



AIREDON
PLANNING & DESIGN

Gleeson Regeneration Ltd

Design and Access Statement

Land at Barnburgh Lane, Goldthorpe (Phase 3)



December 2020

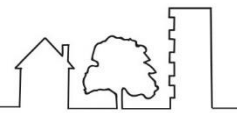
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APPENDICES

NO APPENDICES

	Goldthorpe Phase 3	Gleeson Regeneration Ltd	
	Name	Signature	Date
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- 1.1 Airedon Limited has been instructed by Gleeson Regeneration Ltd to produce this Design and Access Statement to accompany a full application for 69 dwellings with associated infrastructure on land at Barnburgh Lane, Goldthorpe. The proposal represents Phase 3 of the wider Gleeson development at Goldthorpe.
- 1.2 The purpose of this Design and Access Statement is to describe the design process that has been undertaken in order to create a high quality and locally inspired place, following central government guidance in the form of the new revised NPPF and the PPG, local planning policy and CABI guidance “Design and Access Statements: How to read, write and use them”.
- 1.3 In order to consider and explain the principles and concepts that have been applied to particular aspects of the scheme, this statement is divided into the following sections:

CONTEXT

An appraisal of the context and the surrounding area to which the development will sit and analysis of the site itself, together with a consideration of the relevant planning policies relating to design.

EVALUATION

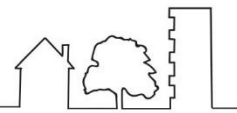
This section evaluates the constraints and opportunities presented by the site and the subsequent design objectives which were formed.

DESIGN PROPOSALS

Presentation of the design proposals, describing the uses proposed, the amount, layout and scale of development, landscaping, and appearance.

SUMMARY

Provides a summary of the Design and Access Statement by analysing the proposed development against the National Design Guide.



CONTEXT

Planning policy context

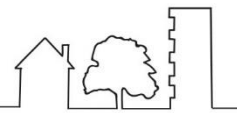
2.1 The proposed residential development has been formulated in light of the relevant design policies within the adopted Local Plan and the NPPF. Those considered to be of particular pertinence relating to design are set out below.

National Planning Policy Framework (NPPF, February 2019)

2.2 The new revised NPPF was published by the Government in February 2019 and sets out the presumption in favour of sustainable development at the heart of the planning system (paragraph 10). Section 12 of the NPPF seeks to ensure that well-designed places are achieved through the planning system. Good design is a key aspect of sustainable development (paragraph 124).

2.3 The NPPF confirms at paragraph 127 that planning decisions should ensure that developments:

- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where



crime and disorder, and the fear of crime, do not undermine the quality of community cohesion and resilience.

- 2.4 Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans of supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

Planning Practice Guidance

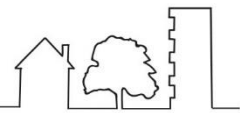
- 2.5 The Planning Practice Guidance is a web based resource, which aims to support the National Planning Policy Framework. The guidance confirms that good design is set out in the National Design Guide under the following 10 characteristics:

- Context
- Identity
- Built form
- Movement
- Nature
- Public spaces
- Uses
- Homes and buildings
- Resources
- Lifespan

- 2.6 Paragraph 018 of the design section of the PPG states that assessment frameworks, such as Building for Life 12, are a set of criteria against which a design can be assessed.

National Design Guide (NDG, October 2019)

- 2.7 The National Design Guide was published by the Government in October 2019 and sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance.



2.8 Paragraph 20 of the NDG states that good design involves careful attention to components of place as well as the design of the buildings themselves. The components of place include:

- The context for places and buildings;
- Hard and soft landscape;
- Technical infrastructure – transport, utilities, services such as drainage; and
- Social infrastructure – social, commercial, leisure uses and activities.

2.9 Paragraph 21 goes on to state that a well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:

- The layout (or masterplan);
- The form and scale of buildings;
- Their appearance;
- Landscape;
- Materials; and
- Their detailing.

