DESIGN & ACCESS STATEMENT



Proposed Residential Development at
The Former Priory School, Littleworth Lane, Lundwood, Barnsley

Prepared on behalf of

HARRON HOMES

by
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Section 1

Introduction



This Design and Access Statement supports a full planning application for the residential development on land at the Former Priory School, Littleworth Lane, Lundwood, Barnsley.

The application seeks Planning Permission for the development of 198no dwellings together with associated infrastructure.

1.0 Introduction

1.1 This Design and Access Statement has been prepared on behalf of Harron Homes in support of a Full Planning Application for a residential development of 198 dwellings, together with associated infrastructure, including a new link road, at the Former Priory School, Littleworth Lane, Lundwood, Barnsley.

1.2 Downes Illingsworth Partnership Limited is a Chartered Architects practice specialising in residential developments and have undertaken and delivered hundreds of successful projects over the last 30 years in conjunction with national house builders and local developers alike. We understand the aspirations of the local authority together with those of the client and potential purchasers whilst acknowledging and respecting the existing residents in the locality; our principal aim is that all buildings and spaces we design are enjoyed by all who use them, will fit well within their context and will stand the test of time.

1.3 This statement should be read in conjunction with the proposed drawings, application forms and other documentation submitted with this application, including a Planning Statement, Statement of Community Involvement, Site Investigation, Transport Statement, Ecology Report and Tree Report. This statement does not therefore include any detailed assessments of such matters.

1.4 This statement will examine and appraise the existing site, its surroundings and the neighbourhood; consider how the proposed development will sit within the context; explain the design principles and concepts that have been applied and the rationale behind the proposals; illustrate how the objectives of good urban design, following guidance in documents such as *By Design, Building for Life, Safer Places, Manual for Streets, the South Yorkshire Residential Design Guide* and *Barnsley Supplementary Planning Documents* have

been duly considered. Its aim; to ensure design is integral to the creation of new developments, to aid community involvement and to help inform decision making.

1.5 In support of the text, images, photographs and drawings are included throughout the statement to illustrate the site and surroundings, the design approach and the key factors of the scheme.

1.6 The statement responds to the requirements of the Town & Country Planning (General Development Procedure) (Amendment) Order 2006 and will describe the proposals following the format set out in the DCLG Circular 01/2006, that is;

Use - what the land and buildings will be used for.

Amount - how much development is proposed.

Layout - how the buildings, routes and open spaces (private and public) relate to each other and their relationship to the spaces surrounding the development.

Scale - how big the buildings are, particularly their heights and massing, and how they relate to the site and surroundings.

Landscaping - how existing landscape features shall be incorporated within the scheme and how open spaces and planting will be distributed and treated to enhance the character of the place.

Appearance - how the buildings and spaces will look, for example, architectural style, materials and design details.

Access - how the site relates to public transport, the principle of the highway network and hierarchy; how accessibility is duly considered so that everyone can move readily throughout the development.

1.7 This statement will demonstrate how the characteristics of the design have been influenced by a thorough process, including Assessment, Involvement, Evaluation and Design.

Section 2

The Proposed Site and Context Appraisal





This section will examine and appraise the existing site, its immediate surroundings and the wider neighbourhood.

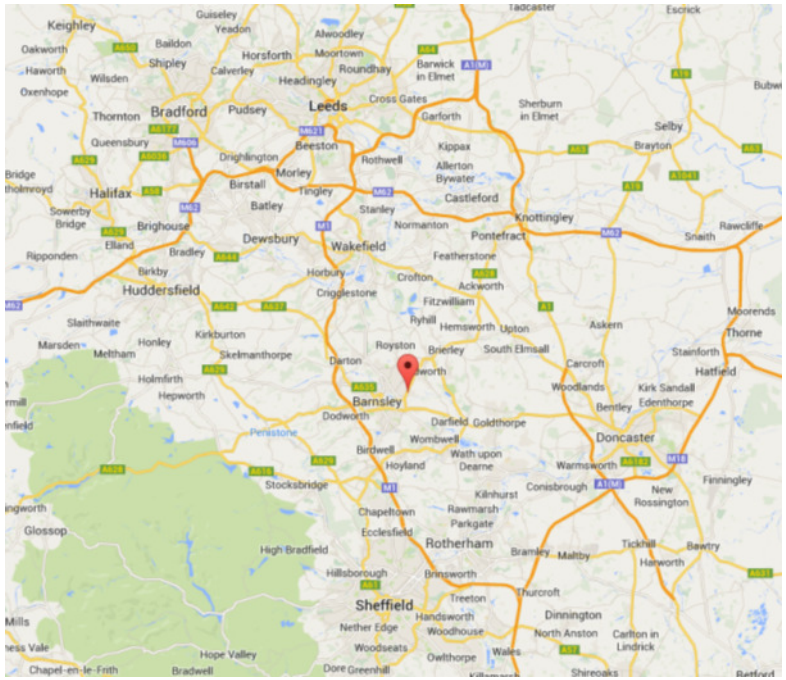
2.0 The Proposed Site and Context Appraisal

Location

2.1 The site is off Littleworth Lane, Lundwood, with Pontefract Road close by to the east and Rotherham Road to the south. The settlement of Lundwood is within the Metropolitan District of Barnsley and is situated approximately 3miles north-east of Barnsley town centre. It is about mid-way between the cities of Sheffield to the south and Leeds to the north both approximately 20 miles away along the M1 motorway.



Aerial Photograph of the site



Location Plan



Aerial Photograph of the site in the context of Barnsley town

Site Characteristics & Use

2.2 The Block Plan illustrates the main body of the site, outlined in red, within the context of the immediate locality and identifies the features remaining on site after the demolition and removal of the school and its facilities; that is, a sub-station, access track and small area of hard-standing. The remaining land is currently grassland. The site as outlined (i.e. excluding the additional land for the new link road) has a gross area of 7.89hectares (19.49acres), is an irregular shape and has a 210m existing road frontage. The ground slopes, from a level of around 51m AOD at the far western end, down to approximately 44m AOD at the eastern boundary with gradients between 1 in 25 in the southern half and 1 in 45 further north. There is a small area of steeply sloping ground at a gradient of 1 in 3 in the south-eastern corner. The existing contours are shown on the plan.

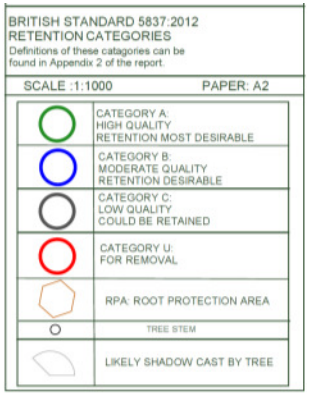


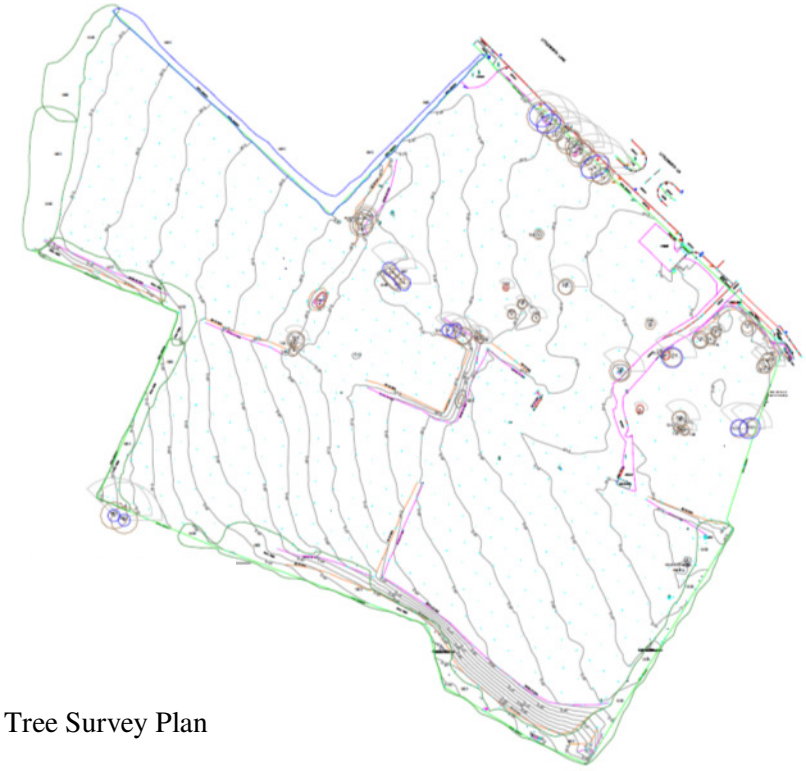
Block Plan

2.3 The site formerly housed a secondary school but this was closed in December 2011 as a result of the Building Schools for the Future initiative. The existing buildings can be seen on the aerial photograph opposite and were concentrated along the Littleworth Lane frontage, where vehicular access was taken. The buildings have subsequently been demolished. The remaining land was the school's playing fields and was laid out with formal play facilities including a junior football pitch, adult football pitch, two rugby pitches and three tennis courts.



Former school buildings





Tree Survey Plan

2.4 Existing Trees & Hedgerows

A tree survey and report has been prepared, to BS 5836:2012, and identifies the existing trees and hedgerows on site together with their retention assessment and root protection zones. A copy is submitted with the application. As can be seen from the plan extracted from the report, the majority of planting is concentrated around the site edges with some small cat B and C trees within the northern part of the site.

