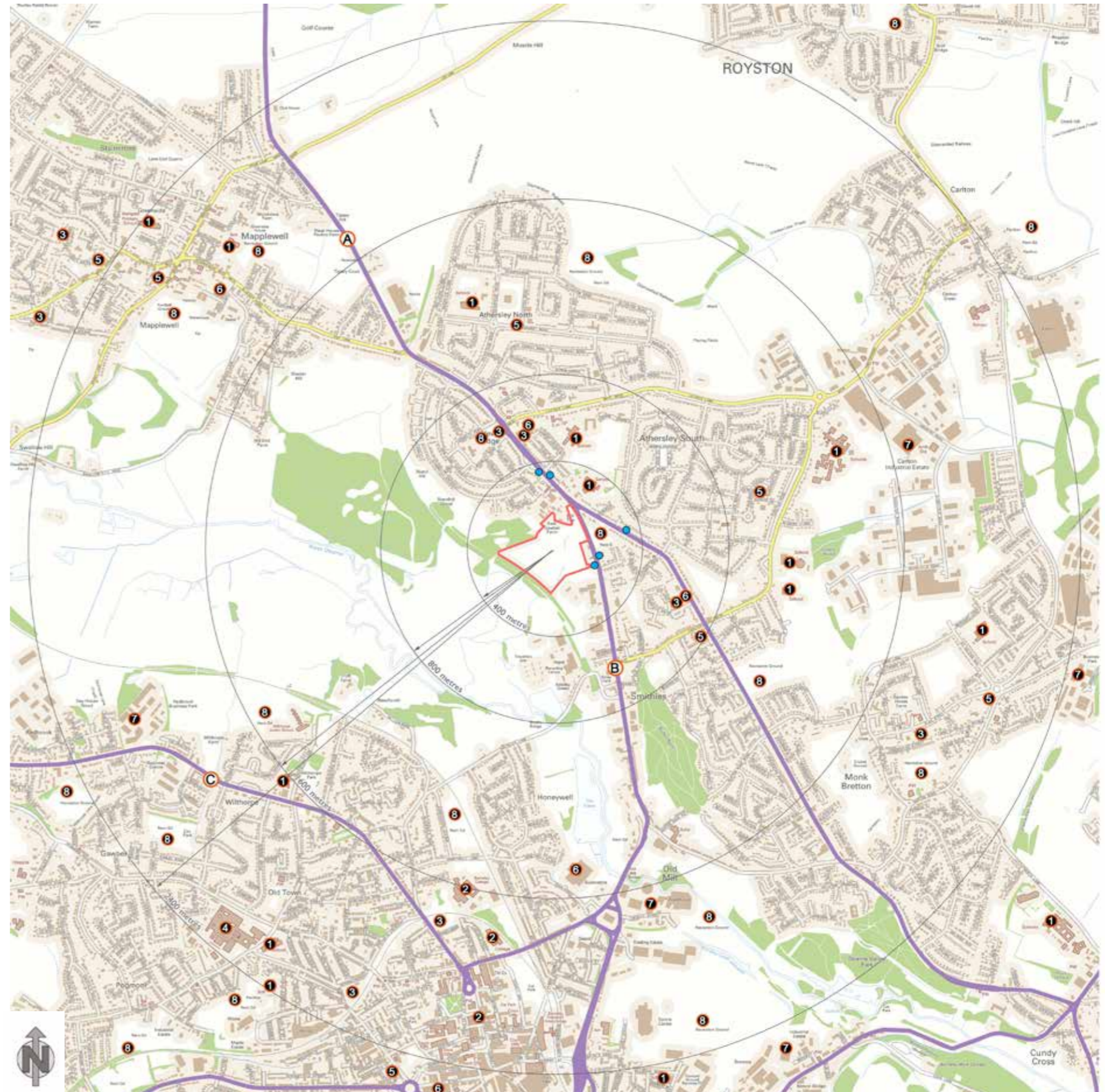
#### SECONDARY ROADS

#### BUS SERVICES

- 1** BARNSELY - MAPPLEWELL - STAINCROSS
- 11** BARNSELY - ATHERSLEY NORTH
- 193** BARNSELY - MONK BRETTON - ROYSTON - WA

#### BUS STOPS

- 1** SCHOOLS
- 2** HIGHER EDUCATION
- 3** DOCTORS SURGERY / MEDICAL CENTRE
- 4** HOSPITAL
- 5** CONVENIENCE SHOP
- 6** SUPERMARKET
- 7** BUSINESS / INDUSTRIAL / RETAIL PARK
- 8** RECREATION GROUNDS



## 2.3 Planning Position

Barnsley Council's development plan (2000) recognised the potential for housing at this site in the future, safeguarding it for future development.

The current draft Local Plan Publication Draft 2016 provides local planning policy for the future development of Barnsley up to the year 2033. The application site is included within this document as a site for housing development. This is identified opposite. The policy text to accompany this allocation is also provided below:

Site H42 Land west of Wakefield Road Indicative number of dwellings 246

The development will be expected to:-

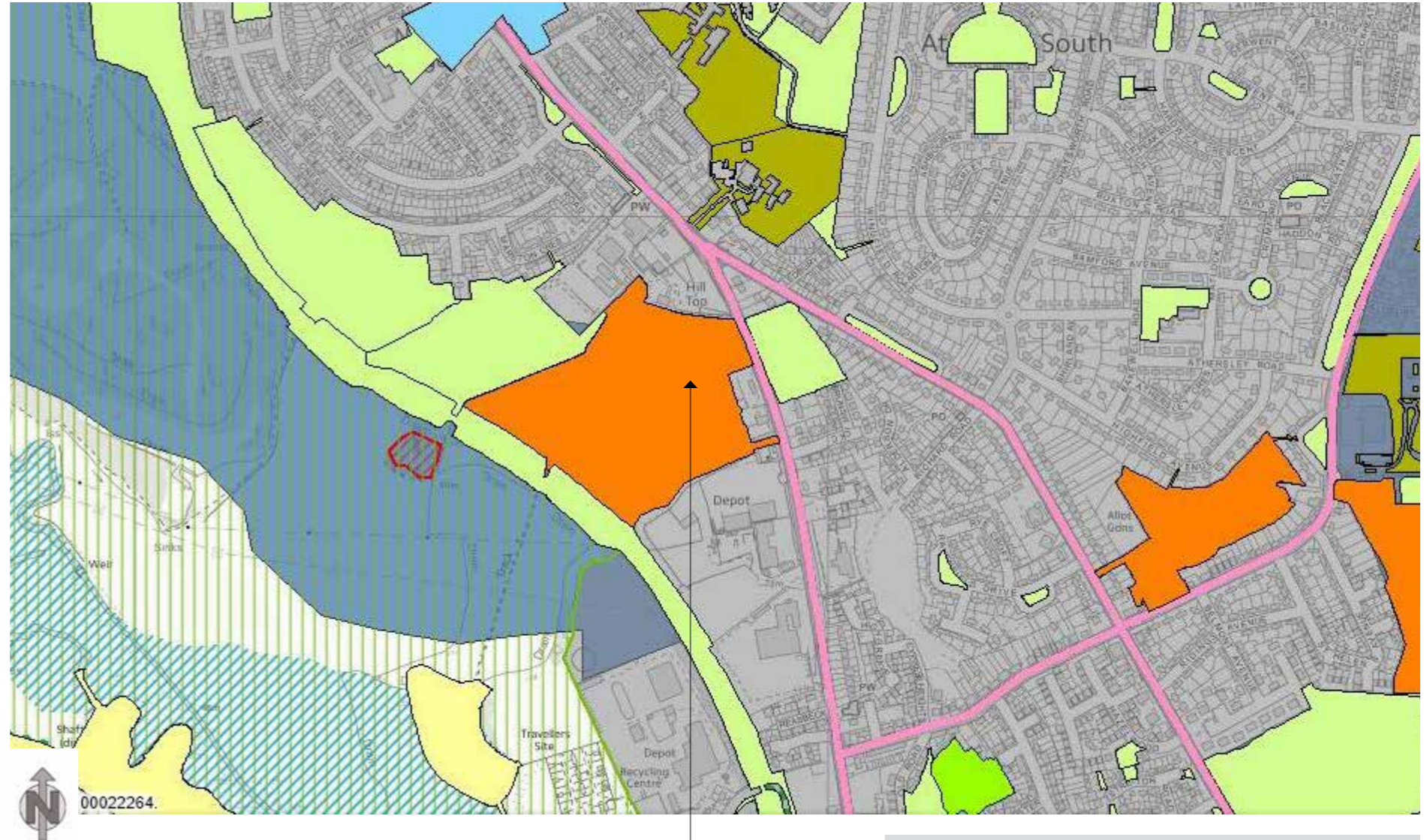
- Be accompanied by plans for the improvement, protection and maintenance of the adjacent Scheduled Ancient Monument known as East Gawber Hall Colliery Fanhouse and its setting. Development of the site will not take place until details are submitted to the authority and approved in writing by for maintenance of the monument.
- Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains

An assessment of the significance of the remains

Consideration of how the remains would be affected by the proposed development.

- Retain, buffer and manage all hedgerows plus the scrubland/swamp in the depression



**Site Name:**  
Site West of Wakefield Road  
**Site Reference:** H42

**Settlement**  
**Site Name:** Urban Barnsley  
**Policy Description:** Area showing the extent of Urban Barnsley and the Principal Towns

## 2.4 Local Context and Character

This section of the Design and Access Statement reviews the existing built form within the locality as a means of establishing the positive design features which should be taken forward as part of this development. A review of the immediate surroundings and slightly wider context has been undertaken.

### Settlement Form

- Two areas of the settlement being split between Athersley North and Athersley South.
- Urban form comprises of a mix of small terraced and semi-detached predominantly though some detached forms are present on newer developments particularly within Athersley South. Regular build lines and spaces between the built form can be seen though this regularity is lost in newer, higher density developments. Garden sizes vary.
- Dwellings are predominantly 2 storeys in height however there are some bungalows and also some newer 3 storey developments are present.

### Materials

- Common building materials are predominantly brick and render. Some re-development has taken place particularly in Athersley North as demonstrated. This further varies materials with grey fenestration and also introduces solar panels to the roofs.
- Grey / red tiles.