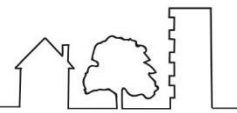
Barnsley Local Plan (January 2019)

2.10 Policy D1 of the Barnsley Local Plan relates to high quality design and place making. It states that:

“Design principles:

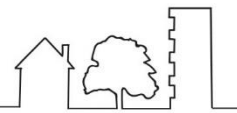
Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley, including:

- *Landscape character, topography, green infrastructure assets, important habitats, woodlands and other natural features;*
- *Views and vistas to key buildings, landmarks, skylines and gateways; and*
- *Heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality.*



Through its layout and design development should:

- *Contribute to place making and be of high quality, that contributes to a healthy, safe and sustainable environment;*
- *Complement and enhance the character and setting of distinctive places, including Barnsley Town Centre, Penistone, rural villages and Conservation Areas;*
- *Help to transform the character of physical environments that have become run down and are lacking in distinctiveness;*
- *Provide an accessible and inclusive environment for the users of individual buildings and surrounding spaces;*
- *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;*
- *Create clear distinctions between public and private spaces;*
- *Display architectural quality and express proposed uses through its composition, scale, form, proportions and arrangement of materials, colours and details;*
- *Make the best use of high quality materials;*
- *Include a comprehensive and high quality scheme for hard and soft landscaping; and*
- *Provide high quality public realm”.*



Connections and local facilities

2.11 The application site is located to the south east of Goldthorpe and sits within the defined Settlement boundary as identified on the adopted Barnsley Local Plan Proposals Map (January 2019). The site is allocated for housing development and sits on the edge of a predominantly residential area.

2.12 Goldthorpe is identified as a District Centre in the hierarchy of retail centres set out at Policy TC1 of the Local Plan. It benefits from a wide range of commercial and amenity uses, which are accessible from the application site.

2.13 Goldthorpe District Centre contains a variety of services and facilities and is located approximately 476m (straight line measurement) from the edge of the application site. The District Centre is accessible by foot, walking through the adjacent residential neighbourhoods. An overview of the services and facilities the District Centre has to offer are listed as follows:

- Library
- Post Office
- Asda supermarket
- Food takeaways
- Hair and beauty salons
- Dental practice
- Banks
- Opticians
- Bakery
- Pharmacy
- Public houses
- Veterinary clinics

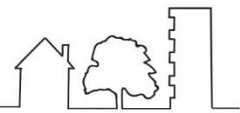
2.14 The site benefits from being within easy access of pre-school, primary and secondary schools. Kids World pre-school nursery is located on Barnburgh Lane, approximately 700m walking distance from the entrance to the site. Dearne Goldthorpe Primary School is located on Doncaster Road to the north of Goldthorpe and is approximately 900m walking distance away. Although it is slightly further out, it is accessible via a dedicated public footpath leading from Barnburgh Lane to Barnsley Road via the Summervale housing development. The site also benefits from being in close proximity to Astrea Academy Dearne, adjacent to Dearneside Leisure Centre on Goldthorpe Road, providing secondary education.



- 2.15 The site is within easy walking distance of bus routes. The most accessible bus stops are located at the junction between Barnburgh Lane and Risedale Road, approximately 460m walking distance from the site via West Moor Croft. Regular services (219 and 219a) are provided every hour to locations such as Barnsley and Doncaster Town Centres. Public transport availability to such locations provides opportunities for residents to access significant employment sites and larger more varied shopping facilities.
- 2.16 Goldthorpe also benefits from its own train station, located off Barnsley Road towards the west of the settlement. The station, which provides regular services to Leeds and Sheffield, is accessible from the application site by foot and by the 219 bus service that runs along Barnburgh Lane, only a short walk from the site.

