

DESIGN AND ACCESS STATEMENT

Incorporating Building for Healthy Life Assessment and
National Design Guide Assessment

APPLICATION FOR OUTLINE PLANNING PERMISSION

PROPOSED RESIDENTIAL DEVELOPMENT HEMINGFIELD ROAD, HEMINGFIELD

FEBRUARY 2024



PTARMIGAN

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STEN Architecture has prepared this document on behalf of Ptarmigan Land North Ltd. It explains the design principles of an application for outline planning permission for residential development at Hemingfield Road, Hemingfield.

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

An analysis of the site and its context has been undertaken, informed by technical reports and surveys, and planning policy. These factors have determined the design principles which have been applied to the site to produce an illustrative development proposal and accompanying parameters plan.

The development description is:

'Application for outline planning permission for the demolition of existing structures and the erection of residential dwellings with associated infrastructure and open space. All matters reserved except for means of access to, but not within, the site.'

There is a pressing need to deliver new market and affordable homes within the borough of Barnsley to meet local needs. The site is ideally located to deliver these new homes for the benefit of the community.

Ptarmigan Land North Ltd recognise the importance of sustainable development that meets the needs of current and future generations.

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

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

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

Ptarmigan Land North Ltd has collaborated with specialist consultants to create a successful, sustainable, and accessible, development proposal.



1. POLICY CONTEXT

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

Government policy is outlined in the National Planning Policy Framework (NPPF). The primary purpose of the NPPF is to deliver sustainable development (the three arms of which are social, economic, and environment). The NPPF places a significant emphasis on the need to substantially increase the delivering of new homes to meet needs.

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

NATIONAL DESIGN GUIDE (NDG)

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

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

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

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

LOCAL PLAN

Barnsley's Local Plan was adopted on 3rd January 2019 following public consultation and examination by an independent planning inspector.

The site is designated, along with further land to the immediate east, as Safeguarded Land in the adopted Barnsley Local Plan under reference SL6. It is located at the western end of the land designated as Safeguarded Land, and it adjoins Hemingfield Road.

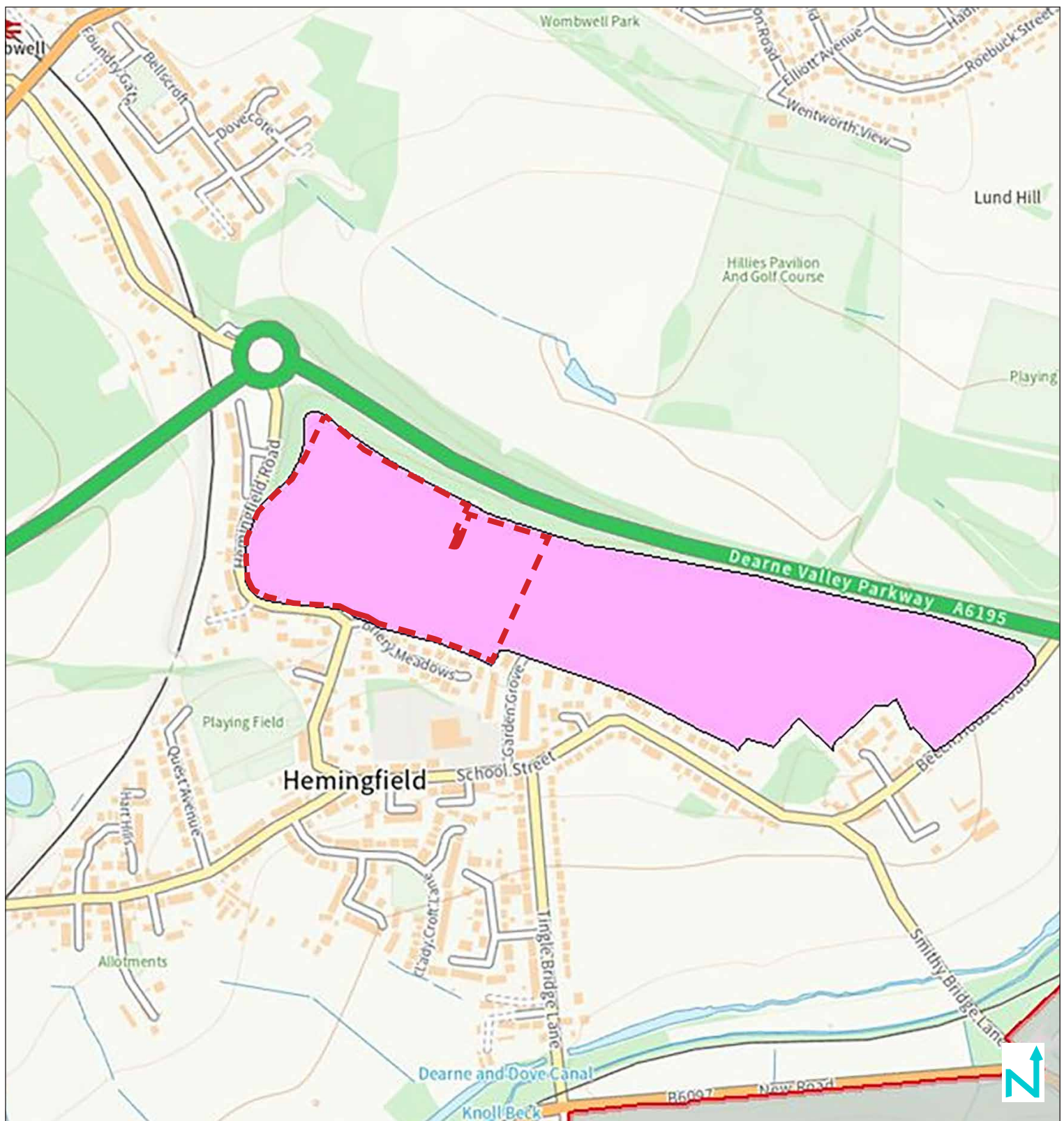
Barnsley's Local Plan states:

"13.5 Development should take account of the following design standards and guidance (and any future updates of these) which will be used (but not exclusively) to help assess the quality of design: Building for Life 12 (for residential developments of 10 or more dwellings). Secured By Design/ Safer Places-the Planning System and Crime Prevention. Manual for Streets (for residential developments). Manual for Streets 2-Wider Application of the Principles (which takes this guidance beyond just residential developments). The South Yorkshire Residential Design Guide."

In addition to the above Barnsley Metropolitan Borough Council has published a suite of Supplementary Planning Documents (SPD). There are numerous documents and from the list attention is drawn to the following which are relevant to design at this stage:

- Supplementary Planning Document: Design of Housing Development, Adopted 2023
- Supplementary Planning Document: Open Space Provision on New Housing Developments, Adopted May 2019
- Supplementary Planning Document: Sustainable Construction and Climate Change Adaptation, Adopted 2023

National and local policy are important factors in the evolution of this proposal from site analysis to illustrative proposal. This Design and Access Statement shows how policy and guidance can be met.



The above extract from Barnsley's Local Plan shows the full extent of Safeguarded Land and the site subject to this application.

2.SITE CONTEXT

The site is located to the north east of Hemingfield Road, and north of Briery Meadows. There are a number of buildings within the site which are proposed to be demolished as part of the development proposals.

The application site benefits from proximity to strategic travel routes including the M1 Motorway, Dearne Valley Parkway, and Wombwell Train Station.

Analysis shows that all of Hemingfield is accessible within a 2.0 kilometre walking distance, along with a large area of Wombwell to the north, Jump to the south-west, and Cortonwood Retail Park. Pedestrian access to Wombwell is via an existing route beneath the A6195 Dearne Valley Parkway, and comprising a lit underpass, which provides a direct pedestrian route to Wombwell.

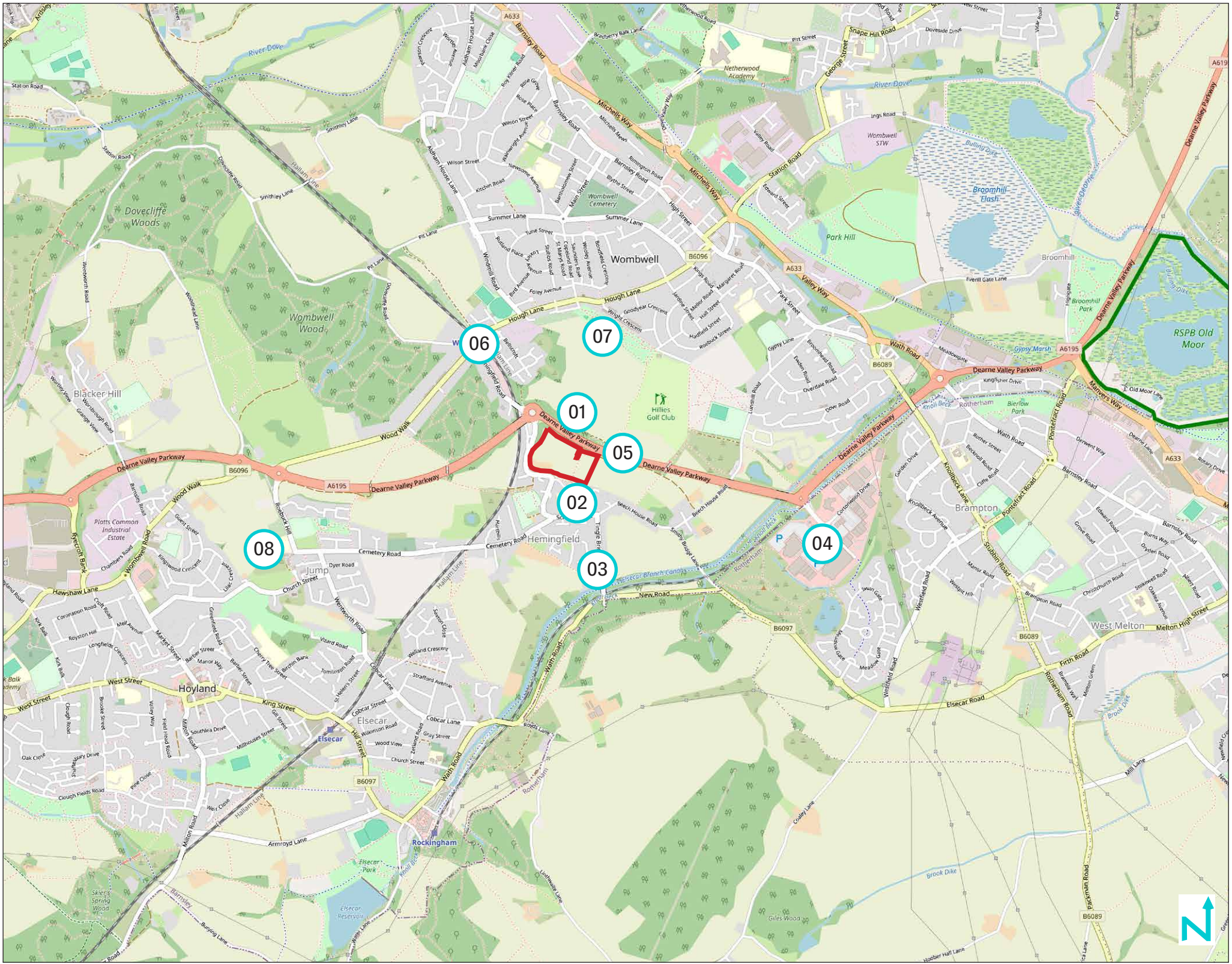
There are regular bus services from Hemingfield Road to key destinations including Barnsley, Wombwell and Wath Upon Dearne. Two of the services run approximately every hour, and are timed to provide a service approximately every half an hour. They provide services to key leisure, employment, and transport hubs, such as Barnsley Interchange, and Cortonwood Retail Park.