### Landscape

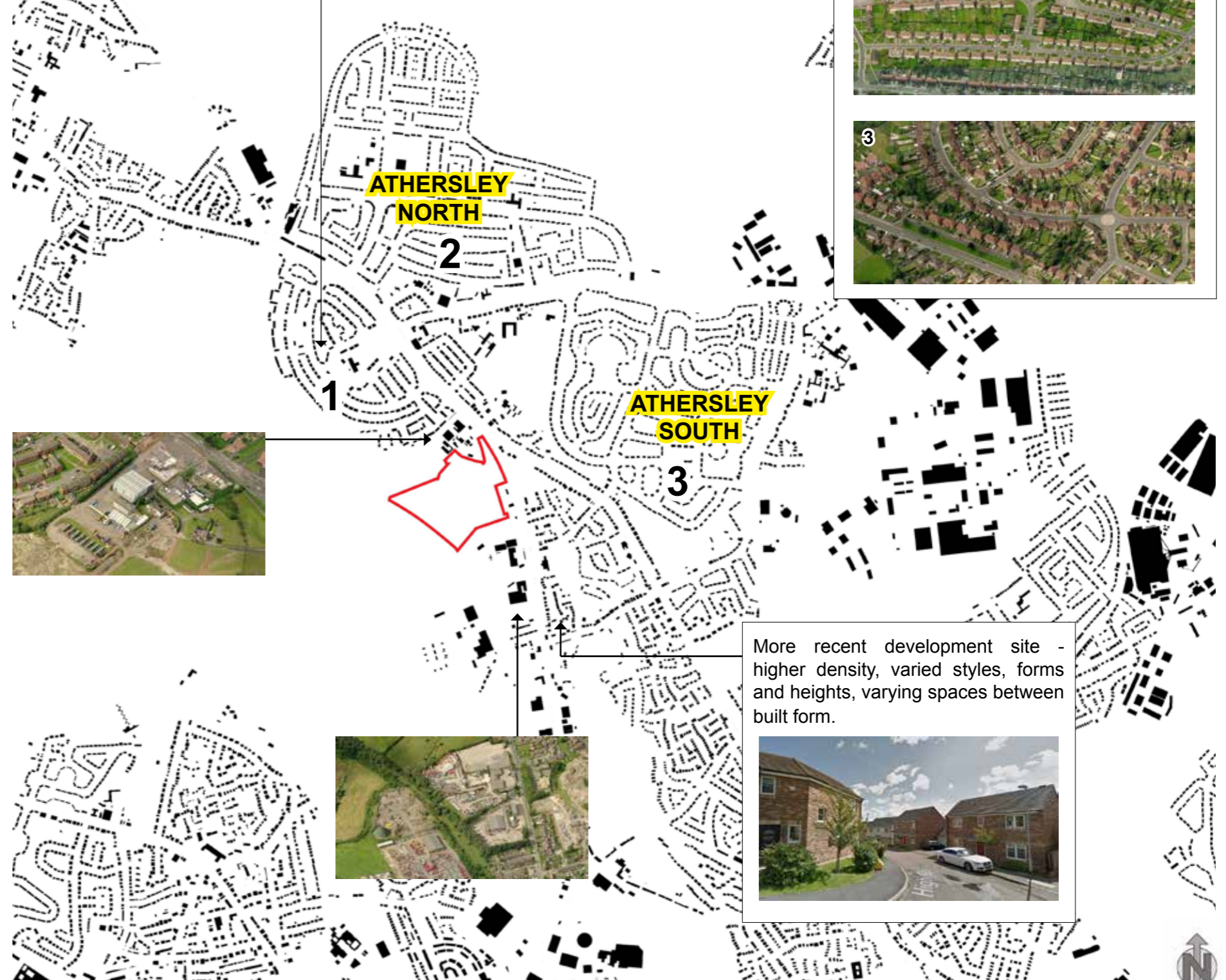
- Boundary treatments are important to the streetscene enclosed by low boundary walls or railings. Newer developments however show no definitive boundary treatment to the fronts of dwellings.
- Green spaces of various sizes are integral components of the settlement's identity with pockets of open spaces being present within the built form particularly in Athersley North.

### Car Parking Solutions

- Existing parking solutions include: on-street, drives and garages.

### Architectural Styles and Features

- Simple architectural features though there are some variety in detailing such as window surrounds, facing material, brick detailing, single bays .
- Eaves detailing is generally simple and in keeping with the primary construction of the dwellings.
- Chimneys are common features and roofs are generally hipped though these common features are removed on redeveloped areas with the replacements having gable roofs and no chimneys.



## 2.5 Technical Considerations of the Site

### Ground Conditions

Harworth recognises that the site is located within an area which may be affected by former coal mining activities, and has taken this into account in the proposed development layout. Desk top investigations indicate that any risk from contamination or ground gas is likely to be low.

A full intrusive site investigation has been carried out to inform suitable foundation design and to confirm the presence of any contamination on the site, which would then be made safe as part of the development.

### Landscape Trees and Ecology

The site is a small area of grazing land surrounded by urban development of housing and commercial uses. The lower parts of the site are screened to the southeast and southwest by belts of mature trees and a former railway embankment, whilst there are open views across the site and beyond from Wakefield Road to the north. Within the site there is an outgrown mature hedgerow and some scattered trees.

As housing development will unavoidably result in the loss of the grazing land, including the outgrown hedgerow within the site, the impact of this is to be mitigated by the creation of areas of public open space allowing the retention of scattered trees where possible, preservation of the boundary tree belts and new tree or hedgerow planting within the development. The appearance of the development will soften as the planting matures, whilst some views across the valley from the north of the site will remain.

Ecological surveys have been undertaken to assess the habitats and species present within the site. Whilst some surveys are on-going, emerging findings are that the ecological value of the site is primarily associated with the boundary scrub and hedgerows, which provide habitat for bats and birds. There is no indication of protected amphibian species present at the pond or stream within the site.

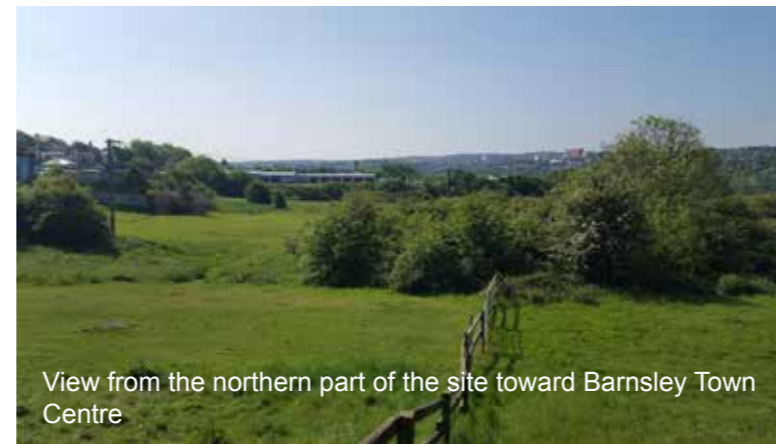
The results of the ecological surveys will be used to inform the planning application and also to guide ecological enhancement measures within and around the site. Careful planning at the design stage of the development has included for the enhancement of retained habitat and the creation of new and ecologically diverse habitats, particularly at the boundaries of the site. Habitat creation and enhancement will increase biodiversity and provide functional links between the site and wider countryside.



Farmland in wider Dearne Valley which is separated from the site by the wooded embankment to the disused railway line



Public footpath along disused railway line to the southwest of site



View from the northern part of the site toward Barnsley Town Centre



Land in site which may form area of open space.

### Drainage

A thorough assessment of any flood risk posed to the site from rivers, surface water, groundwater and local drainage infrastructure has been carried out. This indicates that the site is not at risk of flooding, and that the development will not increase the flood risk to surrounding areas.

Surface water run-off from the development will be held either within new ponds along the southern boundary, or in underground tanks, before draining into an existing watercourse south of the site. The flow rates will be limited to those of greenfield land, with a reduction in flows for the more severe storms, thereby improving upon the current situation.

### Archaeology and Built Heritage

A detailed historic environment assessment has been undertaken to determine the likely effects of the proposed development on archaeology and built heritage. The former extent of East Gawber Hall Colliery is partially within the development site boundary. No above ground evidence of the colliery survives, but the assessment will determine the likely effects on any associated below ground archaeology and propose methods, if needed, to mitigate any impacts on buried archaeology within the development site boundary.

There is one Scheduled Monument within close proximity to the development site, East Gawber Hall Colliery Fanhouse. The setting of the monument includes its association with the former colliery site. As there is no visibility between the monument and the development site, given the belt of mature trees and disused railway embankment in between, it is not anticipated that the development will have any significant effect on the monument.

### Noise and Air Quality

Both attended and long term noise surveys have been undertaken to establish noise levels at the site from road traffic and nearby employment uses. The analysis of the survey results has fed into the illustrative scheme design and established that the site is suitable residential use in terms of noise.

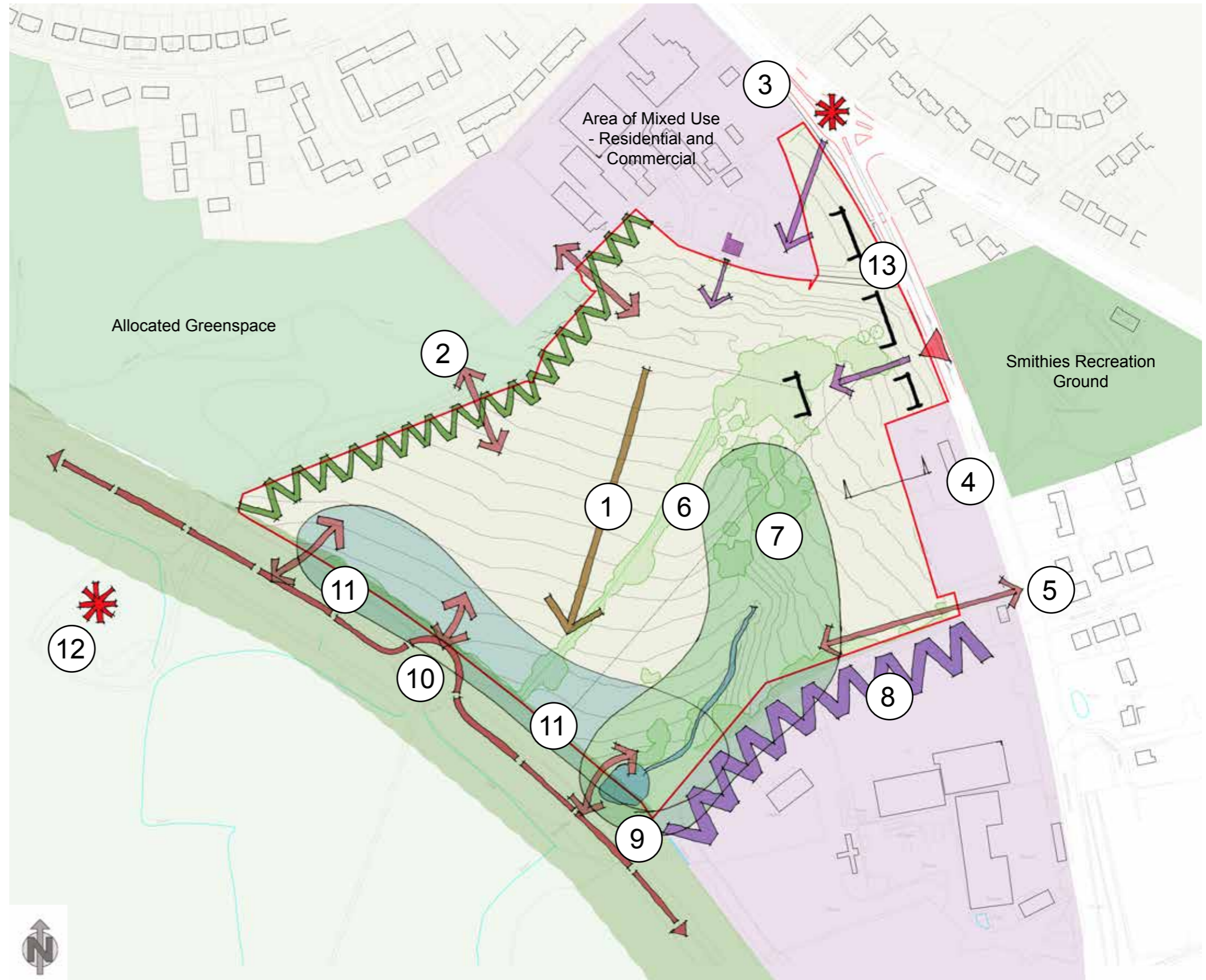
Given the scale of development proposed, there is not anticipated to any significant impact on air quality resulting from vehicle emissions. The sustainable travel measures will further serve to reduce emissions as well as congestion.

Potential noise, vibration and dust impacts during construction works will be controlled through the adoption of standard 'Best Practice' techniques, including the restriction of working hours, to be adopted by the Contractor in agreement with the Local Planning Authority.



