DESIGN & ACCESS STATEMENT

Proposed Residential Development: New Road, Pilley



Chris Gothard Architectural Ltd.

DAVID WILSON HOMES
WHERE QUALITY LIVES

REPORT CREATED: JUNE 2016

REVISION B – 28/07/2016

contents

Chris Gothard Architectural Ltd. has been instructed by Barratt David Wilson Homes to produce this Design & Access Statement to accompany the Full Planning Application for a residential development on land at New Road, Pilley.

The site benefits from a valid outline planning permission (access not reserved) for residential development of up to 41 dwellings which was granted in December 2014 (2013/1007). This permission establishes the acceptability of residential development on the site.

The purpose of this Design & Access Statement is to describe the character and structure of the development in order to consider and explain the principles and concepts that have been applied to particular aspects. It is divided into the following section:

SECTION 2: CONTEXT **PAGES 3-11**
An appraisal of the context of the development, considering the surrounding area, the site itself and the planning policy context.

Section 3: EVALUATION **PAGES 12-15**
Based on a strong understanding of the place, the constraints and opportunities of the site are identified and the design objectives are formulated.

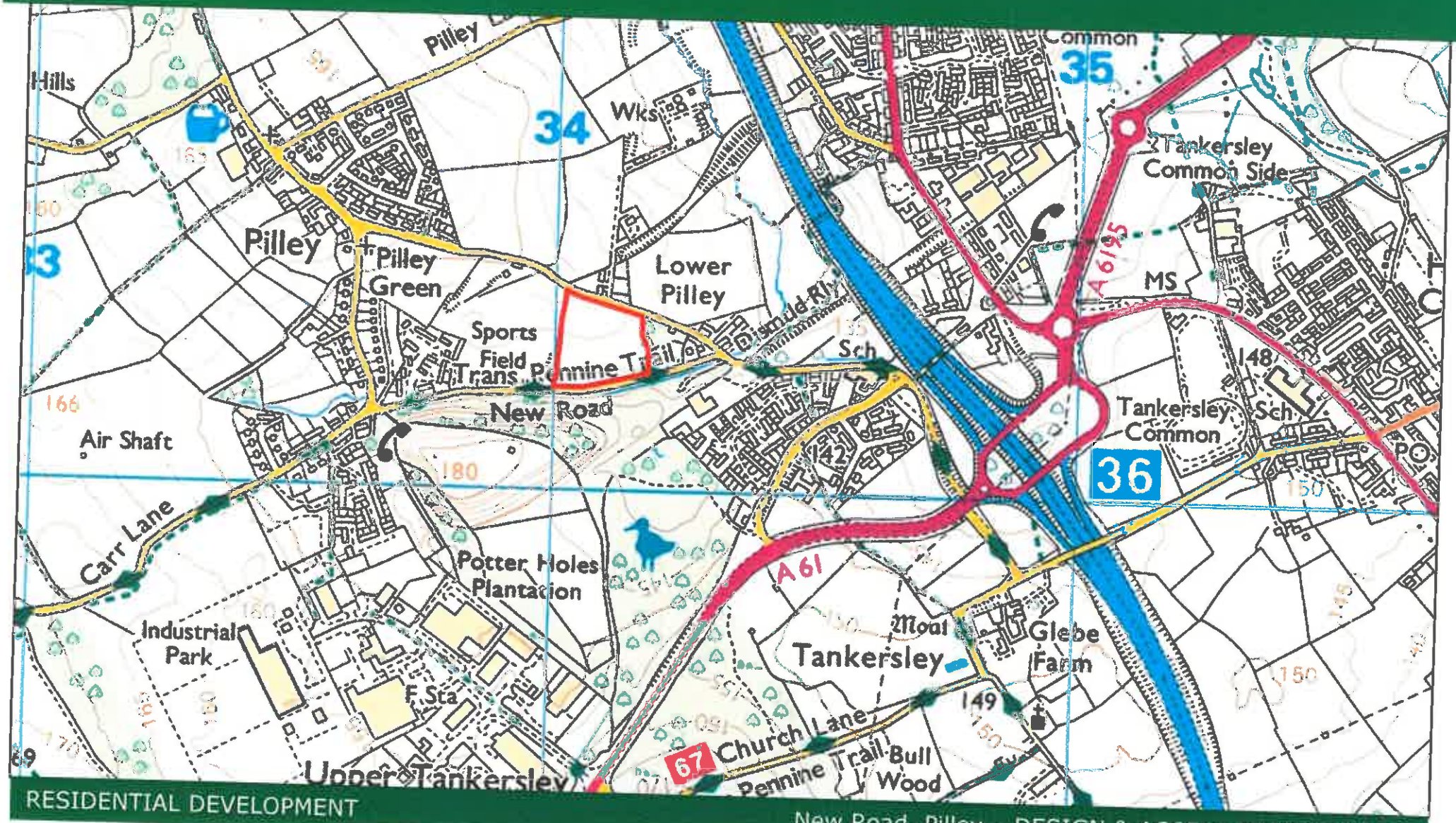
Section 4: DESIGN PROPOSALS **PAGES 16-28**
Presentation of the design proposals describing the uses proposed, the amount, layout and scale of development, landscaping and appearance.

Section 5: SUMMARY **PAGES 29-30**

Section 6: BUILDING FOR LIFE ASSESSMENT **PAGES 31-35**

SECTION 2

CONTEXT



PHYSICAL CONTEXT

WIDER CONTEXT

The site is 2.63 hectares in area and is located between New Road and Lidgett Lane within the village of Pilley/Tankersley. This village is located to the west of junction 36 of the M1 approximately 5 miles to the south of Barnsley, and is separated from the larger settlement of Hoyland to the east by the motorway. Main roads close to the site include the M1 and the A61 and there are railway stations at Elsecar to the east and Chapeltown to the south.