Local character

- 2.17 The application site is located to the south east of Goldthorpe and sits within the defined Settlement boundary as identified on the adopted Barnsley Local Plan Proposals Map (January 2019). The built environment in the vicinity of the site is predominantly residential in nature.
- 2.18 Goldthorpe is a relatively large settlement set between two similar sized settlements of Thurnscoe and Bolton-upon-Deane. The three closely linked settlements are identified as a single Principal Town (known as The Dearne Towns) in the Settlement Hierarchy in the Local Plan.
- 2.19 It is acknowledged in the Local Plan that the decline of the coal mining industry had a significant impact on the area resulting in high levels of unemployment. The Dearne Towns are therefore a priority in terms of housing and employment development.
- 2.20 In terms of housing type in the area, the central areas of Goldthorpe are largely dominated by back-to-back terraced properties with either no front private amenity space or very little, and small rear yards / gardens backing onto narrow single width lanes. The terraced properties are mainly constructed from red brick with grey roof tiles. The streets in the central areas form a rigid grid pattern, which is typical of this type of housing development.
- 2.21 Over time, the settlement has expanded, particularly to the west and beyond the railway line with the creation of more modern housing estates with flowing curved street patterns and the use of cul-de-sacs. These housing estates are predominantly made up of larger semi-detached and detached properties with larger front and rear gardens with on plot car parking space. The properties range in age from the post-war period to the 1980s / 90s.



2.22 There have been two more recent developments on the outskirts of Goldthorpe. The first being the Ben Bailey scheme on the former Goldthorpe Colliery site off Doncaster Road (LPA ref: B/04/2330/DE) that was granted planning consent in 2005; and the second being Phase 1 of the Gleeson scheme immediately to the north east of the application site.

2.23 The Ben Bailey scheme (known as the Summervale development) comprises a range of semi-detached, detached and townhouse style dwellings utilising a range of materials including red and buff brick, and red and grey roof tiles.

2.24 Equally, the Gleeson Phase 1 development comprises a range of semi-detached and detached properties using a similar material palette range.

Site description

2.25 The site is broadly rectangular and linear in shape, extending to a slight point in the north west corner, and extends to a total of approximately 2.2 hectares in size. The extent of the site follows clear existing boundaries.

2.26 A mains sewer runs across the north western corner of the site.

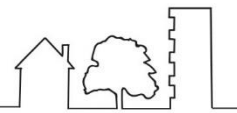
2.27 Natural England's Agricultural Land Classification Map for Yorkshire and The Humber confirms that the site is classified as Grade 3 (good to moderate) agricultural land and the Government's Flood Map for Planning confirms that the site is located in Flood Zone 1 (low probability of flooding).

2.28 The majority of the interior of the site is devoid of specific features of interest and comprises a moderate sized field that has been set aside. Substantial hedgerows exist along all four boundaries, although breaks in the vegetation do exist in places.

2.29 There are no Public Rights of Way across the site.

2.30 The site is not located within or in the vicinity of a Conservation Area and there are no Listed Buildings either within or near the site.

2.31 The northern boundary of the site comprises a substantial hedgerow, beyond which are the extensive gardens of the terraced properties that front onto Lindale Gardens. The extensive length of the gardens results in the properties being a substantial distance from the edge of the site boundary.



2.32 The eastern boundary mainly comprises a substantial hedgerow with the exception of the northern section, which comprises the rear and/or side boundary fences of the residential properties that front onto West Moor Croft (Plots 68-76 of Phase 1 of the Gleeson development, which has been completed). The southern section of the boundary is dominated by hedgerow and abuts the western boundary of Phase 2 (under construction), comprising the rear boundaries of Plots 168-187.

2.33 The southern boundary comprises a substantial hedgerow, beyond which are agricultural fields.

2.34 Again, the eastern boundary comprises sections of substantial hedgerow, beyond which are allotments to the north west and an area of scrubland and self-seeded trees and vegetation to the south west.

Technical considerations

Ecology

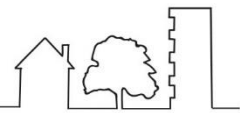
2.35 SLR Consulting Ltd was commissioned by Gleeson to prepare an Ecological Impact Assessment based on an Extended Phase 1 Habitat Survey and desk study of the site to inform the preparation of the planning application.

2.36 The report comes to the following conclusions in terms of the effects of the proposed development and mitigation measures and proposed biodiversity enhancements.

- Adwick Washlands RSPB reserve lies approximately 400m to the south of the site. The reserve is very robustly designed to restrict the movements of people to areas where they will not cause disturbance to ground-nesting birds and other wildlife. As such, the modest increase in visitor numbers likely to arise from the proposed development is unlikely to impact upon the reserve, its breeding waders and the other wildlife that it supports.

Furthermore, the site is a sufficient distance from the application site such that construction related impacts are unlikely to arise, and the houses, once built, will not result in visual disturbance.

