

Design and Access Statement

HAY GREEN LANE, BIRDWELL, BARNSELY
JUNE 2022



AVANT
homes



Contents

1.0 - Introduction

2.0 - Site Context Analysis

- 2.1 Red Line Boundary and Site Ownership
- 2.2 The Site
- 2.3 Context Analysis – Immediate Context
- 2.4 Sustainability and Integration

3.0 - Design Evolution

- 3.1 Site Technical Considerations
- 3.2 Opportunities and Constraints
- 3.3 Design Evolution

4.0 – Design Proposal

- 4.1 Proposed Layout
- 4.2 Scale of Development
- 4.3 Landscape
- 4.4 Access
- 4.5 Movement Network
- 4.6 Car Parking Strategy

5.0 – Housing Range

- 5.1 Materiality
- 5.2 Appearance

6.0 – Design Quality

7.0 – Summary

1.0 Introduction

1.1 DOCUMENT INTRODUCTION

This Planning Design and Access Statement supports an Reserved Matters planning application for residential development on the allocated site known as Land of Hay Green Lane, Birdwell, Barnsley.

1.2 PURPOSE

The purpose of this Design and Access Statement is to show by illustration and text how the development proposals have been formulated, what has influenced the design and layout of the site and how the various development constraints have been dealt with. The Planning Layout and accompanying documents that support this Reserved Matters Planning Application will guide and influence the reserved matters submissions at a later stage.

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 touch upon the following factors.

- **Use** - What the land and buildings will be used for
- **Amount** - How much development can the site accommodate
- **Layout** - How the buildings and public and private spaces can be positioned and the relationship between them and buildings and spaces around the site.
- **Scale** - How big the buildings and spaces could be in terms of appropriate height, width and length.
- **Landscaping** - How open spaces could be treated to enhance and protect the character of the place.
- **Appearance** - What the building and spaces could look like The access element of the statement also includes two aspects of access to the development:

- **Vehicular and transport links** - Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.
- **Inclusive access** - How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

1.3 BRIEF

The following points summarise the brief at an early stage of the design process:

- Deliver a high quality design which is sympathetic to the existing site.

- Employ innovations which are a model for environmentally sensitive development
- Create a scheme which is viable, sustainable and maintainable
- Be mindful of the aspirations for the site through the work already undertaken through the Local Plan process and site planning history.

1.4 ASPIRATIONS

To achieve the brief through careful design and communication with the local authority and other local stakeholders without preconception of the possibilities for this site.



02. [Site Context Analysis]

2.1 Red Line Boundary and Site Ownership

The plan opposite identifies the land under the Avants ownership and forms part of this planning application.

The site is located to the south of Hay Green Lane and is bounded to the west by rear access road to properties on the A61 Sheffield Road, Birdwell Recreation Ground and agricultural land to the east and south. The majority of the site comprises paddock land (currently grazed by horses) with allotment gardens and some fenced compartments utilised for keeping livestock in the western part of the site.

The site comprises of some 3.59 hectares which undulates but broadly slopes down from west to east, being c.135m AOD in the north-west corner and 126m AOD at the eastern end of Hay Green Way: at its southern extent the land is c.132m AOD. There are hedgerows along the eastern and part of the southern boundaries of the site. There are also several trees and hedgerows within the site.

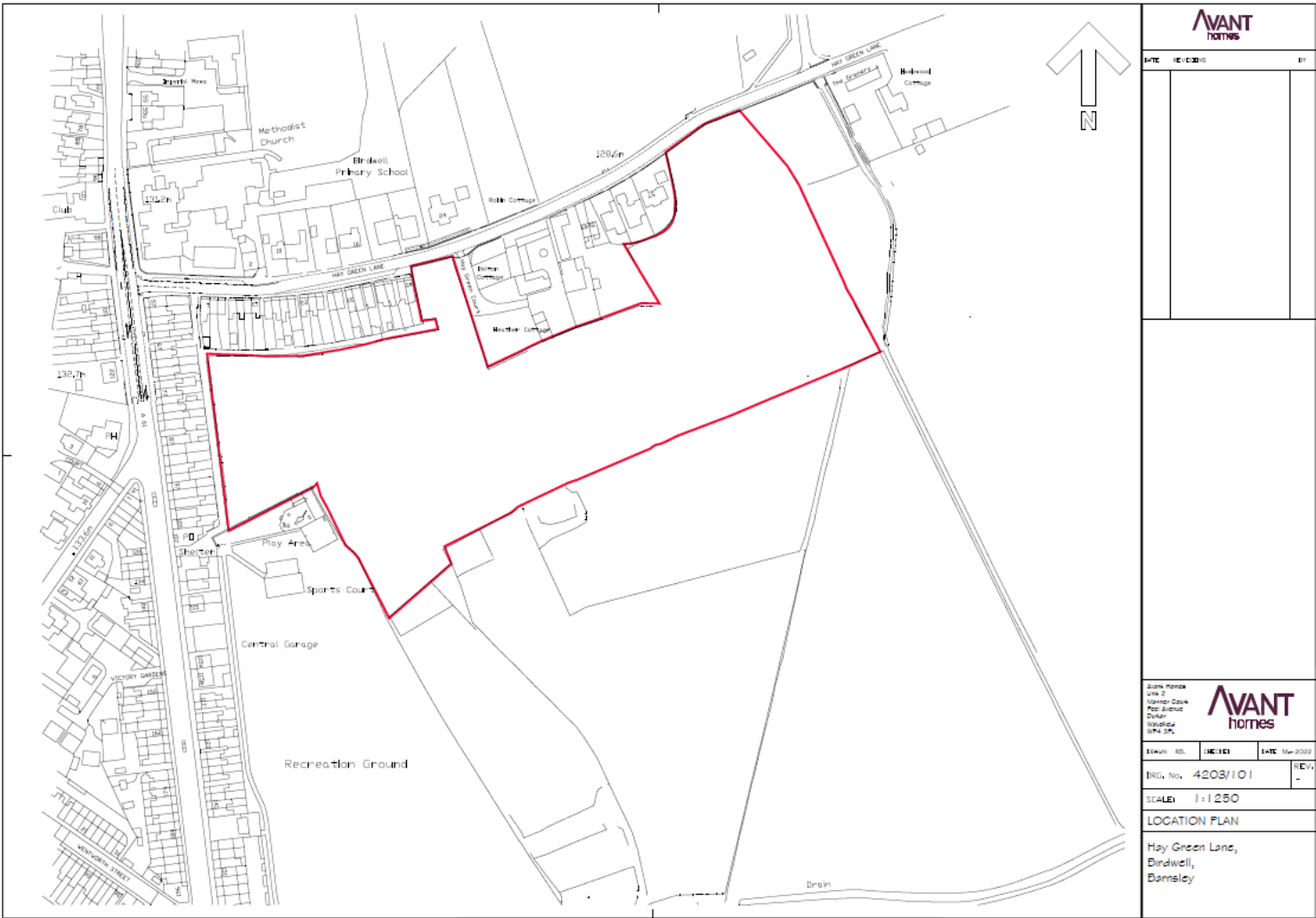
The site is situated within flood zone 1 which is classed as being at less than 0.1% chance of flooding in any year.