Figure 1. Context Plan



Figure 2. Aerial Photograph of site



Figure 3. Aerial Photograph of Pilley/Tankersley



PHYSICAL CONTEXT

DESIGNATIONS

The site is shown as being "Safeguarded Land" in the Barnsley Unitary Development Plan and that designation remained in the 2014 Local Plan consultation. (Refer to LA document for Key)

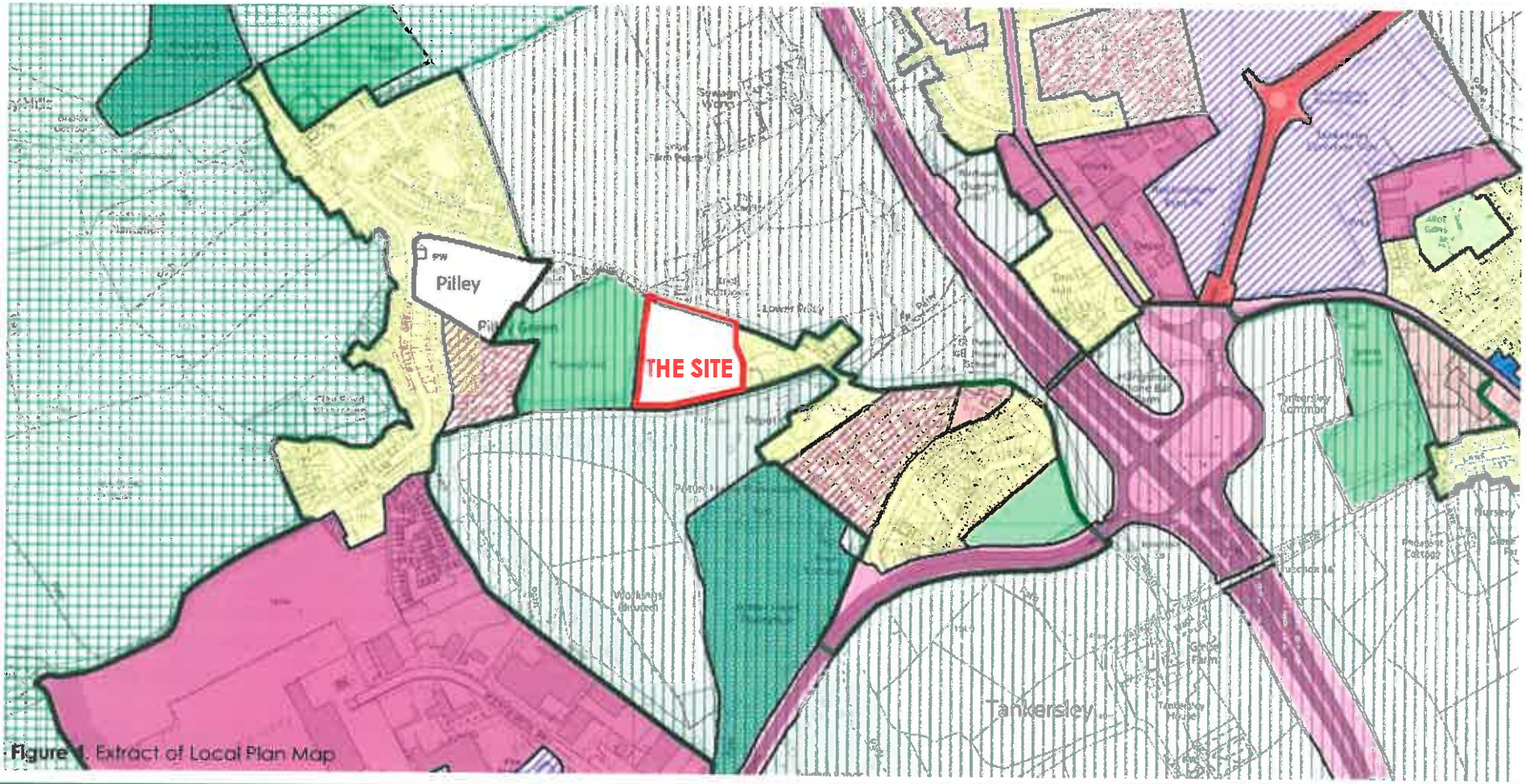


Figure 1. Extract of Local Plan Map

PHYSICAL CONTEXT

LOCAL CHARACTER

The site is located within the settlement of Pilley/Tankersley with Pilley to the west and Tankersley to the east. Both villages have a predominantly residential character although there is a large industrial estate (Wentworth Industrial Park) to the south of Pilley.

The site is bordered to the north by Lidgett Lane and to the south by New Road. There are detached houses facing New Road to the east and a small group of dwellings served off Lidgett Lane to the north. To the west is a recreation field. The site boundary to New Road is open while the remainder of the boundaries are marked by hedges and trees. The land within the site falls from north to south.

The housing in the vicinity of the site within both Pilley and Tankersley is generally modern in character (with the exception of the original village centres), predominantly two storeys in height with a mixture of detached, semi-detached and a few terraced properties. There are a mixture of house types, building lines and materials, and most properties have reasonably sized, enclosed rear garden areas. The most recent residential developments at Silkstone Close, Thorncliff Way and Stone Leigh are predominantly detached family housing.

There is no single style of dwellings that is characteristic of the surrounding area.



Photo 1. View of the site from New Road (west)



Photo 2. View of neighbouring recent residential development



Photo 3. View of site from Lidgett Lane (west)

SOCIAL CONTEXT

LOCAL FACILITIES...

Overall it is maintained that the subject is in a sustainable location with good access to local services which are likely to encourage people to choose to walk rather than use the car for daily trips such as to school, or the local shop. The availability of bus stops throughout Pilley also provides a sustainable alternative mode of transport.