Existing Site Access & Boundaries

2.5 The site is currently accessed from Littleworth Lane; one gated access directly from the road at the eastern end of the site and two others served from a secondary lay-by / service road running parallel to the main road



Eastern-most access directly from Littleworth Lane



Access towards eastern side of site served from the lay-by



Access at western end of site served from lay-by



Access into lay-by from Littleworth Lane

2.6 The site is currently secured with palisade fencing to all sides and supplemented with groups of trees and hedgerows to part of the northern, western and southern boundaries.





Littleworth Lane frontage

2.7 The site directly abuts the Littleworth Grange Primary School at the north western corner. Opposite Littleworth Road to the north of the site are open fields and play facilities including pitches and an equipped play-park area. Adjoining the southern and western boundaries are areas of green space with access along an existing public footpath linking Pontefract Road to Littleworth Lane. To the east are commercial and industrial type buildings and services including a vehicle repair garage, medical centre, nursery and Priory Campus.



Littleworth Grange Primary School



Play area and fields to north of site



Vehicle repair Garage adjacent the site



Services along Pontefract Road



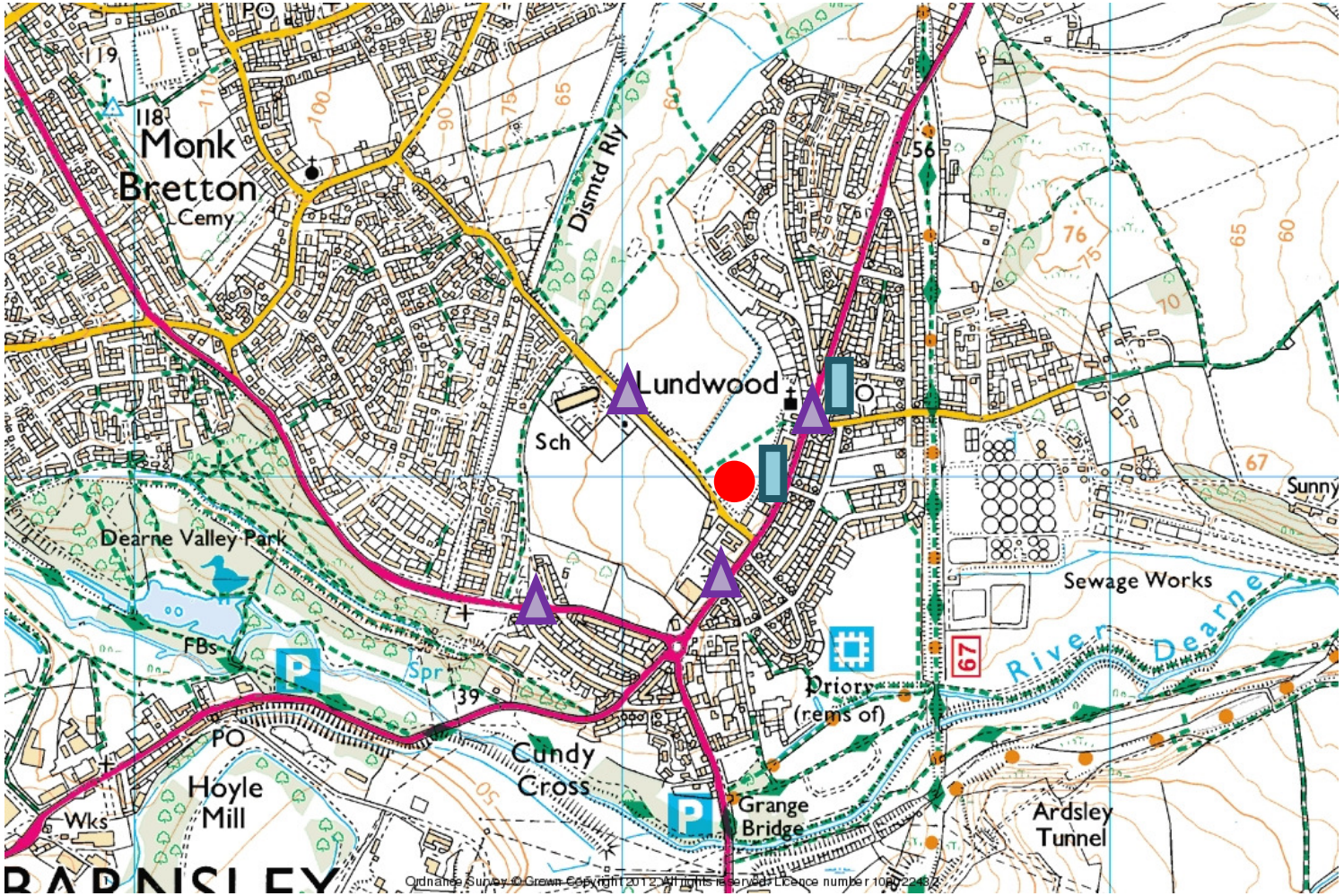
Pedestrian route from Rotherham Road into green space, south & west of site

2.8 The OS Explorer map below indicates the main highway network, public footpaths, bridleways and cycle routes in and around the vicinity of the site. The Sustrans national cycle route No.67 is only around 600m to the east of the site. It forms part of the Trans Pennine Trail and a 112m cycle route from Loughborough in the south to Northallerton in the north, with a vast majority of traffic free cycling.



2.9 The approximate positions of the bus stops are also identified by a purple triangle on the plan below and further details of the routes and services can be found in the Transport Statement that accompanies the application.

2.10 There are local shops within walking distance of the site and these are identified by a blue rectangle on the plan below and these include a local convenience store, post office, bakery, butchers, take-away restaurants and hair-dressers. An existing equipped play area is across the road, to the north-east of the site, and is indicated by a red dot.



Bus stop

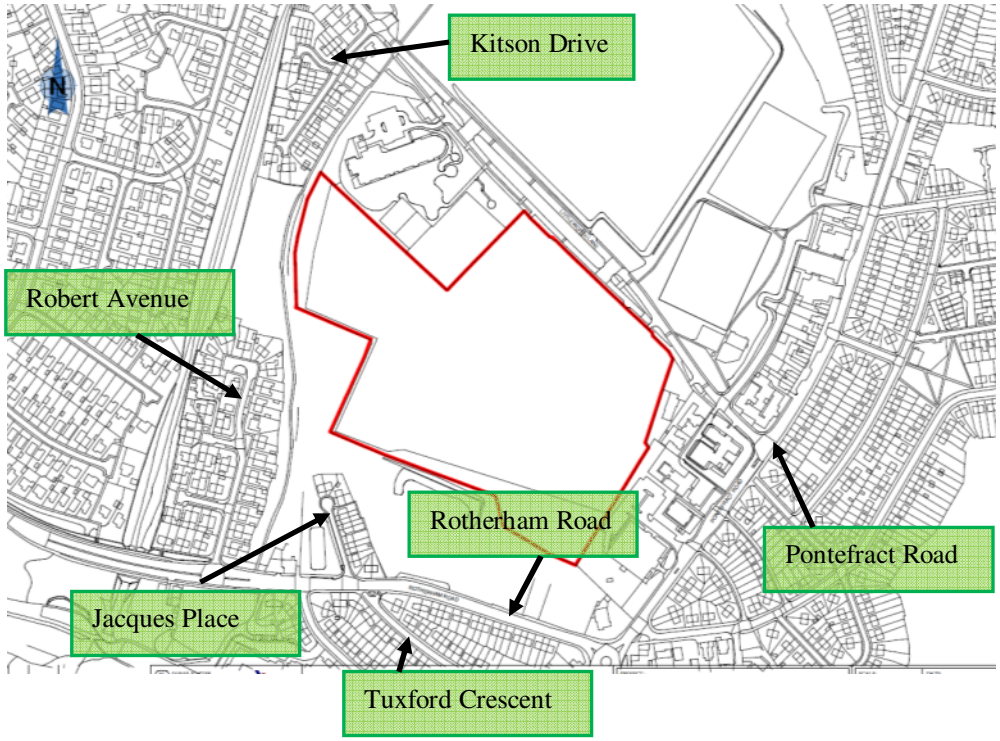
Local shops

Equipped Play Area

Sustrans National Cycle Route (67)

OS Explorer map

2.11 The following illustrations indicate the varied urban grain and appearance of the existing dwellings in the locality of the site;



Rotherham Road;

- Red brick walls under grey pantile hipped roofs,
- Dwarf stone front boundary walls with metal railings,
- White casement windows,
- Linear form,
- Semi-detached and terraced houses at a density of approximately 48 dwellings per hectare,
- Typically on street parking.



Kitson Drive;

- Mainly buff brick walls under grey pantiles with predominance of gable fronted design,
- Mixed frontages, including dwarf stone walls,
- White casement windows,
- Detached, semi-detached and terraced houses at a density of approximately 26 dwellings per hectare,
- Typically driveways to the side.

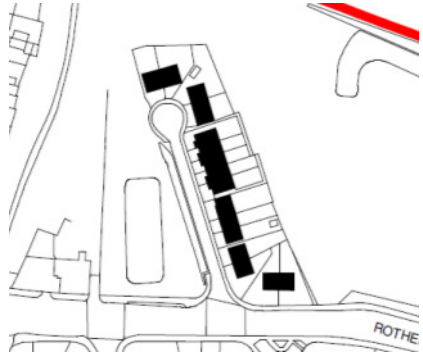




Jacques Place;

- Brick walls under grey tiles; projecting gables,
- Two and two and a half storeys, with dormer roof windows,
- White casement windows, stone heads & cills,
- Semi-detached and terraced houses at a density of approximately 43 dwellings per hectare,
- Frontage mews parking





2.12 The appearance and materials of the domestic properties vary considerably and would appear to respond to the era of construction with no strong local vernacular that should necessarily dictate a particular design aesthetic for the site. However there is a similarity in scale and materials and this should be respected in any new development. The heights of the dwellings are between one and three storeys, with a high percentage of two storey properties. There are also many with roof dormer windows, to bungalows and townhouses, creating additional attic accommodation and variation to the roofscape. The materials are typically brick, with a mixture of reds, browns and buff and some half-rendered. The roofs are generally pitched with gables to the sides, although there are some hipped and some with front facing gables or gable projections. The roof finishes are typically grey pantiles and the window styles are generally white casements. The images, both above and below, give a flavour of the existing domestic vernacular within the vicinity of the site.