The trees on site were a mix of broadleaved species commonly associated within the area.

A public footpath runs adjacent to the south eastern corner of the site boundary



Barnsley Local Plan – Housing Allocation HS59



2.2 The Site

The principal characteristics of the site, the opportunities and constraints are shown on the accompanying illustration. The site is one of open agricultural appearance partly surrounded by housing, with few stand out landscape features.

The constraints to the development of the site are:-

- The relationship to the houses backing onto the site, and the need to protect their residential amenity.
- To maintain the existing trees and hedgerows as far as possible.
- To consider potential views into and from the site.
- To provide within the site sustainable urban drainage facilities.
- The site access positioning
- Consideration and protection for nearby wildlife sites.
- Setting of Grade II listed barn opposite the junction with Herons Way which is approximately 42m east of the site.
- Public footpath adjacent to the south east corner of site boundary.
- High Voltage overhead electricity pylons.
- Mixed urban grain on the northern and eastern site boundaries.

The opportunities for the development are:-

- To provide new areas of informal open spaces.
- To provide new structural landscaping and planting.
- Respond to the scale, grain and character of the local area
- Pedestrian link from the south east corner of the site to the adjacent public footpath
- Improvements to the public footpath.
- Improved access into the recreation ground
- Improved vehicular access into and around the site



Listen Barn, looking east along Hay Green Lane.



Fields south of Hay Green Lane, looking northwest



View north to where the site meets Hay Green Lane at the end of the terrace.



View north from the southern boundary of the site across the eastern fields.



Looking north from beneath the electricity cables on the south-eastern boundary.



View south from Hay Green Lane.

2.3 Context Analysis – Immediate Context

The photographs opposite demonstrate the architectural styles of the dwellings within the locality of the site.

As the photographs demonstrate, the dwellings found within the wider locality do vary in styles though these are primarily down to the time of construction and desired approach by the developer at that time.

The key threads include the form and materials palette.

The scale of development varies from bungalows through to 2.5 storey properties.

The immediate streets surrounding the site include terraced, detached or semi detached forms with standard set backs from the street with equal spacings between.

ROOFSCAPE

The most widely used roof form in the town is a simple pitched roof with a mix of covered in orange or grey pantiles. These tiles vary slightly in scale and form reflecting the variety of sources used to build up the characteristic roofscape of South Yorkshire settlements. Although immediately surrounding the site, grey roofs are more prominent.

FRONT BOUNDARIES

The boundary treatments within the locality do vary with the provision of low walls, fencing and hedgerows. These assist in clearly defining the public from the private realm.

PARKING

Car parking is mixed with off street and side or front drives and / or garages. Parking is usually on plot, serviced from the road with detached / integral garages and driveways. On street parking in areas has been highlighted.



Dwellings around Chapel Street.

Type	Plotting	Parking	Materials
Single - 2.5 storey	Terraced, Semi-Detached & Detached	Off & On Street	Brick, Render & Stone



Dwellings around Hay Green Lane.

Type	Plotting	Parking	Materials
2-2.5 storey	Detached, Semi-detached & Terraced	Driveways & on Street	Brick, Render & Stone



Dwellings around Alverly Way.

Type	Plotting	Parking	Materials
2 storey	Detached	Driveways	Brick & render



2.4 Sustainability and Integration

PLANNING LAYOUT AND BUILDING FOR A HEALTHY LIFE

The design of the site has evolved through the consideration of the context of the site and its position on the edge of the urban area, the topography of the site and its inherent natural features; an analysis of the constraints to development and opportunities; and an analysis of the landscape setting. These factors have all influenced the overall shape of the development, which is aimed at achieving a permeable development to the existing urban area, and providing a soft edge to what will become the new urban /countryside interface. The entire scheme has been considered with an emphasis on a high quality design and progressed bearing in mind the vision and questions set out in Building for a Healthy Life 12.

This outline proposal has taken full account of the questions this document raises to ensure the highest quality of design that can be achieved at this stage of the planning process. The future Reserved Matters will progress the detailed elements, but as is further detailed below the scheme can demonstrate how it meets the 12 questions or will do in time by virtue of the progression of the layout based on the submitted proposal.

INTERGRATING INTO THE NEIGHBOURHOOD

1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

Yes, the site achieves permeability via the new footpath/ cycle links to Integrated, high quality, naturally surveilled and direct routes established through the design solution will allow connectivity both within the site and to those services in the wider locality.

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?

Yes, the site is close to a primary schools and located within the main urban area, it can provide new play and open space for the benefit of the wider community which surrounds the site. Its catchment includes key facilities in the locality including Birdwell Primary School, Birdwell Methodist Church, News and Post Office, Pharmacy, hairdressers, Public Houses and parks and recreation grounds.

It is therefore considered that there are a range of local facilities including education, health care and convenience shopping within the area surrounding the proposed development site that would be accessible by a range of modes other than the private car. These facilities will also provide a range of local employment opportunities that are within walking distance of the site as well other commercial uses in the surrounding area.

3 Public transport

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

Yes, see transport statement. The nearest bus stops to the Site are located on Sheffield Road some 400m west of the Site access junction. The nearest train station to the Site is situated at Elsecar on the Elland and Penistone Line. It is located an approximate 20 minute cycling distance from the Site.

Trains from Elsecar serve destinations including Barnsley, Leeds, Wakefield, Huddersfield and Sheffield among others.

Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly under two kilometres. The plan opposite shows the catchment area from the centre of the site.

CREATING A PLACE

It is important that when considering the design solution that an understanding of how the existing area functions in terms of place is carried out. This enables the proposed connection points and linkages to be identified, both within and from the site, so that important desire lines are achieved.

This process ensures that the new development enhances the existing movement framework of an area rather than disrupting or severing it.

5 Character

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

Yes, see more above and below within the design of the planning layout and associated drawings

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?

Yes, the scheme has considered the opportunities and constraints of the site see plans and para 4.1 onwards which sets out how this has been achieved.

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?

Yes see Section 4.5 *Movement Framework para Road Hierarchy*.

8 Easy to find your way around

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

Yes see Section 4.5 *Movement Framework para Road Hierarchy*.

STREET AND HOME

9 Streets for all:

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

Yes, see Section 4.5 *Movement Framework para Road Hierarchy*.

10 Car parking

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

Yes, This will require implementation via reserved matters, but the principals to enable this are already visible via the planning layout.

11 Public and private spaces

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

Yes, the planning layout has been designed to enable for a well-designed and attractive safe and well managed development.