## 2.4.1 Design Opportunities and Constraints

- ① South facing slope of typical gradient 1:15. Opportunity to maximise solar gain by running streets and built form along contours
- ② Opportunity to provide pedestrian links into allocated greenspace area
- ③ Consider retaining views across valley from key junction
- ④ Car wash & car sales at higher level on site boundary, consider potential noise impact and visual intrusion on development
- ⑤ Potential pedestrian link to Wakefield Road (subject to 3rd party land). Would create a direct pedestrian route between Wakefield road and the public footpath on the railway embankment
- ⑥ Central hedgerow: An outgrown hawthorn hedgerow extends across the centre of the site. The line of the hedge, through the centre of the most suitable development area represents a significant constraint to the efficient development of the site for housing. Consider potential removal and replacement planting.
- ⑦ Valley landform area containing small watercourse and scrub vegetation. Opportunity to retain as an ecological corridor and functional greenspace.
- ⑧ Adjacent commercial uses including bus depot and plant hire are likely to create noise constraint. Consider use of open space as a buffer and orientation of built form to create an acoustic barrier.
- ⑨ Area of standing water forming pond, possibly due to a blocked culvert under former railway
- ⑩ Potential links to public right of way on former railway line
- ⑪ Optimum location for surface water storage in lowest part of the site with outfall to culvert under railway embankment
- ⑫ Fan Shaft, scheduled ancient monument. Not visible from site, potential impacts to be considered
- ⑬ Access retained to existing dwellings via private drive



### 3.0 Design Evolution - Concept Diagram

- ① Amenity greenspace to retain views from key junction
- ② Avenue entrance with focal stop building
- ③ South facing curved development cells maximising the south facing aspect with views over the valley towards the town centre
- ④ Naturalistic greenspace wrapping around the south and west of the residential area retaining existing features, providing play and recreation space and surface water attenuation
- ⑤ Pedestrian permeability to neighbouring greenspace and public right of way



### 3.1 Design Evolution - Initial Masterplan

Based upon the site's opportunities and constraints assessment, the masterplan opposite was developed.

The indicative masterplan as shown would include:

- Up to 250 family houses, needed to support Barnsley's growing population and economy
- Housing types anticipated include 2, 3 and 4 bedroom properties in a mix of detached, semi detached and small terrace forms. There is also the possibility for a small number of bungalows or flats. What type of housing and facilities do you think are most needed in this area?
- Public open space and play space
- Tree planting and landscaping
- Public footpath links
- Sustainable drainage
- Access from Wakefield Road



## 3.2 Design Evolution - Consultation

Localism is transforming the way in which we secure planning permission. At the heart of the design process should be effective and meaningful engagement with local residents, elected members, and other interested parties.

The Applicant has identified the importance of Localism. This was an integral element of the project brief – to engage with and enable local residents in the aspirations for the site.

As part of the consultation with the wider community of Athersley, consultation has been undertaken and is reflected in the outline planning proposals.

The following engagement objectives were identified:

- To determine stakeholder aspirations for the site;
- To provide members of the local community with an opportunity to discuss the proposals with the team;
- To understand the community's view regarding the site;
- To understand the community's concerns and issues regarding the development of the site; and,
- To inform the local community about the development proposals for the site.

Members of the local community were invited to attend an exhibition on Wednesday 12th July 2017 between 4.30pm and 7.30pm at St Helen's Church Hall, Laithes Lane. The presentation material and photograph from the event is provided below and opposite.



The event was well attended and well received it provided a valuable insight to the team and helped highlight possible issues.

Please refer to the Planning Statement prepared by Cushman and Wakefield which accompanies this planning submission for more details on this consultation. The following pages however identify the concerns raised towards the designs and how that has helped to evolve the scheme.

### 3.2.1 Design Evolution - Consultation Continued

A series of questions were asked of attendees at the consultation event and from these, the following responses were obtained:

- The main issues of importance to local people are traffic and access to local services; in particular a shortage of school places.
- The second most important issues are protection/provision of trees and open space, and public transport.
- Provision of smaller homes (2-3 bed) and bungalows was seen as a lot more important than larger homes (4-5 bed).
- Discounted homes to buy (i.e. starter homes) was seen as slightly more important than social rented housing.
- Modern style was seen as more important than traditional style.
- The preferred name for a development was 'Primrose Park'

Although important, given this is an outline planning application, details in terms of dwelling style and size is a matter to be reserved and not considered at this stage. Consideration will however need to be given to those comments as part of any subsequent detailed application.

The design of the masterplan has carefully considered existing trees and open space and the indicative masterplan looks to retain those existing features.

One comment which was of importance in relation to the design at this stage related to the access to the development and an existing right of way for an existing resident.

This at the time was unknown and stresses the importance of undertaking community consultation. Upon further review it was determined that a right of access does indeed exist and the proposals are therefore amended opposite to address that requirement.



### 3.2.1 Consultation Continued

In light of the comments raised, the masterplan has been updated in order to facilitate this direct right of the way to the existing properties.

The inclusion of this new right of way has led to the re-location of the main access into the development, being located further south as indicated.

In addition, further detailed discussions with technical consultants have resulted in slight alterations to the sizes of the detention basins required on the site. This is demonstrated on the layout also.



## 4.0 Design Solution - Indicative Masterplan

The evolved masterplan as shown would include:

- Up to 250 family houses, needed to support Barnsley's growing population and economy
- Housing types anticipated include 2, 3 and 4 bedroom properties in a mix of detached, semi detached and small terrace forms. There is also the possibility for a small number of bungalows or flats. What type of housing and facilities do you think are most needed in this area?
- Public open space and play space
- Tree planting and landscaping
- Public footpath links
- Sustainable drainage
- Access from Wakefield Road



## 4.1 Amount of Development

This application seeks outline approval with means of access for residential development. In line with local and national guidance, it is a requirement to identify the amount of development being proposed. Although only at the outline stage, the land use plan demonstrates how the development would incorporate the following uses:

- Residential Development
- Public Open Space
- Structural Landscaping

The breakdown of indicative land uses on the site as demonstrated is as follows:

- Gross Area - 7.73 hectares / 19.10 acres
- Residential - 5.70 hectares / 14.10 acres
- Valley Open Space - 1.55 hectares / 3.82 acres
- Northern Buffer - 0.38 hectares / 0.94 acres
- Gateway Space and Areas - 0.10 hectares / 0.24 acres

The scheme will be developed at varying densities in different parts of the site with an overall density in the range of 35 units per hectares (gross based on 200 indicative capacity). The net density is dwellings per hectare.

### Indicative Housing Mix

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



## 4.2 Landscape Strategy

- 1 Northern Buffer**

Woodland buffer planting of approximately 10m in width providing a visual screening of the development and replacement for vegetation lost to facilitate development. Species to be a locally native mix which replicates surrounding hedgerows and woodlands.
- 2 Hedge & Tree Planting to site boundaries**

Native hedge planting to provide softening of the development and ecological connectivity to the perimeter of the site. Hedgerow trees to be strategically positioned to soften built form without blocking views across the valley.
- 3 Pocket Greenspace**

Amenity open space at the key junction of Wakefield Road and Rotherham Road. Retaining this area as open space will preserve open views of East Gawber Farm and glimpsed longer views over the valley.
- 4 Smithies Recreation Ground**

The existing recreation ground provides a valuable play and recreation resource with good access from the site.
- 5 Avenue Tree Planting to Wakefield Road**

Semi-mature standard tree planting is to be incorporated into the boundary with Wakefield Road to provide partial filtering of views and softening of the built frontage.
- 6 Site entrance Avenue**

A wider access route into the site lined with trees will provide a clearly legible, attractive entrance to the development
- 7 Valley Open Space**

The principal open space within the development site is centred on the existing valley landform, water course and scrub vegetation. The existing landscape features will be retained to create a naturalistic open space which extends along the south western boundary with the former railway embankment. Dwellings will overlook the space, connectivity will be provided by a network of surfaced footpaths.
- 8 Railway Embankment**

The wooded former railway embankment forms a strong landscape feature and a visual barrier to open land to the south west.
- 9 Allocated Greenspace**

This area of land which is currently in a neglected state could over time become a valued open space resource to the existing and new community. Two footpath links have been provided from the development site.



## 4.3 Edge Responses

The plan opposite identifies the key edges to the development site and sets out what we consider to be an appropriate treatment to those edges. This specifically relates to the following:

AA: Wakefield Road  
BB: Wakefield Road / Recreation Ground  
CC: Wakefield Road Boundary / Car Wash Site  
DD: South Eastern Boundary / Stagecoach Depot  
EE: South Eastern Boundary / Plant Hire Yard  
FF: South Western Boundary / Former Railway Embankment  
GG: North Western Boundary  
HH: Existing Dwellings 29 & 30 Wakefield Road

Although this section does relate to the specific edges of the development, it is also important that key high quality design principles are followed throughout the development as part of any detailed application.

- Buildings should be positioned to create focal points, which guide the visitor through the site and create visual stops. These could be emphasised with higher storey dwellings at key locations.
- Developing a clear distinction between public and private spaces avoiding confusion.

This could be achieved through careful landscape treatments and/or appropriate boundary treatments.

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

- 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.

- Careful material choice can also assist in creating a high quality legible environment.

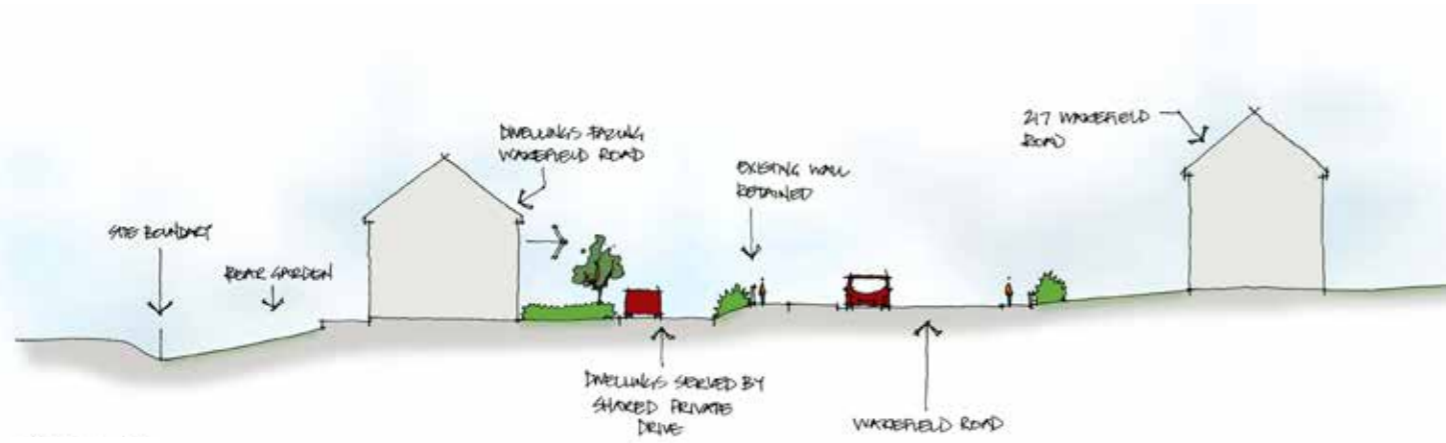
Illustrations shown are indicative only and are based on existing site levels. Detailed design including proposed levels will form part of a reserved matters submission.