Tuxford Crescent



Robert Avenue

2.13 The character of Pontefract Road is also varied and is dominated by non-domestic buildings directly to the south east of the site. Examples, seen below, show the typical materials as red and buff brick walls with the occasional half render building, hipped and gabled roofs with grey, brown and red tiled roofs.



Pontefract Road / A628



Pontefract Road / A628



Junction of Pontefract Road and Rotherham Road

Section 3

Considerations, Strategies, Constraints & Opportunities



This section discusses the urban design guidance that has been followed and the Constraints and Opportunities the site poses.

3.0 Considerations, Strategies, Constraints & Opportunities

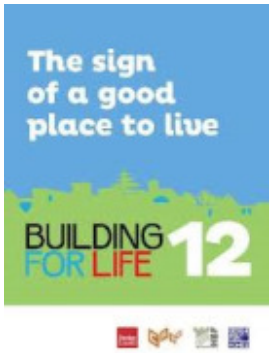
3.1 This section discusses the design guidance, site constraints, policies, strategies and design developments that have informed the scheme.

Design Guidance

3.2 The climate is such that the local authority, developers and purchasers alike all expect design excellence and high quality sustainable places. The proposals follow sound urban design principles, best practice advice and guidance, which outline the importance of good urban design as a key element for successful development. Although many now outdated by the National Planning Policy Framework (NPPF) the following documents still contain some relevant urban design guidelines that act as useful checklists;

- *'By Design - Urban design in the planning system: towards better practice'* (DETR 2000);
- *'By Design Better Places to Live: a companion guide to PPG3'* (DTLR and CABE 2001);
- *'Urban Design Compendium'* (English Partnership/Housing Corporation);
- *'Building for Life 12: the sign of a good place to live'* (a guide prepared on behalf of CABE, design for Homes and HBF. 2012);







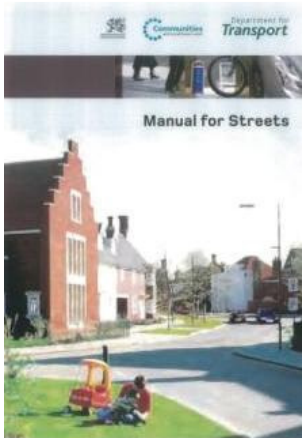


3.3 The proposals aim to achieve as many green lights as possible, and avoid any reds, when assessed against the 12 Building for Life criteria and take guidance from the South Yorkshire Residential Guide (2011) and council's policies and supplementary guidance, including Designing New Housing development (2012).

3.4 By following the core factors that under pin best practice, the proposed design solution will create an attractive, robust, safe and inclusive environment that is not dominated by the highway. The following concepts, taken from '*By Design'* were used throughout the design development as a tool and reference benchmark for analysing the proposal and ensuring it conformed to acceptable urban design criteria;

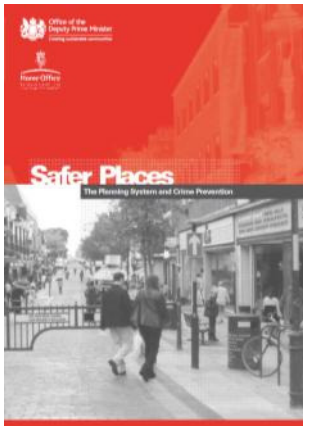
> ***Character***: *"A place with its own identity....to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture."*
>
> ***Continuity and Enclosure***: *"A place where public and private spaces are clearly distinguished....to promote the continuity of street frontage and the enclosure of space by development which clearly defines private and public space."*
>
> ***Quality of the Public Realm***: *"A place with attractive and successful outdoor areas....to promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people."*
>
> ***Ease of Movement***: *"A place that is easy to get to and move through....to promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic..."*
>
> ***Legibility***: *"A place that has a clear image and is easy to understand....to promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around."*
>
> ***Adaptability & Diversity***: *"A place that can change easily with variety and choice....to promote adaptability through development that can respond to changing social, technological and economic conditions and also promote diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs".*

3.5 Manual for Streets and Manual for Streets 2, which supersede Design Bulletin 32 and its companion guide Places, Streets and Movement, are also good guides, and aim to assist in the creation of streets that help to build and strengthen the communities they serve. The proposed design takes heed of this guidance and create streets that;



- *meet the needs of all users, by embodying the principles of inclusive design,*
- *form part of a well connected network,*
- *be attractive and have their own distinctive identity,*
- *be cost effective to construct and maintain, and*
- *be safe.*

3.6 The NPPF stresses the importance of design to the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The proposals seek to positively contribute to the area through a well considered design, one that sits well within the context, will be robust and will not date.



3.7 Also conforming to the NPPF, the scheme is designed to create a safe and accessible environment where opportunities for crime are designed out with a strong focus on natural surveillance; the new properties are orientated so that all parts of the site are overlooked and parking relates well to the property they serve.

Strategies

3.8 Taking into account the site constraints and by following relevant design guidance, the layout has clear strategies in terms of movement, continuity and enclosure. The built form comprises linear streets and uses perimeter block concepts to inform the design. Coordinated

external works and materials are used to direct you easily throughout the development and provide constant interest and reference points across the site, creating a development that is legible and easy to negotiate whatever the movement mode.

3.9 The internal highway is a formal loop with secondary shared surface streets radiating from that; it sets a clear hierarchy and is very permeable for users, particularly pedestrians and cyclists.

3.10 Very important in the creation of robust and interesting streets and consequently safe places to inhabit are 'active frontages'. Unless an integral part of the design, blank gables have been avoided and additional gable windows are utilised in order to provide "active" elevations throughout the scheme and ensure that all parts of the development are well overlooked, aiding natural surveillance.

3.11 Also a very important factor in the success of a development is the landscape design and early consideration was given to this. Hard and soft landscape have a vital role in creating personalised and defensible space; in creating a green infrastructure to complement the built form; in encouraging the use of the outdoors; in protecting and enriching the flora and fauna. The existing peripheral hedgerows and tree belts are to be retained but thinned out in places and central trees removed to facilitate the re-development whilst not unduly compromising the integrity of the landscaped edge. New tree planting will compensate for any loss and will be appropriate for the site's new use.

3.12 At street level, the 'place' is enriched by good quality materials and effective planting and these are to be used here to enrich and complement the existing landscape structure and the proposed built form; to 'knit' the whole scheme together. The proposed dwellings respect the existing housing in the area and are designed as robust, individual properties with simple yet effective detailing that shall not become dated. There is a consistent theme throughout in respect of materials and detail, ensuring the development is cohesive and 'gels

together' as a place. There is opportunity to create a place with its own specific identity whilst also respecting the varying character of the surroundings.

3.13 An extensive mix of house type and tenure is proposed throughout the site and there is no differentiation between private and affordable units, thus providing opportunities for a wide range of occupants and a fully integrated community. The majority of properties are two storeys in height with a handful of 3 storey dwellings to bring some variety to the roofscape and create focal areas across the site.

Constraints and Opportunities

3.14 The site features and local characteristics have been discussed in Section 2, but the following is a summary of the constraints and opportunities the site poses; those factors affecting and influencing the development;

Constraints:

- New link road,
- Frontage development to Littleworth Lane but without direct drive accesses,
- Relationship to existing surrounding properties and land uses,
- Existing hedgerows and trees,
- Existing drain crossing the site,
- Sloping site and areas of steep gradient.

Opportunities:

- To bring regeneration to the area with the redevelopment of a brownfield site,
- Improvements to the highway network with a new link road,
- Provision of a broad mix of dwelling types to complement the existing housing stock, including affordable homes,
- New sustainable urban drainage to maximise water storage capacity,
- Take advantage of south facing aspect for solar gains.

Section 4

Consultations and Design Development





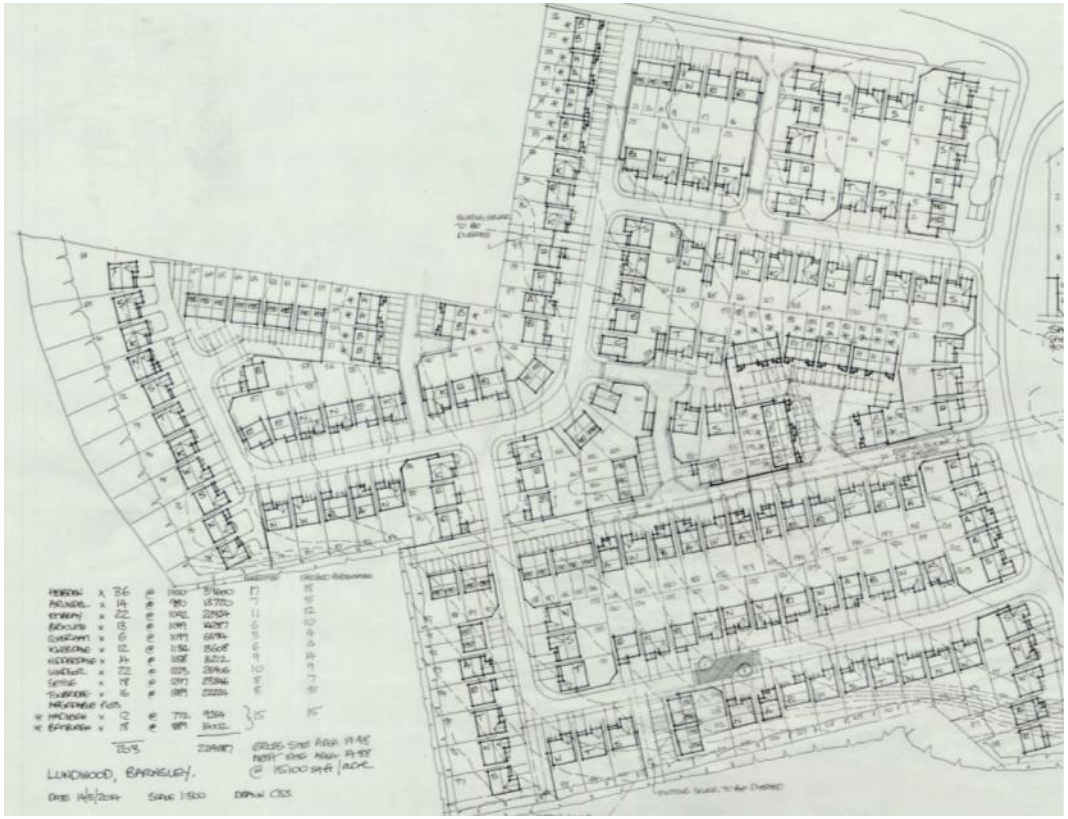
BARNSLEY
Metropolitan Borough Council

This part of the statement clarifies the consultations that have taken place thus far and the continuing development of the design.