- pub/hotel
- shop
- Bus stop
- church
- community centre
- industrial unit

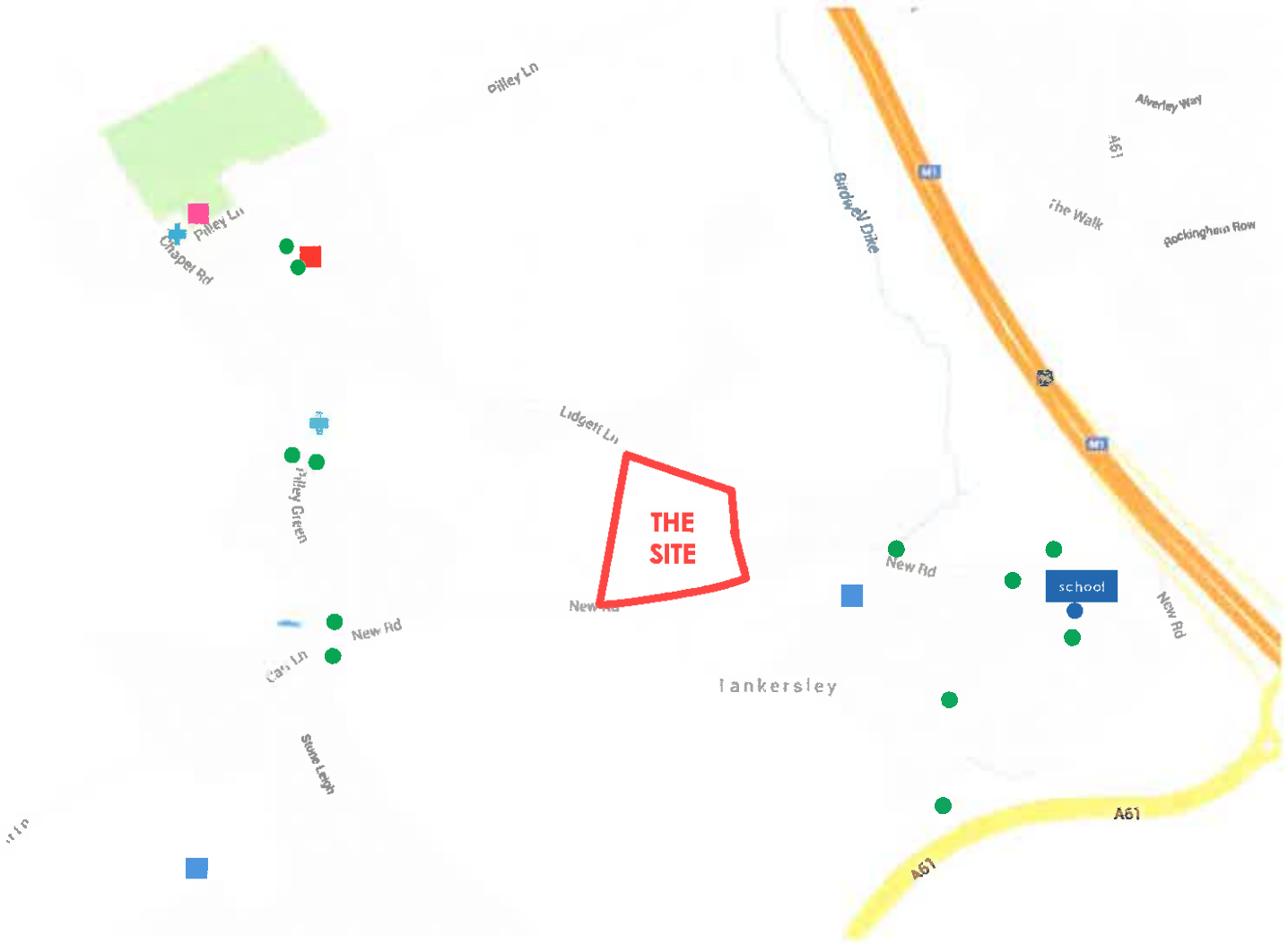


Figure 6. Local facilities

SOCIAL CONTEXT

PEDESTRIAN CONNECTIONS

Pedestrian access into the site will be from the new road access on to New Road. Pedestrian access is also to be provided from the site into the recreation field to the west (that would also allow for pedestrian access through this field to other facilities within Pilley to the west). The main roads within the site will be provided with pedestrian footways which will provide a link to the pedestrian footway along the southern side of New Road which will allow pedestrian access to local facilities, and bus services along New Road further to the east. Pedestrian refuges will be provided to help pedestrians crossing New Road from the site to the existing footway. Minor roads and private drives within the site will have a shared surface.

LOCAL FACILITIES

The site is within walking distance of many local facilities.

- Primary school Tankersley St Peters Primary School, New Road
- Secondary school Kirk Balk Community College, West Street, Hoyland
- Village hall Pilley Lane
- Shop and post office Worsborough View
- Churches Chapel Road and Pilley Green
- Employment site Wentworth Industrial Park
- Recreation field adjacent to site

There are also a wider range of local facilities in Hoyland to the north east which are easily accessible by a longer walk or by bus.

PUBLIC TRANSPORT

There are bus stops on New Road approximately 270 metres to the east of the site. There are two hourly services which provide links to Hoyland, Barnsley Interchange (where there is the option of transferring to train travel) and other local villages.

Future residents will not be reliant on the private car for transport.



Figure 5. Extract of OS LandRanger Map

PLANNING POLICY

This section outlines the context of the development in relation to national and local planning policy, focusing on policies specifically related to the design.

NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework sets out the government's national policies relating to specific topics and may be a material consideration in considering specific proposals.

The Framework sets out a presumption in favour of sustainable development. To achieve this there are a number of requirements for the planning system including to have a social role by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment with accessible local services (paragraph 7). Paragraph 49 indicates that housing applications should be considered in the context of the presumption in favour of sustainable development.

Section 7 of the Framework relates to "Requiring good design". Paragraph 59 in this section indicates that design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally. Paragraph 60 indicates that planning decisions should not attempt to impose particular tastes and should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. Paragraph 61 states that securing high quality and inclusive design goes beyond aesthetic considerations. Planning decisions should address the connections between people and places and the integration of new development into the environment.

PLANNING POLICY

LOCAL POLICY

Barnsley's Core Strategy was adopted in September 2011 and some policies in the Unitary Development Plan remain valid until the adoption of the Barnsley Local Plan which has been the subject of public consultation. We consider that the following policies are relevant in assessing the design and access elements of the development proposals.