The application site itself is not 'functionally linked' to the reserve and no appreciable impact upon Adwick Washlands RSPB reserve is therefore predicted.



- Habitats

The majority of boundary hedgerows are to be retained. Areas of scrub within the site are to be removed and no native scrub planting proposed. The overall net impact upon hedgerows and scrub is therefore predicted to be adverse but not significant at the local level.

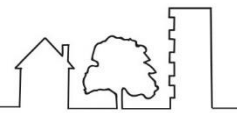
There is no scope to retain or recreate the marshy grassland within the proposed layout. However, it is recommended that the orchids, or soil containing the orchid seeds, is transferred to another nearby site.

There is no scope to retain the small areas of neutral semi-improved grassland within the proposed layout, however these areas are small, and their loss is therefore adverse but not significant at the local level.

There is no scope to retain the tall herb communities within the proposed layout. The overall net impact upon tall herb communities is predicted to be adverse but not significant at the local level.

The marshy grassland, ditch and open water to the south and south east of the site is not readily accessible on foot from the site, suggesting that it will not be subject to increased levels of recreational pressure. As such no direct or indirect impact is predicted.

- Foraging bats – as the majority of boundary hedgerows are due to be retained, the site is likely to continue to support foraging and/or commuting bats. Whilst the scrub, tall herb and grassland habitats within the site shall be lost, gardens and street trees, once mature, will to some extent replace the loss. Overall, the net impact upon foraging and/or commuting bats is predicted to be adverse but not significant.
- Hedgehog – the site has some potential to support hedgehog. Gaps in garden fencing will be provided to ensure hedgehogs can move around the site. Whilst it is anticipated that there will be a reduction in the overall value of the site for hedgehog, post-development, by introducing 'hedgehog highways' into the scheme, gardens will be made accessible, and the overall net impact upon hedgehogs is predicted to be adverse, but not significant in the local context.
- Breeding birds – vegetation clearance will take place outside of the bird nesting season where possible. If this is not possible then a pre-commencement survey will be



undertaken by a suitably qualified ecologist. As such, no contravention of wildlife legislation is predicted.

- 2.37 A number of ecological enhancement measures are proposed, including the provision of in-cavity boxes to support roosting bats, and built in bird boxes to support swift, house sparrow and starling.

Flood risk and drainage

- 2.38 JOC Consultants Ltd was commissioned by Gleeson to undertake a Flood Risk Assessment to accompany the application. The assessment confirms that the site is located in Flood Zone 1 and there is no known history of flooding, however it is likely that the site has flooded in the past from the surface water sewer which discharges into a ditch close to the north-west corner of the site. There is no conveyance route for this discharge except across the site in high flow events. Rectification of issues surrounding the surface water sewer is a matter for Yorkshire Water which has been informed of the defect.

- 2.39 The assessment confirms that groundwater flooding is unlikely but there could be emergence of perched water at low spots when the ground is saturated. This risk will be minimised when the sewer defect is rectified and when the site is prepared for development.

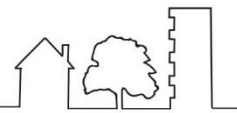
- 2.40 It is estimated that the development will increase surface water runoff rates and volumes by factors of approximately 2.8 and 1.8 respectively. This will be mitigated by limiting the flow rate in the watercourse and by utilising the increased capacity of the watercourse, provided for the Phase 1 and Phase 2 developments, for attenuation storage.

- 2.41 The water level in the watercourse does not rise to within 600mm of the top of the channel, except in the vicinity of the orifice flow control structure, where it rises to approximately 480mm below the top of the channel. This is considered acceptable provided it is an occurrence of short duration.