### 4.3.1 Edge Responses

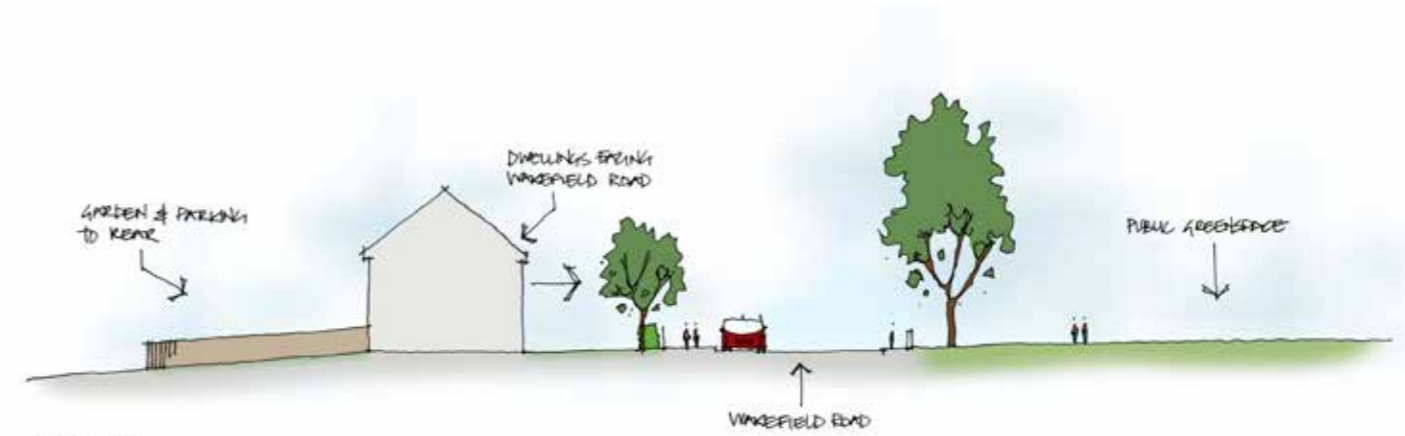
#### Edge Response AA: Wakefield Road

This section demonstrates the relationship between proposed dwellings to the west side of Wakefield road and the existing properties (specifically No. 217) to the east of Wakefield Road.



#### Edge Response BB: Wakefield Road / Recreation Ground

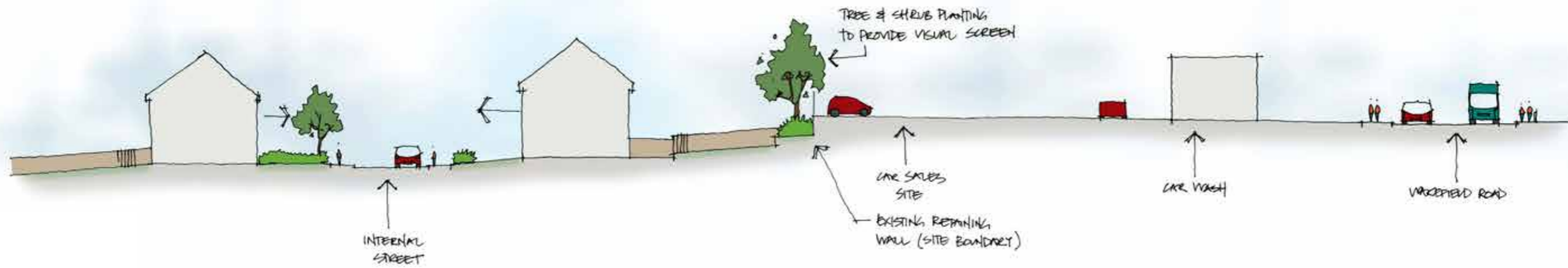
This section demonstrates the relationship between proposed dwellings to the west side of Wakefield road and Smithies Recreation Ground. Dwellings will help to provide surveillance over the space.



## 4.3 Edge Responses

### Edge Response CC: Wakefield Road Boundary / Car Wash Site

This section shows how the transition from adjacent commercial uses will be softened by boundary landscaping, creating private garden space and reducing visual intrusion.

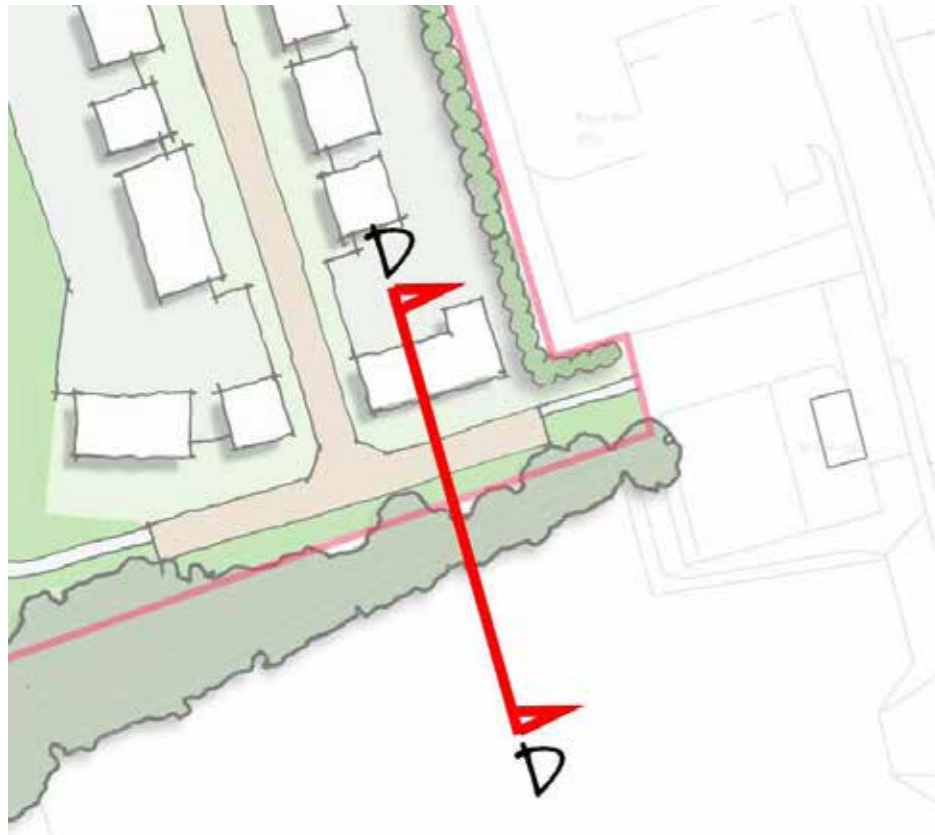
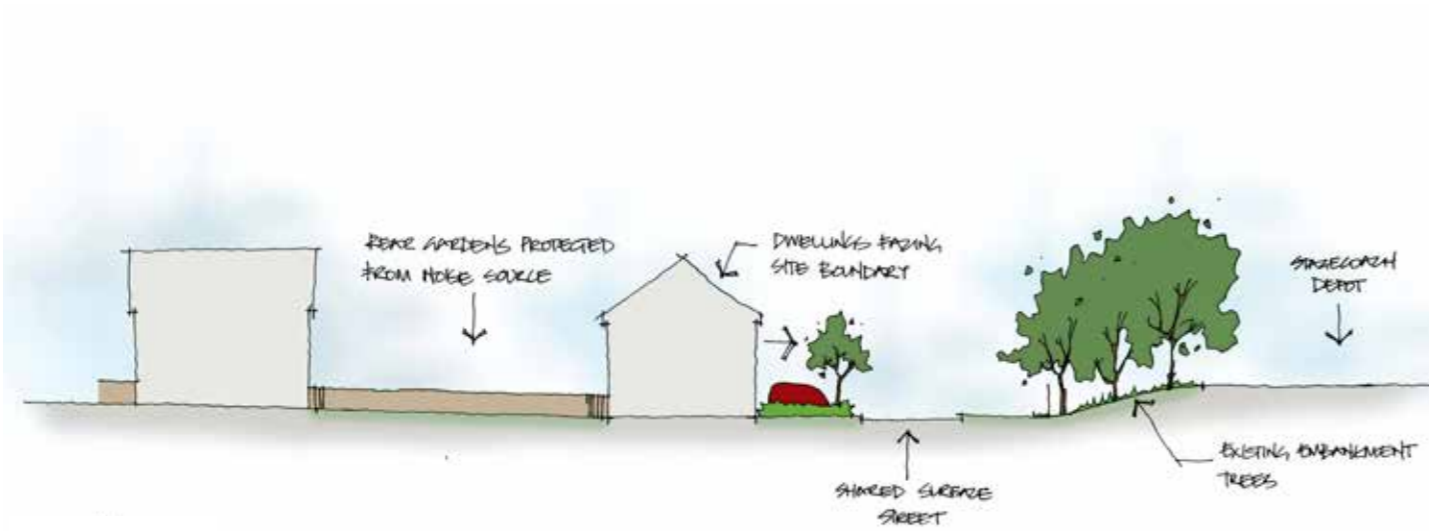


### 4.3.1 Edge Responses

#### Edge Response DD: South Eastern Boundary / Stagecoach Depot

The existing belt of trees will be retained on the south eastern boundary, providing good visual separation between residential and adjacent commercial uses.

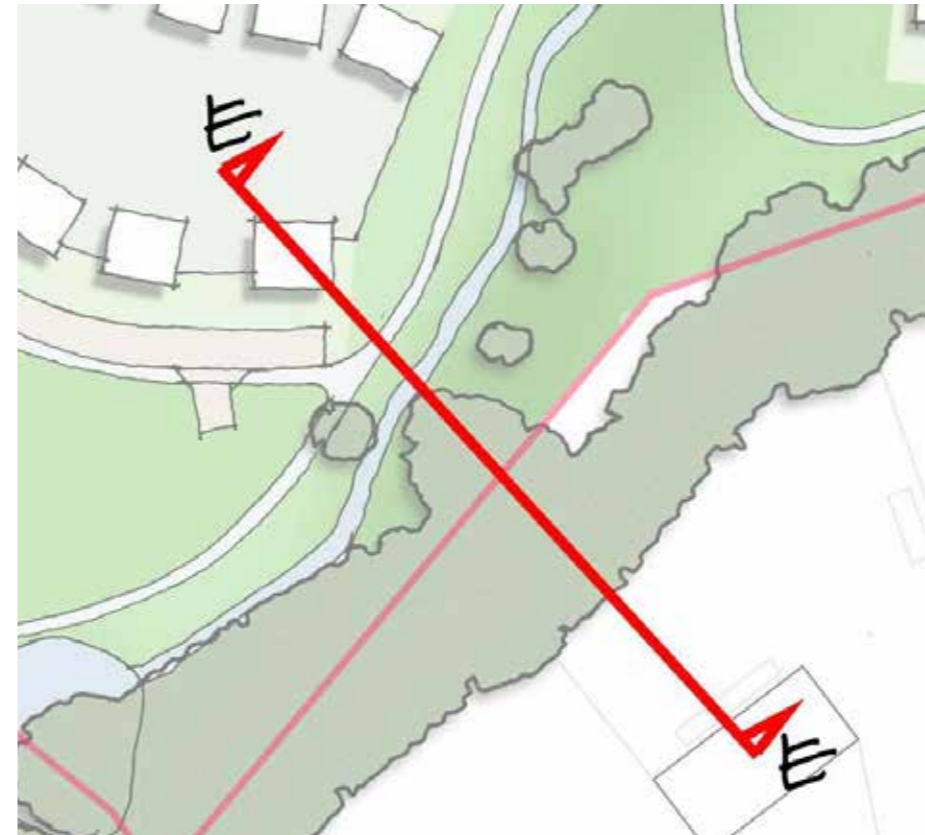
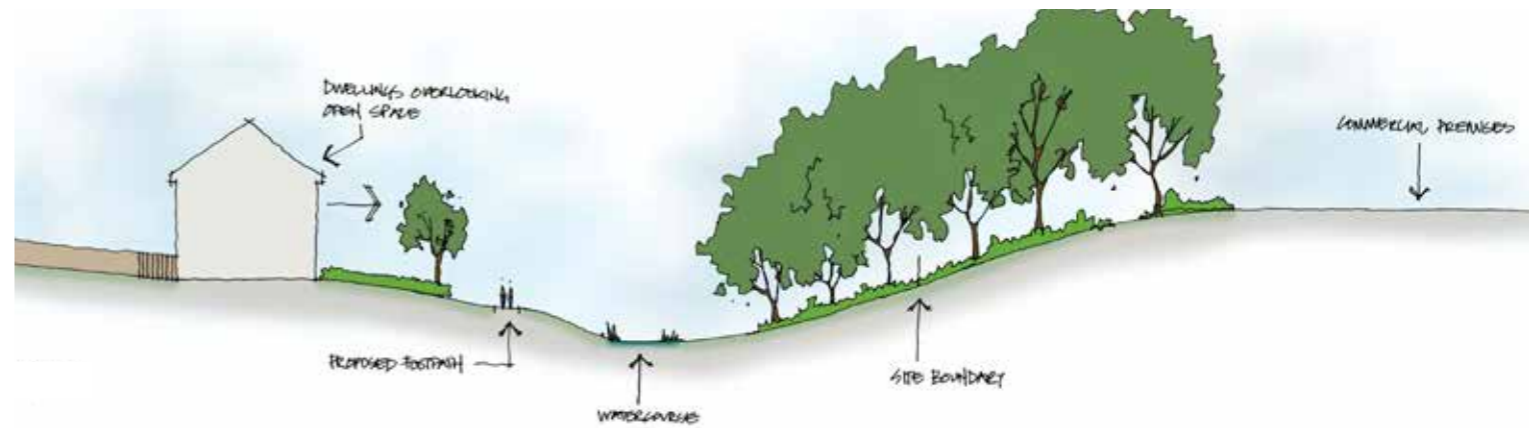
Dwellings are orientated to face the boundary so that rear gardens are protected from the potential source of noise.