12 External storage and amenity space

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

Yes, again this will require implementation via reserved matters, but the principals and space to enable this to happen are visible already in the tabled planning layout.

3.0 [Design Evolution]

3.1 Site Technical Considerations

A number of reports were considered and agreed at the outline stage and within those mitigation measures or principles to guide the detailed development were established. This section of the statement therefore reviews those reports and identifies below the key factors to be considered in the evolution of the scheme to detailed design.

LANDSCAPE

A Landscape and Visual Appraisal was produced by FDA Landscaping in July 2019 based on a desktop analysis.

HERITAGE & ARCHAEOLOGY

A planning application is being submitted for residential development with associated access, services and public open space at land south of Hay Green Lane in Birdwell, Barnsley, South Yorkshire. Prospect Archaeology Ltd has prepared a desk-based heritage assessment report.

Eight designated assets have been identified within the study area, all of which are grade II listed. A listed barn (NHL1315079) is located adjacent to the site.

A further two undesignated assets have been identified in the study area. These are a post-medieval bathhouse and a cropmark enclosure of late Iron Age/Roman date. Ridge and furrow and various earthworks, possibly relating to buildings and mining, have been identified within the site. Coal pits are marked on historic mapping in the vicinity.

There is a low to moderate potential for the site to contain prehistoric or Roman remains of Regional significance and a high potential to contain medieval and post-medieval remains of Local significance. Some disturbance may have been caused by opencast mining and allotment gardens.

ECOLOGY

An updated ecological appraisal was carried out in October 2020 by FCPR.

The site is dominated by semi-improved grassland with hedgerows both bordering a number of the site boundaries and dividing the field compartments. Areas of dense scrub and allotments are in the west of site. A public footpath borders the east of site. Two non-statutory designated sites were recorded within 1km of the site: Short Wood and Rockley Woods. Amongst the records of protected and notable species in proximity to the site are, great crested newt, three bat species and hedgehog. The proposed development is not expected to negatively impact on any statutory and non-statutory designated sites within the local area due to its small scale. Bat surveys undertaken in summer and autumn 2019 and spring 2020, show at least five species of bat using the site, predominantly foraging along the hedgerows. A single tree with high bat roost potential was noted on site. An initial emergence survey was conducted in May 2020, during which no roosting bats were recorded. Current proposals seek to retain and buffer this tree, however should impacts change (ie through increased lighting, or pruning/felling works), then further surveys of this tree will be required. A single building was identified to provide low bat roost potential. A nocturnal emergence survey was conducted in May 2020 during which no roosting bats were recorded. As such bats do not represent a material constraint to the demolition of this building.

The grassland fields, trees and buildings provided suitable nesting and foraging habitats for birds and as a result any vegetation clearance should be completed outside of the bird breeding season (March – August inclusive).

The site is dominated by poor semi-improved grassland, which is of negligible value to great crested newts (GCN). Some suitable habitat for this species is present along the boundary features and hedgerows but these are limited in extent. There are no on-site ponds though there are five off site ponds within 500m. Two records of great crested newts were found within 1km of the site.

A hedgehog was noted during a bat survey, a species listed on Section 41 of the NERC Act. The provision of hedgehog houses and inclusion of gaps beneath garden fences will provide additional habitat and connectivity for this species throughout the area.

3.2 Design Evolution

PLANNING LAYOUT DETAILS

ARRANGEMENT OF THE DEVELOPMENT BLOCKS

The arrangement of development blocks is shown on the illustrative layout plan. This illustrates how the development is subdivided by the open spaces and by the road hierarchy.

The development is segmented into defined smaller blocks by the primary road network which loops around the site. These blocks are linked by the road system, and dedicated pedestrian links and will allow the creation of character areas throughout the development. The proposed arrangement of the development blocks makes effective use of the site and gives a sense of place to the scheme.

SCALE, MASSING AND HEIGHTS

The new dwellings on the site will range from two storey up to two and half storey dwellings. These higher buildings would be located as landmark or statement buildings designed to provide a visual focus at locations within the development

SUSTAINABLE URBAN DESIGN

Sustainable urban drainage should satisfy the water storage requirements on the site, provide water quality improvements and provide local amenity. The SUDs system is designed to restrict surface water run off to green field runoff rates and improve the water quality. “Basins and Ponds” are near the top of the SUDs hierarchy and are proposed for this site. A single pond is provided within the development site as shown on the planning layout. This follows the guidance in the Flood Risk and Drainage Assessment and the capacities have been calculated in accordance with best practice.

FLOOD RISK AND DRAINAGE.

The flood risk and drainage analysis has been ongoing throughout the period of the preparation of the Development Plan. The final report was in May 2020 by Jonathan Millar on behalf of JPG (Leeds) Limited which proposes a strategy for the site. The site lies within Flood Zone 1 and is therefor at a low risk of flooding from river or sea. NPPF Technical Guidance states all uses of the land appropriate in Flood Zone 1. Other source of flooding have been assessed and the risk of these flooding sources is considered to be low. Further investigation into the existing culvert crossing the site is required a detailed design stage. Surface water discharge into a local watercourse known as Short Wood Dike and is located approximately 400m to the east of the site.

Discharge will be restricted to greenfield run off rate as detailed in the report. Surface water attenuation will be provided in a below ground attenuation tank and definition basin located in the south east of the development site. Refer to Drainage strategy for details. Further investigation into existing 100mm diameter public combined water server located in the site is required at detailed design stage. Foul water drainage will discharge to the existing 375 diameter public combined water sewer which crosses through the east of the site. YW have confirmed this point of connection via pre planning response.

GREEN INFRASTRUCTURE AND OPEN SPACES

The drafting of the planning layout has relied on the policies in the development plan to determine the amount of open space required on the site and is based on Policy SP5 May 2019 in Barnsley Local Plan.

OPEN SPACES

The development has been designed with access for pedestrians firmly at the forefront linking residents to offsite facilities. The proposed footpath will link the site giving pedestrian access back both to the surrounding urban area

DELIVERY AND IMPLENTATION PHASING OF THE DEVELOPMENT

The development is considered unlikely to be split into phases for construction with the site envisage to be likely to be constructed by a single developer.

ROAD HIERACHY

The road hierarchy has been designed to follow the principles set out in the South Yorkshire Design Guide. The use of the hierarchy enables the creation of streets where dwellings are on both sides of the road down to informal arrangements of dwellings off private drives.

The Primary Roads serving the development will be a conventional street generally measuring 5.5m in width and with 2m footways. This standard of carriageway is shaded the darker grey on the illustrative Layout. This standard of carriageway runs from the site access and continues into the site with access being taken from the primary road to lower order roads and then private drives.