Transport

- 2.42 TPS Transport Consultants Ltd (TPS) has been appointed by Gleeson to prepare a Transport Assessment and a Travel Plan to support the application. The following summarises the key points from the Transport Assessment:

- The proposal is in-keeping with both local and national transport policies and the land use planning policy agenda;



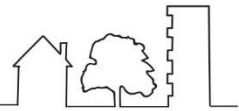
- The site benefits from good connectivity with the facilities and amenities available in the local area, with opportunities for residents to travel by sustainable modes to access education, retail, healthcare and leisure facilities; the centre of Goldthorpe being within around 1km of the development site;
- An analysis of contemporary accident data suggests that there are no significant accident trends that might be exacerbated by the addition of development related traffic;
- The current application proposals are anticipated to generate a maximum of 36 two-way vehicular trips in the AM peak hour and 38 two-way vehicular trips in the PM peak hour based on TRICS. However, based on site specific traffic count data collected as part of the Travel Plan monitoring process for Phase 1 of the development indicates that vehicular trips are likely to be lower than this with 35 two-way trips anticipated in the AM peak and 35 two-way trips anticipated in the PM peak;
- Traffic is likely to dissipate throughout the local road network beyond the site access and as such is unlikely to have a material impact at any off-site junction;
- Car parking is to be provided at a level appropriate to the nature and location of the site; and
- Servicing has been considered and the suitability of the site layout to cater for a refuse vehicle has been demonstrated.

2.43 In conclusion, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in the NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.

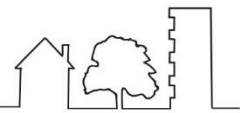
2.44 In terms of the Travel Plan, TPS currently acts as Travel Plan Coordinator for the broader site, with a pro-active approach having been taken to Travel Plan delivery, monitoring and reporting since 2014. The measures within this Travel Plan are reflective of that broader travel planning programme, which will be extended to cover this latest phase of development.

Trees

2.45 A Tree Survey was undertaken by Rosetta Landscape Design to inform the planning application.



- 2.46 The survey does not identify any specific areas of concern with regards to the existing trees on site. General recommendations have been made in relation to the removal of 'U' category trees, including those approved for removal in relation to the approved development and the erection of robust fencing to protect the retained trees and their rooting zones.
- 2.47 It is also recommended to precautions be introduced to protect trees during the construction phase, followed by any required surgery so that any known root damage can be corrected, and landscape works.



EVALUATION

Constraints and opportunities

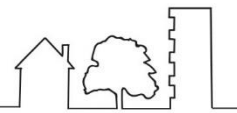
3.1 The proposed layout of the site has been informed by a thorough understanding of the context within which it sits, as demonstrated in the previous sections of this Design and Access Statement. Account has been taken of the character of the varying parts of Goldthorpe and how the settlement has developed over time, the site's relationship to the open countryside and how it can integrate effectively with existing residential neighbourhoods. The constraints and opportunities below provide a focus for the formulation of the design concept.

Constraints

- The amenity of residents in close proximity to the site, including those properties already developed as part of the Gleeson Phase 1 scheme, those currently under construction on the Phase 2 site and those fronting onto Lindale Gardens to the north.
- Proximity of site to Barnburgh Lane South allotments.
- Presence of an existing sewer running across the north western corner of the site.

Opportunities

- Provision of high quality new dwellings delivered in a mix of types and sizes available to meet the needs and aspirations of the local authority
- Integration of the new housing development with existing neighbourhoods, providing excellent connections to local amenities and services for new residents
- Provision of new publically accessible open space
- Provision of enhanced landscaping features and appropriate boundaries to the open countryside to the south, allotments to the west and existing and planned residential properties to the north and east.



THE DESIGN PROCESS

- 4.1 One of the key considerations during the design process has been to sensitively assimilate the proposed development into its surrounding context and in doing so provide an attractive and well-designed place to live.

Design proposals

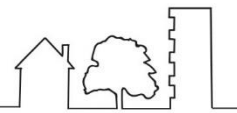
USE AND AMOUNT

- 4.2 The site measures 2.2 hectares in size and is proposed to bring forward the construction of 69 dwellings comprising a mixture of 2, 3 and 4-bedroomed properties. This is in-line with the anticipated yield of 69 dwellings set out in the adopted Barnsley Local Plan housing allocation (HS45) and is therefore considered to be an appropriate density that makes best use of the land available.
- 4.3 The 2-bedroomed properties are all semi-detached, the 3-bedroomed dwellings are a combination of semi-detached and detached, and the 4-bedroomed properties are all detached. The site as a whole provides a good mix of housing size and type:
- 13 no. 2 bedroomed semi-detached;
 - 21 no. 3 bedroomed semi-detached;
 - 23 no. 3 bedroomed detached;
 - 12 no. 4 bedroomed detached.
- 4.4 The application site itself will benefit from 0.069 hectares of POS. Residents will also have the opportunity to utilise the POS provided on Phases 1 and 2 of the Gleeson development.