4.0 Consultations & Design Development

4.1 Early discussions have taken place with Barnsley Metropolitan Borough Council and a pre-application meeting was held on 10th June 2014 between Harron Homes and council officers from various departments with representatives from Development Management, Highways, Drainage, Regulatory Services, Urban Design, Policy, Housing Growth, Biodiversity, Strategic Asset and Tree officer. The plan opposite was tabled for comment and the internal consultees' responses were later relayed to the client by the planning case officer, James Hyde, with the comments summarised in a letter dated 7th July 2014. The main 'design' related points were;

- *Trees fronting Littleworth Lane to be retained,*
- *Affordable Housing to be more integrated,*
- *Split up the townhouses*
- *Reduce amount of frontage parking where dominating the Streetscene,*
- *Reduce overall numbers to create more space,*
- *Additional landscaping,*



Layout tabled at pre-application meeting in June 2014

4.2 Consultation with neighbours has been undertaken and involved a letter drop to several hundred properties in the locality of the site. To date, no responses have been received.

4.3 The comments that have been made to date have been given due consideration and amendments made to the scheme where deemed appropriate. The revised sketch opposite was prepared to address the various concerns raised, and specific amendments in response to comments include;

- *Number of units reduced to 198no,*
- *Affordable houses fully integrated across the site,*
- *Townhouses redistributed across the site and located at focal points to create interest in the streetscene and roofscape,*
- *Frontage parking reduced with side driveways to a number of units to allow for additional landscaping to plot frontages,*
- *Trees retained to Littleworth Lane frontage.*



Revised layout to address pre-application comments

Section 5

Design Solution



This section describes the proposals for the development, under the following headings;

Use & Amount

Access & Highway Principles

Layout

Landscape Design

Scale & Massing

Appearance

5.0 Design Solution

5.1 Introduction

5.1.1 The site constraints, considerations, strategies and guidance discussed in the previous sections have all been borne in mind with the final scheme incorporating refinements from earlier sketches in order to address and improve certain aspects following the consultation process but without losing the thrust of the original design concepts.

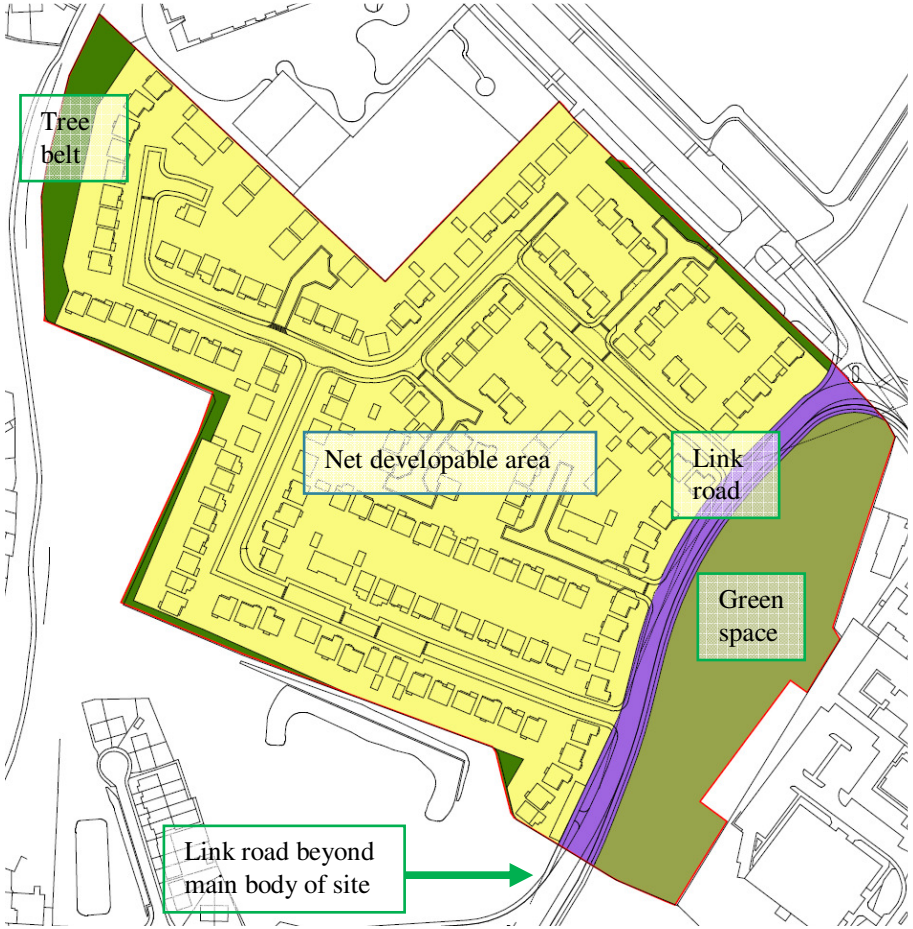
5.1.2 The following text clarifies the specific detail of the submitted scheme and covers the headings set out in the DCLG Circular 01/2006 and CABE recommendations, that is, *Use, Amount, Layout, Landscaping, Scale, Appearance* and *Access*.

5.2 Use and Amount

5.2.1 The main body of the site, that is excluding the additional land for the link road works to the north and south, has a gross area of 7.89 hectares (19.49acres), which is outlined in red on the plan below. For clarity, the red line on the Location Plan submitted with the planning application, which does include all the land for the link road works, extends to 10.34ha (25.55acres).

- ***What will the land and buildings be used for?***
- ***How much development is proposed?***

A large parcel of land is allocated as green space; which occupies 1.14 hectares of land and is coloured green below. Within this open space land, an area is to be used as a drainage retention basin on the northern part.



Site Boundary & Land-uses Plan

A new link road is proposed and splits the site, with green space to the east and main development area to the west. This occupies 0.34 hectares (0.84 acres) of land and is coloured purple on the plan opposite.

The dark green colour denotes areas of existing trees that are to be retained and has an overall area of 0.35 hectares (0.86 acres).

The remaining land, the developable area, is coloured yellow and extends to 6.06 hectares (14.97 acres) in area.

5.2.2 The proposed development is wholly residential and will provide 198no 2, 3 and 4 bedroom houses. There are 12 different house types proposed and these range in size from a 72m^2 (772ft²) 2 bed terraced house with allocated parking spaces, up to a 128m^2 (1389ft²) detached property with integral garage. As such, the proposals cater for a broad range of purchasers with the strong focus on good quality family homes.

5.2.3 All the house designs meet, in fact far exceed, the minimum floor area sizes specified by the council in their planning guidance and the proposed mix is as follows;

Property Type	Floor Area	Number	Total Floor Area
• 2 bed 2 storey semi detached house with parking	72m^2 (772ft²)	10no	720m² (7720ft²)
• 3 bed 2 storey semi detached house with parking	83m² (889ft²)	10no	830m² (8890ft²)
• 3 bed 2 storey detached house with integral garage	91m² (890ft²)	12no	1092m² (10680ft²)
• 3 bed 2.5 storey semi-detached / terraced house with parking	90m² (970ft²)	11no	990m² (10670ft²)
• 4 bed 2 storey detached house with integral garage	97m² (1042ft²)	19no	1843m² (19798ft²)
• 4 bed 3 storey semi-detached/terraced house with detached single garage	102m² (1100ft²)	26no	2652m² (28600ft²)
• 4 bed 2 storey detached house with integral garage	102m² (1099ft²)	27no	2754m² (29673ft²)
• 4 bed 2 storey detached house with detached single garage	102m² (1099ft²)	8no	816m² (8792ft²)
• 4 bed 2 storey detached house with integral garage	108m² (1158ft²)	18no	1944m² (20844ft²)
• 4 bed 2 storey detached house with integral garage	114m² (1223ft²)	23no	2622m² (28129ft²)
• 4 bed 2 storey detached house with integral garage	120m² (1297ft²)	18no	2160m² (23346ft²)
• 4 bed 2 storey detached house with integral garage	128m² (1389ft²)	16no	2048m² (22224ft²)

The total floor area, excluding garages, is 20,471m^2 (220,380ft^2).

5.2.4 The proposed density equates to 25 dwellings per hectare (dph) gross and 33dph net. This is below the core strategy policy of 40dph, however, it was agreed by the council in June 2012 that there was a need to deliver high quality large family size dwellings that would be built at lower densities. The proposals are considered an effective use of the land for the provision of this range of family homes whilst taking account of the site constraints and respecting the built form and densities in the surrounding area.