Core Strategy

- **CSP1** relates to climate change and states that development will be expected to reduce and mitigate the impact of growth on the environment and carbon emissions and promote the efficient use of resources.
- **CSP2** promotes sustainable methods of construction.
- **CSP3** promotes the use of Sustainable drainage systems.
- **CSP5** requires that major developments should incorporate renewable or low carbon energy sources and other appropriate design measures to reduce the development's carbon dioxide emissions by at least 20%.
- **CSP14** requires that housing proposals should include a broad mix of house size, type and tenure. It expects a minimum density of 40 dwellings per hectare unless lower densities are necessary for need, viability or sustainable design reasons.
- **CSP15** requires 25% affordable housing in developments of 15 or more dwellings in the Rural West.
- **CSP25** expects that development will be designed to reduce the need to travel, be accessible to public transport, and meet the needs of pedestrians and cyclists. Minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people should be provided and car parking should not exceed the maximum number of car parking spaces set out in the SPD.
- **CSP26** expects that new development should be designed and built to provide safe, secure and convenient access for all road users.
- **CSP29** requires high quality development that respects, takes advantage of and enhances the distinctive features of Barnsley.
- **CSP37** requires that development should retain and enhance the character and distinctiveness of the individual Landscape Character Area in which it is located.

Unitary Development Plan

- **GS10** states that existing uses of safeguarded land will normally remain during the plan period. Planning permission for the permanent development of such land will only be granted following a review of the UDP.

Detailed design advice is set out in the South Yorkshire Residential Design Guide.

THE SITE

The site itself is currently agricultural land with a hedge and trees along all boundaries apart from the boundary to New Road which is open. The land within the site slopes down from north to south. The trees on and outside of the eastern and western boundaries provide screening for the site in close and more distant views. The hedge along the Lidgett Lane frontage will soften views of the site from that road and while the site boundary to New Road is open, there is dense woodland on the southern side of that road which will screen the site from more distant views.

The containment of the site between two roads with firm landscaped boundaries to the east and west means that the development will not appear as a prominent intrusion into the adjoining countryside.



Photo 4. Aerial view of the site



Photo 5. View of the site from Lidgett Lane (east)

SECTION 3

EVALUATION



CONSTRAINTS AND OPPORTUNITIES

The key constraints and opportunities have been identified in order to inform the design of the scheme:

Constraints

- The hedge and trees along the eastern and western boundaries and the hedge along the northern boundary will need to be retained and will need to be protected during the course of construction works.
- The layout of the development must take into account the gradient of the site.
- The amenity of existing residents adjoining the site must be respected.
- The style of the housing must be in keeping with that of the local area while making an efficient use of the site.

Opportunities

- The site has good connections to the trunk road network (the M1 and the A61), and easy access to local bus services.
- There are local facilities within walking distance of the site, particularly a primary school and the adjoining recreation field.
- The site benefits from existing screening to three boundaries with the remaining southern boundary being screened from longer views by woodland on the opposite side of the road.
- A range of house types can be provided to meet the need of the local housing market.
- The site is sloping but it will allow for an efficient density of development.

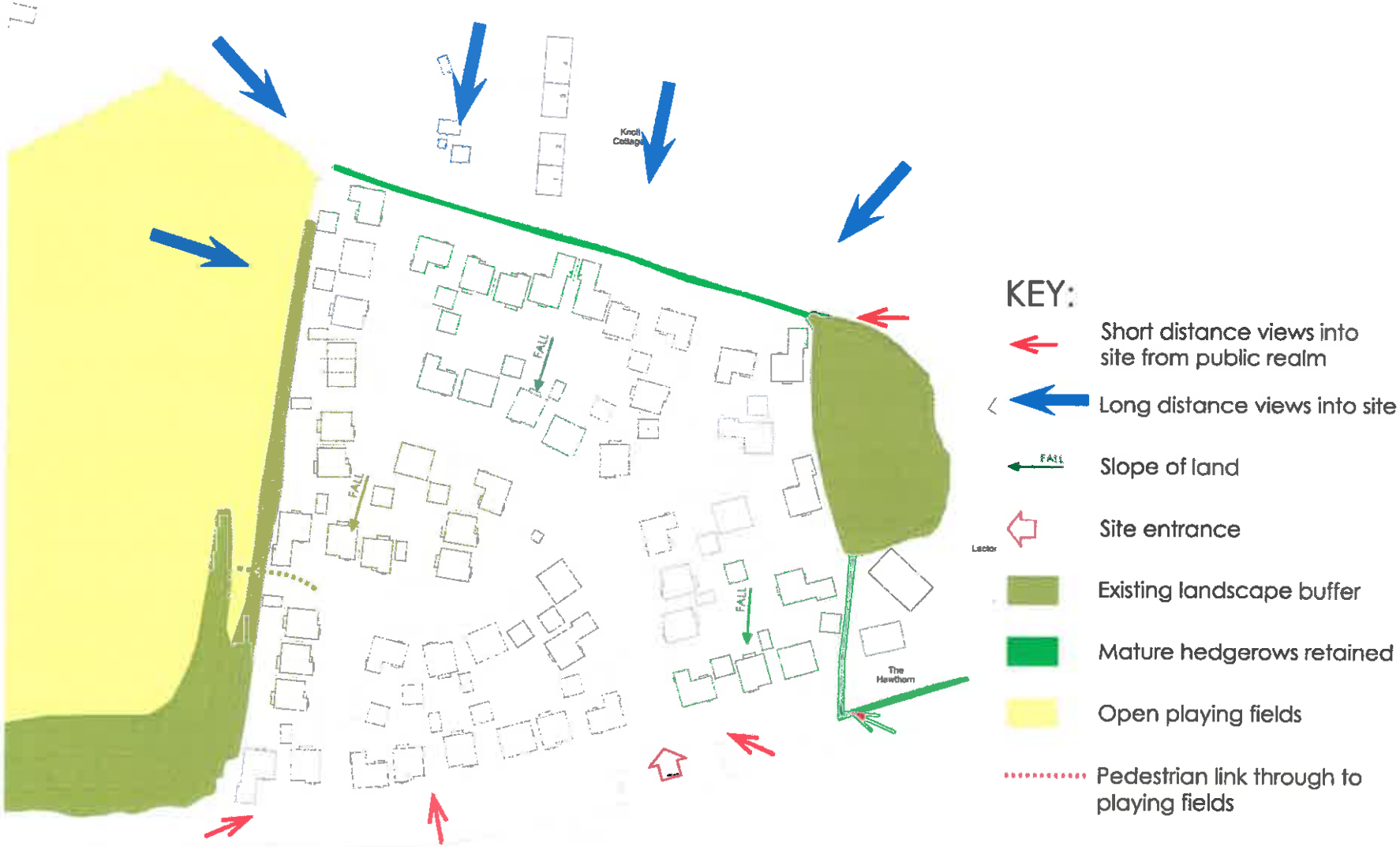
DEVELOPING A DESIGN CONCEPT

PREVIOUSLY APPROVED SCHEME

The previous permission on the site was an outline permission with the access approved. There was also an indicative site layout submitted for information. The access point proposed in this application is the same as that shown on that indicative plan and the road layout is similar.