#### Edge Response EE: South Eastern Boundary / Plant Hire Yard

As previously described the existing belt of trees will be retained on the south eastern boundary, providing good visual separation between residential and adjacent commercial uses.

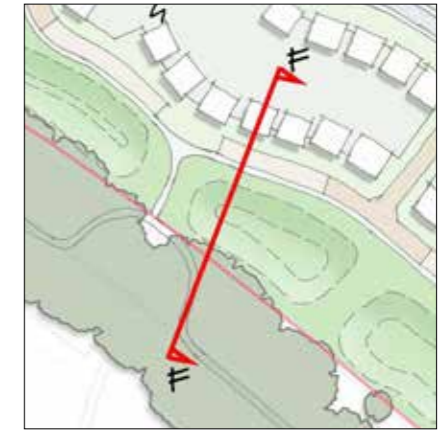
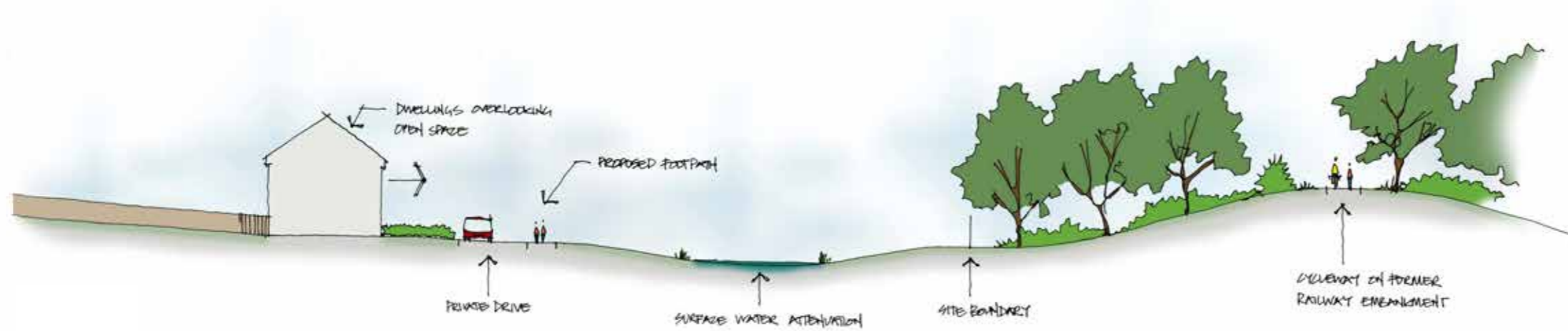
The Valley Open Space will provide separation of at least 35m (measured to the boundary).



## 4.3.2 Edge Responses

### Edge Response FF: South Western Boundary / Former Railway Embankment

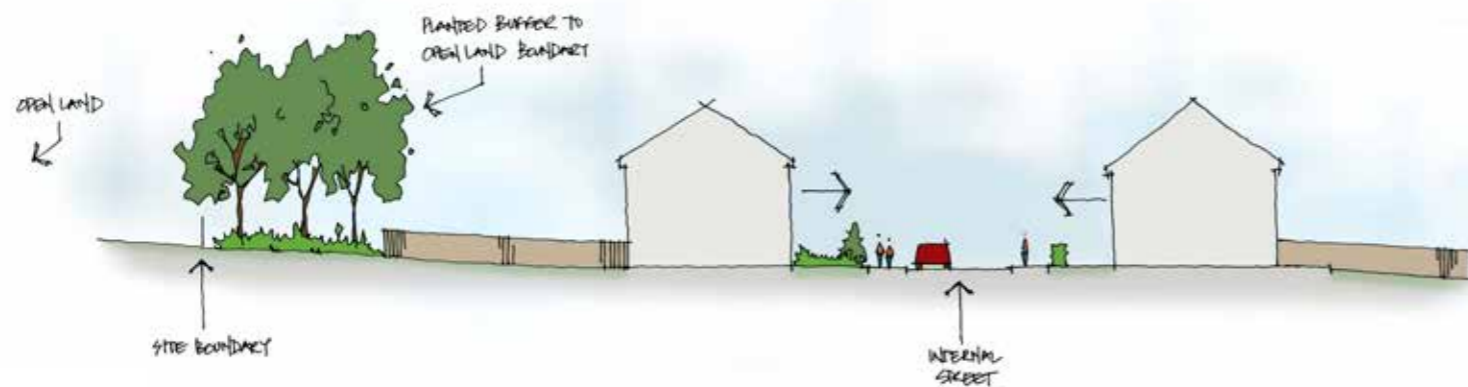
This section shows the soft edge of the development where it adjoins open land. The lowest part of the site is utilised for shallow surface water attenuation basins which will be attractive open spaces with mature trees to the south.



### Edge Response GG: North Western Boundary

Woodland buffer planting of approximately 10m in width will provide a visual screen between the development and allocated greenspace.

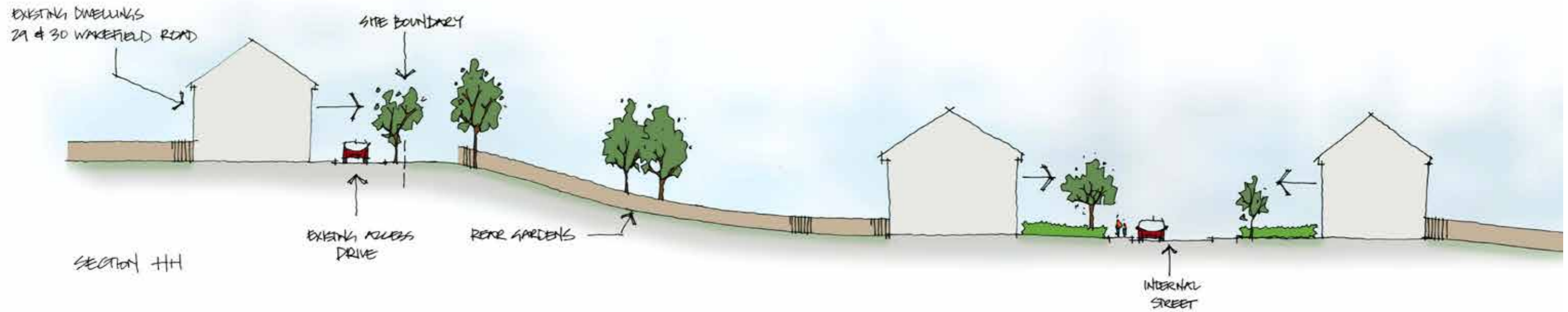
The buffer will also act as a replacement for vegetation lost to facilitate development. The Allocated Greenspace is currently in a neglected state could over time become a valued open space resource to the existing and new community.



### 4.3.3 Edge Responses

#### Edge Response HH: Existing Dwellings 29 & 30 Wakefield Road

Land falls away from the existing dwellings allowing some filtered long range views to be maintained between and over the proposed dwellings. The masterplan has located proposed dwellings sympathetically to provide generous separation distances between existing and proposed.



## 4.3.4 Scale and Appearance

In line with the aspirations of the National Planning Policy Framework, this section does not attempt to impose architectural styles or stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles, it simply provides examples of what could be acceptable through the Reserved Matters stages given the existing development within the locality.

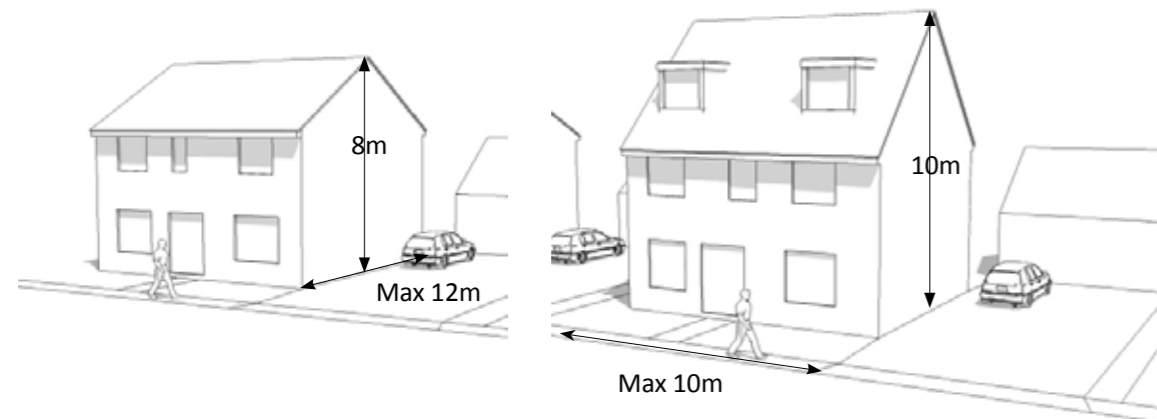
The following plans provide examples of the type of dwellings which would be considered appropriate as part of this development together with visual impressions of how the plots could be laid out including garden sizes, plot depths, parking solutions and set back distances.

It would be remiss at this stage to specify architectural styles for the dwelling design and this will comprise the detailed reserved matters. We would however recommend that regard is had to the character analysis in Section 3.0 and that key features which are prevalent in Athersley are incorporated. The proposed materials palette should again be developed with regard to the settlement.