5.2.5 20 of the units are to be offered as affordable housing; 10no 3 bed houses and 10no 2 bed houses. This equates to 10% of the total unit numbers, which is slightly below the policy, however it was agreed with the officers at the pre-application meeting that in order to reduce overall numbers to improve the scheme then this would be acceptable. They are spread across the site, as illustrated in red on the plan, in small clusters and there shall be no distinction between the affordable and private units. The varied mix of properties will give opportunity for a whole range of purchasers, including those who may not otherwise be able to get onto the 'housing ladder', creating a mixed community with no social division.



Affordable Housing Distribution

5.2.6 All properties have a minimum of two 'in-curtilage' private parking spaces each, provided in a variety of ways; parking bays to the front or side; single detached garages; single integral garages. Parking bays are 2.5x5m with shared paths to the sides, single width driveways are 3m wide and garages are 3x6m. There is sufficient space allocated for the car, cycles and household paraphernalia ensuring each property has adequate off-street parking together with secure accessible storage space.



Parking Arrangements

5.2.7 In addition to the private, in-curtilage, parking spaces, casual visitor parking will also be possible along the main highway and within widened areas on shared access carriageways created specifically for this purpose. Private drives are sufficient width to allow for casual visitor parking in places;



Casual visitor parking bays

5.2.8 In total, the site provides 26no single detached garages, 133no single integral garages, 58no frontage parking bays and 227no spaces on driveways. In total 444no private allocated spaces, an average across the site of 2.25 per plot. There are 7no specific visitor parking bays within the shared accesses and also plenty of opportunities for casual parking along the main loop road and private drives.

5.2.9 All units are afforded generous private gardens appropriate for the size of dwelling, minimum 50m^2 for 2 bed houses and 60m^2 for 3 and 4 bed houses, with space to play, relax and house the general domestic paraphernalia, including bins, recycling and composting, which can be readily accommodated and easily accessible within the rear gardens and as such will not clutter the street.

5.2.10 In addition to the private garden space, there is the publicly accessible 'green space', as highlighted in green on the plan at 5.2.1 and opposite, which extends to 1.14 hectares, equivalent to 58m^2 per plot, and offers opportunities for informal play, exercise and social interaction as well as providing storage facilities for surface water in the form of a retention basin. It was agreed the pre-application meeting that due to the close



New green-space at east side of site

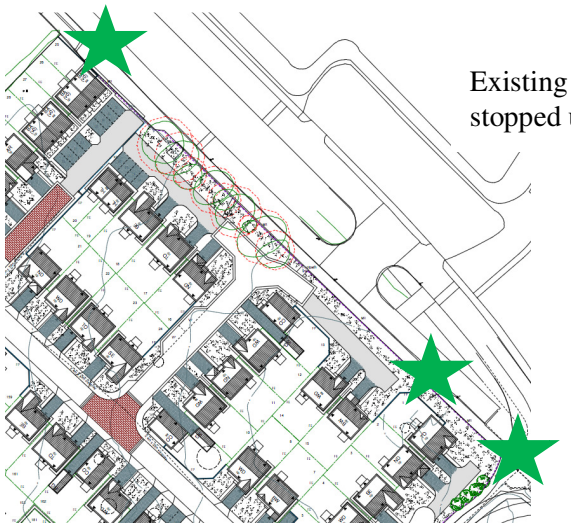
proximity of existing play facilities at Littleworth Park and Dearne Valley Park, an 'off-site' contribution via a commuted sum payment would be most appropriate to meet the full policy requirements.

5.3 Access & Highway Principles

- ***How does the site relate to public transport?***
- ***What are the principles of the highway network and hierarchy?***
- ***How is accessibility considered so that everyone can move readily throughout the development?***

5.3.1 As described and illustrated at section 2 and within other supporting documentation, the site is situated in a sustainable location with a variety of local amenities and services within walking and cycling distance and access to good public transport services linking to Barnsley town centre, neighbouring settlements and a wider transport network. Three bus stops are close to the site; with local shops, playing fields, equipped play area and school all close at hand.

5.3.2 A new 9.25m wide link road is proposed to connect Pontefract Road with Rotherham Road, which will help to alleviate traffic congestion at existing junctions. Detailed studies and assessments of the wider highway network have been undertaken by traffic engineers and can be referred to in the Transport Statement that accompanies the application.



5.3.3 The site currently has three existing vehicular access points onto Littleworth Lane. These are going to be stopped up and new accesses into the site taken from the new link road at the eastern side of the site. These shall be 5.5m wide roads with 2m footpaths forming an internal loop serving the new

development, joining the link road in two places. They have 6m radii at the junctions and have visibility splays of 2.4m x 43m, a distance suitable for 30mph. A third adopted highway is to be taken from the new link road, almost central along this site frontage, and sits over an existing drain that crosses the site. This is a 5.5m wide shared accessway cul-de-sac with 600mm verges to both sides and serves a small number of houses. Other shared access cul-de-sacs radiate from the main internal spine road, which serve properties in the central part of the site and those along the northern edge, fronting Littleworth Lane.

5.3.4 There is to be no vehicular access from the site onto Littleworth Lane, steering all residential traffic away from the road and lay-by near the school and playing fields. A pedestrian link will be made, however, about mid-way along this site frontage, to provide a more direct connection for pedestrians and cyclists. The majority of properties are served directly from the new adopted highways within the site but some are served off shared private driveways extending off the ends of the adopted turning heads. The shared part of the driveways shall be in a contrasting material to that of the private individual drives, which are typically block paving, to aid ownership and parking rights on the ground, and they shall be a minimum 4.2m wide and serve no more than 5no plots.



Highway Hierarchy


Private Driveways in central part of site

5.3.5 The layout facilitates ease of movement by all social groupings by incorporating appropriate standards for disabled access and use by pushchairs, etc, such as crossing points, ramps, drive and door widths. The 'approach' to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will have 'accessible' paths and drives and have various surface materials, dropped kerbs and tactile paving to aid movement by all. Steps and steep gradients are to be kept to a minimum with paths and drives level wherever possible taking into account the site's topography and drainage strategies.

5.3.6 Accessible parking is to be provided, either in-curtilage, or to the front immediately adjoining the properties they serve. Sufficient access around and into the properties will be possible whilst a car is parked and the garage sizes will also enable vehicles to utilise them in an effective manner and thus reduce the potential for uncontrolled on-street parking. Dwelling entrances have logical relationships to the accessible routes that serve them and signage, lighting, contrasting surfaces, etc. will be used to make the environment as legible as possible. Level thresholds are provided at the principle entrance into the dwellings to aid accessibility. The dwellings are designed with generous spaces that can be put to a number of uses with scope for adaptability and extension to suit the individual user's requirements and potential changing needs.

5.4 Layout

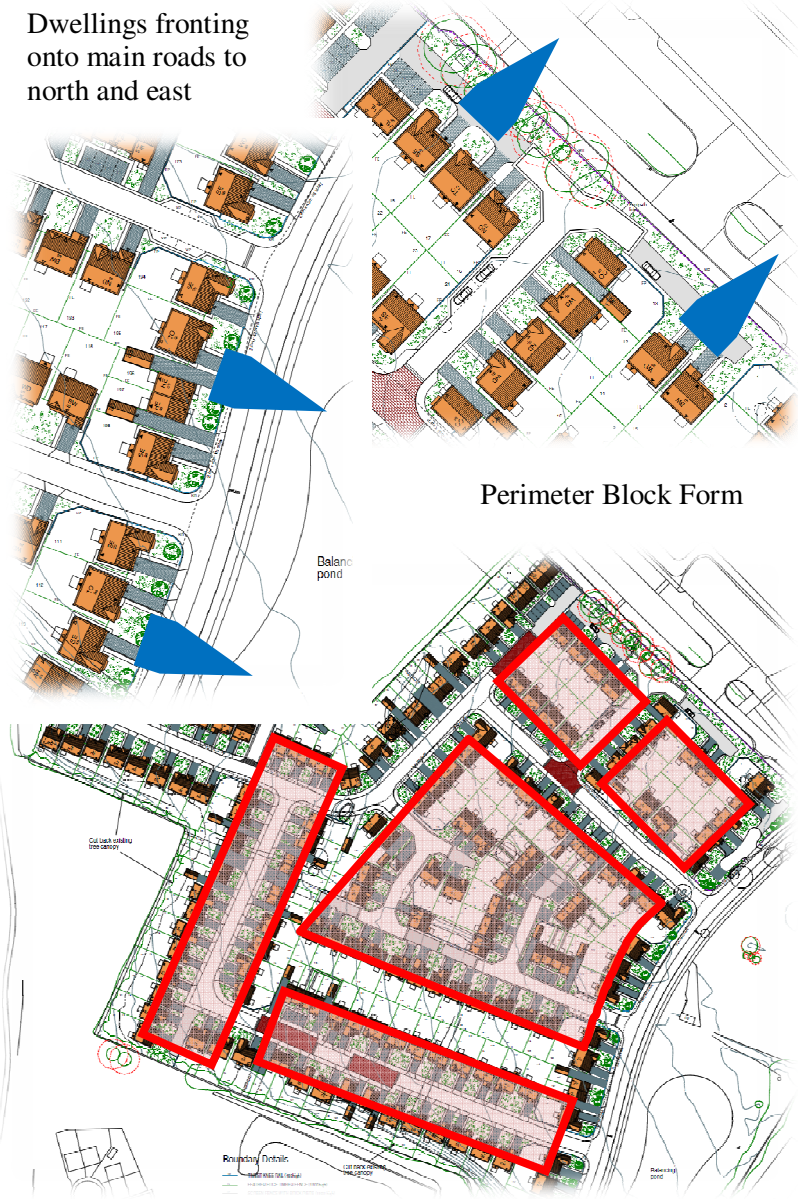
5.4.1 The site's long straight boundaries and the characteristics of the domestic form in the locality helped to inform the design. The framework is simple 'perimeter blocks' with linear streets within the site and fronting Littleworth Lane and the new link road, overlooking the new and existing open spaces. Node points, vista stops and focal elements, including changes in materials and finishes, are all used to create a strong sense of place, to direct and guide you throughout the development and provide constant interest across the site and beyond.