The original indicative site layout showed a density of circa 15 dwellings per hectare whilst the density of the new scheme forming part of this Application is circa 21 dph. This is below the minimum density recommended in the Barnsley Core Strategy but we feel it is appropriate for its rural setting.

CONSTRAINTS PLAN Figure 7.



DESIGN OBJECTIVES

The formulation of the design has arisen as a result of:

- An understanding of the context of the development, including the access point and the surrounding features.
- The relevant planning policies relating to design.
- The identified constraints and opportunities.
- The previous indicative proposals which provide a basis for the formulation of the detailed proposals.

As a result of the evaluation of the site the following design objectives are identified:

INTEGRATING INTO THE NEIGHBOURHOOD

- **Connections and Facilities:** Ensure easy pedestrian/ cycle access to local facilities and provide an area of public open space within the development.
- **Public Transport:** Provide easy access to the public transport network.
- **Housing mix:** Build a mix of 2, 3, 4 and 5 bedroom homes to meet the local needs with the emphasis on larger properties to meet a need previously identified in this area, while being in keeping with housing in the local area.

CREATING A PLACE

- **Character:** Create a development that has a character in keeping with the local area.
- **Site and Context:** Provide a layout that complements nearby development, allows the retention of the hedge and trees on the eastern, western and northern boundaries and provides a hedge along the majority of the southern boundary.
- **Streets and Spaces:** Create pedestrian friendly streets.

STREET AND HOME

- **Car Parking:** Provide sufficient off-street car parking so that cars can be parked off the road to protect the appearance of the roads.
- **Public and Private Spaces:** Ensure that the streets, private drives and the pedestrian access to the recreation field are naturally overlooked and that all dwellings have a private space.
- **External Storage:** Ensure that all dwellings have spaces that can be utilised for cycle storage and suitable areas for bin storage to the side or rear.

SECTION 4

DESIGN PROPOSALS



USE, AMOUNT & SCALE

USE

The site is within the existing village boundary of Pilley and adjoins existing residential boundaries. It will be viewed as an extension to the existing village. This is a detailed application following the granting of outline permission for residential development on the site. That permission has established the principle of residential use on the site.

AMOUNT

The site is 2.63ha in area. The development comprises 56 dwellings of a variety of types are proposed giving an overall density of 21.3 dwellings per hectare. This density is lower than that required by policy CSP14 which requires a minimum density of 40 dwellings per hectare outside of good public transport corridors and Barnsley town centre. It is however a higher density than that shown on the indicative layout plans accompanying the outline application. The dwelling types are predominantly larger 4 bedroom types. This mix of housing types has been chosen to meet market demands in the area and the mix addresses the need for lower density housing in the area: the site was shown as a low density housing site in the 2012 Consultation Draft of the Development Sites and Places DPD. While that designation has not been carried forward into later drafts of the Local Plan it does indicate a requirement for larger housing in the area.

SCALE

The majority of the dwellings (44) are 4 bedroom house types with nine 5 bedroom types, one 3 bedroom and two 2 bedroom. The floor area ranges from 56 to 178 square metres (over two floors). All of the dwellings will be two storeys in height which is in keeping with other residential development in the local area.

Many of the house types include a study which will allow working from home if required.

NEW ROAD, PILLEY - APPRAISAL ACCOMMODATION SCHEDULE

PRIVATE SALES UNITS House Type			GIA sq.ft.	GIA sq.m.	total GIA of type sq.ft.	total GIA of type sq.m.	No.	%
H411	Millford	4 bed. 8 person	1335	124.0	14685	1364.3	11	21
H436	Layton	4 bed. 8 person	1611	149.7	17721	1646.3	11	21
H469	Holden	4 bed. 7 person	1536	142.7	19968	1855.1	13	25
H497	Chelworth	4 bed. 8 person	1703	158.2	15327	1423.9	9	17
H587	Oulton	5 bed. 9 person	1912	177.6	17208	1598.7	9	17
		SUB-TOTAL			84909	7888.3	53	100

AFFORDABLE UNITS House Type			GIA sq.ft.	GIA sq.m.	total GIA of type sq.ft.	total GIA of type sq.m.	No.	%
N200	Mid terrace	2 bed. 4 person	607	56.4	1214	112.8	2	67
N300	End terrace	2 bed. 4 person	701	65.1	701	65.1	1	33
		SUB-TOTAL			1915	177.9	3	100
		TOTAL			86824	8066.2	56	

Figure 8. Site Layout



LAYOUT & SCALE

LAYOUT

The following sections describe the detailed aspects of the layout, how this relates to adjoining features and contributes to the creation of an attractive development.

STREET LAYOUT

The access point into the development off New Road was granted permission as part of the outline proposal. The proposed internal layout is very similar to that shown on the previous indicative layout plan. The proposed internal layout involves a main cul-de-sac with two smaller cul-de-sacs extending off this to the east and west respectively. The majority of dwellings will face on to these main estate roads while some will be served by shared private drives leading off these roads. Dwellings adjacent to New Road and Lidgett Lane will face those roads but have no direct access to them. This will result in active elevations facing existing roads making a positive contribution to the streetscene. The main sections of the adoptable roads will be provided with a footway to either side but some short sections and the private drives will be provided as a shared surface. This variety of layout will help to provide interest in the appearance of the streetscene.