**NOTE: ALL BLOCK STRUCTURES ARE FOR ILLUSTRATIVE PURPOSES ONLY**

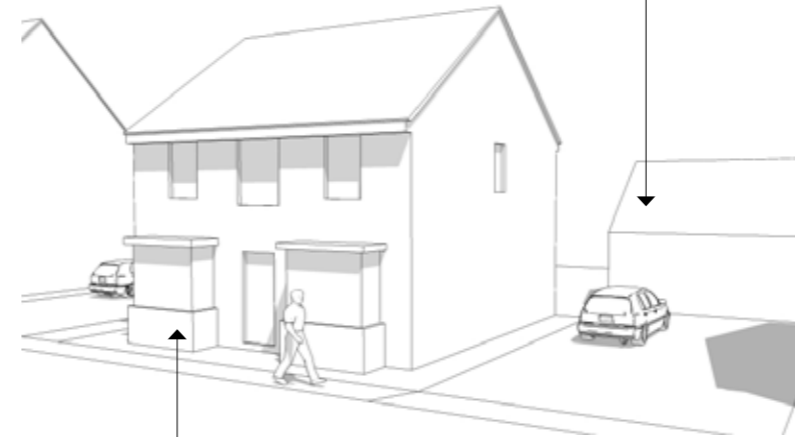
### DETACHED DWELLINGS

Detached is the predominant form identified within the illustrative layout - Mainly 2 storey with some higher 2.5 storeys at key locations to add interest and legibility



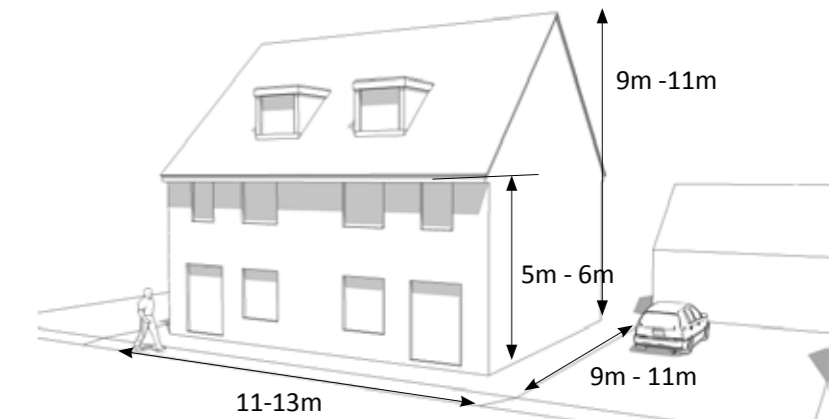
The blocks are generally set back from the street however the amount of this varies dependant upon the character being achieved.

These examples demonstrate wider spaces between the built form accommodating off street parking



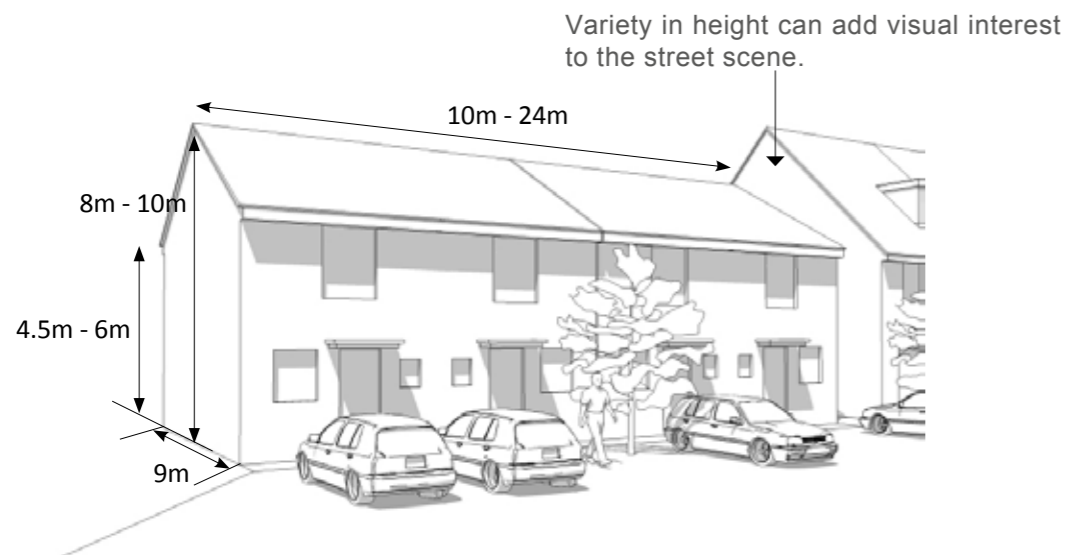
Additional features could be incorporated to key plots to add visual interest

### 2.5 STOREY SEMI DETACHED DWELLINGS

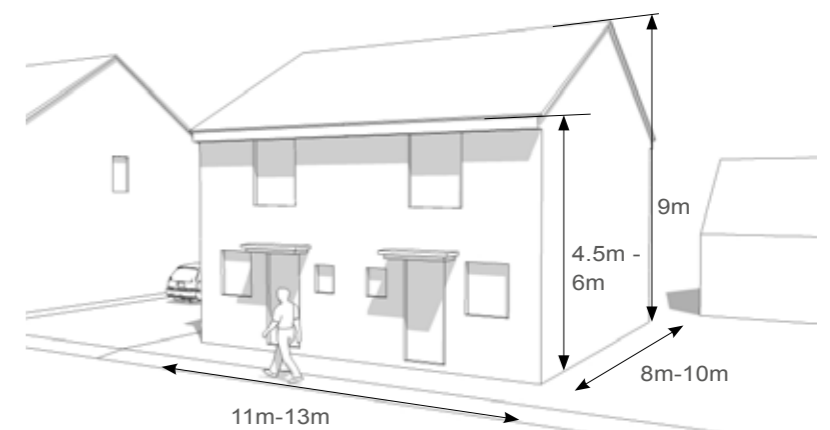


Parking can be either to the front or to the side dependant on the character being achieved to the street.

### 2 STOREY TERRACED DWELLINGS



### 2 STOREY SEMI DETACHED DWELLINGS



### 4.3.5 Scale and Appearance

The proposed scale of the development is a matter to be dealt with through the course of any Reserved Matters application however in line with The Town and Country (Development Management Procedure) (England) Order 2013, outline applications have to demonstrate clearly that the proposals have been properly considered in the light of relevant policies and the site's constraints and opportunities. Article 4 of the Order sets out the information required to be submitted with an application, and sets out the following:

Where scale is a reserved matter, the application for outline planning permission shall state the upper and lower limit for the height, width and length of each building included in the development proposed.

The general points to note are as follows:

- Careful consideration should be given to the siting of higher storey development.
- Higher storey development could be created to key positions such as focal stops creating visual interest and enhance the legibility of the scheme.
- A variety of storey heights within the site would provide visual interest to the development. The set back of the scheme by the use of private drives to Wakefield Road would help to assimilate the development to its surroundings.
- The presence of higher storey development to the centre of the site would not be detrimental visually or to any surrounding land uses.

● Key Focal Points - benefit from higher storey or change in material to define its key position.



## 4.4 Access and Movement

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

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

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

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

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

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

### Policy

At a national level, National Planning Policy Framework (March 2012) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.29).

Paragraph 32 requires that “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. “ Paragraph 39 states that a key tool will be a Travel Plan.

It directs that development should be located and designed (where practicable) to:

- Exploit opportunities for the use of sustainable transport modes
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

### Manual for Streets, 2007

Manual for Streets supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement.

MfS provides a clear framework for the use of local systems and procedures; it also identifies the tools available to ensure that growth and

change are planned for and managed in an integrated way.

MfS aims to assist in the creation of streets that:

- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design
- Form part of a well-connected network;
- Are attractive and have their own distinctive identity;
- Are cost-effective to construct and maintain; and
- Are safe.

### Site Circumstances

The local highway network will be subject to detailed capacity assessment including the following junctions

- Proposed Site Access
- Wakefield Road junctions with Laithes Lane, Rotherham Road, Carlton Road and Smithies Lane
- Carlton Road junction with Rotherham Road

Initial assessments suggest that the flow of traffic in the area can be improved by increasing their operational efficiency and timing of traffic lights on nearby roads. Harworth’s consultants are also investigating possible ways to improve the operation of the existing mini-roundabout that joins Wakefield Road and Rotherham Road.

To reduce the existing severance caused by Wakefield Road that is experienced by current residents, Harworth are supporting the introduction of a pelican crossing that will significantly improve journeys by foot, particularly those to the primary schools and the local shops/services. The exact location of this crossing and the detail of other improvements will be agreed through the planning process.

To promote sustainable travel from the development and minimise the impact of private car trips a Travel Plan will support the application and is expected to include the following measures:

- Personalised travel planning
- Accessibility plans for walking and cycling trips
- All properties will be provided with electric vehicle charging points
- All properties will be provided with appropriate cycle parking
- All properties to have high speed broadband to encourage home working.

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

The principles of an inclusive environment will be:

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

### Internal Access

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

This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc, are adhered to. Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice guidance on accessibility it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.

The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

### Approach to Building

The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself. Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and

## 4.4.1 Access and Movement

drop off points.

### Entrances

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

### Bin Storage and Collection

Providing convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight is essential in any residential development and further checks will be made with the local authority to determine exactly what space is required.

In order to establish a successful development

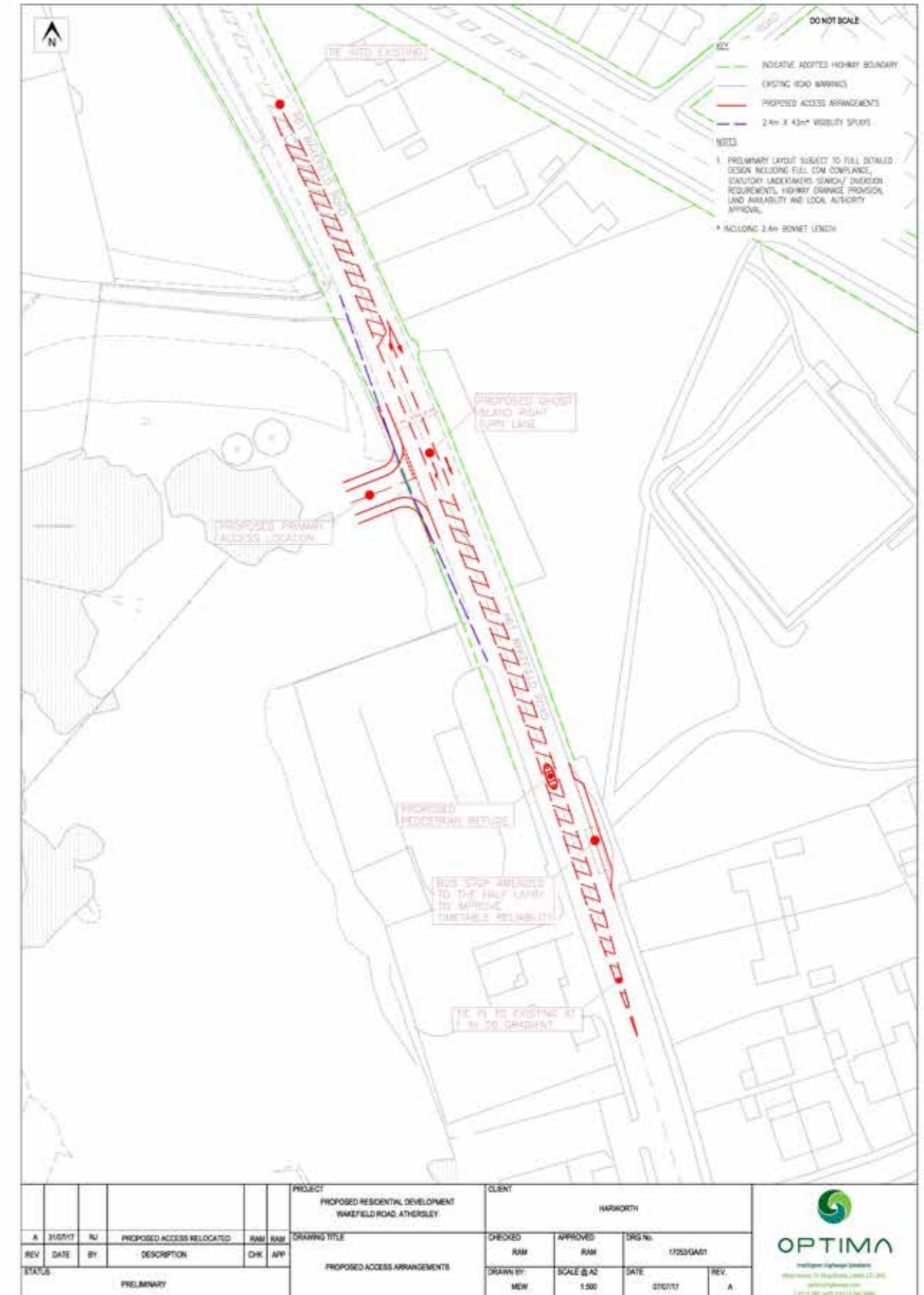
- The distance between storage areas and collection points should be minimised within the development.
- Where terraced housing is proposed, secure rear paths should be provided to the rear of properties allowing access to rear gardens for storage.
- Individual dwellings should have access to their garden to allow bins/ recycling to be stored safely in rear gardens.