The Secondary Form of Road (shown as light grey) is again a ‘conventional street and is a minimum of 5.5m wide. This standard of carriageway links with the primary route to form a loop, which extends around the site. The loop ensures an alternative vehicular route through the site especially for emergency vehicles should this be required.

Private [shared] Drives are used throughout the development and will serve individual plots. The use of the road hierarchy as set out informs the layout by providing a more formal arrangement of dwellings fronting along the primary route, thus giving legibility to the layout and a clear sense of place.

Speed Restraint Features are proposed to keep vehicle speeds to no more than 20mph. They comprise a number of initiatives including:

- Limitation of straight-line routes.
- Speed restraint bends and tight corners.
- Horizontal deflection through staggered chicanes or narrowed running lanes.
- Raised tables at junctions and selected corners (on the Primary routes)

FOOTWAYS

The development has been designed with access for pedestrians firmly at the forefront linking residents to offsite facilities. The proposed footpath will link to the site to Hay Green Lane giving pedestrian access back both to the surrounding urban area.

AFFORDABLE HOUSING STATEMENT

As per policy Applications the proposal will be expected to provide 10% of the units on site as affordable housing. In this application this could equate to 11 of the potential units, with the site having being allocated for up to 114 units. Types of affordability and tenure split as well as likely Registered Social Landlords (RSLs) are unknown at this stage. The applicants will however engage with the LPA during the application to ensure measures are put in place via any conditions or the S106 Agreement to secure the appropriate provision of affordable homes for the site.

EDUCATION

There are wo primary schools are within a 20 minute walk; Birdwell Pre-school and Primary School and Birdwell Play group are in close proximity to the site on the junction of Sheffield Road and Hay Green Lane. Kirk Balk Academy secondary school is within a 30 minute walk.

4.0 [Design Proposal]

These documents cover highway matters, ecology issues, landscape, flood risk and drainage and heritage assets. The main technical matters are summarised in this section.

- The relationship to the houses backing onto the site, and the need to protect their residential amenity.
- To maintain the existing trees and hedgerows as far as possible.
- To consider potential views into and from the site.
- To provide within the site sustainable urban drainage facilities.
- The site access positioning
- Consideration and protection for nearby wildlife sites.
- Setting of Grade II listed barn opposite the junction with Herons Way which is approximately 42m east of the site.
- Public footpath adjacent to the south east corner of site boundary.
- High Voltage overhead electricity pylons.
- Mixed urban grain on the northern and eastern site boundaries.

- To provide new areas of informal open spaces.
- To provide new structural landscaping and planting.
- Respond to the scale, grain and character of the local area
- Pedestrian link from the south east corner of the site to the adjacent public footpath
- Improvements to the public footpath.
- Improve access into the recreation ground
- Improve vehicular access into and around the site.



4.2 Scale of Development

The proposed development offers a wide range of house types which will help meet the housing needs in the area and most importantly broaden the market base to enhance the diversity, affordability and scope of the housing offer within Barnsley.

Scale is the height, width and length of each building proposed within a development in relation to its surroundings. This relates both to the overall size and massing of individual buildings and spaces in relation to their surroundings, and to the scale of their parts. It affects how a space can be used and how it is experienced. The relationships between the different dimensions of a building or component are known as its proportions.

The plan identifies the scheme proposes the erection of the site comprises 2-storey and 2.5 storey dwellings with a variety of detached, semi-detached and terraced houses.

Accommodation Schedule			
Affordable			
House Type	Arrangement	Accommodation	Total Units
Thirsk	Semi / Terrace	2 BED	7
Eastburn	Semi / Terrace	3 BED	4
Total			11
Open Market			
House Type	Arrangement	Accommodation	Total Units
Thirsk	Semi / Terrace	2 BED	8
Askern	Semi	2 BED	6
Fernlee	Semi	2 BED	7
Ripon	Semi	2 BED	12
Oakwood	Semi	3 BED	8
Cadeby	Detached	3 BED	4
Leyburn	Detached	3 BED	6
Baildon	Semi / Terrace	3 BED	10
Saltaire	Semi / Terrace	3 BED	12
Wentbridge	Detached	4 BED	6
Dalton	Detached	4 BED	6
Horbury	Detached	4 BED	4
Walburn	Detached	4 BED	4
Cookridge	Detached	4 BED	6
Thornton	Detached	4 BED	4
Total			103
Grand Total			114



Proposed Accommodation Schedule.

4.3 Landscape

LANDSCAPE DESIGN STRATEGY

Document to the right is formally submitted within the drawing pack by Rosetta Landscape.

It provides a network of green are proposed which respond to the existing features within and around the site to help knit the scheme into its wider setting, enhance its ecological value, create attractive movement corridors around the site, and create a unique sense of place for the scheme. This green infrastructure network will be multi-functional to create an attractive setting for the residential development.

A mix of evergreen and deciduous shrubs/climbing plants and herbaceous perennials will be planted throughout the site to give enclosure and structure to the development and all year round interest. Medium/ large species will be planted against screen fences and walls where space permits and medium / low mixes will be planted into front gardens and around parking areas.

ORNAMENTAL HEDGE PLANTING

Hedges are proposed in various locations throughout the site to define plot frontages. Lower growing evergreen hedging is proposed in situations where demarcation between public and private space is required without the need for tall enclosure. Beech hedging will be planted as a double alternate row of 60-80cm transplants, or larger. The evergreen hedges will be planted in various sizes according to species availability.

GRASS TREATMENTS

A variety of grass treatments are proposed throughout the site to define different areas of space and use. Front gardens will be turfed with a quality ornamental turf. Public areas along the site road layout will be seeded with a hard wearing amenity seed mix suitable for close mowing. Public open space areas will be sown with a flowering lawn mix which is more bio-diverse and will have additional ecological benefits.



4.4 Access

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

- **Policy** – justification of the relevant national, regional and local planning policies.
- **Site Circumstances** – how any specific issues, which might affect access to the development, have been addressed.
- **Vehicular and transport links** - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.
- **Inclusive access** - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

POLICY

At a national level, National Planning Policy Framework (NPPF 2021) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.

Paragraph 113 requires that “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

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

Vehicular and pedestrian access for all vehicles to the site will be taken directly the Hay Green Lane via a new access and internal road network which will be constructed to Barnsley Council highway adoption standards.

EXTERNAL ACCESS

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

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

INTERNAL ACCESS

Inclusive access within the layout provides for ease of movement by all social groupings 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.

The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents.

Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

APPROACH TO BUILDING

The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself.

Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

ENTRANCES

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc.

Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

BIN STORAGE AND COLLECTION

The distance between storage areas and collection points have been minimised within the development and particularly considered where private drives are proposed.

As noted within the key, Bin Collection Points (BCP) are identified to the end of private drives to allow adequate storage on collection days.

The dwellings on the site that are detached or semidetached have access to their garden to allow bins / recycling to be stored safely in rear gardens.