Wombwell Railway Station is located an approximate 4 minute cycle ride or 850 metre walk from the site. The station offers frequent services to nearby destinations including Barnsley, Wakefield, Huddersfield, Leeds, and Sheffield, which also stop at other local stations. At these stations connections can be made to access destinations further afield, including Manchester, Liverpool, Newcastle, Edinburgh, and London. The close proximity to Wombwell station provides an opportunity for many future residents to travel by rail, be it when commuting or taking a trip for leisure. A brief summary of services and features in the area includes:

- 1. Application Site
- 2. The Ellis C of E Primary School
- 3. Elephant & Castle Public House
- 4. Cortonwood Retail Park
- 5. Dearne Valley Parkway
- 6. Wombwell Railway Station
- 7. Wombwell Park
- 8. Jump Primary School

Travel distances to other destinations:

- A. M1, Tankersley, J36 - 3.5 miles
- B. Barnsley - 5.3 miles
- C. Sheffield - 13 miles
- D. Peak District National Park - 20 miles
- E. Doncaster - 15 miles
- F. Leeds - 27 miles



3.IMMEDIATE SURROUNDINGS

The application site is located at the western end of the wider area of land designated as Safeguarded Land, and it adjoins Hemingfield Road. A study of the immediate surrounding spaces reveals the context of the site.



There is an existing pedestrian connection from Briery Meadows to the south. Homes in this area are detached buildings with integral garages. There is a single example of a detached garage. These homes feature red or buff coloured facing brick, and red or grey roof tiles. Individual homes feature different details and there are examples of tile hanging, cladding, and render.



Existing farm buildings are set within a large area of hardstanding. Buildings are large barns or warehouses. They indicate a general state of disrepair and maintenance and are to be demolished.



The Dearne Valley Parkway lies to the north of the application site. There is a significant planted buffer between this highway and the application boundary. The highway is elevated in relation to the northern site boundary. The application site is screened from the highway with very limited views in from the north.



A public right of way crosses the site in the south-eastern corner. The route connects Hemingfield Road to Briery Meadows and Garden Grove.

Homes along Garden Grove are constructed in red brick and take the form of long terraces and semi-detached bungalows.



The site is visible from Hemingfield Road. It is defined by a fence. There are long distance views of trees beyond the northern boundary of the application site. These trees screen the Dearne Valley Parkway.



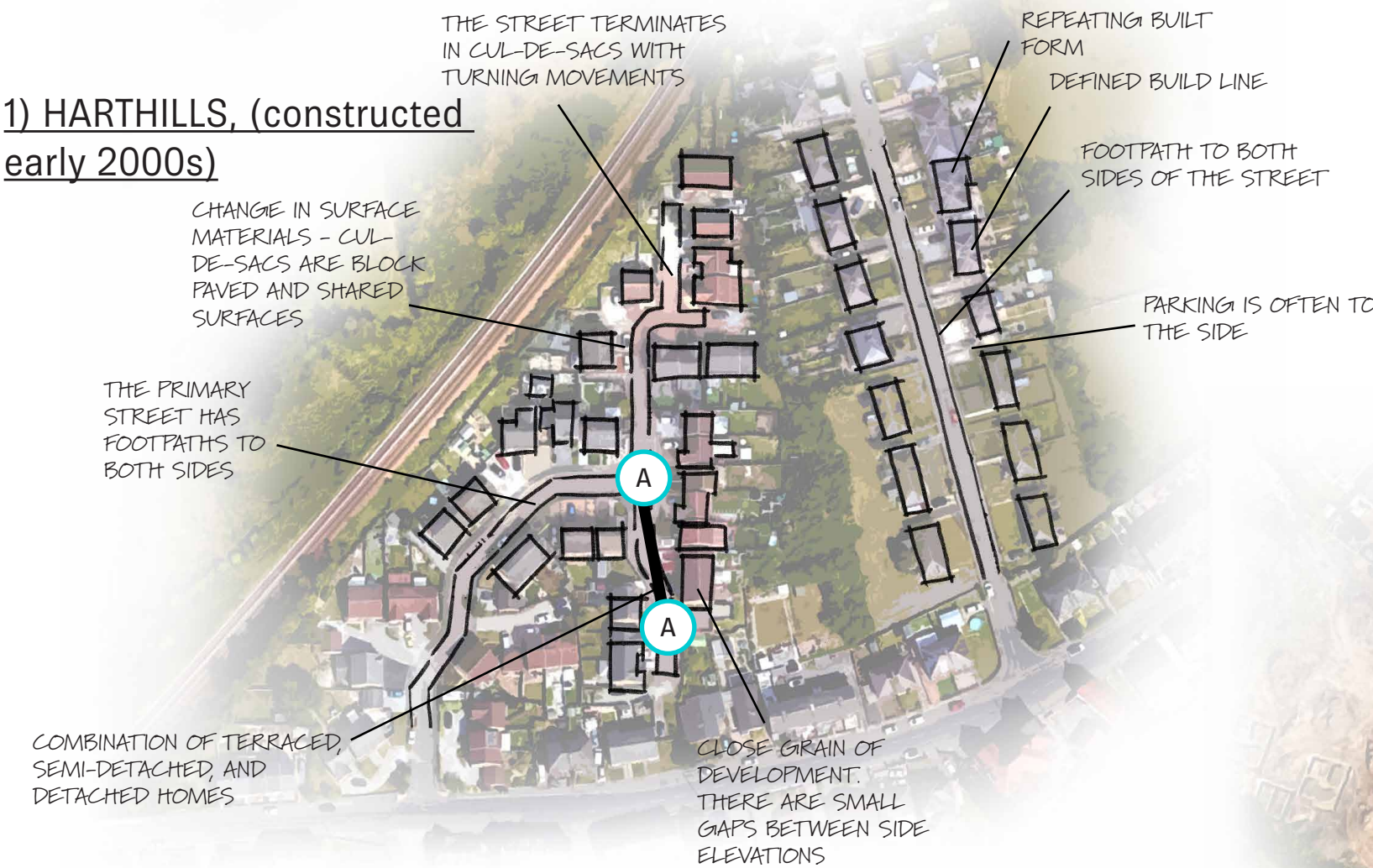
Residential development to the north-west takes the form of a series of terraces and semi-detached homes. The buildings are articulated with chimneys, window surrounds, bay windows, and contrasting areas of render. The space has a higher density.



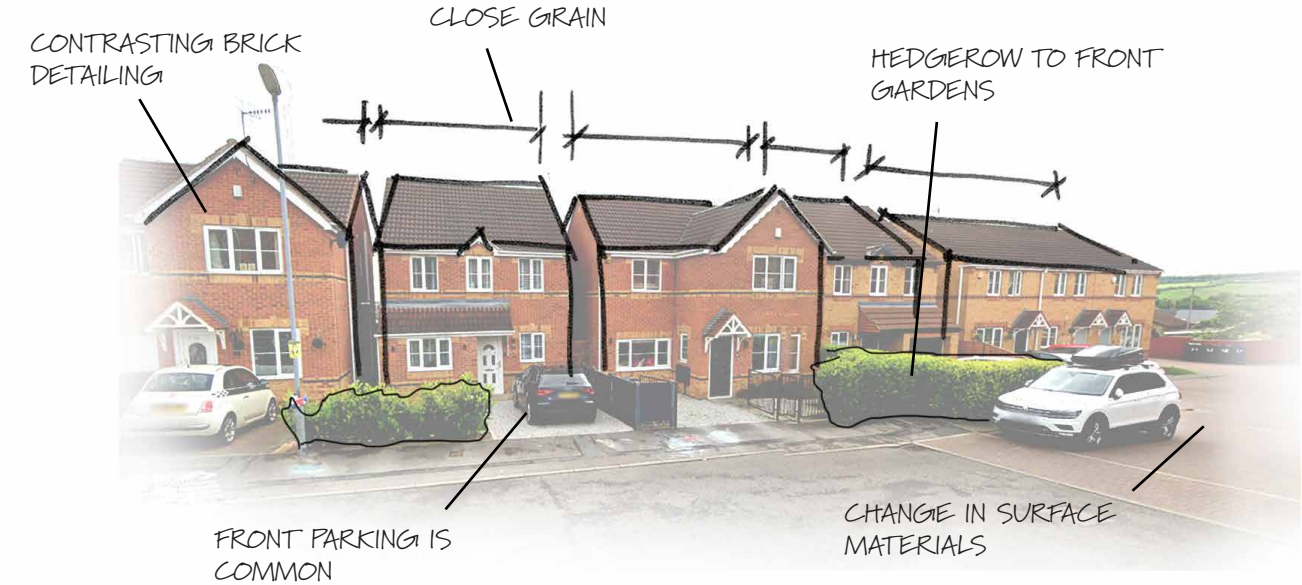
The application site lies within a network of established walking routes and public rights of way as shown in orange.

Residential development in the area is varied. The diagrams below highlight this variety and reveal some cues for the proposed development. The selected areas show examples of residential development constructed in the late 20th and early 21st century which are more reflective of the type of development proposed at Hemingfield Road.