LAYOUT AND SCALE

Built form

- 4.5 Careful consideration has been given to the layout of the site, taking account of all of the site's constraints and the opportunities that are available.
- 4.6 Overall, the varying house types and sizes of property are spread throughout the development providing variety and a sense of place. The proposed dwellings are set back from the street, with all properties having a front garden. All properties will have garage and driveway parking or space for both.



- 4.7 The development is largely designed around perimeter blocks ensuring residential properties address the street scene where possible. This type of development also ensures appropriate boundaries are formed with surrounding land uses. The layout of properties with front and back gardens together with the use of perimeter block development will ensure that the development is in-keeping with nearby development that has occurred in this part of Goldthorpe.

Dual aspect dwellings

- 4.8 Dual aspect properties have been positioned at key locations throughout the development to ensure that the built form turns corners effectively and reduces the number of blank gables at significant locations within the development. Examples of these can be seen at Plots 5, 8, 15, 31, 38, 63 and 65. House types 313 and 314 help to facilitate this by having habitable room windows on side elevations.

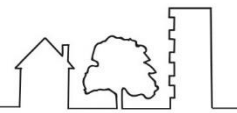
Frontages

- 4.9 The site's location within its countryside setting, stretching beyond existing housing development, means that it does not have a frontage onto an existing highway and therefore properties will front onto the internal road network providing a natural cohesive continuation of the adjacent development at Phase 1.
- 4.10 Perimeter blocks have been utilised to ensure that development fronts onto the newly formed internal network of streets. The dwellings have been carefully positioned to ensure interesting frontages are created, but ones which are also legible to those passing by, which create an attractive sense of place.

Outward looking edges

- 4.11 The majority of properties on the site are proposed to face inwards given the nature of the existing boundaries and the uses beyond the confines of the application site. The exception to this are Plots 28-31, which face over the area designated for a pumping station towards the southern boundary.
- 4.12 As well as the nature and position of surrounding uses, the presence of substantial hedgerows along the length of the boundaries has had a significant influence in the orientation of the properties. The text accompanying the housing allocation (HS45) in the Local Plan makes specific reference to the retention of the existing hedgerows, which have been utilised as effective boundary treatments throughout the development.

Defensible edges



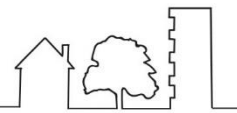
- 4.13 The majority of external boundaries surrounding the site already provide defensible edges, which have been incorporated into the scheme design. Properties along all external boundaries except in the south western corner have their rear or side boundaries facing outwards. Along the northern boundary they provide a defensible edge to the gardens beyond of the properties fronting onto Lindale Gardens; along the eastern boundary the properties back onto the rear or side boundaries of those properties looking inwards into the Phase 1 and 2 developments; and along the western boundary the scheme provides a defensible edge to the allotments.
- 4.14 Doing so also ensures that partial perimeter blocks within the existing and planned residential neighbourhood are continued into the application site creating a cohesive sense of place.
- 4.15 Creating defensible edges where appropriate aids in ensuring development is as secure and safe as possible. Furthermore, creating a defensible edge to the allotments and existing residential properties acts as a crime prevention measure.

Vehicular access and street hierarchy

- 4.16 Access to the site is relatively straight forward and has been largely dictated by the configuration of the neighbouring Phase 1 and 2 schemes. A single vehicular access will be provided from West Moor Croft where a spur has been left to facilitate access to the adjoining land.
- 4.17 A simple yet effective internal road system has been adopted to form a clear hierarchy of street typologies, enabling the scheme to be easily legible to visitors and residents alike. The primary access road provides a continuation of West Moor Croft. The primary access road is not a through road given how narrow and linear the site it and therefore the road only continues through the site for a short length.
- 4.18 The primary access road then feeds into a shared surface street with no designated footpath, similar to that existing in the Phase 1 and approved in the Phase 2 developments. From there a number of small private driveway cul-de-sacs are proposed, each serving no more than five properties, creating more secluded pockets of development.