- ***How do the buildings, routes and open spaces (private and public) relate to each other?***
- ***What are their relationships to the spaces surrounding the development?***

5.4.2 The following considerations were important factors influencing the layout design;

- Properties to front onto Littleworth Lane, but with no direct access, and set back to respect the existing trees,
- Properties to front onto new link road and overlook green space,
- Internal highway loop with access from the new link road,
- Relationship to surrounding land uses,
- Retention of majority of peripheral planting,
- Lower density properties to the site's outer edges and integration of higher density units throughout the site,
- Respecting the character and densities of dwellings in Lundwood whilst providing good quality family homes to meet market needs,
- 'Stand-off' to existing central drain / easements and incorporating SUDS,
- As far as practical, dwelling orientation to take advantage of the southerly aspect,
- Meeting council standards, particularly in respect of separation distances, garden sizes

5.4.3 The 'perimeter block' layout form means that all the properties relate well to one another, generally parallel or at 90 degrees to each other, creating a simple, ordered layout that is legible and relates well to the site constraints and its surroundings.

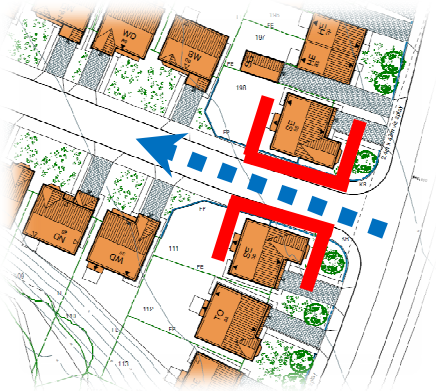


5.4.4 Throughout the layout, certain dwellings act as 'gateways' that you pass through, plotted with a symmetrical form and brought intentionally closer to each other and the highway, such as plots 111 + 198 and plots 173 + 194 that lead you through into the development from the new link road.

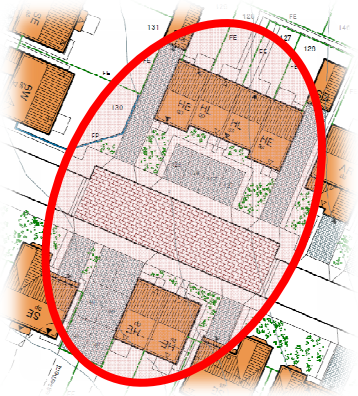
Some buildings are specifically located to create focal ends and vista stops at the heads of roads, such as plots 32 & 147.

Higher density dwelling groups are strategically located to create contrasting character areas, such as plots 99/100 and 126-129 with increased massing and scale.

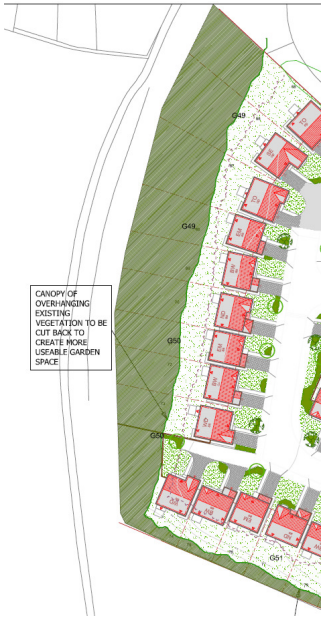
5.4.5 Properties typically front onto the visibly open public areas, to the north and east, and where they are 'side-on', gable windows will be incorporated if necessary to overlook these spaces and ensure 'active frontages' exist throughout the site creating a safe and naturally surveyed environment. The properties are to have their rear gardens facing the existing open green spaces to the south and west, which will be screened by the existing trees. The boundary shall be secured with 1800 high fencing.



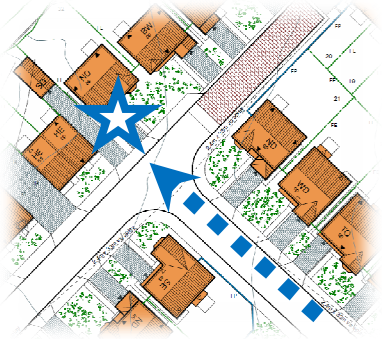
Symmetrical dwellings brought closer to the highway to create "Gateways"



Small clusters of higher density houses creating with contrasting materials and finishes to create different character areas



Rear gardens to south and west boundaries



Focal ends and "Vista stops"

5.4.6 There is a clear definition between the public and private domain with all properties having 'defensible spaces' to their frontages, and to their sides on a corner position, with a variety of hard and soft treatments to the street helping define the different character areas, some giving physical enclosure to the semi-private spaces such as railings, knee rails, hedges and shrub beds.

5.4.7 The majority of properties have individual footpath accesses to their rear gardens giving direct control over their own private domain. The small number of mid terraced units will share a path down the side gable with one other property. These accesses shall be dual gated, with one at the dwellings' frontage to avoid unauthorised access and a private lockable gate at the individual garden access points. The provision of paths to all the gardens will enable waste and recycling provisions to be located at the rear of the properties, out of sight from the street.

5.4.8 Where possible, the dwelling's private amenity spaces back onto other gardens or are screened from public areas by 1800 high walls or vertically boarded fences, with rails inboard to reduce climbing potential.



Hedges and railing to certain plot frontages



Private garden areas 'back-back'



Screen fences



Brick piers and fences

5.4.9 All of the parking spaces and garages relate well to the properties they serve and are well overlooked and should not therefore give rise to problems over day to day usage or security, thus the streets will be less cluttered with uncontrolled parking.

5.4.10 Although the highway framework has some long, straight streets, vehicle speeds will be reduced by calming the traffic at strategic junction and pedestrian crossing points using raised tables and contrasting materials. These will instil a sense of caution for the motorist and give priority to the pedestrian and cyclist with a detached path through the green heart of the site.

5.5 Landscape Design

5.5.1 The landscape is an integral part of the layout design; it supports and enhances the building layout and has the following objectives:

- To create an attractive and safe environment for the users of this development.
- To develop a green infrastructure with a bold planting scheme that complements the built form.
- To include open spaces that encourages the use of the outdoors
- To define personalised and defensible spaces.

- ***How are open spaces and planting distributed and treated to enhance the character of the place?***
- ***How are existing landscape features incorporated within the scheme?***

5.5.2 The landscape proposals determine both the hard and soft landscape environment for the development. The landscape structure and hierarchy of materials used will create a sense of place and legibility throughout the site. Carefully considered proposals will complement the building design and help to integrate the scheme into its surroundings, enhancing the local biodiversity and providing an attractive environment for its future residents, for people passing by and for visitors passing through. Native or 'wildlife attracting'

species throughout the development will satisfy the desire to protect and enhance the existing habitats around the site and create a landscape centred solution for the development.

5.5.3 The existing hedgerows and trees shall be retained along the boundaries, but some thinning to the tree groups is proposed to improve the private amenity space for the new dwellings, although there will still be a 'green' transition between the new housing and the surrounding land. A small number of trees in the centre of the site are to be removed but these are predominantly lower value retention trees and groups. Any landscape removal shall be more than compensated by the new planting across the site. The tree groups to the northern boundary are to be retained and, although the new driveways do encroach into the root protection zones, there should be minimal root disturbance due to the hardstandings and buildings that were in this location when the school occupied the site.

5.5.4 The proposed on site green space is located along the eastern edge and provides an informal area containing a balancing pond in the form of a dry basin within the landscape. A belt of new native hedgerow planting will extend the existing hedgerow and enhance local habitats.



Public 'green space'

Planting of areas of wildflower meadow grass will provide interest and diversity and be an educational resource for the nearby school.

5.5.5 The landscape structure will comprise tree planting, groups of native trees, shrubs and hedgerows. Tree planting will to break up the building facades and rooflines whilst the combination of hedge planting and low shrubs to the garden frontages will provide definition of space and enclosure to the private areas, create focal corners and define character areas across the site without being too dominant in the view. Three species of hedgerow are proposed; Beech to frontages along the main spine road, flowering evergreen varieties, such as Escallonia, and Laurel hedges to frontages in the less formal areas, thus creating a hierarchy across the site in respect of both highway and landscape structure.

5.5.6 The occasional use of higher boundary walls and fences, providing additional screening where necessary to private garden space, serves to narrow the line of sight thus varying the streetscene and creating a more visually interesting vista and also helping to reinforce the traffic calming effect. Subsidiary nodes at points within the site shall be boldly planted to give a sense of arrival and again contribute to the traffic calming aspirations by providing the driver with limited visual cues. Planting will be bold and colourful, helping to break up the area into zones and create distinct identities within the site; the soft landscape contrasting with the harder walled edges and built form across the site.

5.5.7 Materials throughout shall be selected to complement the building design. Surfacing materials will comprise a variety of paving elements, using a neutral, smooth finish slab paving to house frontages and private footpaths with a range of finishes to parking areas, the majority being block paving. The general circulation will be tarmac, broken up with block paving at raised tables and strategic junctions to aid traffic calming and give a softer, more human scale. Brindle and charcoal colours are proposed to complement the building materials.