RELATIONSHIP WITH EXISTING ROADS

As noted above a number of plots will face New Road and Lidgett Lane with active elevations facing those roads. The properties will be set back from the roads and screened by hedges which will reduce any problems of traffic noise for future residents.

PRESERVING THE AMENITY OF ADJOINING RESIDENTS

The only residential property with a direct boundary to the site is "The Hawthorn" to the east of the site on New Road. The side elevation of that property faces the site and while that elevation contains windows, it faces towards the blank side elevation of the nearest property within the application site at a distance of approximately 17 metres. This siting will protect the privacy and amenity of the existing residents. The other properties close to the site are a group of dormer bungalows (Knoll Cottages) on the northern side of Lidgett Lane. These are separated from the site by a road and the nearest bungalow has a blank gable facing the site so there will be no adverse effect on these residents.

HOUSING LAYOUT

The individual plots have been sited to ensure that they have an active elevation facing the highway which will ensure an attractive appearance. In the case of corner plots house types with active elevations to both roads have been chosen or the houses have been set at an angle to the corner. All plots are set back from the road being separated from it by a small garden area. The majority of car parking spaces are to be provided to the side of the dwellings which provides a separation between each pair of houses and helps to reinforce the character of an open attractive streetscene.

LAYOUT & SCALE

AFFORDABLE HOUSING

The outline scheme included no on-site affordable housing but a combination of this site and another site at Pilley Green submitted at the same time by the same applicants were to provide 18 affordable units in an off-site location. That provision will be acted upon as a result of the development of this site but as this proposal includes 14 more units than were previously proposed an additional 3 affordable units are to be provided on this site (the two and three bedroom units in the north western corner). In total this would be close to the 25% affordable units required by policy CSP15.

PUBLIC OPEN SPACE

No public open space is to be provided within the site but a footpath is to be provided to link into the adjacent recreation field. This was also the case with the illustrative layout submitted with the outline application. A condition was attached to that permission requiring a contribution to the enhancement of off-site public open space and that requirement would be relevant to the current proposal.

FEATURES OF THE BUILDING LAYOUT

Figure 9.

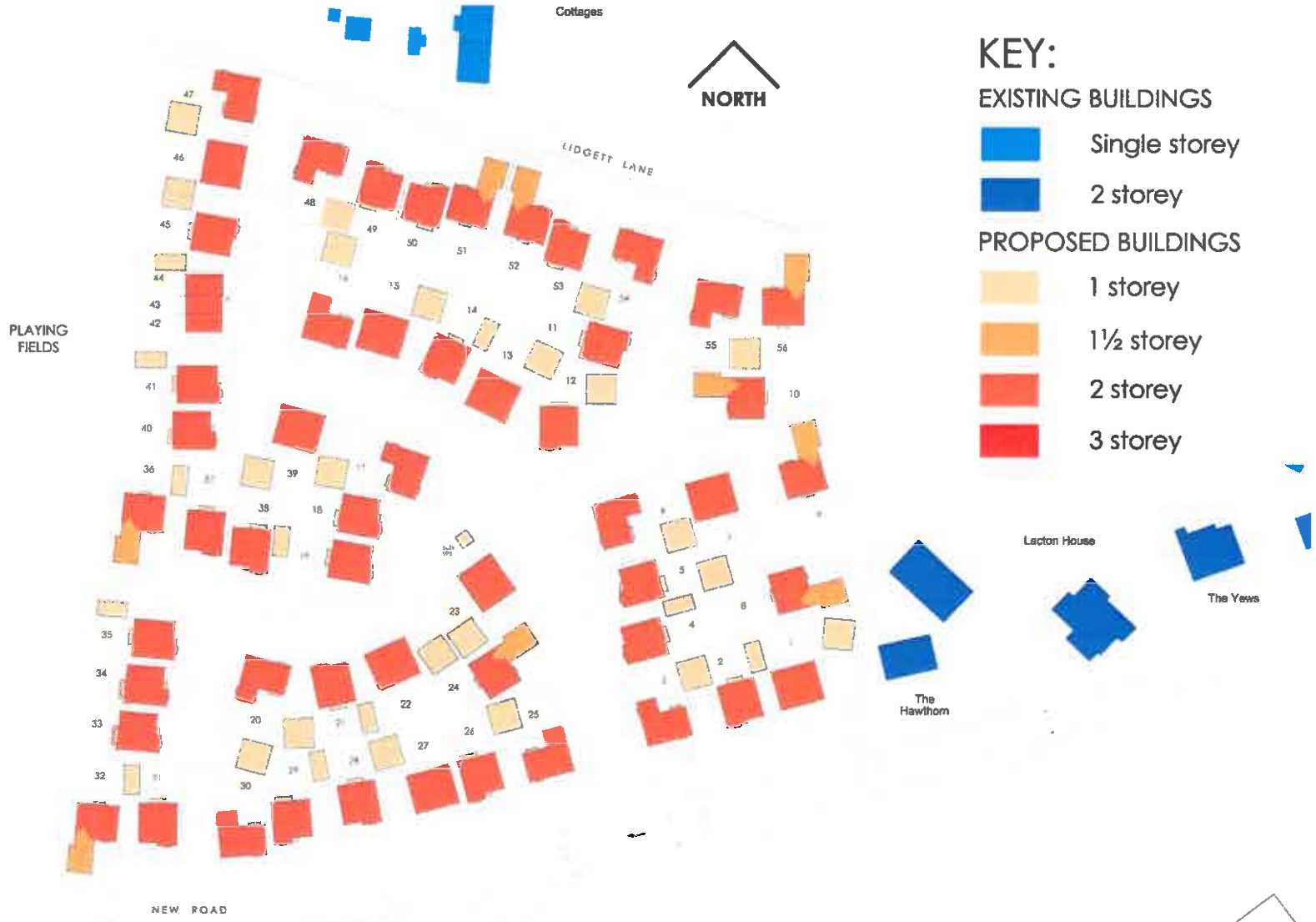


KEY:

- Buildings that define the entrance into the site
- Buildings with dual aspect to turn corners
- Buildings which frame key views
- Primary routes
- Secondary routes
- Tertiary routes

SCALE OF THE BUILT FORM

Figure 10.