Pedestrian routes

- 4.19 Pedestrian routes are provided along the access road, linking the development with the adjacent existing and proposed neighbourhoods. In turn these lead to the public footpath along the southern boundary of the Phase 2 scheme and onto Barnburgh Lane, providing access to services, facilities, amenities and bus stops.



Traffic calming

- 4.20 The number of bends and turns in the internal road network has been designed to ensure vehicles remain at a low speed when travelling through the development.

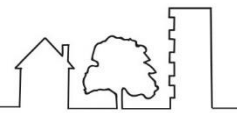
Crime prevention

- 4.21 Crime prevention is an important factor in the development of the scheme design. A number of design elements have been incorporated into the development which seek to aid in preventing crime. The development has been carefully arranged so that it creates perimeter-block form. In doing so this results in a development that will have significant numbers of dwellings directly overlooking roads, providing a high level of natural surveillance and making the area feel safe. In certain locations properties have been designed to turn corners so that they have windows on two consecutive sides. The careful positioning of these units results in a design that will make the streetscape interesting as well as reducing the amount of blank gables and boundary treatment space.
- 4.22 Clearly defined public and private spaces are provided enabling defensible space to be established. Clearly defined plot boundaries enhance the sense of ownership, which residents will naturally become protective over.

Character and landscaping

Architectural style and materials

- 4.23 The proposed development has been carefully designed to complement existing development within this part of Goldthorpe, and to provide a natural extension to the completed and permitted Gleeson developments at Phases 1 and 2. The designs display a clear hierarchy of windows and generous window size which will allow plenty of natural light into the proposed dwellings. Predominantly the properties have been designed to present a plain roofscape with the ridgeline parallel to the road. However, to add variety and create more interesting streetscape, properties with projecting gables have also been incorporated.
- 4.24 The exact details of the materials to be used on site are not known in their entirety at this point. However, it is anticipated that a combination of red and buff bricks will be used throughout the site. This will ensure that the development is in-keeping with the immediate surroundings of the application site and also provide variety in the built form, creating an interesting design which provides a good sense of place. Use of the same material palette across this site will enable a

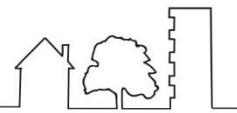


seamless transition and help to assimilate the development into its surroundings and the neighbouring Gleeson development phases.

- 4.25 Other materials used in the construction of the buildings will take influence from buildings in the surrounding area thereby ensuring that the development fits into its context without necessarily replicating the appearance of existing properties.

Landscaping

- 4.26 The development proposals have taken detailed consideration of both the character and setting of the settlement and wider landscape. Views across the existing landscape will be maintained and enhanced where possible. Existing boundaries, particularly those containing substantial hedgerows will be retained where possible, to ensure the development is well contained and respects its context.
- 4.27 Tree planting within the street scene will be provided throughout the development at key locations, such as corner plots, to enhance visual amenity and assist in the legibility of the development.
- 4.28 In terms of hard landscaping, a variety of boundary treatments are proposed depending on their position and context. 1.8m vertical screen fences will be used to enclose the private rear garden areas of the new properties where the boundaries fall alongside areas of public space, with post and wire fencing between plots in the remainder of locations where they are not visible from the public areas of the development



SUMMARY

5.1 This document demonstrates the design-led approach that has been taken to the scheme which will deliver high quality new development in this part of Goldthorpe. The Building for Life 12 questions are an accepted measure of good quality design and have been used below to summarise the qualities of the development.

Q1 **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?

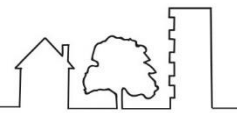
YES: the scheme forms the third phase of the wider Gleeson development and will form a natural extension to the existing residential neighbourhood. Residents will be able to use the existing road network within Phase 1 to navigate towards Barnburgh Lane, the amenities and services within Goldthorpe District Centre, and public transport links. The site is surrounded on three sides by existing development. Careful consideration has been given to providing defensible edges to uses such as the allotments and the rear boundaries of other residential properties in the area, thereby improving security.