1) HARTHILLS, (constructed early 2000s)



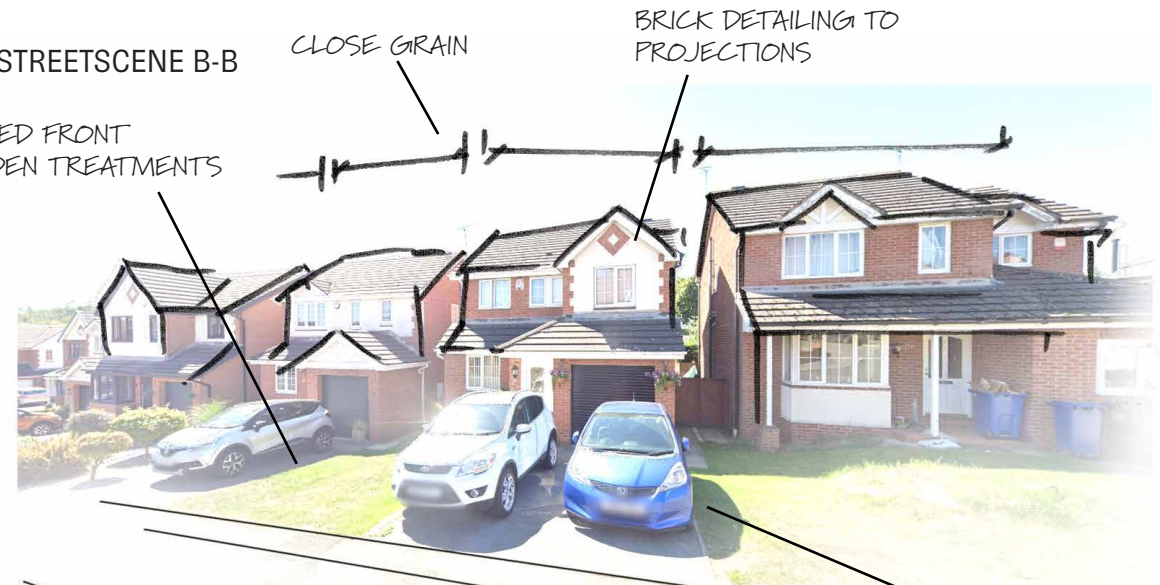
STREETSCENE A-A



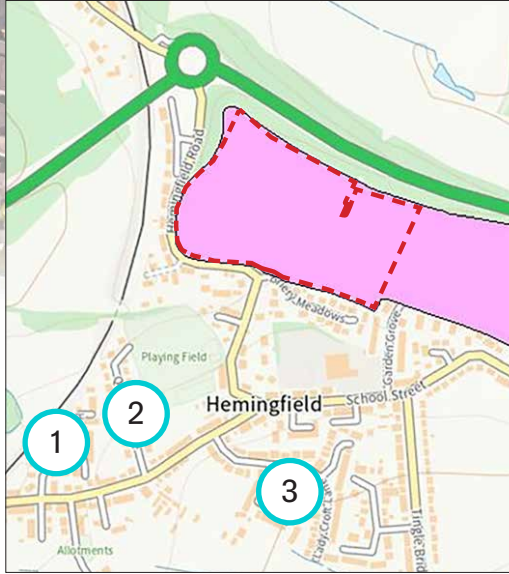
2) QUEST CLOSE



3) OLD HOUSE CLOSE (constructed late 1990s)



Residential development in Hemingfield is inconsistent in appearance and arrangement. It is difficult to define a style of home that can be described as a 'Hemingfield home'. The diagrams highlight some common themes that influence the illustrative proposal. These cues include a close grain, consistent build line, and traditional appearance.



4.SITE ANALYSIS

The site comprises a rectangular parcel of land, located to the north of the village. The site slopes downwards towards the northern edge. Hemingfield Road forms much of the western boundary and a large portion of the southern edge.

Policy D1 states that, through its layout and design development should:

"Help to transform the character of physical environments that have become run down and are lacking in distinctiveness"

There are a number of buildings within the site. They are proposed to be demolished as part of the development proposal.

The rear boundaries of homes along Briery Meadows form the remainder of the southern boundary. The site is bound to the north and north-west by the embankment to the A6195 Dearne Valley Parkway and Hemingfield Road. Part of the western boundary, and the western half of the southern boundary, is formed by a sandstone block retaining wall, up to c. 1.5m high, retaining the footpath to Hemingfield Road from the site.

The eastern half of the southern boundary is partially formed from a newer sandstone block wall, which may partially act as a retaining wall, retaining the footpath to Briery Meadows from the site, and a fence and hedge, beyond which lies a public footpath and residential properties on Briery Meadows. The majority of the site is occupied

by a single field. There is a farm track and hedgerow along the eastern boundary of this field with a public footpath on the eastern side of the boundary hedgerow. This track leads to an underpass that provides access to the network of public rights of way to the northern side of the Dearne Valley Parkway.

The site is recorded by the Environment Agency (EA) to be located within Flood Zone 1. This is the lowest risk category within the EA's classification system. The site is shown as lying within an area with limited potential for groundwater flood risk to occur.

The site is not subject to any protective designations. There are a number of trees within and around the site, mostly located on the site boundaries which would be retained. Trees within the site will be retained where possible, however, the trees have been assessed and are of average quality. Therefore, where the removal of trees is unavoidable, this can be mitigated easily.

Two public rights of way cross the site. Barnsley's Definitive Map identifies these as Footpath Number 17 and Footpath Number 18.



1. Existing stone wall along much of the western and southern boundary

2. Potential vehicular access from Hemingfield Road

3. Existing farm buildings to be demolished

4. Off site, semi-mature trees, bushes and shrubs

5. Dearne Valley Parkway

6. Public of Footpath Number 17 (a public right of way) and associated hedgerows

7. Route of Footpath Number 18 (a public right of way)

8. Route of existing sewer
9. Existing residential development

10. Existing hedgerow along the eastern boundary

11. Land designated as Safeguarded Land

12. Existing public rights of way beyond the application boundary

13. Potential location of drainage basin, based on topography and site conditions.

14. The ground slopes downward in a northern and north-eastern direction. The low points of the site lie along the northern edge.

SITE ANALYSIS - OPPORTUNITIES AND CONSTRAINTS

Site analysis, informed by technical studies, reveals a series of opportunities and constraints. Analysis of existing site conditions has allowed the identification of the most appropriate locations for achieving access, wider connectivity, drainage solutions, and other features.

1. The location and design of the proposed access has been carefully considered so that it provides safe access to the development while also providing sufficient capacity. It also addresses an existing issue relating to on-street parking by providing a solution that will improve the flow of vehicles and safety along Hemingfield Road

appropriate interface between this feature and built form.
2. There are changes in levels between a higher footpath outside of the application boundary, and ground within the site.

7. Site levels slope downwards in a northern and north-eastern direction. The low points of the site lie along the northern edge.
3. Existing public rights of way. There is the opportunity to incorporate these into new greenspaces and make connections at several locations. This provides a direct walking route to the school and enables circular walking routes to encourage healthy lifestyles.

8. Existing farm buildings are of low quality and are proposed to be demolished.
4. Proposed location of a new drainage basin. This location is the low point of the site so water can run to it by gravity. Testing has shown a sufficient infiltration rate.

9. Existing residential development to the west and south. Ensure the proposal does not have an adverse impact on the amenity of nearby occupiers.
5. Opportunity to include new open space around the periphery of the drainage basin to create a new habitat and amenity space.

10. The site is bounded in part by an existing stone wall. Consider the retention of this feature.
6. Existing buffer planting between Dearne Valley Parkway and the application site. Consider an

11. The Dearne Valley Parkway is set at a higher level than the northern edge of the site.
12. The eastern edge is defined by an existing hedgerow. The proposal should allow for potential connection points to the remainder of Safeguarded Land to ensure delivery of the remaining area is not prejudiced.

13. Existing bus stops are located on Hemingfield Road, with one proposed to be relocated in the vicinity. There is the opportunity to make strong connections to these services.
14. The route of an existing sewer restricts the location of buildings.



5.CONCEPT DEVELOPMENT

The vision is to create an attractive neighbourhood that is a congruous addition to Hemingfield.

There is a focus on landscaping and green edges. Important natural features, such as trees and boundary hedgerows, are retained wherever possible. This includes the hedgerow which runs alongside the public footpath towards the underpass. The eastern edge is defined by an existing hedgerow. The proposal should allow for potential connection points to the remainder of Safeguarded Land to ensure delivery of the remaining area is not prejudiced. New areas of accessible public open space will include new, native species rich planting including trees and hedgerows.

The site is not currently accessible, other than by existing public rights of way, and therefore there are significant opportunities to create walking routes and amenity spaces for the benefit of the wider community.

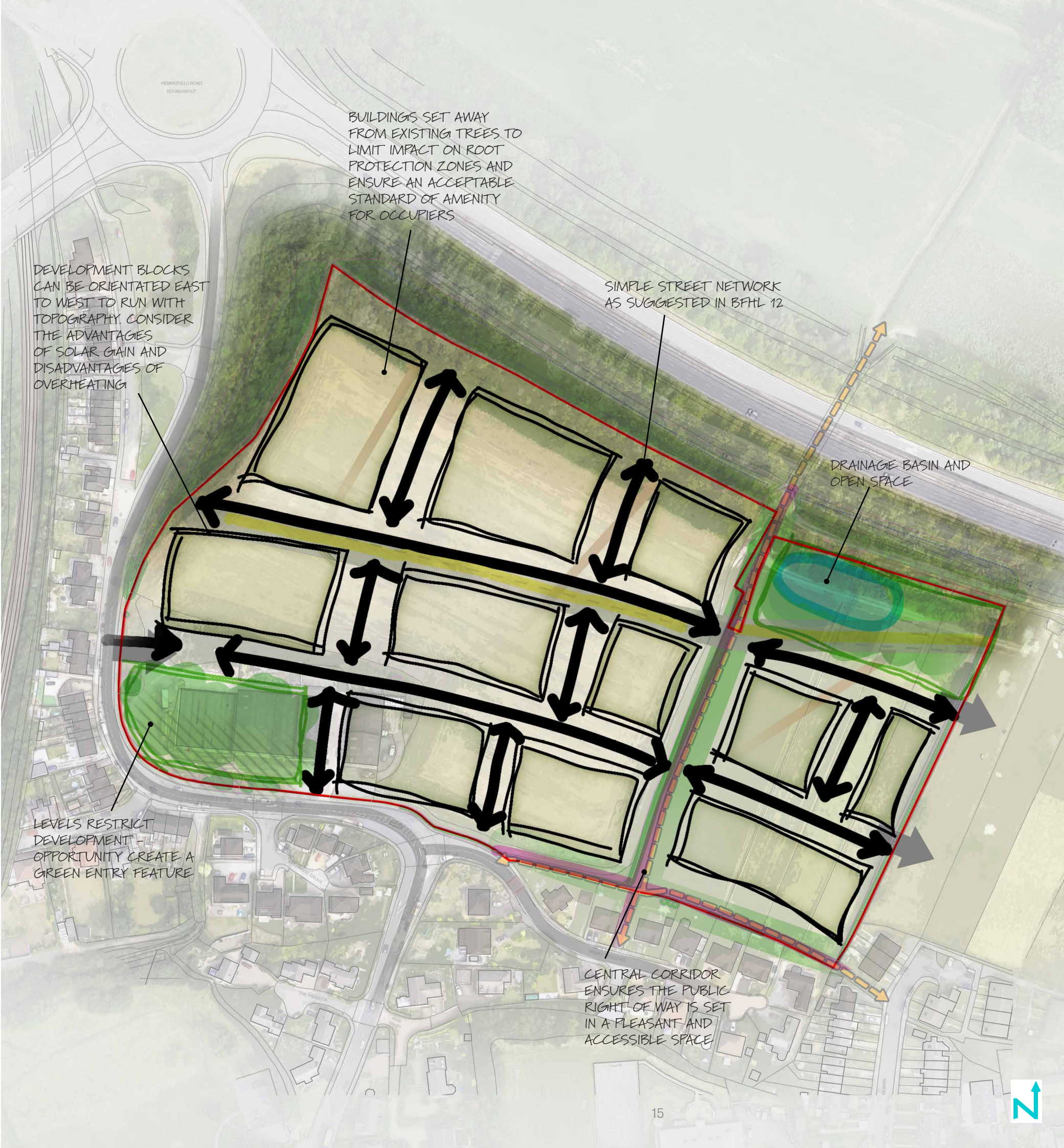
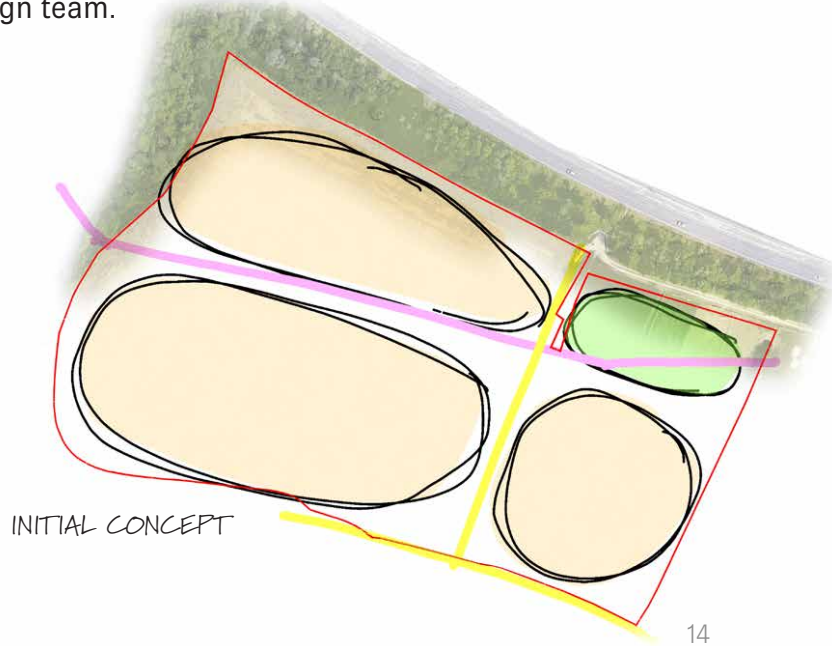
The South Yorkshire Residential Design Guide states:

*"N1.3 Neighbourhoods, density and location.
All new development should reinforce the pattern of density found in the area, particularly in relation to the main centre and any sub-centres."*

Barnsley Local Plan, Policy D1, High Quality Design and Place Making Design Principles states:

"Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley"

The adjacent concept sketches show early thoughts of the design team.



CONCEPT DEVELOPMENT

The concept shows an attractive greenspace to the south-west and an area of open space to the north-east (and the location of drainage basins). They also show the retention of existing walking routes.

Key to the success of the design is to make connections between these features. A linear greenway between opposite corners would create a direct connection, however this feature is not prevalent in nearby residential development and development blocks need to respond to topography. In place, the design team propose a series of nodes and spaces, with short connections between them. These connections are intended to be landscape led and together form a suggested accessible and attractive active travel route through the development.

The intersection between these new routes and existing walking routes creates further opportunity to deliver a permeable and articulated development.

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"Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley .



6.INDICATIVE DESIGN SOLUTION

The proposal is an attractive neighbourhood and a congruous addition to Hemingfield. Consideration of existing site features, including public rights of way, planting and topography ensure an integrated development and a high-quality living environment.

The focus of the proposal has been to retain important features, create a landscape led public realm, and ensure a permeable and sustainable development that maximises connection to the existing wider development.

Secured By Design, Homes 2023, Section 11, Paragraph 11.1 states:

"Dwellings should be positioned facing each other to allow neighbours to easily view their surroundings and thus making the potential offender feel vulnerable to detection."

The South Yorkshire Residential Design Guide states:

"N1.4 Community focal points. In addition to facilities-based centres all new development should have access to or create community focal points that are well located, accessible and safe and reinforce or extend the network of community focal points within a neighbourhood."

The indicative site layout shows how a development proposal will deliver attractive features, pleasant walking routes, retained trees and planting, and compliment the character of its locality.

It will generate an integrated development that supports local services, contributes to local character, and provide new natural space and habitats.

It allows for a variety of housetypes and defines new open space. New homes are set around a simple movement framework to create a character in keeping with nearby development. Buildings and streets align with each other to allow neighbours to easily view their surroundings and to minimise "dead" space.

- 1. Primary vehicular entrance from Hemingfield Road
- 2. Surface water attenuation basin
- 3. Public Right of Way 18
- 4. Public Right of Way 17
- 5. Attractive gateway public open space at the development entrance
- 6. Public open space
- 7. Feature spaces and gateway buildings at several locations
- 8. Potential access to the remainder of the designated Safeguarded Land
- 9. Retained hedgerow along the eastern boundary
- 10. Dedicated walking route
- 11. Proposed equipped play area



DESIGN SOLUTION - MOVEMENT HIERARCHY

This diagram shows an illustrative movement hierarchy. Streets and non-vehicle routes combine to ensure a logical, legible, and accessible framework to deliver routes to local areas of amenity space, and facilities in the wider area.

Secured By Design, Homes 2023, Section 8, Paragraph 8.8, states:

"Routes for pedestrians, cyclists and vehicles should be integrated and assist easy, intuitive wayfinding through the application of inclusive design by increasing activity and therefore natural surveillance, proven deterrents for crime and anti-social behaviour."

PRIMARY HIGHWAY AND VERGE

The primary highway is characterised by a verge to one side and is flanked by footpaths to both. Building lines define the route and reinforce a consistent built form and grain.

PRIMARY HIGHWAY

The street is characterised by a formal highway with a footpath to both sides.

SHARED SURFACES

These streets are shared surfaces with service margins to both sides. Changes in materials and boundary treatments define the public and private realm. Non-vehicle users have priority to reduce reliance on vehicles and promote interaction between residents.

PRIVATE DRIVES

These streets serve a very limited number of dwellings. They are low speed and often against areas of open space or at the end of cul-de-sacs. These streets are informal spaces and likely to be unadopted.

Barnsley Local Plan, Policy D1 states that, through its layout and design, development should:

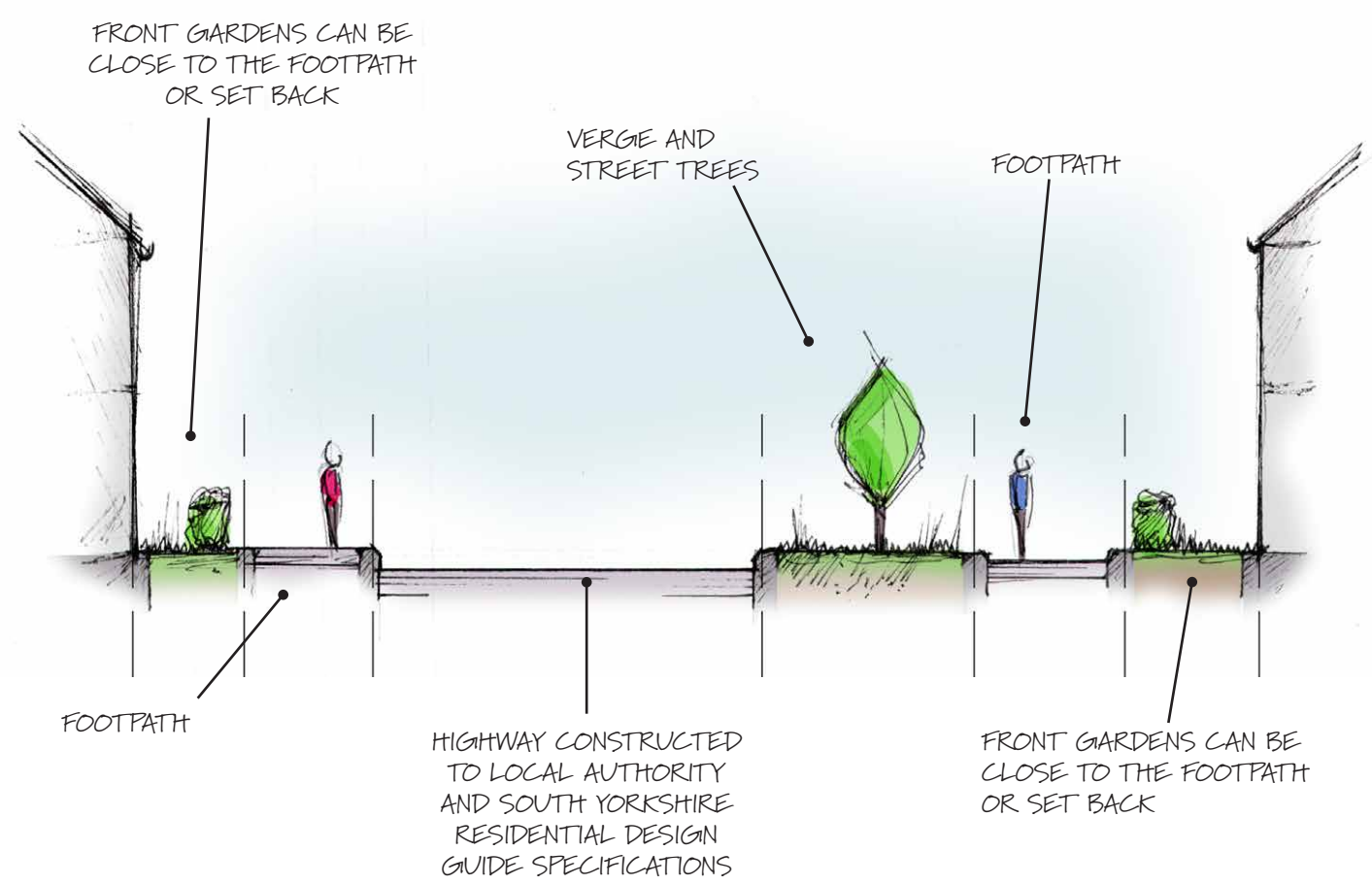
"... Provide clear and obvious connections to the surrounding street and pedestrian network; Ensure ease of movement and legibility for all users, ensure overlooking of streets, spaces and pedestrian routes through the arrangement and orientation of buildings and the location of entrances; Promote safe, secure environments and access routes with priority for pedestrians and cyclists ..."