### References:

Approved Document M, Access and Facilities for Disabled People.

BS 8300 Design of Buildings and their Approaches to Meet the Needs of Disabled.

NHBC Foundation - Avoiding rubbish design: providing for bin storage on new housing developments - NF60



## 4.5 Access and Movement

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.

### Primary Loop

This is the initial route into the development from Wakefield Road. Separate footpaths aid in safe pedestrian movement and the loop provides a permeable solution for entering and leaving the site.

### Secondary Route

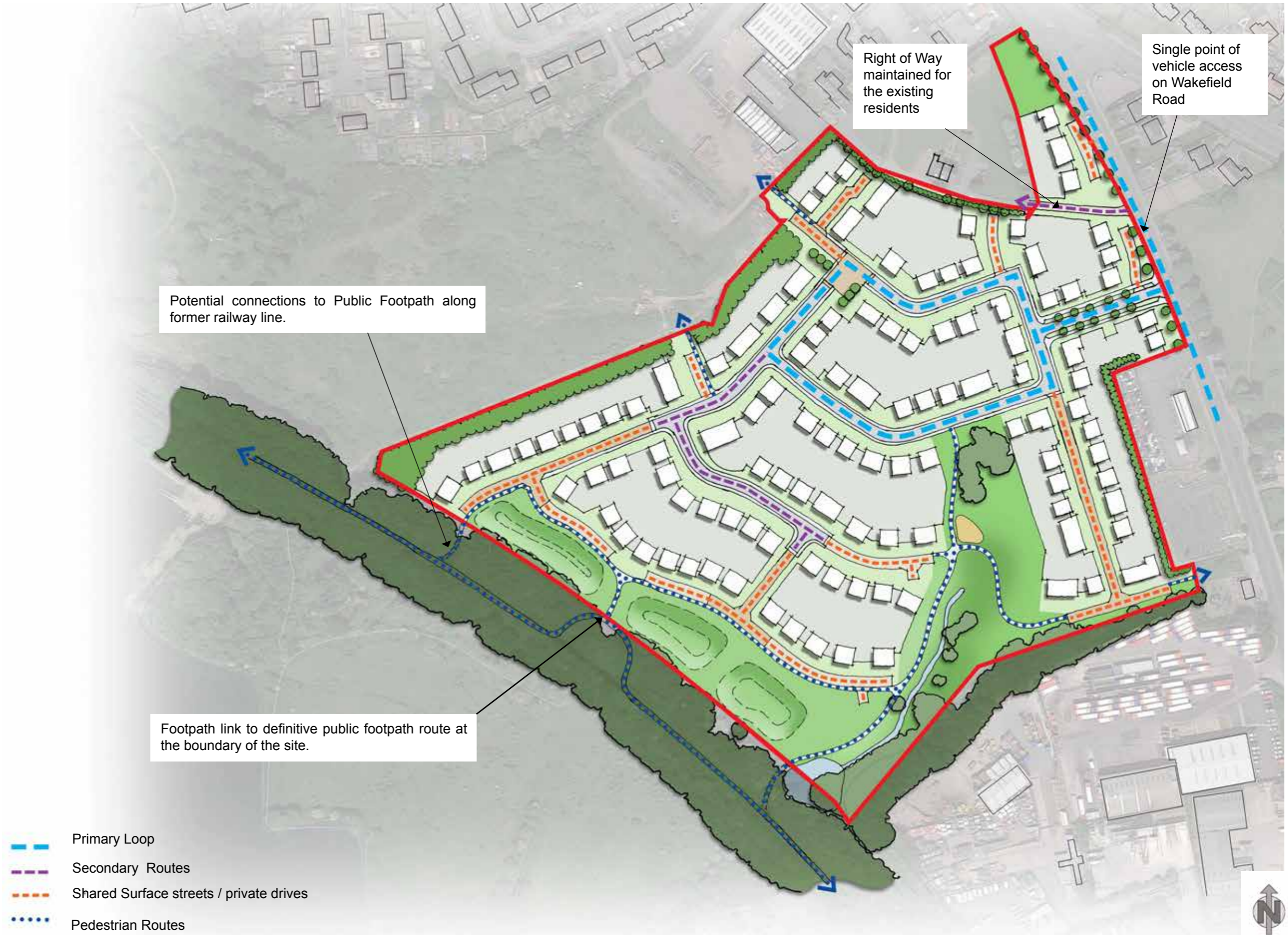
This route provides a connection from that initial loop taken from Wakefield Road. Traffic speeds would be greater along this route and therefore a segregation of pedestrians to the vehicle assists in the safe movement.

### Shared Surfaces

Shared surface streets are appropriate for relatively short stretches in locations with low to very low vehicle flows and speeds. All Shared Space are designed to encourage drivers to informally give priority to pedestrians. Given the length of shared surface adjacent the Highfield Spring round to Highfield Lane, traffic calming features are provided together with a change in surface material.

### Private Drives

Private drives are the lowest in the hierarchy of street types within the development serving no more than 5 properties.



## 4.6 Car Parking

Given that this is an application in outline form only, the specific parking solutions for the site cannot be determined. It is however noted that any detailed design on this site should be developed in accordance with the required local parking standards shown below.

A strategy for the provision of car parking within the masterplan should be 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 street, driveways and garages. 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. However, alternative parking solutions may be appropriate dependant upon the character of the street, types of building and landscape solutions.

This section therefore reviews the types of parking which would be considered appropriate.

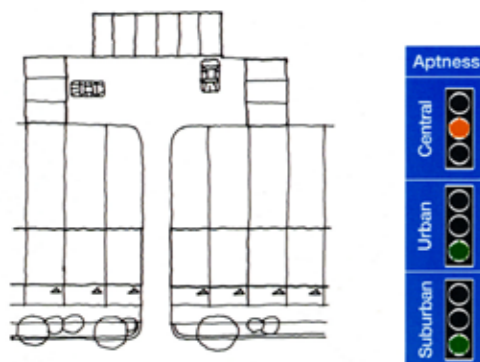
### Off Plot Parking

This solution is considered appropriate where on street parking is not ideal or where terraced development is provided.

All parking in blocks should be attractively and robustly landscaped and properly overlooked by the appropriate siting of dwellings and habitable rooms. The amount of parking would vary dependant upon the size of the properties being served.

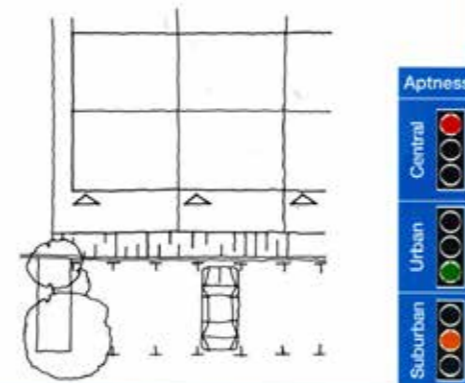
#### 7. Off plot: rear court

Grouped (often terraced) garages or hardstandings (marked or unmarked) around shared court, accessed between and located to rear. Court should serve no more than six homes.



#### 6. Off plot: front court

Marked or unmarked bays overlooked by fronts of homes partly enclosed by building/walls and within depth of pavement.



### Visitor Parking

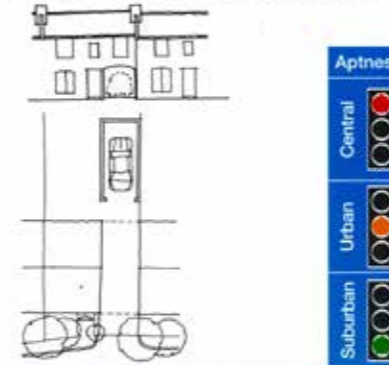
Visitor parking should be fully accommodated for within the development and the design of the streets should be done in a way which does not impede pedestrian movements by obstructing footpaths by the parking of vehicles.

### On Plot Parking

On plot parking provides a secure solution within residential layouts. This solution ensures that the cars are sited off street and ideally, on this site, situated to the rear or side of the dwelling. These solutions have the benefit of high levels of natural surveillance whilst taking the car away from the street.

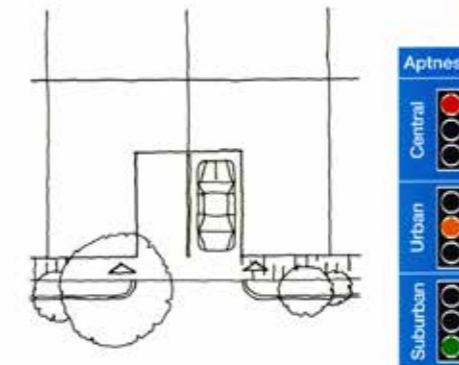
#### 17. On plot: cut out or drive through

Arch formed at street level allowing driveable access under first floor accommodation to hardstanding or garage at rear of plot. Cut out may be shared with neighbour if hardstandings or garages paired.



#### 20. On plot: hardstanding

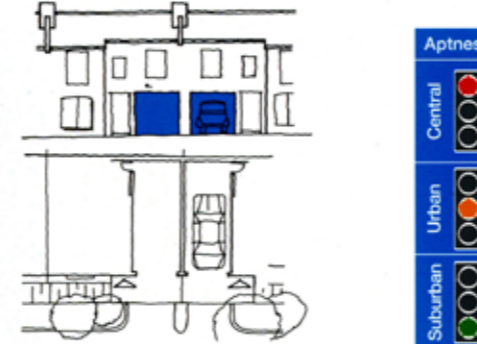
Uncovered parking area adjacent to side or front of house, may be paved or finished in material allowing grass to penetrate.



Similar to the on plot parking solution above, garages provide a secure off street parking solution and can be integral, detached or situated to the side as shown. Direct access can be provided from the garage to the property if integral or can be attached to neighbours garages also. Garage doors should be well designed and should not dominate the building façade.

#### 15. On plot: integral garage

Garage within footprint of house gives direct access to home, accommodation continues above or around. Risk of inactive street so best used with double-fronted bay windows for surveillance. Garage doors best placed close up to highway.



#### 21. On plot: detached garage

Garage is located to side of house giving indirect access to home. May be paired with neighbour.



## 5.0 Designing Out Crime

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In order to comply with the National Planning Policy Framework, developments should create safe and accessible environments where opportunities for crime are designed out.

Validation requirements for planning and other applications submitted under the Town and Country Acts, states that, in respect of Design and Access Statements, crime prevention is an aspect to consider in relevant circumstances and it will be at the discretion of the Local Planning Authority to determine whether the absence of any reference to this will invalidate a particular Design and Access Statement at the outset. In any event, such information may be relevant to consideration of the application and applicants are strongly encouraged to show how measures to prevent crime and disorder have been incorporated.

NPPF, paragraph 58 states that developments “should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.”

The application seeks outline planning approval for residential development and an indicative layout accompanies the submission.

As this section demonstrates, designing out crime has been an important element in the development of this scheme and as such, the measures and approaches taken forward in this detailed design in order to design out crime are outlined opposite.