Where terraced forms are provided, rear access paths have been designed to middle houses to allow bins to be stored away from the streetscene.

The layout provides space to ensure that waste containers can be left out for collection without unduly blocking the footway or causing an unnecessary obstruction to pedestrians.

REFERENCES:

Approved Document M, Access and Facilities for Disabled People

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

4.4 Access - Site

The plan opposite provides details of the swept path analysis undertaken to demonstrate vehicular accessibility within the site. Additionally, the below plan demonstrates details of the approved main site access and follows the agreed principles of the outline consent.

HIGHWAYS TRANSPORT ASSESSMENT

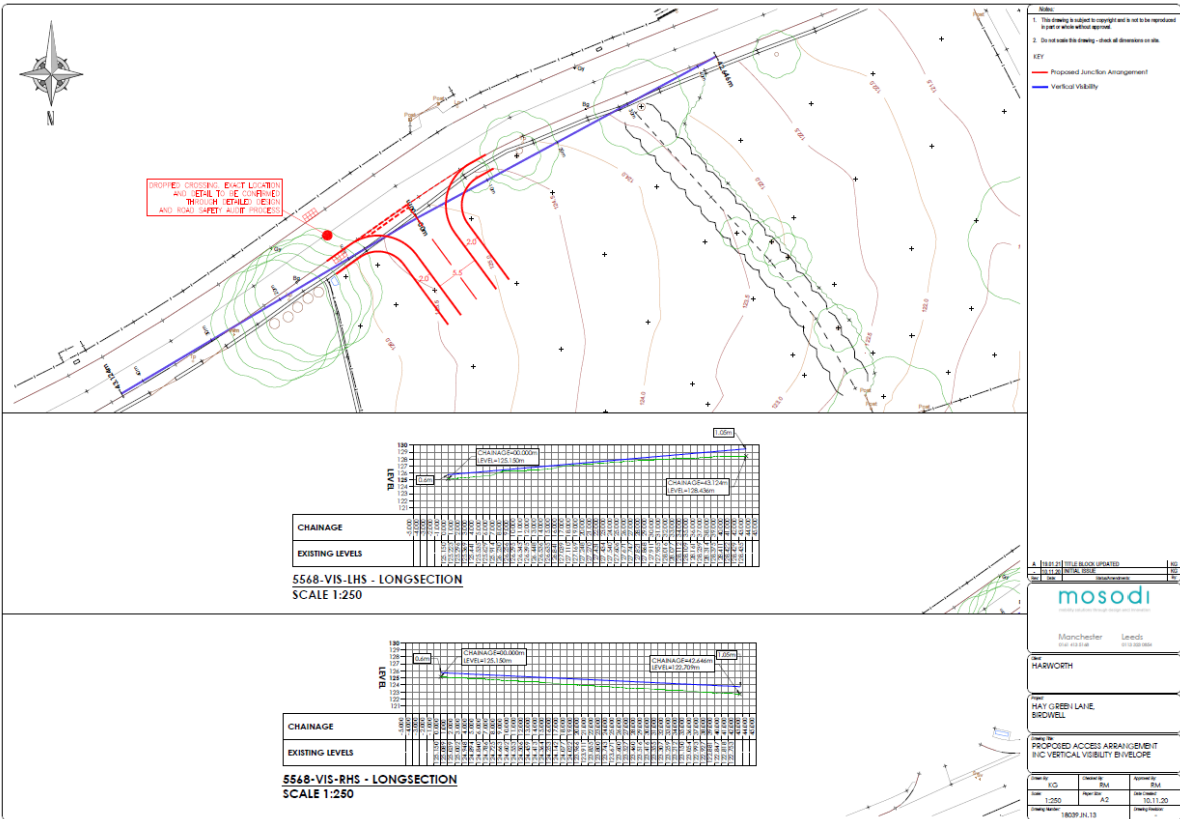
Mosodi was appointed in January 2021 to produce this Transport Assessment (TA). The Site is located in Birdwell, Barnsley and is currently vacant and is allocated for residential development in the Barnsley Adopted Local Plan under reference HS59. The report has identified what measures will be taken to deal with any anticipated impacts of the scheme proposals and has defined what improvements and initiatives will be implemented to improve accessibility to the Site by all modes of travel. Following a consultation and subsequent Site Visit a number of existing issues were identified on the local highway network surrounding the Site, in particular at the Birdwell Primary School during drop-off/pick-up times. This report has been updated to include survey data that could not have been collected at the time of initial issues due to school closures resulting from the COVID-19 pandemic. As such Chapter 4 outlines measures to improve traffic flow. The proposed development is also supported by a robust travel plan. A detailed assessment of the accessibility of the site has been completed in Chapter 5 concluding the following:

- Two primary schools are within a 20 minute walk;
- A secondary school is within a 30 minute walk;
- Two supermarkets are within a 20 minute walking distance;
- There are 5 bus stops within a 200m walking distance of the Site;
- The Site is within a 25 minute cycle ride from 5 train stations; and
- Barnsley City Centre is within a 25 minute cycle ride of the Site.

It is therefore concluded that the proposed Site will provide excellent accessibility by foot and cycle to a vast range of services, facilities and employment opportunities.

The distribution and assignment of potential development traffic shows that the increase in traffic is modest. Capacity assessments have demonstrated that the development traffic can be comfortably accommodated by the highway network.

Robust sensitivity tests have been undertaken which provide further comfort that traffic generated by the proposed development can be comfortably accommodated by the proposed development.



Proposed entrance into the site.

4.5 Movement Network

A well-designed movement network defines a clear pattern of streets that:

- *Is safe and accessible for all;*
- *Functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;*
- *Limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;*
- *Promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and*
- *Incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.*

The plan opposite demonstrates the movement framework and street hierarchy established within the development.

The design solution creates a hierarchy of movement which transitions from the primary access road as a looped road structure with a series of, secondary streets and private drives.

- Primary route into the development forming a spine road.
- Secondary routes
- Private Drives.
- Pedestrian Routes

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

ROAD HIERARCHY

The Primary Roads serving the development will be a conventional street generally measuring 5.5m in width and with 2m footways. This standard of carriageway runs from the site access and continues into the site with access being taken from the primary road to lower order roads and then private drives.

The Secondary Form of Road is again a 'conventional street and is a minimum of 5.5m wide. This standard of carriageway links with the primary route, which extends within the site.

Private [shared] Drives are used throughout the development and will serve individual plots. The use of the road hierarchy as set out informs the layout by providing a more formal arrangement of dwellings fronting along the primary route, thus giving legibility to the layout and a clear sense of place.



Proposed routes around the site.

4.6 Car Parking Strategy

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

Car parking within the locality varies, however, the majority are generally set within the curtilage of the dwelling either as integral or side detached garages and driveways either to the front or the side. There are however opportunities to introduce different car parking solutions depending upon the type and character of street being proposed. This would include detached / integral garages, front parking courts, rear car parking courts and side spaces.