The proposal makes strong and clear connections to the existing network of footpaths and streets. There is a well-defined and intuitive hierarchy that complies with local authority guidance. The proposal makes provision for meaningful and active walking routes that have definitive destinations or connections. The proposal allows for efficient servicing by emergency, delivery, and refuse vehicles.



DESIGN SOLUTION - ILLUSTRATIVE SECTIONS

ILLUSTRATIVE SECTION 01 - PRIMARY HIGHWAY AND VERGE



The South Yorkshire Residential Design Guide States:

*"S1.3 Main components of the street
The applicant must demonstrate at the concept and application stages that there is sufficient space to accommodate the key proposed components of the street and how they are arranged to achieve the core principles and design objectives."*

All proposals must include cross-sections for key streets from building frontage to building frontage, including the private spaces in front of buildings, to demonstrate how the street will look, feel and function as places where people move, meet and interact"

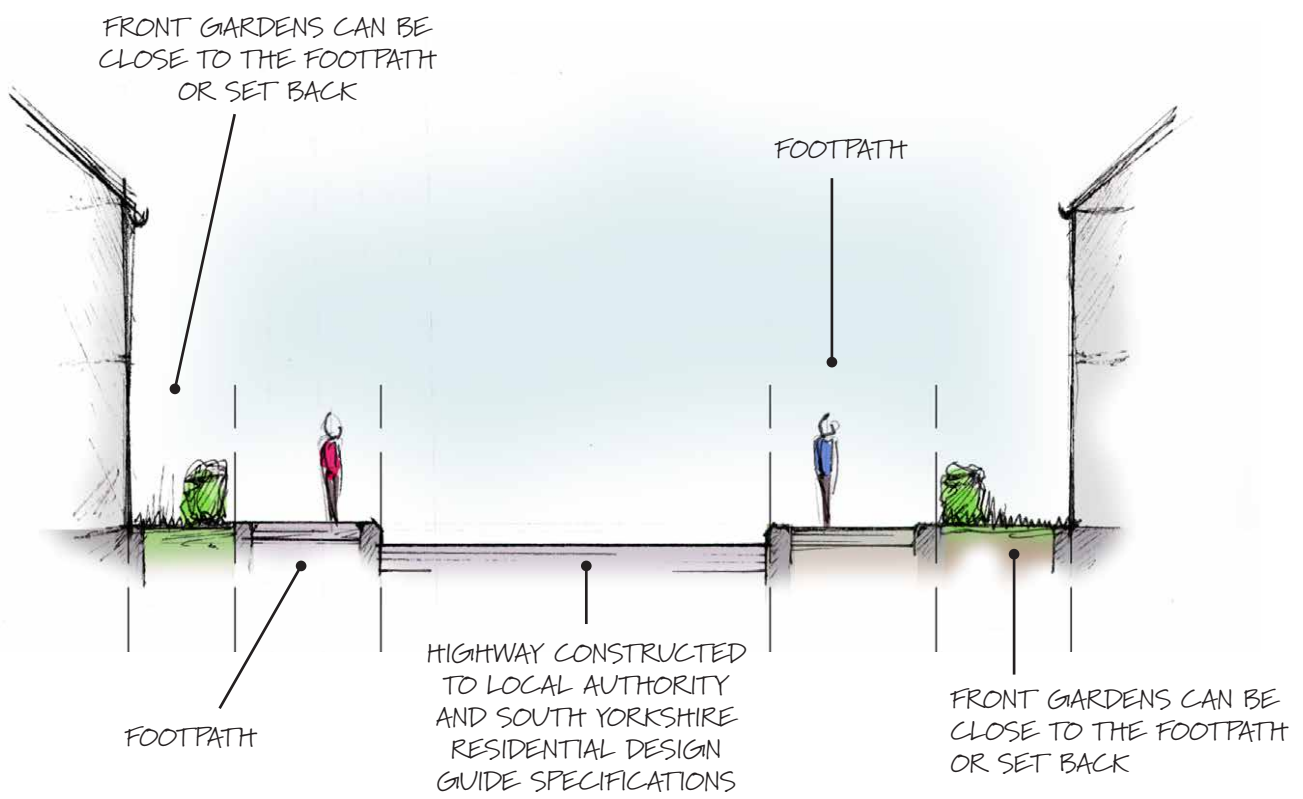
Detailed applications will determine the specific highway construction and arrangement of homes.

The illustrative sections shown here demonstrate that the proposal makes proper allowance for key components of each street and indicates how they could look, feel, and function.

Section 01 shows an illustrative design of the primary highway at the south-western corner. The section shows that different types of movement are accommodated, and that landscaping forms an important part of the street.

Section 02 shows the primary highway and connections at the eastern boundary. The section shows how a potential walking and vehicular route can be delivered to the boundary to the east to provide access to the remaining area of the Safeguarded Land

ILLUSTRATIVE SECTION 02 - PRIMARY HIGHWAY



The South Yorkshire Residential Design Guide, paragraph 1.2 States:

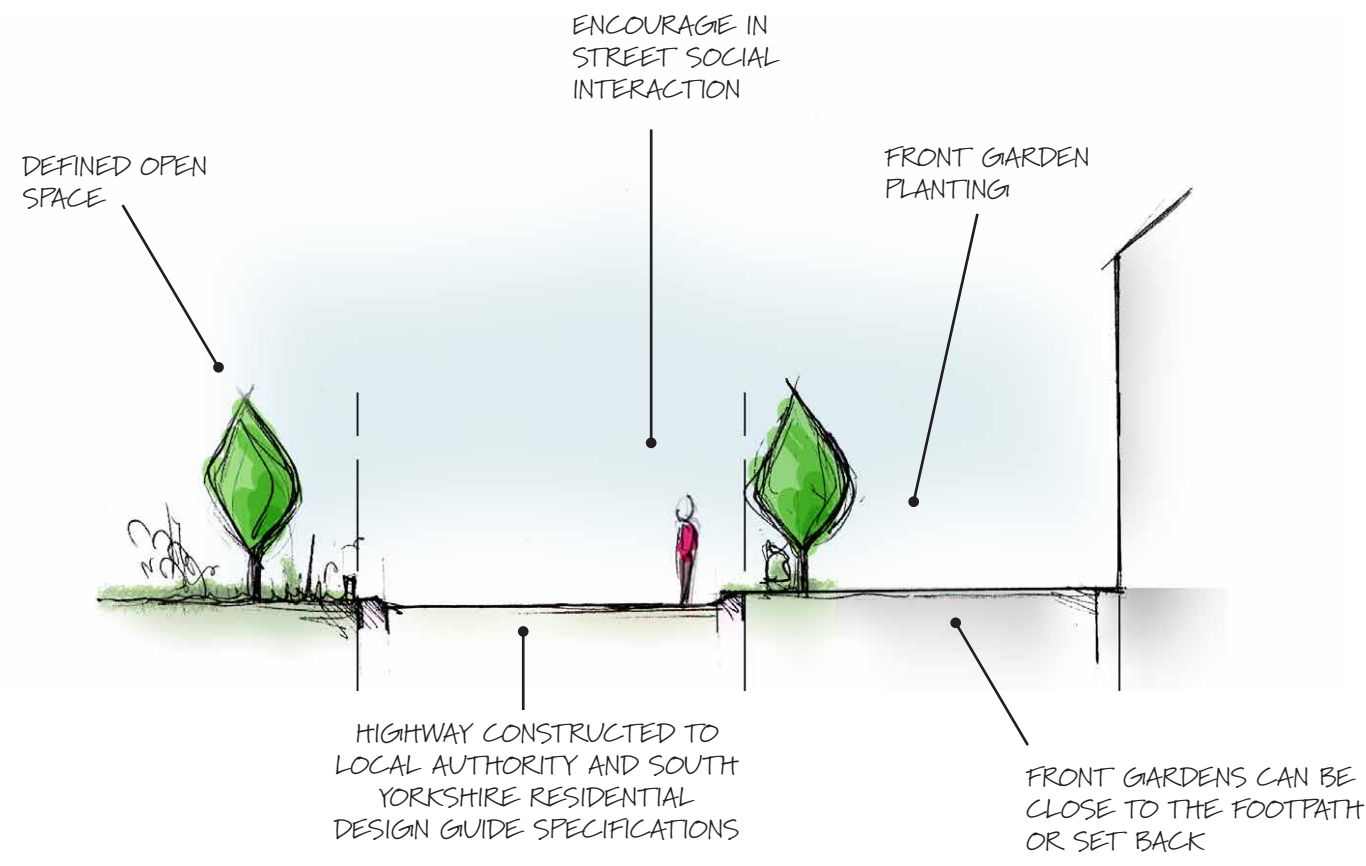
"The design of streets should accommodate a range of different modes of movement and contribute to creating community ties by providing pleasant and welcoming places where informal interaction between people is encouraged."

The above sections, and those presented later in this document, show that the proposal is well suited to accommodate several transport modes, promote physical activity, and provide attractive streetscenes.



DESIGN SOLUTION - ILLUSTRATIVE SECTIONS

ILLUSTRATIVE SECTION 03 - PRIVATE DRIVE



The South Yorkshire Residential Design Guide States:

*"S1.6 Character and variation
The character of new streets should not be uniform but should vary as part of a hierarchy, depending on their location in order to integrate development into the locality, to retain local distinctiveness and create vibrant, legible and memorable places.*

The physical design and character of streets should reflect and reinforce the hierarchy of routes."