Brindle


Charcoal

5.5.8 Developments that are secure, well managed and maintained, and designed to '*encourage an atmosphere of community supervision',* where residents and visitors feel safe, are very important factors for instilling a sense of pride in the 'place'. Such key components, which contribute to successful housing developments, are embodied in the detailed layout design. It is expected that the maintenance of the public spaces will be undertaken by a Management Company or the Local Authority and this will be agreed and secured through a Section 106 Agreement. The private spaces will be in the ownership of the individual home owner who will be responsible for the maintenance of their own lawns, hedges, shrubs, trees, etc.

5.5.9 Following Secure by Design guidelines, the proposals will include a selection of planting that will serve as a defensive mechanism, where required, whilst maintaining clear visibility and natural surveillance. The correct positioning of shrubs and trees within the landscape can help provide interest, privacy and security without providing hiding places or opportunities for anti-social behaviour. The positioning of any street furniture will be carefully considered in order to deter vandalism and avoid places that may become magnets for anti-social behaviour whilst also fulfilling their role of creating places for positive social interaction.

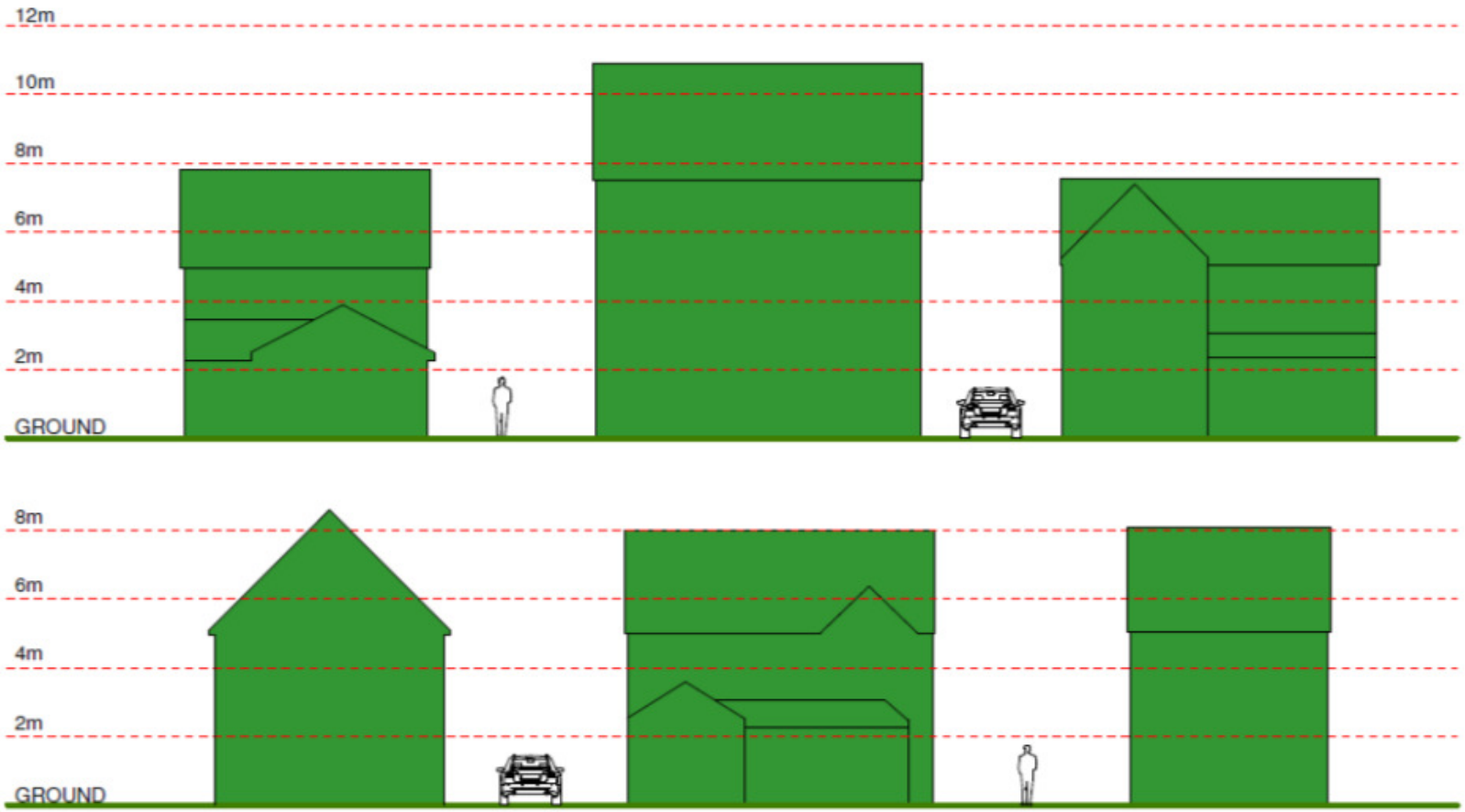
5.6 Scale & Massing

5.6.1 The domestic nature of the development means that the buildings relate well to the human scale and the proportions of the 'building to the street' ensure a comfortable and desirable environment for all visitors and inhabitants.

- ***How big are the buildings, particularly their heights and massing?***
- ***How do they relate to the site and surroundings?***

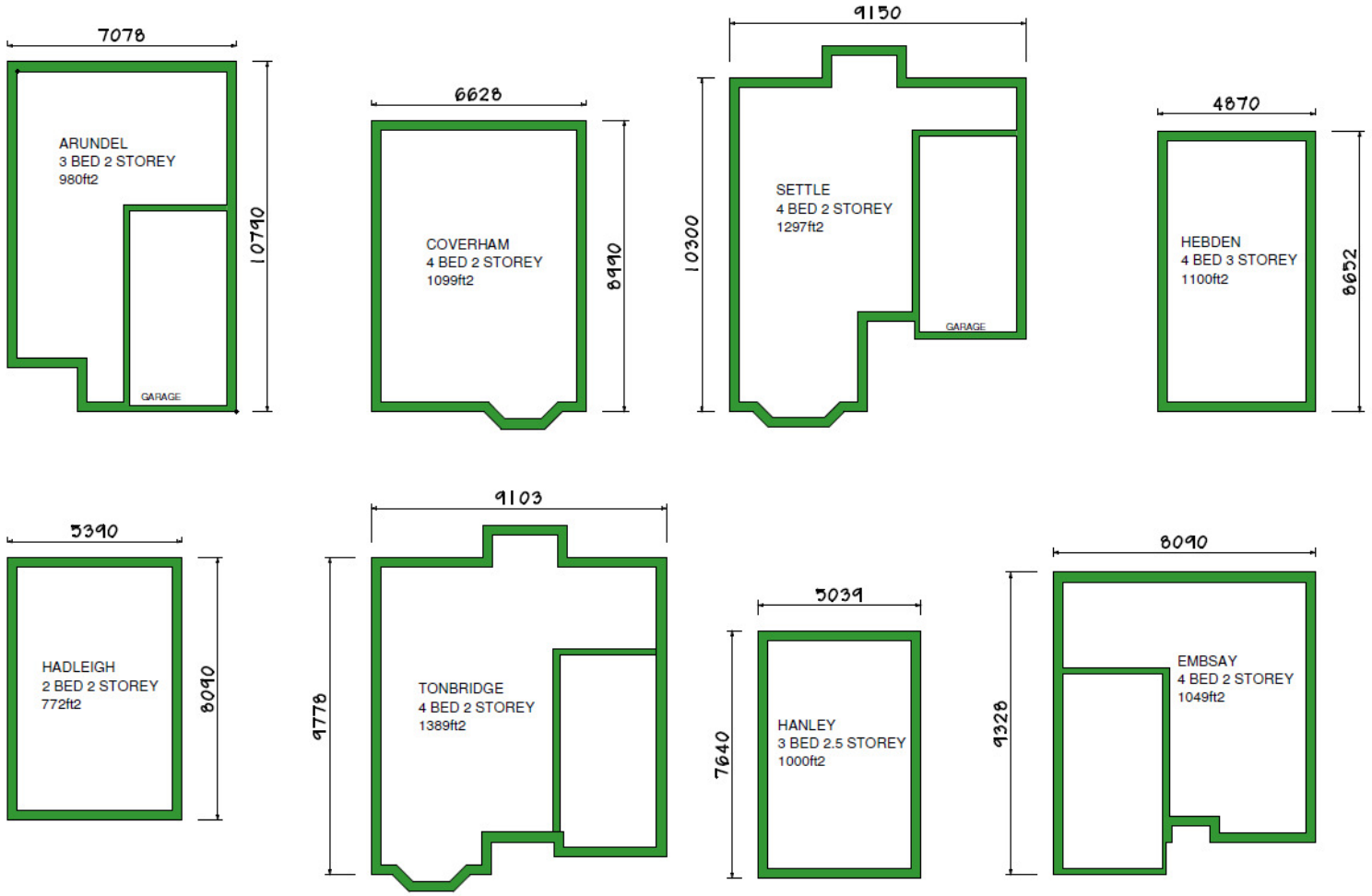
5.6.2 The dwellings are generally 2 storeys in height with one 2 storey with a room in the roof and another of the house types being 3 storey adding variety and interest to the roofscape. The townhouses are located throughout the site to bring some contrast to the street without

being over-dominant. The maximum ridge height will be around 11m with the majority around 8m high and the figure below shows the proposed profiles of some of the new dwellings;



Typical house profiles

5.6.3 The proposed dwelling mix, listed at paragraph 5.2.3, will yield a range of house type sizes and scale with a variety of dwelling footprints to create interesting layout form and character. The footprints below give an indication of the various dwelling floor-plates;



Typical dwelling floor-plates

5.6.4 Extracts from the Streetscenes can be seen below and show the typical character of the streets with a mixture of two and three storey dwellings creating interest in the roofscape, areas of tighter uniform spacing and those with more varied spatial separation and massing.