The development proposals achieve a minimum of 2 spaces with the larger 4 bedroom dwellings achieving a greater level. The parking provision is achieved through the following:

On Plot Parking

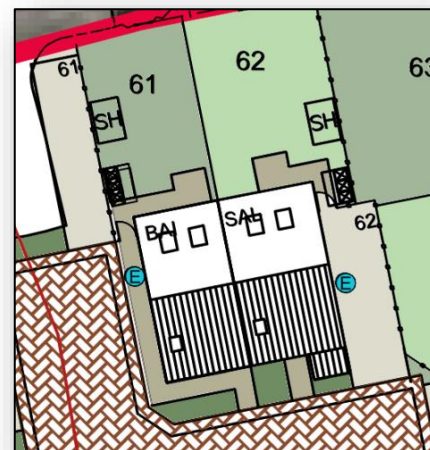
On plot parking provides a secure solution within residential layouts. This solution ensures that the cars are sited in front or adjacent to the properties they serve and have the benefit of high levels of natural surveillance.

Within Building Parking Solutions

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 have been well designed and do not dominate the building façade.

Cycle Parking

The Travel Plan advised that the scheme would encourage cycling as an alternative mode of travel by implementing a number of initiatives, including the provision of cycle storage for residents in accordance with local authority guidelines.



Typical Variety of Off-Road parking arrangements

05. [Appearance]

5.1 Appearance

Appearance is the aspects of a building or space within the development which determine the visual impression the building or space makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture. In the case of a space, its landscape also influences its appearance.

An assessment of the local vernacular has been undertaken and is documented earlier within this Design and Access Statement.

The vernacular is generally mixed; materials range from red and buff brick under red or grey roofs. The proposed external appearance will be treated to match both the local vernacular and the materials utilised within the surrounding development and the use of good quality brickwork to the elevations.

Roof finishes are proposed to reflect the local vernacular. The use of high quality coloured concrete tiles throughout the development will help to form a visual link between the differing house types and visually tie the scheme to the existing development. Rainwater goods, fascias, soffits and barge boards shall be in keeping with the surroundings.

A further assessment of the immediate and wider locality has been undertaken and is identified within Section 3 of this statement.

The design ethos for this site was to use complementary elevations that relate well to each other within the site and that these elevations are simple and well proportioned. The development proposals are inspired by the use of materials and proportionality rather than any architectural period. We believe that it would be inappropriate to simply copy previous architectural styles or “adapt” or “incorporate” these details.

The proposals are for modern family homes, designed to reflect the needs and aspirations of modern families and their lifestyles. As such the architectural style and detailing used reflect these needs and aspirations.

Features to the properties which are found within the wider locality include heads and cills, brick details to the eaves. Cuts into the roof provides variation and interest, canopies provided to the front doors and single bays provide articulation.



① Section A-A
1 : 200



② Section B-B
1 : 200



Proposed Streetscene.

5.2 Materiality

MATERIALS

There is not at this stage a detailed materials palette available, but this is expected to include a range of brick and tile materials that are reflective of the location and that can provide an appropriate colour palette for this edge of the urban area location.

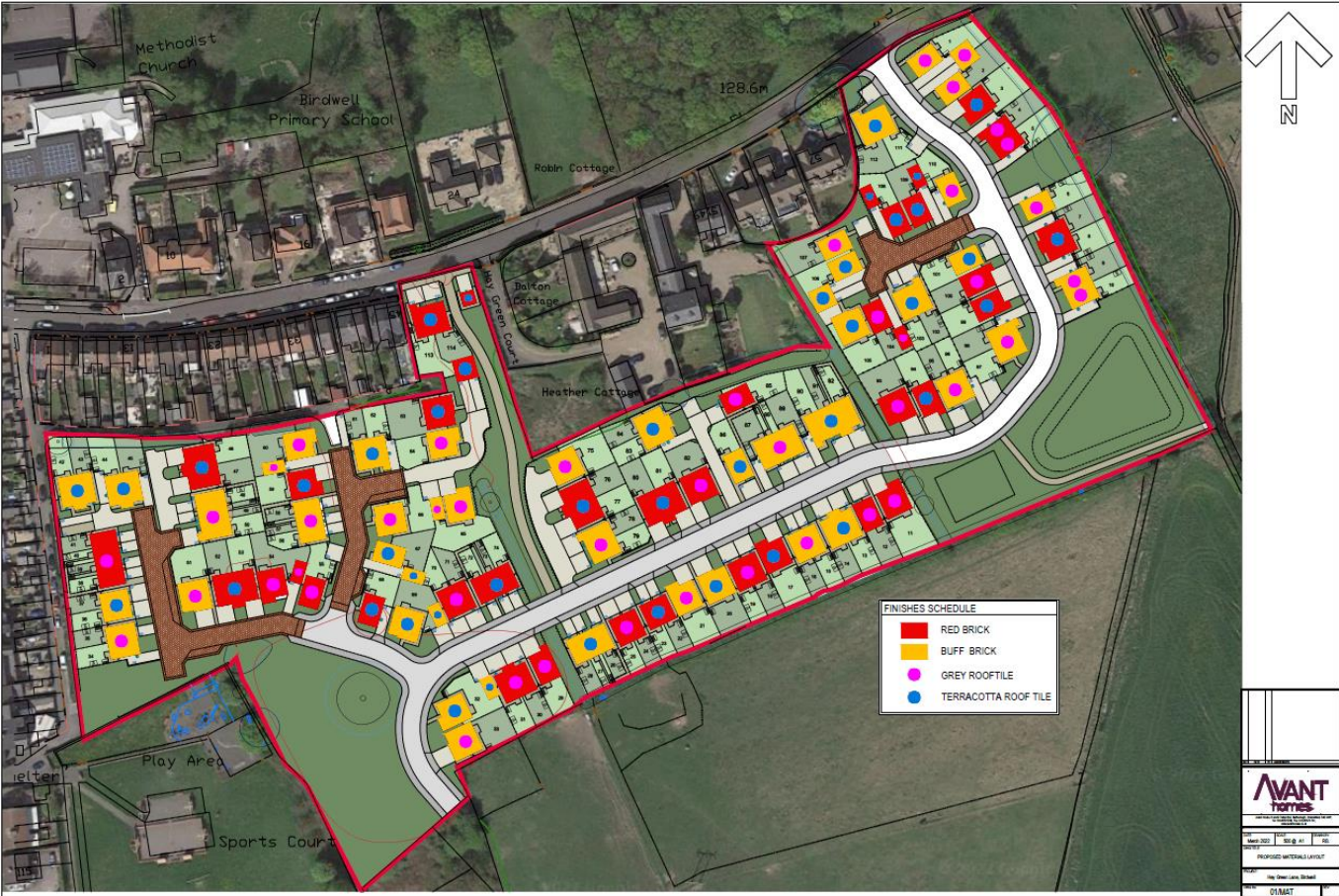
The materials used for this development will be a matter to be dealt with through the course of the application. However, it is acknowledged that there is a need to be consistent with the area and pay homage to the existing and approved dwellings located within the proximity of the site. As such, a complementary mixture of brick finishes has been proposed to all dwellings. These finishes are included in the drawing key and materials plan.