Secured By Design, Homes 2023, Section 10, Paragraph 10.1 states:

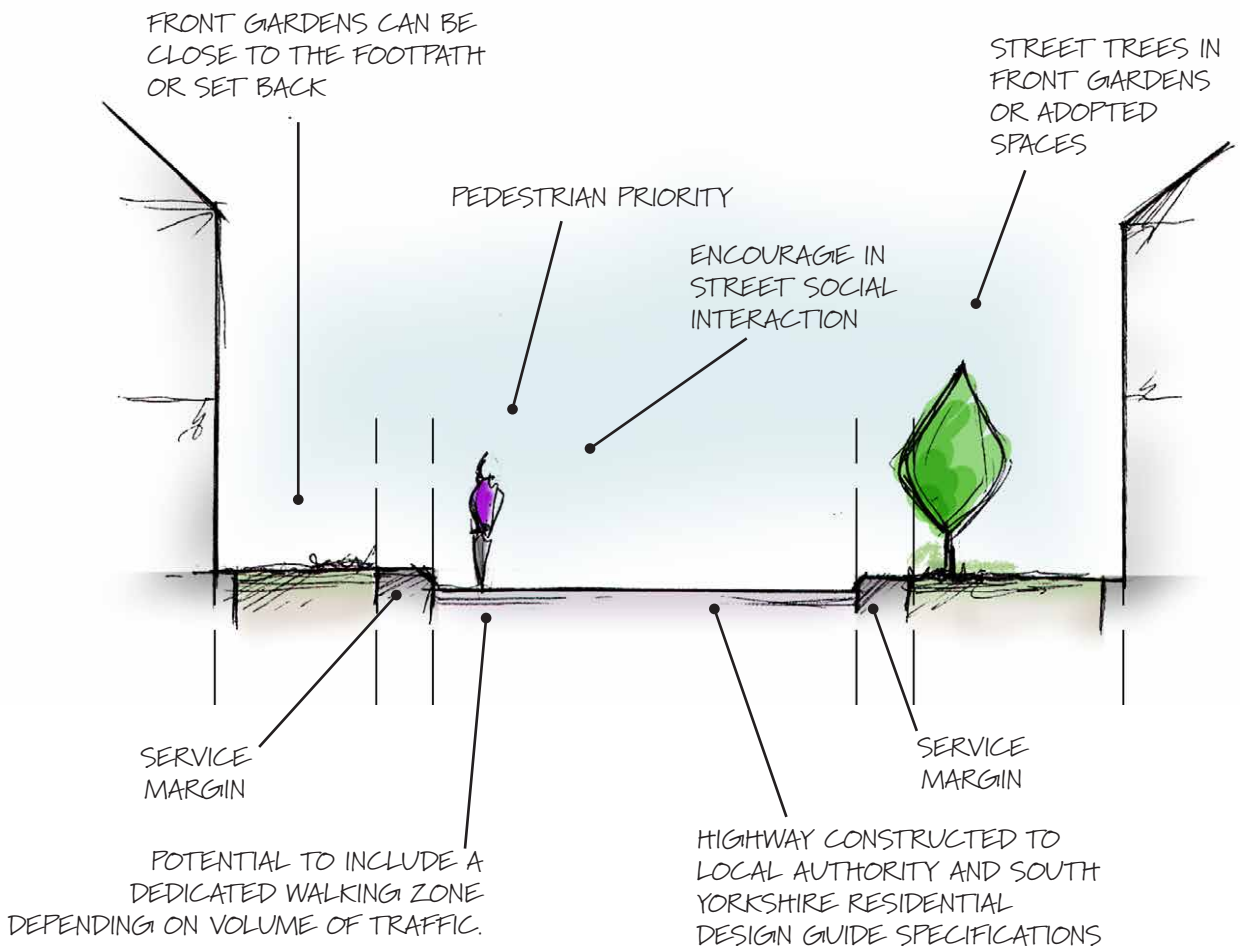
"It is important that the boundary between public and private areas is clearly indicated. For the majority of housing developments, it will be

desirable for dwelling frontages to be open to view, so walls, fences and hedges will need to be kept low or alternatively feature a combination of wall (maximum height 1m) and railings or timber picket fence if a more substantial front boundary is required by the DOCO."

Section 03 shows an illustrative design of a private drive that abuts open space. The section indicates the potential for varying depths of front gardens and space for informal planting. It shows that where homes overlook open spaces, boundary treatments will not restrict natural surveillance or positive outlooks.

Section 04 shows a typical section through a shared surface arrangement. The section demonstrates that these spaces are designed with pedestrian

ILLUSTRATIVE SECTION 04 - SHARED SURFACE



priority in mind. The illustrative proposal allows for appropriate space to accommodate visitor parking, landscaping, and pedestrian zones.

The exact design of these routes and streets will be confirmed by detailed application and highways engineers or a similar specialist consultant following discussions with the local authority.



DESIGN SOLUTION - CHARACTER

This page shows a illustrative character area diagram. Character areas are defined by their location and relationship with existing site features, adjacent development, and the illustrative masterplan.

The adjacent illustration demonstrates two distinct character areas with transition zones between. The intention is to create a smooth transition between areas (in place of a hard edge).

Barnsley Local Plan, Policy D1 states that, through its layout and design, development should:

"In terms of place making development should make a positive contribution to achieving qualities of a successful place such as character, legibility, permeability and vitality."

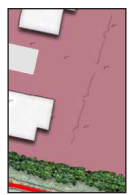
The South Yorkshire Residential Design Guide states:

"S2.4 Flexibility and adaptability Streets, open spaces and community focal points should be simple, flexible and adaptable, easy to understand and use and accommodate a range of uses and activities. Designs must integrate the elements within the street space into a clear, coherent whole."

The illustrative character areas have the potential to deliver a variety of spaces and focal points. The illustrative layout has a simple street network suggested in Building for Healthy Life guidance. This ensures the proposal is legible and permeable. There are opportunities for every street, space, and building to influence character.

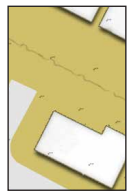
The illustrative character areas are defined by location and include a variety of streets and spaces. There

is the potential to establish a new and distinctive character but with clear reference to local areas to help maintain the character of the wider development.



HEMINGFIELD GATE
Development in the south-east could reflect the character of existing homes to the south.

This could be achieved through a greater use of semi-detached and detached homes. The majority of homes are two storey.



HEMINGFIELD CHASE
This area could have greater variation in appearance and houstypes.

The character area could include a greater number of 2.5 or 3 storey homes. The character area could include a greater number of terraced homes similar to those found to the western side of Hemingfield Road.

Character areas are informed by adjacent development. They reflect the aspirations of local authority guidance to deliver a place that is characterful, legible, permeable, and coherent.

The arrangement of the illustrative proposal and character areas will create a density that is appropriate to setting, is in keeping with local existing built form, and grain, and is a congruous addition to Hemingfield.



DESIGN SOLUTION - APPEARANCE



HEMINGFIELD GATE COULD INCLUDE A GREATER NUMBER OF DETACHED AND SEMI-DETACHED HOMES.

DUAL ASPECT HOMES, AND BUILDINGS THAT ALIGN WITH LONG DISTANCE VIEWS, COULD MAKE USE OF CONTRASTING MATERIALS TO AID IN WAYFINDING.

HEMINGFIELD GATE INCORPORATES RETAINED PUBLIC RIGHTS OF WAY. THE BUILDINGS CREATE A POSITIVE INTERFACE WITH THE ROUTES. THEIR ARRANGEMENT ENSURES NATURAL SURVEILLANCE AND ENCLOSURE OF THE PUBLIC REALM.

DETAILING, FENESTRATION, AND FINISHES, WILL BE DETERMINED AT DETAILED DESIGN STAGE.



HEMINGFIELD CHASE WILL MAKE USE OF A GREATER NUMBER OF TERRACES AND SEMI-DETACHED HOMES. THE CLOSER GRAIN AND NARROWING OF GAPS BETWEEN BUILDINGS WILL CREATE DEFINITION AND A STRONG BUILD LINE.

PLACEMAKING IS AN IMPORTANT DESIGN CUE. THE BUILT FORM WILL DEFINE STREETS AND SPACES. THERE WILL BE A POSITIVE INTERFACE BETWEEN BUILDINGS AND OPEN SPACE. THERE WILL BE A STRONG SENSE OF ENCLOSURE.

2.5 STOREY HOMES WILL ADD INTEREST TO STREETSCENES AND INCREASE THE VARIETY OF HOUSETYPES AND ACCOMMODATION ON OFFER.

DETAILING, FENESTRATION, AND FINISHES, WILL BE DETERMINED AT DETAILED DESIGN STAGE.

Appearance is a reserved matter. The streetscenes show indicative designs.

Materials should complement those found in Hemingfield and in established areas of Barnsley. Finishes should reflect the characteristics and features of modern technologies and construction methods alongside the established housing stock in the area.

Individual house types will have conventional features with a semi-rural and suburban slant to deliver recognisable and desirable buildings. They will also point to traditional homes that meet the needs of new residents and reflect current styles and needs.

Consideration should be given to Barnsley Local Plan, Policy D1 which states that, through its layout and design, development should:

"Display architectural quality and express proposed uses through its composition, scale, form, proportions and arrangement of materials, colours and details..."

Attention is drawn to Barnsley's SPD, Housing Development paragraph 7.6 which states:

"... The use of standard layouts, plot sizes and building designs which relate poorly to their surroundings and could be anywhere in the country should be avoided. Where standard house types are used, they should be adapted to complement local character, beyond just changing external materials."

The proposal allows for a range of house types of mixed tenure to meet local policy and housing needs. The illustrative proposal creates spaces where buildings can respond to each other and reflect the grain, form, and appearance, of homes in their surroundings.

The variety of housing could include apartments, terraces, semi-detached and detached dwellings.

The design team recognise the need to provide a variety of homes and deliver valuable private space for health and wellbeing.



DESIGN SOLUTION - LANDSCAPE

The proposed landscape within the development at Hemingfield should aim to enhance the natural environment and biodiversity, as well as positively contributing to the wellbeing of residents.

Existing landscape features are to be retained where possible and continue to offer structure to the site while reducing visual impact and bolstering the existing screening provided by the vegetation along the The Dearne Valley Parkway. Green links are proposed across the site, connecting the green spaces within the site with the wider area and creating green corridors for wildlife.

There are two key areas of open space within the development which are linked by green corridors which will incorporate existing and new key footpath routes. A gateway green space is located at the entrance to the development and provides an attractive approach to the site.



THE GATEWAY

This gateway green space, visible for existing residents and road users on Hemingfield Road as well as residents and visitors to the development, will provide a high-quality setting and entrance to both the development and to Hemingfield. The aim is for the space to become an integral part of the local community for existing and new residents.

It is proposed that an equipped play area is incorporated within this gateway green space, set within areas of soft landscaping, amenity grass and tree planting. Seating and picnic benches can be included to provide places to rest and socialise.

Structure tree planting to frame the primary road should be included, as well as a variety of tree species selected for climate resilience and biodiversity benefit. Trees will provide structure to the space and around which planting areas of wildflower meadow and amenity grass would be located. A small community orchard could also be included within the The Gateway, with orchard tree planting within the wildflower meadow and mown paths to provide an informal route through the trees. Feature tree, shrub and bulb planting would also add seasonal colour and interest and aim to enhance local biodiversity.

A pedestrian link will be incorporated within the gateway green space to provide a more direct connection between the development, Hemingfield Road and wider public right of way network.

THE NATURE SPACE

To the northeast of the site, an informal area of open space is proposed to be designed with a focus upon provision of benefits to local wildlife and biodiversity. The area shall feature informal native tree and shrub planting and areas of wildflower meadow. A drainage basin is proposed as part of the site's drainage strategy and should be sown with a seasonally wet meadow mix.

GREEN CORRIDORS

Existing vegetation and hedgerows shall be retained where possible across the site and enhanced with new native tree planting. Further native hedgerows should be incorporated, where possible, along the northern and western boundaries to strengthen the boundary of the site with the A6195 and adjacent land uses. A hedgerow wildflower mix could be planted along the margins of proposed and existing hedgerows to provide further opportunities for wildlife.