APPEARANCE

ARCHITECTURAL STYLE AND MATERIALS

As noted above the locality is characterised by modern housing with no predominant architectural style. The house types to be used and their arrangement on the site have been chosen to have an attractive appearance that will blend in with the locality. The individual house types to be used are described below.

House type 411

- Eleven of these house types are to be used
- A detached two storey house
- Simple pitched roof design with a front facing gable slightly forward of the main elevation
- Front bay window
- Integral garage

House type 436

- Eleven of these house types are to be used
- A detached two storey house
- Simple pitched roof design with a rear extension with a pitched roof at right angles to the main roof
- Main windows (including a bay window) on front and side elevations to provide active elevations to both roads on corner plots
- Brick on edge feature over ground floor windows on public elevations
- A feature front door with pilasters to either side



Figure 11. 411 Type



Figure 12. 436 Type

APPEARANCE...

HOUSE TYPE 469

- Thirteen of these house types are to be used
- A detached two storey house
- Pitched roof design with a front facing gable slightly forward of the main elevation
- Front bay window
- Brick on edge feature over some windows on front elevation
- A feature front door with pilasters to either side


Figure 14. 832 Type


Figure 13. 469 Type

HOUSE TYPE 497

- Nine of these house types are to be used
- A larger detached two storey house
- Brick on edge feature over ground floor windows on front elevation
- A feature front door with pilasters to either side and small projecting roof

APPEARANCE...

HOUSE TYPE 587

- Nine of these house types are to be used
- A larger detached two storey house
- A dual aspect L shaped house
- An attached double garage with rooms over
- Front bay window
- A feature front door with pilasters to either side
- House type positioned on corner plots or at the end of private drives to provide active elevations to roads and provide an active termination to views at the end of private drives

HOUSE TYPES 200 & 300

- Three of these house types are to be used
- A small two storey terraced block
- Simple pitched roof design
- Brick on edge feature over front ground floor windows
- Projecting roof over front door

Overall the house types have been positioned within the site to achieve a local character of design features and materials but with sufficient variety of house types to provide interest in the streetscene.

NOTE: The elevational treatment shown on the following CGI's is diagrammatical only. Refer to Planning Details for details of finishes and detailing.

Figure 15. 587 Type



LANDSCAPING

The character and appearance of a development is influenced by the treatment of spaces between the buildings including soft landscaping and boundary treatments. The elements of the landscaping are outlined below.

RETENTION OF EXISTING LANDSCAPE FEATURES

Currently there are hedges along the eastern, western and northern boundaries of the site with some trees both in the boundary and outside of the site, in the eastern and western hedges. All of these features will be unaffected by the development.

SOFT LANDSCAPING

All dwellings will have grassed front garden areas which will soften the appearance of the development. A hedge will be planted along the New Road frontage of the site (clear of the site access) which again will soften the appearance of the development.

HARD LANDSCAPING

No separation between front garden areas is proposed leaving an open appearance. Rear garden areas will be enclosed by fences to provide privacy for future residents. Most of these boundary treatments will be screened from public view. Where rear gardens adjoin the highway the boundary treatment will be walls or fences of a design to be in keeping with the streetscene and in order to provide privacy for the residents.

The site layout includes a mixture of adoptable roads and private drives. A variety of materials will be chosen for these different standards of road. This variation in materials will allow good quality materials to be used that will enhance the appearance of the development.

PUBLIC OPEN SPACE

No public open space is to be provided within the site in view of the existence of the recreation field immediately to the west. The footpath linking to this area will have grass to either side and a boundary treatment will be provided to separate it from the private gardens to either side.

CRIME IMPACT ASSESSMENT

ROADS & FOOTPATHS

Access to the principle access doors of each dwelling will be via well illuminated and overlooked footpaths. The private footpaths will be well refined and in a contrasting material to the main public thoroughfares ensuring a sense of "private defensible space".

Footpaths within the site are minimal, however streetlighting will be provided to all adopted roads and footpaths.

DWELLING BOUNDARIES

Dwelling frontages are open in view with surrounding walls and landscaping maintained to a maximum height of 1000m. Rear gardens are intended to be overlooked by neighbours, particularly at first floor level to act as part of the passive security. All boundaries facing onto the public realm will be solid 1800mm fences or walls/fences.

All rear gardens will be provided with a 1800mm high gate which will be designed to resist climbing and forced entry and can be easily seen from the surrounding houses.

LAYOUT & ORIENTATION OF DWELLINGS

Dwellings are positioned to provide active frontages which will overlook the new principle entrance doors but without creating privacy issues both to the new units and the existing properties in the surrounding streets.

CAR PARKING

Private car parking is provided on a hard standing within each dwelling's boundary.

SITE – DESIGN, LAYOUT AND SPATIAL RELATIONSHIPS

Any recesses or canopies are as high and as shallow as possible to avoid the creation of sheltered or hidden areas which may encourage loitering/gathering and become a focal point for crime and anti-social behaviour. There will be no features of the building (such as low walls, projections or window cills) that provide climbing aids to upper floor windows.

PLANTING

Any planting beds provided for security will contain dense, low-level self-defensive planting (mature when planted) to deter access. The proposed landscaping will not impede natural surveillance or create potential hiding places for intruders.

SUMMARY

The development will be built in accordance with Part Q of the Building Regulations, with emphasis on natural surveillance and defendable spaces.

ACCESS

STREETS

A single point of access is proposed off New Road and this was approved as part of the outline permission. The Highway Authority considered that the traffic generated by the development could be accommodated on the local highway network.

The layout of the roads within the development has already been described in the "Layout" section above and it is clear that the inclusion of a shared surface element in the scheme will provide a pedestrian friendly environment.

PARKING AND STORAGE

The scheme has sought to ensure that on-street parking is not necessary and that parking spaces are not located to the front of the houses, both arrangements resulting in a very car dominated streetscene. Each plot is to be provided with at least two parking spaces located in garages and at the side of the dwelling, the exception to this being the three affordable plots which will be provided with four parking spaces to the front of the houses. These plots are in a position where the parking would not be prominent in the streetscene.

This level of provision will ensure that each plot has adequate parking space without needing to park on the highway.