Typical Streetscenes

5.6.5 Appropriate separation distances are proposed, generally exceeding the minimum standards quoted in the council's Designing New Residential Development SPD, but certain areas within the site have been designed to be deliberately 'tighter' to bring variety to the street but none-the-less, adequate amenity is maintained throughout. 'Gateways' buildings lead you into spaces and other dwellings are positioned to form 'blind corners' that you have to negotiate around, naturally calming traffic.

5.7 Appearance

5.7.1 The contextual studies of the existing housing, particularly those closest to the site, have revealed how diverse the character is, with both traditional and modern design aesthetics "of their time".

5.7.2 The approach here is for all the house types to have traditional proportions and simple yet effective detailing that will not date and will respect the surroundings. The use of robust materials will ensure the longevity and sustainability of the dwellings and materials have been selected to respect the character of the area. A selection of proposed house types can be seen opposite and full details are submitted with the application.

- ***How will the buildings and spaces look, for example, architectural style, materials and design details?***

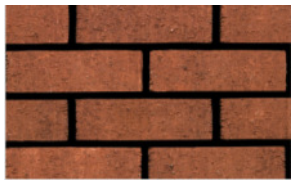


Typical house type elevations

5.7.3 The individual house types each have their own unique design elements, but a cohesive theme exists throughout the development, such as white casement windows with window bars, stone heads and cills and gable detailing, to ensure that the site masses together as a whole and does not become overly fussy.

5.7.4 The correct choice of materials is an important factor in a successful development and it is proposed to utilise a good quality, simple palette in order to fit within the surrounding context and respect the materials used locally whilst also creating a place with its own identity. The following materials are proposed;

Walls:	Facing Brickwork
	Anglian Red Stock
	Belmont Stock Buff
Roofs:	Concrete Tile (Sandtoft)
	Terracotta & Dark Grey Double Pantiles
Heads & Cills:	Artificial stone
Windows:	Casements in white upvc
Doors:	Black GRP



Anglian Red Stock



Belmont Stock Buff



Terracotta

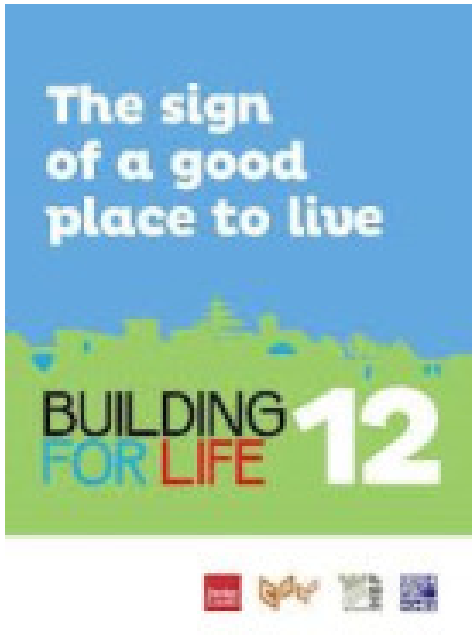


Dark Grey

5.7.5 The proposed boundaries are to be a mixture of railings, hedging and shrub beds to the plot frontages with some frontages simply turfed and left as open-plan within the site. The boundaries to the rear, private curtilages will be 1800mm high brick piers with infill fence panels where they adjoin the highway, and feather edge timber fences in less exposed areas, again 1800mm high. The boundary with Littleworth Lane shall be 1000mm high metal railings and the frontage along the new link road shall be defined by a knee rail, supplemented with planting.

Section 6

Building for Life 12



This section assesses how the design of the proposed development has embraced the 12 Building for Life Criteria

6.0 Building for Life 12

This section clarifies how the development and design proposals embrace the recommendations given in Building for Life 12 and respond to the twelve B4L12 questions as follows;

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?



- New link road between Pontefract Road and Rotherham Road to ease congestion at existing junctions
- Properties facing out onto Littleworth Lane and new link road
- No vehicular access to Littleworth Lane to avoid conflict with school and playing fields
- New footpath connection onto Littleworth Lane
- Good separation and relationship to adjacent properties

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?



- The site is very close to a primary school, play facilities and local shops
- The town of Barnsley is approximately 3 miles from the site and accessible via public transport
- New on-site green space is to be provided giving areas for social interaction immediately adjoining the new houses

3. Public Transport

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



- Three bus stops are located in close proximity to the site, to the north, east and south

4. Meeting Local Housing Requirements

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



- A wide range of house types are proposed, from 2 bed terraces to 4 bed detached
- There is a mixture of private and 'affordable' properties and all are fully integrated and designed to be tenure blind to create a broad-based community

5. Character

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



- The character of the existing housing is particularly diverse, with different areas responding to different eras, and so whilst respecting the varied vernacular the site also offers opportunity to create its own identity
- All dwellings face their respective streets in a linear form and the 'perimeter block' layout sets a strong framework
- The proposed scale, form, massing and materials of the new dwellings responds to the local character

6. Working with the Site and its Context

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



- Existing hedges and large areas of existing peripheral trees are to be retained and enhanced
- The dwellings will follow the natural topography of the site, gradually grading down to the south-eastern corner
- The dwellings take advantage of the southern orientation, with around 50% of the plots facing south

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?



- The location and orientation of dwellings creates well defined streets and the use of some dual aspect designs to turn corners and gable windows give presence to both streets
- 'Gateway' buildings and focal buildings / vista-stops also help define and frame the spaces with some 3 storey dwellings strategically located to bring variation throughout the site
- The built form is enhanced with high quality landscaping with hedges used to define some of the semi-private spaces at garden frontages, and bold planting used to define specific character areas

8. Easy to Find Your Way Around

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



- The simple geometric pattern of development and the main internal loop road make the scheme very legible and easy to find your way around
- Contrasting materials are used to create focal squares and break down the layout into character areas

9. Streets For All

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



- The highway has a clear hierarchy with a formal road looping through the site and connecting with the new link road in two places
- Less formal streets radiate from this and serve more intimate dwelling groups
- The roads are designed with tight bends to naturally clam traffic and where lengths of straight road occur, they are broken down with contrasting material at focal junctions to reduce vehicle speed and instil a sense of caution

10. Car parking

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



- Each property has a minimum of 2no spaces each, typically 'in-curtilage', and all relating well to the property they serve

- There is an average of 2.25spaces per plot across the development provided in a variety of ways; single detached garages, integral garages, driveways and parking bays
- Additional visitor parking is provided in widened areas of highway and casual parking is also possible along the main access road within the site

11. Public and Private Spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe to use?



- The scheme is dominated by a large green space that creates a green frontage to the site along the new link road
- This is well overlooked by the surrounding properties and so will have natural surveillance
- This public space will be maintained by a management company or the council and will be agreed through a Section 106 Agreement
- All properties will have secure and private rear garden space defined by 1800 high screen fences and walls and also defensible space to their frontages defined by shrubs, hedges or railings

12. External Storage and Amenity space

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



- Each property has accessible rear garden areas that will provide more than adequate space for the storage of waste as well as private amenity space for the occupants
- A high percentage of the properties have garages, which are capable of storing cycles as well as vehicles. Those without garages have adequate space within their rear gardens to accommodate a storage shed

In our opinion, the initial assessment of the scheme is achieving 12 ‘green lights’ and shows that the development has taken account of all the questions posed by the Building for Life Assessment. We believe that by virtue of its considered design, the development should be ‘a good place to live.’

Section 7

Summary and Conclusions



This section summarises the key points of note and concludes that the proposed development will be designed in response to the site, context and relevant guidance and will be a welcome addition to the area and a desirable place to live.

7.0 Summary and Conclusions

7.1 The proposals that form the basis of this application have been developed, over many months, in response to the context, site constraints and latest design guidance. We have worked in conjunction with the local authority and given opportunity for local residents to comment and refinements have been made to the scheme in response to initial comments.

7.2 The proposed development will offer a range of high quality family homes to suit a wide range of purchasers, which will complement the current housing stock and respect the character of the surrounding area.

7.3 The design approach follows sound urban design principles contained within the South Yorkshire Residential Design Guide and Barnsley Metropolitan Borough Council's policies and supplementary guidance.

7.4 The proposals show;

- how the amenity and character of the locality can be respected by following a traditional approach, with simple but effective detailing, form and scale;
- how to establish clear strategies in terms of movement, continuity and enclosure and avoid monotony by creating a series of interesting spaces and character areas, the creation of 'places' throughout the site - spaces you *'pass through'* and those you *'arrive at'*; a robust framework clearly defining public and private spaces and allowing views through the site and integration with the wider neighbourhood;

- how the highway network can set a clear hierarchy and be designed to restrict vehicular speed and prioritise the non-vehicular modes of movement as far as possible, with roads naturally traffic calmed; how the highway can be kept to a minimum and designed to respond to the surrounding built form rather than dictate the layout, whilst fulfilling the necessary turning, manoeuvring and safety requirements;
- how the careful use of house types, their orientation and relationship to one another will create a naturally surveyed environment that is safe and robust and takes advantage of solar gain;
- how to create a place that is adaptable and diverse, offering choice in response to local need.

7.5 By following these principles, the proposals will create a sensitive, locally responsive development on a partly brownfield site; it will be robust, legible and accessible and will contribute positively to the settlement, delivering a safe and attractive environment rooted firmly in its place from the outset; it will create a desirable place that will stand the test of time and that people will be proud of and want to inhabit for many years to come.

7.6 It is concluded that such a development warrants the support of the local community and Barnsley Metropolitan Borough Council and should be granted planning permission.



Composite Site Layout Plan submitted with planning application