Two public rights of way follow routes within the site, and these will be retained and enhanced through their incorporation within the site's green corridors. Native hedgerow and shrub planting should be used to provide a boundary between public and private spaces and provide defensible planting to rear garden boundaries. Tree planting should be included wherever possible throughout the site and include larger-scale trees along the key pedestrian routes.

PLAY PROVISION

Part of the delivery of accessible public open space is the provision of spaces for children and young people. A 'playable landscape' approach could be provided within the development at Hemingfield, with play opportunities embedded within the public open spaces and/or located occasionally along the green corridors. The play provision should be suitable for a variety of age ranges and abilities, aiming to make play fun, safe and easily accessible.

The design of the play areas shall be developed in consideration of best practice guidance as set out in the Play England publications:

- Design For Play: A Guide to Creating Successful Play Spaces; and,
- Managing Risk in Play Provision: Implementation Guide.



ORCHARD TREE PLANTING WITHIN WILDFLOWER MEADOW/
SCATTERED TREE PLANTING AND SEATING



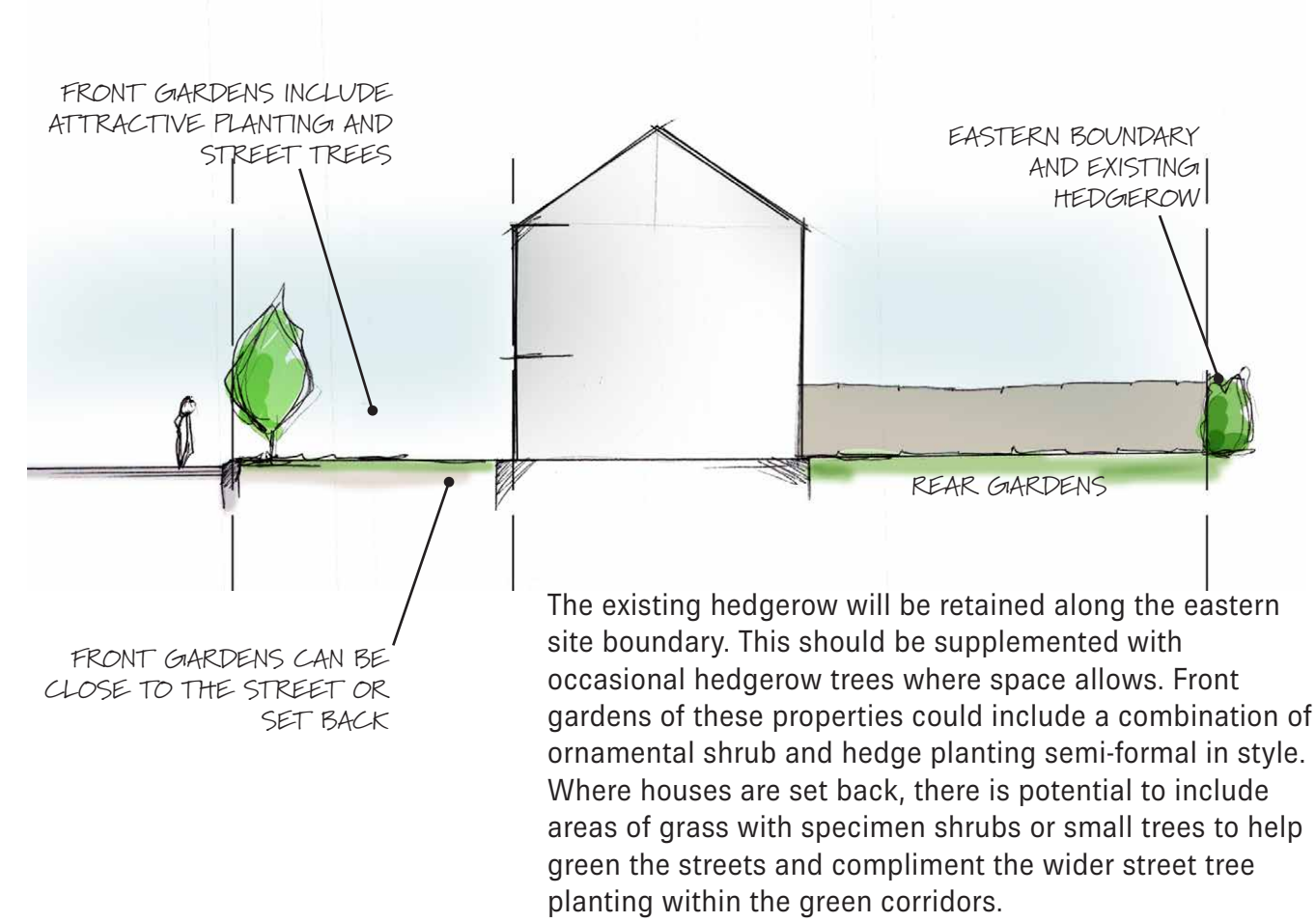
NATIVE HEDGEROW WITH MEADOW MIX/WILDFLOWER
MEADOW MIX



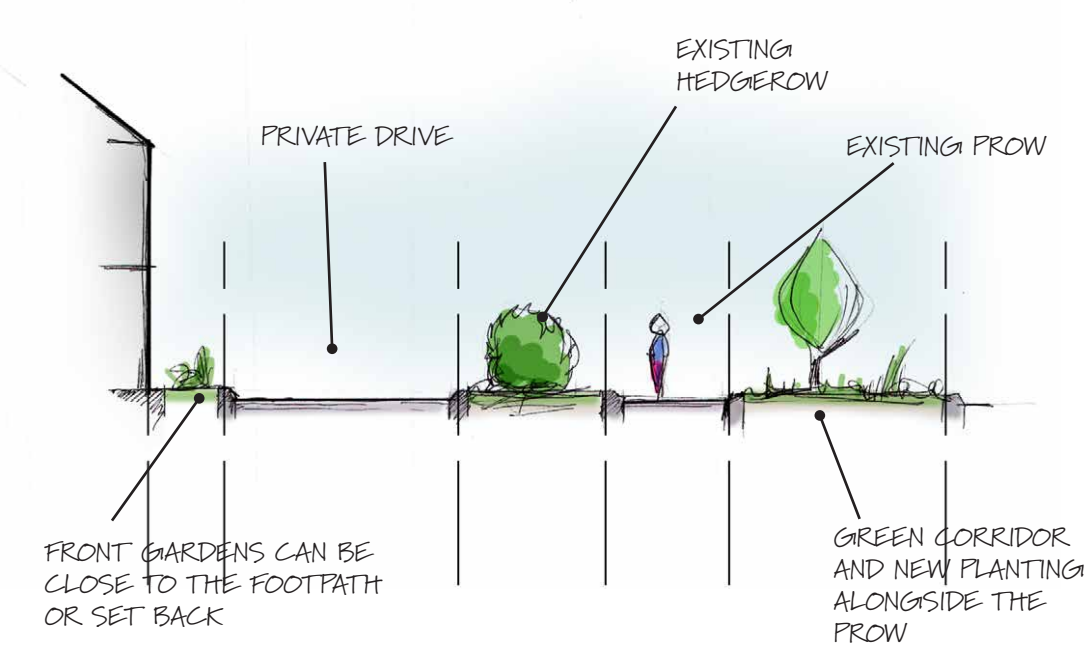
DRAINAGE BASIN WITH SCATTERED TREES AND
SHRUB PLANTING

DESIGN SOLUTION - RESPONSE TO EXISTING PLANTING

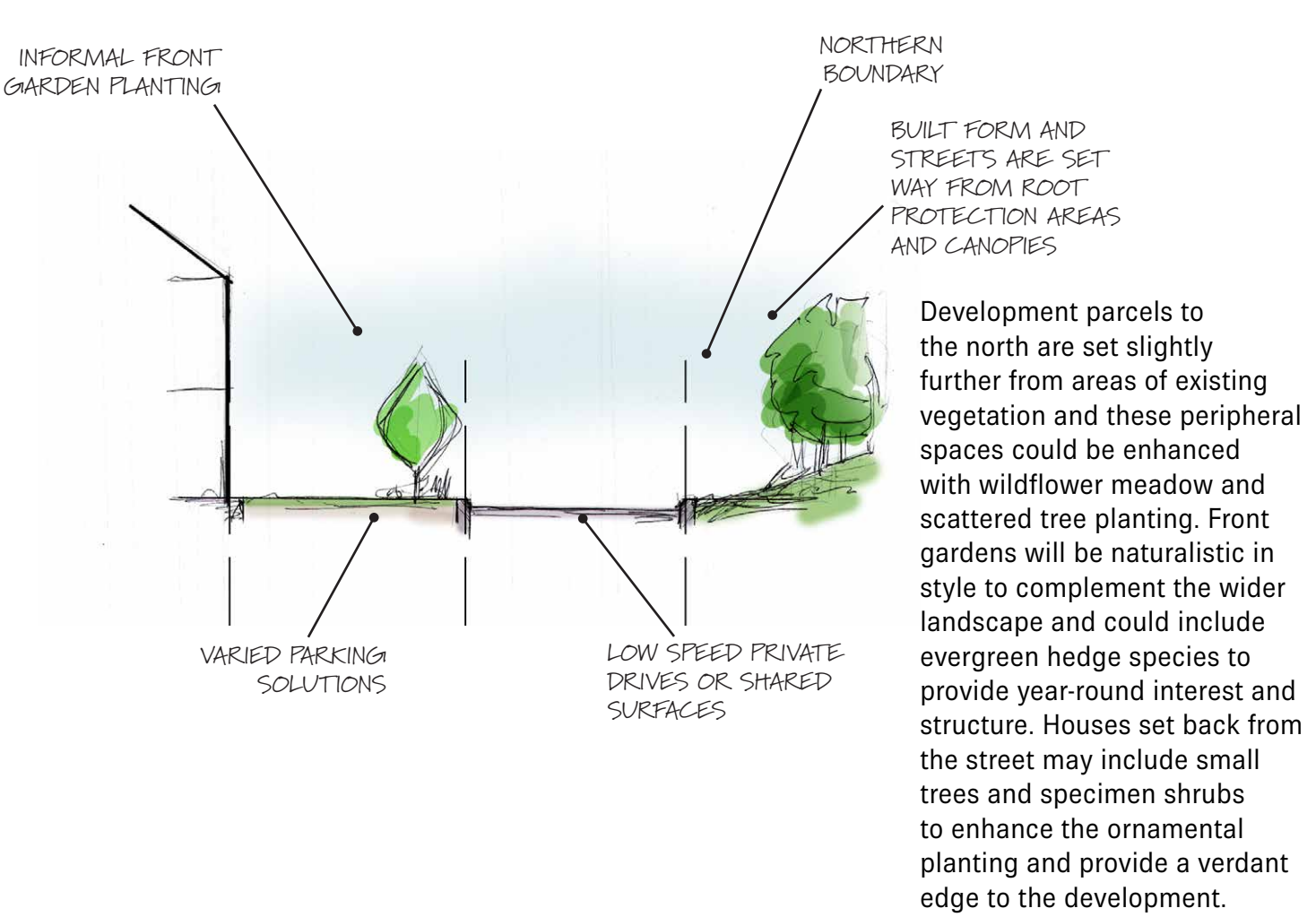
ILLUSTRATIVE SECTION A EASTERN BOUNDARY



ILLUSTRATIVE SECTION B CENTRAL HEDGEROW AND PROW



ILLUSTRATIVE SECTION C NORTHERN BANK



The illustrations are impressions of how the proposal could look. The intention is to highlight the potential to deliver active streets and spaces.