These finishes have been appropriately varied across the site to create a diverse, contrasting identity between dwellings which helps to create individual sense of place and ensure intrigue and interest across whole streetscenes.

The materials have been set against a carefully selected palette of roofing materials which again draw from the existing area material palette. These roof finishes refer to drawing key.

All soffits, fascias and rainwater goods are proposed in white UPVC. Similarly all windows will be double Glazed, white UPVC with feature fenestrations to all principle elevations to enhance character and identity of the development.

Porches and Entrance Canopies will employ similar finishes to all roofs and provide articulation to the elevations.



Proposed Materials Plan.

6.0 [Design Quality]

6.0 Design Quality



National Design Guide - 10 Characteristics Assessment

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.

Design Characteristics	Comment / Assessment
Context	
C1 - Understand and relate well to the site, its local and wider context	The Proposal is for residential development of up to 114 homes and means of access. The scheme is supported by an evidence base of documents that have been prepared to support the development of the site. These documents have been worked up and evolved over a number of years. The documents supporting cover highway matters, ecology issues, landscape, flood risk and drainage and heritage assets. The main technical matters are summarised in this section. The principal characteristics of the site, the opportunities and constraints are shown on the accompanying illustration above. The site is one of open agricultural appearance partly surrounded by housing, sloping downward towards the north west, with few stand out landscape features.
C2 - Value heritage, local history and culture	An archaeological desktop and heritage exercise was carried out by Prospect Archaeology in November 2019. This report has been prepared to consider the archaeological and historical implications of the proposed development in support of the planning application. A map regression exercise and documentary search have provided background information about the history of the site. In addition, a site visit was made to assess existing ground conditions and archaeological potential. Eight designated assets have been identified within the study area, all of which are grade II listed. A listed barn (NHL1315079) is located adjacent to the site. A further two undesignated assets have been identified in the study area. These are a post-medieval bathhouse and a cropmark enclosure of late Iron Age/Roman date. Ridge and furrow and various earthworks, possibly relating to buildings and mining, have been identified within the site. Coal pits are marked on historic mapping in the vicinity. Open space and screening of the development will reduce the effect on the setting of the listed barn to Negligible. There is a low to moderate potential for the site to contain prehistoric or Roman remains of Regional significance and a high potential to contain medieval and post-medieval remains of Local significance. Some disturbance may have been caused by opencast mining and allotment gardens.
Identity	
I1 - Respond to existing local character and identity	An assessment of the locality has been undertaken and in summary it can be determined that there is no one architectural style to draw inspiration from for this new development with each being knitted together within their own areas through a careful choice of material. The development proposals for this site has therefore been inspired by the use of materials and proportionality rather than any architectural period. We believe that it would be inappropriate to simply copy previous architectural styles or “adapt” or “incorporate” certain details. The site has a strong landscape setting and the development has been careful to retain and enhance the existing landscape features particular to the boundaries of the site. The walkways created within the site allow connections to the new area of open space allowing easy access for both existing and proposed residents of the scheme. The scale of the built form has been carefully considered particularly to the south and western boundary with existing developments maintaining amenity value. The existing area is low density and has a very green feel which is respected as part of the development proposals. Density here is low and adequate space is provided to all existing landscape features

6.0 Design Quality

National Design Guide - 10 Characteristics Assessment

Design Characteristics	Comment / Assessment
I2 - Well-designed, high quality and attractive	A review of the wider locality in terms of the composition of streets show varied solutions. Older developments see set backs from the street with more defined front gardens where as more recent developments vary with some sitting on the back on the footpath. Some developments have strong build lines where as others do not. The scheme now proposed provides set backs from the street allowing high levels of landscaping within the street and within private front gardens. This helps to create strong street scenes.
I3 - Create character and identity	
Built Form	
B1 - Compact form of development	This quantum has been based upon the creation of an informed scheme which considers all specialist technical requirements including ecology, highways and visual impact whilst also being compliant with Local Planning Policy. The provision of 114 dwellings are considered to be acceptable in creating a high quality scheme. The site in application comprises some 3.59 hectares of land.
B2 - Appropriate building types and forms	The application proposes a wide range of house types with the provision of 2, 3 & 4 bed houses. This therefore reflects the aspirations of Local Plan in terms of the sizes and types of properties proposed. The house types are also appropriate in terms of size standards as demonstrated within this statement. As per policy expected to provide 10% of the units on site as affordable housing. In this application, 11 units within the site having being allocated out of the 114 units. The heights of the dwellings have been carefully considered adjacent to existing residents. This assists in minimising impact on amenity levels for existing residents surrounding the site.
B3 - Destinations	Destinations provide opportunities for people to meet, share experiences and come together as a community. With the development, the areas of green space are considered to be key destinations within the scheme to the entrance of the site. The existing pedestrian connections are continued into the development and terminate at these key spaces. Along the majority of housing, it is focussed on ensuring high levels of natural surveillance and active frontages whilst ensuring the play area position is of a suitable buffer to avoid issues with amenity value.
Movement	
M1 - An integrated network of routes for all modes of transport	The scheme encourages cycling as an alternative mode of travel to work by implementing a number of initiatives, including the provision of cycle storage for residents in accordance with local authority guidelines. The garages proposed are therefore of a size which will be large enough to accommodate both vehicles and cycles.
M2 - A clear structure and hierarchy of connected streets	As the Site Layout plan demonstrates, a permeable and legible network of streets and pedestrian links can be achieved at this site, providing easy and direct access to existing services and facilities within the wider locality. The design solution creates a hierarchy of movement which transitions through a series of primary routes, secondary streets and private drives.