- Proposed and existing footpath links within the site has been clearly and logically positioned to ensure surveillance and promote the use of these links.
- Parking solutions should vary as previously demonstrated in terms of driveways and garages and this principle should be taken forward as part of any detailed scheme. No matter what the solution, the majority should be located within the curtiage of the dwelling or in highly surveilled positions close to the properties they serve. This ensures secure spaces are created with high levels of natural surveillance and no casual access.
- Public and private spaces should be clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This could be achieved through a well-designed and sensitive landscaping scheme and change in material, or through the careful choice of boundary treatment which delineates the public from the private realm particularly to the dwellings fronting the public open space. This ensures the creation of a high quality and attractive environment. The use of higher treatments should be employed where the rear / side garden boundaries abut the highway to ensure privacy for future residents. The use of robust boundary treatments i.e 1800mm high fencing to the rear boundaries of dwellings with fencing or hedge planting sub-dividing plots ensures the creation of defensible space and achieves privacy for future residents.
- Rear gardens should generally be plotted against other rear gardens in order to minimise the possibility of unwanted access. Any rear access paths provided should be kept to a minimum and be provided with gates in order to prevent casual intrusion.
- The use of defensive planting within the scheme will help to minimise the impact of the development, maintain clear visibilities and allow natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.
- The proposed fenestration of the dwellings should respond to the street with outward facing development. Front doors should be clearly visible and located in a logical relationship to the accessible routes that serve them to ensure the creation of an active street scene. Gables should also be appropriately treated with windows to ensure surveillance and dual aspect dwellings employed at key corners. The plan above opposite demonstrates how this can be achieved at this site.

## 5.1 Designing Out Crime



## 6.0 Building for Life - Design Quality

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Building for Life promotes design excellence and celebrates best practice in the housebuilding industry.

Harworth Group are fully aware of good design practices and are committed to ensuring the development is in accordance with the new Building for Life document (Building for Life 12) in line with the National Planning Policy Framework.



As the initial assessment advises opposite, in our opinion the scheme is currently achieving a mix of green or amber lights when considered against the 12 criteria. Amber is afforded to the elements outside of the remit of this outline application. The explanations and principles established within this document would allow green lights to be achieved for all of those elements however this cannot be determined until the detailed application stage.

Under the new assessment system the LPA is encouraged to work with us in order to achieve as many green lights as possible, and to avoid any reds and we welcome those discussions through the course of the application.

These proposals will avoid any red lights and are fully capable of being further refined to deliver positively against all the new Building for Life test.

Given the application is only at outline stage, we recommend a further BfL 12 Assessment is undertaken and accompanies any future reserved matters application for those areas to ensure a high quality design is created.

### Integrating into the neighbourhood

#### 1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

#### 2 Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

#### 3 Public transport

Does the scheme have good access to public transport to help reduce car dependency?

#### 4 Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

### Creating a place

#### 5 Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

#### 6 Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

#### 7 Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

#### 8 Easy to find your way around

Is the scheme designed to make it easy to find your way around?

### Street & Home

#### 9 Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

#### 10 Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

#### 11 Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

#### 12 External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

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

## 1 Connections

The site is relatively well integrated into the surrounding area through the proposed pedestrian connections and green linkages. The connections to the existing rights of way is a positive contribution which will benefit both existing and proposed residents.

The masterplan demonstrates the site development responds positively to the site boundaries.

The principles of access to Wakefield Road for vehicles should be retained through the detailed design with a strong hierarchical approach as demonstrated.

The accompanying assessments demonstrate how the development can be accessed successfully without detriment to highway safety and overall it is considered that in terms of connections the proposal achieves a Green standard.

## 2 and 3. Facilities and Services and Public Transport

The site lies in an area of housing and commercial uses where it is well served by shops, schools and community facilities. Barnsley town centre shops, leisure, jobs and the interchange are easily accessible by public transport from the site.

The map on Page 8 of this document provides an image of the local services. This includes schools, district centre, bus stops, doctors/dentists and other community facilities.

As the plan demonstrates, the site is within a highly sustainable location with a number of services being located within 800m of the site.

The closest bus stops are situated within 400m along Wakefield Road to the east of the site and provide regular services to Staincross, Athersley North and Barnsley Town Centre.

## 4. Meeting Local Housing Requirements

This document identifies how this site should seek to provide a wide range of house types and accommodation mix with the provision of 1 to 5 bedroom properties whether they be detached, semi-detached or terraced forms. The promotion of a wide range of accommodation will inevitably offer a mix of tenure and price ranges. This is in accordance with pre-application discussions with the LPA through the pre-application process and in line with local and national aspirations.

However, given this is an outline planning application with the wider housing proposals being unknown at present, it is not clear that this will meet the housing demand for the area until the detailed stage so in this case it is felt an Amber standard with the potential for Green dependant on housing need at the time should be afforded.

## 5. Character

As already established within this statement, there are two areas of the settlement being split between Athersley North and Athersley South.

Urban form comprises of a mix of small terraced and semi-detached predominantly though some detached forms are present on newer developments particularly within Athersley South. Regular build lines and spaces between the built form can be seen though this regularity is lost in newer, higher density developments.

Dwellings are predominantly 2 storeys in height however there are some bungalows and also some newer 3 storey developments are present.

Dwellings exhibit simple architectural features though there are some variety in detailing such as window surrounds, facing material, brick detailing, single bays. Eaves detailing is generally simple and in keeping with the primary construction of the dwellings. Chimneys are common features and roofs are generally hipped though these common features are removed on redeveloped areas with the replacements having gable roofs and no chimneys.

Although this initial assessment has been undertaken it should be recognised that given the size and location of this site, there is the opportunity to create a scheme with its own character in terms of architectural styles and materials.

The context of the site in terms of existing features have driven the masterplan particularly to the edges of the development.

The masterplan is however illustrative at this stage and without knowledge of the specific houses or detailed layout, an amber standard could only be afforded at this stage. By following the design principles set out within this document however, a green standard could be achieved.

## 6. Working with the site

The indicative masterplan has sought to work with the existing features of the site including topography, retention of landscape and rights of way as well as features such as ecology, utilities and adjoining land uses.

The indicative layout seeks to retain the existing landscape features where possible and have utilised key features within the site to drive the masterplan. Examples include:

South facing slope and the gradients - streets and built form have been run along these so as to maximise solar gain.

Noise impact of car wash and car sales has been fully considered. Open space provided utilised as buffers and built form orientation considered.

Direct pedestrian linkages have been created to existing routes.

Ecological corridor created with functional greenspace along Valley landform area.

Surface water storage created to the lowest part of the site with outfall to culvert under railway embankment.

Access has been retained to existing residents.

Although only at the outline stage, the evolutionary process and resultant illustrative masterplan is specific to this site and its existing features. The principles established should be taken forward further into any future detailed elements.

This element is therefore afforded a green standard.

## 7. Creating well defined streets

## 6.1 Building for Life - Design Quality

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Although only at the outline stage, this document and the resultant illustrative masterplan sets out how a clear hierarchy of streets should be developed within the scheme with the connector streets, lower residential streets, shared space streets and private drives. The masterplan demonstrates good practice in terms of ensuring all streets are adequately framed through the siting of dwellings and enhanced by the addition of windows at key gables in order to assist in creating visual interest and additional surveillance to the street.

Given the detail is reserved for a later application, amber can only be assigned to this element of the assessment. Similar to others however this could be altered to green if the principles established within this document are fully taken forward.

### 8. Easy way to find your way around

The indicative masterplan demonstrates a hierarchy to development in terms of the structure and the creation of character areas.

A set of built form principles both in general and area specific have been established within this document which demonstrates how a legible environment can be created for users of the development.

This would be achieved in a number of ways as identified below: -

- Buildings should be positioned to create focal points, which guide the visitor through the site and create visual stops. These could be emphasised with higher storey dwellings at key locations.
- Developing a clear distinction between public and private spaces avoiding confusion. This could be achieved through careful landscape treatments and / or appropriate boundary treatments.
- Entrances to the properties should be located along the main elevations making it easier for residents and visitors to find their way around.
- 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.
- Careful material choice can also assist in creating a high quality legible environment.

Given the outline form, this is felt to be an Amber Standard given the lack of detailed proposals. If the above principles were taken forward there is the potential for a Green standard.

### 9. Streets for all

The proposed indicative hierarchy shown does work, and this will restrict speed and create pedestrian priority streets in accordance with Manual for Streets and in line with the aspirations of the Local Planning Authority.

The detailed design should seek to develop and expand the hierarchical approach with the detail to the buildings that turn corners and those that offer greater surveillance to the streetscene of importance.

Like other factors, this element can only be afforded an amber at this stage with the potential for Green through detailed design if the established principles are taken forward.

### 10. Car Parking

Greater detail is needed and this will form part of the detailed designs however as the established principles identify, the design should provide adequate parking in line with local requirements and look for solutions which

minimise the dominance of the parked car on the streetscene, particularly in key areas where development will be prominent. Given the lack of information available at this time we recommend an Amber status with the potential for this to be Green at the detailed stage.

### 11. Public and Private Spaces

A fully detailed landscape strategy has been established for the site which looks to create distinctive pockets of public spaces. These include the northern buffer, pocket greenspaces, Valley Open Space and Entrance Avenue.

Enhancing key connections from the built areas to these key spaces with high levels of surveillance ensures they are safe and secure and the established built form principles set out within this document to promote key frontages and landmark building will assist in framing these key public spaces.

All streets have been designed to have outward facing development which will ensure active frontages. As part of any detailed scheme, there should be a clear delineation of public and private spaces whether it be by a carefully designed landscape scheme or defined boundary treatment. This will ensure users of the development can clearly distinguish public from private land.

Higher treatments should be utilised where private gardens and public spaces meet to ensure defensible boundaries and privacy for future residents. Any rear access paths should also be provided with gates to prevent casual access to these spaces.

By taking these principles forward, a green standard could be achieved as part of any detailed application.

### 12. External Storage and amenity space

There is no information relating to external storage and amenity space given the application is in outline form. We would recommend however that any reserved matters application pay consideration to the following matters:

Bin and recycling storage should be provided within curtilage where possible and dedicated areas of hard standing should be provided, particularly on collection day to avoid obstruction of pedestrian routes.

When providing garages, ensure that these have the ability to accommodate both a car and storage. Alternatively, direct access to rear garden areas to allow off storage away from the streetscene.

For longer terrace runs where rear access may not be achievable, bin storage facilities should be designed carefully into the streetscene to ensure this is not visually detrimental or cause amenity issues for future residents.

Cycle storage should be considered for dwellings which do not have a garage.

In light of this being an outline application, this element is afforded an Amber standard with the potential to achieve Green through the detailed design subject to the above principles being established.

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

## 7.0 Summary

Overall, this document has outlined the vision and framework for the development on land at Wakefield Road, Athersley. It defines the opportunities and constraints of this development site.

A suite of technical information accompanies this submission. The formulation of the masterplan has been an intuitive exercise whereby information has been gathered from the consultant team and this has been interpreted and plotted on the site. None of the technical reports identify any significant constraints that would prevent development.

The masterplan depicts the area of land needed to achieve the desired quantum of development in addition to open space, structural landscaping and sustainable drainage proposals.

This document and associated masterplan therefore demonstrates how a high quality development can be achieved and will meet the local authorities housing target and ambitions for the development of this site.

### **Development Summary**

#### **Gross Area**

7.73 hectares / 19.10 acres

#### **Indicative Number of dwellings:**

Upto 200 dwellings based on Nett area of 5.7 Ha

#### **Community Uses:**

Areas of public open space

Valley Open Space - 1.55 hectares / 3.82 acres

Northern Buffer - 0.38 hectares / 0.94 acres

Gateway Space and Areas - 0.10 hectares / 0.24 acres

#### **Indicative Bedroom Range:**

2, 3, 4, 5 bedroom properties

#### **Indicative Storey Heights:**

2 and limited 2.5 / 3 storeys

#### **Indicative Property Types:**

Detached, Semi Detached, Terraced



Harworth

**jr**p ARCHITECTURE  
PLANNING  
LANDSCAPE

 CUSHMAN &  
WAKEFIELD