With the exception of the affordable plots all houses will have a garage which will be available for the storage of items such as cycles. All houses will also have sufficient space in their rear gardens for bin storage. This will avoid the need to store bins on the highway to the front which is detrimental to the appearance of a streetscene.

PEDESTRIANS

The scheme includes shared surfaces on the private drives which help to reduce vehicle speeds and promote a more pedestrian friendly environment. All roads and drives have separate parking spaces set back from the roadway which remove the possibility of obstacles to the safe circulation of pedestrians in these areas. The adoptable roads have separate footways to either side which link via pedestrian refuges to the existing footway on the southern side of New Road which provides links to local facilities and public transport services.

As noted above the footpath leading from the estate to the area of public open space is well overlooked by habitable room windows in the front of adjoining plots which will ensure the safety of users of this path.

PUBLIC TRANSPORT

The location of the site and its layout will ensure that the public transport services identified above can easily be reached by pedestrians.

SECTION 5

SUMMARY



SUMMARY

BENEFITS OF THE PROPOSAL

Through the careful design of the proposed development Barratt David Wilson Homes will bring major benefits including:

- Sustainable location for new homes as it is located within walking and cycling distance from the number of services available and public transport routes. It also has excellent access to the road network in particular the M1.
- The proposal represents a deliverable proposal.
- It meets housing needs and demand.
- Provides high quality, energy efficient modern homes.

CONCLUSION

Whilst some of the issues relating to the principle of development on the site have been addressed at Outline Stage we have endeavoured to provide a full comprehensive report covering all aspects of the development.

The details of the site layout and the appearance of the development have sought to ensure that this scheme will have a high quality, attractive character that complements the existing neighbourhood, respects the constraints imposed by features adjoining the site and provides a range of housing that is needed in the locality.

SECTION 6

BUILDING FOR LIFE ASSESSMENT

• BUILT FOR LIFE •



BUILDING FOR LIFE

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?

YES. The dwellings on the principle frontage are well back from the existing highway (New Road) by providing separate private drives to the dwellings and substantial planting zones which will provide a good level of separation to the existing highway. Footpaths will be provided either side of the principle highways within the site which will link directly to the existing footpath network on New Road. The existing trees and hedgerows on the east, north and west boundaries will be retained to provide screening of the development and ensure that the access on road remains the principle access into the site.
A secondary footpath link will be provided directly into the adjoining playing fields between plots 35 & 36.

2. FACILITIES AND SERVICES

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

YES. Due to the sites location on the outskirts of town the level or local amenities obviously cannot be compared to that or a development which is close to the centre of a town or city. That being said the site is within walking distance of a local post office/shop, primary school, village hall, churches, employment sites and the recreation field immediately adjoining the site. All of these amenities are highlighted on Figure 6.
It is also noteworthy that there are also a wider range of local facilities in Hoyland to the north east which are easily accessible by a longer walk or by bus.

3. PUBLIC TRANSPORT

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

YES. There are bus stops located close to the site, 300m to the west and 150m to the east on New Road where two regular services operate with the No. 7 running on a circular route to Barnsley running through Worsborough and Hoyland. Whilst the 67 route runs from Barnsley to Wombwell passing through Hoyland, Birdwell and Worsborough amongst other settlements.

BUILDING FOR LIFE....

4. MEETING LOCAL HOUSING REQUIREMENTS
Does the development have a mix of housing types and tenure that suits local requirements?

YES. The mix of houses has been carefully considered to ensure it is attractive to the market. Therefore due to the sites location larger 4 & 5 bedroomed dwelling are proposed throughout the site.

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

YES. The development will retain the mature trees and hedgerows around the edges of the site to provide a high quality landscape setting and the development will be constructed in brickwork to reflect the local context.

6. WORKING WITH THE SITE AND ITS CONTEXT
Does the scheme take advantage of existing topography, landscape features, wildlife habitats, existing buildings, site orientation and microclimates?

YES. The site is orientated to be predominantly inward looking clusters of houses nestled behind the mature trees and hedgerows with the exception of the principle frontage on New Road where the houses will be aspected towards the main road to provide a strong attractive frontage from the main road. As previously mentioned the existing shrubs will be retained around the periphery of the site to blend the development with the surrounding countryside and provide a mature landscape setting for the new houses.

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 corners well?

YES. The building layout has been designed to define the entrance into the site with Plots 3 & 25 drawing you into the site and the remaining dwellings on the main access road addressing the highway to lead you through the development. In similar manner and dwellings on the primary roads are aspected towards the highways whilst some of the dwellings on the smaller private drives are orientated differently to add architectural interest to the scheme. Key buildings have been positioned on key corners of the site which are dual aspected to prevent blank gables at key locations of the site.

BUILDING FOR LIFE....

8. EASY TO FIND YOUR WAY AROUND
Is the scheme designed to make it easy to find your way around?

YES. The building layout and the strong building lines to the street ensure it is easy to find your way around what is a relatively straightforward layout.
The footpath link will be clearly delineated through the provision of adequate boundary treatment and signage.

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

YES. The street layout is designed to be a pedestrian orientated space where traffic speeds are naturally calmed through the provision of numerous T junctions and short road lengths, also through the provision of numerous shared surfaces where the lack of a 'formal road' causes motorists to naturally slow down. Additionally the building layout ensures turns in the roads again to slow vehicle speeds. The Layout of the buildings will encourage interaction between occupiers and create social spaces.

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

YES. The provision of car parking to the side of properties with sufficient space in front of the garages ensures it will be well integrated into the streetscene.
It is noteworthy that the level of off-street parking far exceeds the minimum requirements therefore on-street parking will be minimal.

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 in use?

YES. Public and private spaces are clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This has been achieved through a well-designed and sensitive landscaping scheme and boundary treatment which delineates the public from the private realm to the front of dwellings. The use of high boundary treatment to rear boundaries provide defensible spaces whilst protecting the amenity of future residents.

12. EXTERNAL STORAGE AND AMENITY SPACE

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

Yes. The layout provides garages for each plot and sufficient parking in front, creating good storage, with cycles able to be accommodated within garages. Bin storage and recycling can be located to the side and rear of properties away from the street.