Q2 **Facilities and services** – does the development provide (or is close to) community facilities, such as shops, schools, work places, parks, play areas, pubs and cafes?

YES: facilities and services are abundant within Goldthorpe District Centre, which is a defined retail centre and is accessible by foot from the application site. There are various school options in the immediate area catering for pre-school, primary and secondary age groups. The application site is considered to be in a sustainable location for growth, which has been recognised by its allocation for housing development within the adopted Barnsley Local Plan.

Q3 **Public transport** – does the scheme have good public transport to help reduce car dependency?

YES: bus stops are located a short walking distance away on Barnburgh Lane, which provide regular services to Doncaster and Barnsley Town Centres, as well as smaller settlements in between. Goldthorpe also has a dedicated train station, which provides services to Leeds and Sheffield. The train station is located to the west of the settlement and can be accessed from the application site on foot or by bus from Barnburgh Road.



Q4 Meeting local housing requirements – does the development have a mix of housing types and tenures that suit local requirements?

YES: Gleeson homes are priced so that they can be afforded by 90% of local couples in full time employment and are therefore accessible to the majority. The site will bring forward a mix of housing types and sizes with a variety of 2, 3 and 4 bedroomed properties dispersed throughout the development. Some of the properties will be semi-detached and some detached adding variety to the scheme. 10% affordable housing provision will be made on site in accordance with Policy H7 of the Barnsley Local Plan. The units will be provided in the form of low-cost housing as defined in the Glossary at Annex 2 of the NPPF.

Q5 Character – does the scheme create a place with locally inspired or otherwise distinctive character?

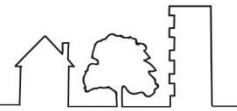
YES: the proposed layout shows that the design has been led by the local surroundings. The site clearly provides an extension to the earlier Gleeson phases of development to the east. The perimeter block development has been continued into the site, enabling a seamless transition from one phase to the next. The architecture and materials used in the design of the buildings will complement the existing surroundings by using a combination of red and buff bricks for example. The site utilises cul-de-sac development, which is a form that is prevalent within the neighbouring residential areas, particularly those that have developed more recently in the outer lying areas of Goldthorpe.

Q6 Working with the site and its context – does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

YES: the site benefits from being bound on most sides by substantial hedgerow, which will largely be retained and improved as part of the scheme, creating a natural boundary to the allotments to the west, the rear boundaries of existing residential properties to the north and east, and the open countryside to the south.

Q7 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 use of perimeter blocks in the design of the development ensures that buildings address the street scene where appropriate. The use of corner turning dwellings with dual aspects is something that Gleeson use throughout their developments and ensures that the



street scene has interest throughout. Incidental green spaces and tree planting can be seen throughout the development, which adds to the sense of place.

Q8 Easy to find your way around – is the scheme designed to make it easy to find your way around?

YES: the simple but effective street hierarchy ensures that the development is easy to navigate for residents and visitors alike. Use of building materials and design features within the layout will help to enhance a sense of place.

Q9 Streets for all – are streets designed in a way that encourages low vehicle speeds and allow them to function as social spaces?

YES: the internal road network has been designed to ensure that corners and bends reduce vehicle speeds. Given the compact and linear nature of the site, the main access road will be relatively short and will lead to a shared surface arrangement, creating a more pedestrian friendly environment.

Q10 Car parking – is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

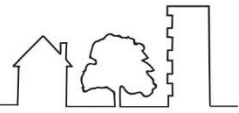
YES: the layout plan shows that adequate parking is provided across the scheme. On plot driveways and garages, or spaces for both, will be provided for all properties to ensure that the streets are not dominated by the private car.

Q11 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: all properties will have clearly defined private garden areas both to the front and rear of the properties. Plots will be accessed at street level ensuring access is acceptable to all. All properties have a designated parking area in the form of a garage and / or driveway, which ensures a clear definition between the private and public spaces. Appropriate boundary treatment will be utilised to aid in this clear division.

Q12 External storage and amenity space – is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

YES: the scheme will make adequate provision for the storage of bins and recycling to the side and/or rear of the properties, ensuring such facilities are located away from the street scene.



The same can be said for vehicles and cycles which can be stored on-plot within the garage spaces.