B) SECONDARY STREET

The illustration shows dual aspect buildings at a prominent corner. The buildings are located close to the footpath. The arrangement of buildings and the narrow set back creates an intimate space.



A) PRIMARY STREET

The illustration shows a view along a primary street. Buildings are arranged to create an active streetscene and frame a view along the street. Landscaping is an important feature of the space. Trees, planting, and hedgerow enhance the character of the street



7. NATIONAL DESIGN GUIDE

The National Design Guide describes 10 characteristics which contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework. The following explains how the design solution addresses each characteristic.

1.CONTEXT

The application site is in a suitable, sustainable, and deliverable location.

The neighbouring areas are largely residential or designated Safeguarded Land. The neighbourhood includes a range of local services, and this new development will sustain these services.

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

The South Yorkshire Residential Design Guide, Section N2.2 Specific Features, states:

“The design of all new development must be based on an appraisal that identifies any existing positive features within the site and assesses the advantages and disadvantages of retaining them.

Existing positive features should be retained and form the basis for the layout of new development.”

The design team have identified existing walking routes, planting, and other positive features. They have been assessed and the advantages of retention are clear. These features are incorporated into the final design solution.

2.IDENTITY

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

The illustrative design solution has a landscape-led identity. The proposal prioritises the role of landscaping to enhance spaces and walking routes. Landscaping softens, shapes, and informs, every area

of the proposal. The illustrative proposal allows for new landscaping to introduce texture, colour, and interest, that will strengthen this identity.

Open space is located at accessible locations, cells of development are coherent (and outward facing), and the private realm is well defined. There has been focus on delivering an accessible area of open space close to Hemingfield Road at the intersection of new and existing walking routes. The intention is this that space will benefit the wider community and become an important part of Hemingfield’s identity and become a recognisable feature.

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

The proposal allows for a wide selection of materials and variety of detailing to inform identity. Carefully chosen materials at detailed design stages will highlight vistas, corners, and junctions. In street boundary treatments and landscaping will add an additional layer of detail to streetscenes, creating spaces that are visually attractive and memorable.

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

3.BUILT FORM

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

The built form consists of a series of outward facing development parcels that follow contours and follow an east-west alignment. These parcels are characterised by outward facing homes and consistent build lines. The approach reveals a compact form of development that makes efficient use of land while ensuring an appropriate amount of private amenity space. The arrangement of built form will deliver recognisable buildings, framed gateways, and vistas. They will combine to create a series of spaces that are walkable, well connected and enable access to local transport, services, and facilities.

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

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

4.MOVEMENT

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

The proposal incorporates existing public rights of way (footpath number 17 and footpath number 18) and establishes them in new areas of open space. Existing public rights of way and connection to the wider settlement are retained, emphasised, and well connected. A link under the A6195 Dearne Valley Parkway and another to National Cycling Network Route 67 to the south-east will encourage cycling journeys.

The new development will facilitate safe and convenient movement of pedestrians including people

with limited mobility, elderly people, and people with young children.

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

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

An existing bus stop, close to the development entrance, will be relocated in a similar location. Bus stops are within an acceptable walking distance of 400 metres. Bus travel will be a convenient and attractive travel mode for future residents of the site.

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

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

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

5.NATURE

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

NATIONAL DESIGN GUIDE

The site has few distinctive natural features although existing boundary hedgerow and planting are important considerations. The proposal prioritises the retention and strengthening of these boundaries. A key feature of the proposal is the retention of central hedgerow in a new green corridor. The eastern edge of the site is defined by an existing hedgerow. Some removal of hedgerow is needed to facilitate the development however care has been taken to limit this loss and allow for replacement planting in several locations.

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

There is a clear opportunity to create habitats and ecologically important spaces for the benefit of flora and fauna whilst promoting activity and social interaction, and interaction with the outdoor environment. These spaces include a large area of open space to the northeast, a gateway public open space to the southwest, and green corridors through the proposal.

The proposal includes a high quality, landscape masterplan. This plan defines key areas of open space within the development which are linked by green corridors. They will incorporate existing and new footpaths.

A gateway green space is located at the entrance to the development and provides an attractive approach to the site. This space includes a new equipped play space for the benefit of new residents and the wider community.

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

6.PUBLIC SPACES

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

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

The gateway feature at the development entrance indicates space for a new equipped play area at an accessible location.

7.USES

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

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

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

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

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

Barnsley's SPD, Open Space Provision on New Housing Developments, Adopted May 2019, paragraph 5.1 states:

“A minimum of 15% of the gross site area of new housing development must be open space of a type appropriate to the character of the site, its location and the layout and nature of the new housing and adjoining land uses.”

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

8.HOMES AND BUILDINGS

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

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

The Home Builders Federation report “Watt A Save”, July 2023 found that the home building industry reduced carbon emissions by 500,000 tonnes last year saving buyers more than £400 million in energy costs. The findings illustrate the benefits of modern building practices, technology and products, and industry's commitment to greener, environmentally conscious construction.

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

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

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

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

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

9.RESOURCES

This illustrative masterplan shows a residential development with associated landscaping and highways. It demonstrates that the application makes efficient use of land to deliver residential development that will help support a variety of services. Considered orientation of homes and development parcels create an efficient and effective proposal.

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

10.LIFESPAN

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

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

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

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

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

8.SUMMARY

This document demonstrates a journey from site analysis to illustrative proposal. This process has culminated in a well rounded and informed proposal. It is a cohesive addition to development in the area. It is guided by technical analysis and consultant recommendations.

The proposal has attractive features, retained trees and planting. Some trees and small sections of hedgerow will be removed to facilitate access and visibility. The proposal mitigates this loss by allowing for new planting at several locations.

The proposal will guide subsequent detailed applications and ensure a new development that supports local services, contributes to local character, and provides new natural space and habitats.

The proposal demonstrates the potential for a variety of house types, outward facing development parcels, new open space, and pleasant streetscenes. Development parcels are set around a simple movement framework and several connections are made to the wider area.

The proposal demonstrates the potential for a high quality and sustainable residential development.

Key features and benefits:

- New equipped play space at an accessible location;
- A variety of new homes to cater for a local need;
- Provision of market and affordable homes;
- Deliver a net gain in biodiversity;
- The creation of new circular walking routes for the benefit of new and existing residents;
- Relief to an existing issue relating to on-street on Hemingfield Road parking by providing a solution that will improve the flow of vehicles and safety along Hemingfield Road;
- Retained public rights of way set in attractive public open space; and,
- Turns an area of redundant commercial development into an attractive gateway public open space at the development entrance.



A. Building For Healthy Life Assessment

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

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

10

GREEN

2

AMBER

0

RED

The assessment reveals a high number of “Green” scores and a small number of “Amber” scores. The assessment is made using the illustrative masterplan which will not be approved under this application. The result is that specific details remain undetermined at this stage. “Amber” scores are given to highlight this fact. Submission of specific details in subsequent detailed applications could improve these scores to “Green”.

A) INTEGRATED NEIGHBOURHOODS

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

C) DISTINCTIVE PLACES

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

B) STREETS FOR ALL

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



A) INTEGRATED NEIGHBOURHOODS



1) NATURAL CONNECTIONS

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

RESPONSE:

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

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

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

Private drives are used sparingly and do not limit simple pedestrian and cycle movement.

Retained hedgerows are kept within the public realm, safeguarding their future retention and management.

Connection to adjacent Safeguarded Land is considered and delivered.



2) WALKING, CYCLING AND PUBLIC TRANSPORT

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

RESPONSE:

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

The proposal retains and enhances existing walking routes through the site and incorporates them into a site wide walking network. Pedestrian connections are made several at locations. A new gateway public open space at the development entrance includes new connections to Hemingfield Road.

Footpath Number 18 (a public right of way) crosses the site in a north south direction. It is retained and set in open space.

The proposal allows for pedestrian, cyclist, and vehicular, access to adjacent Safeguarded Land. All areas of the proposal are accessible on foot. Local schools, shops, and recreation spaces, can be accessed via new walking routes and connections to existing footpaths.

A cycling catchment plan shows that Hemingfield, Wombwell, Darfield, Brampton, Jump, Elsecar and Hoyland are accessible within a 5 kilometre cycle distance. Birdwell, Tankersley, Wath upon Dearne, Bolton-upon-Dearne, Worsborough and other areas to the southeast of the centre of Barnsley are accessible within an 8 kilometre cycle distance.



3) FACILITIES AND SERVICES

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

RESPONSE:

The illustrative proposal retains all existing pedestrian connections and has strong links to Hemingfield and local services. Proximity to existing bus stops along Hemingfield Road, Wombwell Train Station, and Dearne Valley Parkway ensures that new residents will have access to a range of transport modes.

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

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

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

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



4) HOMES FOR EVERYONE

A range of homes that meet local community needs

RESPONSE:

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

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

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

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

Building For Healthy Life Assessment (cont...)

B) DISTINCTIVE PLACES



5) MAKING THE MOST OF WHAT'S THERE

Understand and respond

RESPONSE:

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

The site slopes downwards in a northern direction. The arrangement of plots, spaces, and streets, responds to this feature and largely follows the contours of the land.

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

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

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

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



6) A MEMORABLE CHARACTER

Create places that are memorable

RESPONSE:

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

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

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

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

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



7) WELL DEFINED STREETS AND SPACES

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

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

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

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

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

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



8) EASY TO FIND YOU WAY AROUND

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

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

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

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

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

BFHL 12 Assessment (cont...)

C) STREETS FOR ALL



9) HEALTHY STREETS

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

RESPONSE:

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

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

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

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



10) CYCLE AND CAR PARKING

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

RESPONSE:

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

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

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



11) GREEN AND BLUE INFRASTRUCTURE

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

RESPONSE:

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

Existing walking routes are enhanced by new planting. Retained hedgerows are kept in the public domain. These elements ensure that on-site routes are important and pleasant parts of longer walking routes beyond the application boundary.

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

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

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



12) BACK OF PAVEMENT, FRONT OF HOME

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

RESPONSE:

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

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

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