6.0 Design Quality

National Design Guide - 10 Characteristics Assessment

Design Characteristics	Comment / Assessment
M3 - Well-considered parking, servicing and utilities infrastructure for all users	Dwellings are served directly from the different street types in a variety of forms with the provision of integral garages and side driveways / detached garages, front parking spaces and rear parking courts. On plot parking provides a secure solution within residential layouts. This solution ensures that the cars are sited in front or adjacent to the properties they serve and have the benefit of high levels of natural surveillance. Communal parking within this scheme has been designed to be visible from the street for surveillance. 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 have been well designed and do not dominate the building façade. The desire to provide a mix of accommodation within the scheme including smaller terraced units has led to some frontage parking within the scheme. These are positioned to be well related to the properties they serve and have been carefully broken up with landscaping in order to minimise the impact of the car as much as possible. The solutions do vary meaning that there is not one dominant presence of the car within any streetscene of the development. The highway design ensures easy access and manoeuvrability for refuse collection and fire appliances. 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 through the course of the application. In order to establish a successful development, the following principles have been established in order to accommodate the required bin provision: • The distance between storage areas and collection points have been minimised within the development and particularly considered where private drives are proposed. • The dwellings on the site are detached or semi-detached and therefore have access to their garden to allow bins /recycling to be stored safely in rear gardens. For small terrace runs, paths are created to the rear garden to allow storage. • Bin collection points have been provided to all private drives to ensure a safe place for storage on collection days. • The design ensures that waste containers can be left out for collection without unduly blocking the footway or causing an unnecessary obstruction to pedestrians. The promotion of cycle use is also an important element and the size of the garages proposed will ensure safe and secure storage. Alternatively, rear gardens are of sufficient size to enable the erection of gardens sheds for future storage by residents of the development.
Nature	
N1 - Provide high quality, green open spaces with a variety of landscapes and activities, including play	The scheme provides one main areas of open space. This area provides opportunities for formal and informal play, exercise and rest that are accessible to all. The accompanying Site Layout and Landscape plan identifies solutions for the maintenance of these key spaces.
N2 - Improve and enhance water management	Provision is made for a sustainable approach to surface water drainage. There is no obvious positive drainage on the site, although land drainage may be present. Surface water run-off would clearly discharge into an existing watercourse . Foul water domestic waste should discharge to the 150mm diameter public foul sewer. The site is gravity fed for the drainage.

6.0 Design Quality

National Design Guide - 10 Characteristics Assessment

Design Characteristics	Comment / Assessment
N3 - Support rich and varied biodiversity	Refer to the Ecology assessment report.
Public Spaces	
P1 - Create well-located, high quality and attractive public spaces	The position of the open spaces within the development is in the north west of the site is easily accessible by all residents. The scheme has been carefully designed to avoid the creation of ambiguous Spaces. All spaces created offer public or private use or value and are designed to support biodiversity through additional planting.
P2 - Provide well-designed spaces that are safe	The scheme proposed, demonstrates how a legible and high quality environment can be created for users of the development. This has been achieved in a number of ways as identified below: - • Buildings are positioned to create focal points, which guide the visitor through the site and create visual stops. • Developing a clear distinction between public and private spaces avoiding confusion. Similar to existing developments within the locality this has been achieved through careful landscape treatments and / or appropriate boundary treatments. • Entrances to the properties are located along the main elevations making it easier for residents and visitors to find their way around. • 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.
P3 - Make sure public spaces support social interaction	The areas of open space are accessible to all and are considered to be social spaces providing opportunities for comfort, relaxation and stimulation for all, regardless of the type or tenure of the homes being proposed as part of the application. Its position ensures it is accessible for all and the link to the wider pedestrian routes ensures these spaces are usable for the wider community and not just the residents of this development. The position and orientation of the dwellings within the scheme generate activity and engagement between the building interior and the space outside.

6.0 Design Quality

National Design Guide - 10 Characteristics Assessment

Design Characteristics	Comment / Assessment
Uses	
U1 - A mix of uses	The proposal relates to residential development and also provides n area of land for open space for residents to use.
U2 - A mix of home tenures, types and sizes	The scheme proposes dwellings which are a mix of 3, and 4 bedrooms types in a range of detached, semi detached and terraced forms. It was therefore considered that this varied mix would address local housing needs appealing to all members of the community. Although not identified on the layout, some dwellings will be identified as affordable in line with local policy. These units will be a mix of 2 and 3 bedrooms. The style of those dwellings ensure these are indistinguishable to the open market. The quantum will be subject to viability negotiations.
U3 - Socially inclusive	The scheme ensures that here is no segregation or difference in quality between tenures by siting, accessibility, environmental conditions, external facade or materials.
Health and Wellbeing	
H1 - Healthy, comfortable and safe internal and external environment	The scheme will be designed to current building regulations which ensure the homes will be efficient and cost effective to run. Avant works on a fabric first approach of; high performance glazing, the use of Hi-Therm Lintels an a reduced air pressure test figure.
H2 - Well-related to external amenity and public spaces	All private and shared external spaces including parking are high quality, convenient and function well. Amenity spaces for the dwellings have a reasonable degree of privacy. As the landscape proposals demonstrate, all private or shared external spaces are fit for purpose and incorporate planting.
H3 - Attention to detail: storage, waste, servicing and utilities	Drainpipes, gutters and meter boxes are integrated into the wider design to avoid a cluttered appearance. Services including utilities and window cleaning: Simple electric, lighting and water systems are discreet and well designed within the houses. As mentioned above, careful consideration has also been given to the refuse collection and storage within the development.
Resources	
R1 - Follow the energy hierarchy	As mentioned above the scheme will be designed to current building regulations which ensure the homes will be efficient and cost effective to run. Avant works on a fabric first approach of; high performance glazing, the use of Hi-Therm Lintels and a reduced air pressure test figure.
R2 - Selection of materials and construction techniques	Materials have been submitted as part of this application. The selections make use of local sourced materials where possible and seek the use of local tradespeople and skilled persons for their inclusion within the scheme. The proposed materials are robust and to all current regulations and statutory standards, whilst identifying with local materials and characteristics to help to tie the proposals to their immediate context.
Lifespan	
L1 - Well-managed and Maintained	Play areas, open spaces, streets and other public spaces will be maintained and managed within the development. Future management and maintenance will be carried out by either the local authority via a commuted sum arrangement or by a management company appointed by the developer.
L2 - Adaptable to changing needs and evolving technologies	The development and the design of the homes have evolved so that they are able to be adapted to the future needs of the residents. This includes adequate private amenity space to allow extensions if required and the ability to incorporate electric vehicle charging, the ability to work from home etc.
L3 - A sense of ownership	As shown on the accompanying layout, the scheme seeks to clearly define the boundaries for private, shared and public spaces, making it more likely that occupants will use, value and take ownership of them. The open spaces and play areas are visible and easy to get to, so they feel accessible to their intended users. They are also flexible so can be used for a variety of activities. The management of these key spaces will make it more likely to be successful and used from the start.

7.0 [Summary]

7.0 Summary



This Design and Access Statement has demonstrated how the design of the site accords with relevant national and local planning policy and design best practice in relation to the Reserved Matters application.

The proposals contained within this planning application meet the requirements of the Development Plan and the revised NPPF of July 2021.

The scheme has taken account of all relevant guidance and is fully supported and evidenced by the supporting information accompanying the application.

Summary of development

Number of Dwellings: 114 dwellings
Dwelling Type: Detached, Semi Detached, Terraced
Bedroom Range: 2, 3 & 4 bedroom