

Building for Life Assessment

Land Off Paddock Road, Staincross,
Barnsley.



Applicant: RMH Properties LTD

Introduction

Building for Life 12 (BfL 12) is the industry standard for the design of new housing developments.

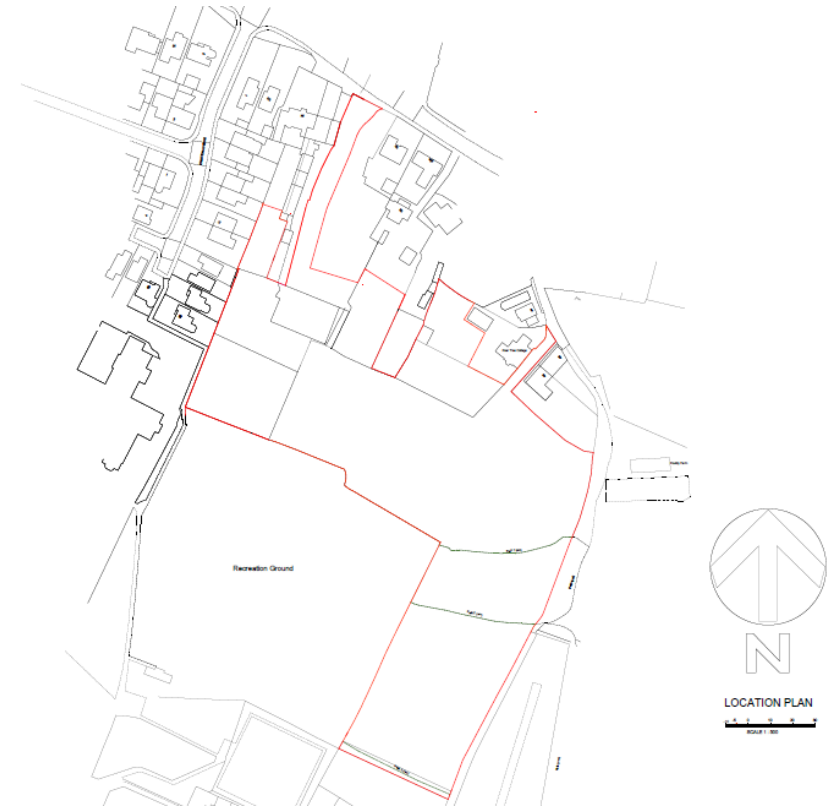
Design Council Cobe firmly believes that housing should be attractive, functional and sustainable, BFL provides an objective framework for the assessment of the design credentials of new housing developments. BFL is based around 12 questions within 3 thematic chapters;

- Integrating into the neighbourhood
- Creating a place
- Street and home

Assessment is made against a simple traffic light system with the intention of developments securing as many 'greens' as possible. Developments which score 9 Greens or above are eligible for 'Built for Life' accreditation.

The guidance advises Local Planning Authorities (LPA's) to avoid explicitly setting a requirement for all proposed development to achieve 12 'greens', 'reds' should be avoided and 'ambers' challenged but site circumstances might dictate may justify a wavering the requirement and this should be supported by the LPA.

This statement has been prepared on behalf of RMH Properties Ltd to accompany the full application for a residential development of 46 dwellinghouses and associated works on land at no.28 Paddock road, Staincross.



Section 1: Integrating into the Neighbourhood

- **Q1 Connections**

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

- **Q2 Facilities & Services**

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

- **Q3 Public Transport**

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

- **Q4 Local Housing Requirements**

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

Q1a) Where should vehicles come in and out of the development?

There would be a single vehicle access to the development, this would be taken between no. 30 and 26 Paddock Road. The access has been constructed under approved planning application 2017/1387, it consists of a priority junction built to adopted standards onto Paddock Road. The visibility splay onto Paddock Road meets safety requirements so the entrance arrangements are considered to be fully suited to the scale of development.

in addition to the principle access the layout provides for a potential vehicle and pedestrian link from the site to the eastern boundary. This access would be provided adjacent to plot 34 within the layout, it would allow connectivity between the site and adjacent land which is also allocated for housing.

Q1b) Should there be pedestrian and cycle only routes into and through the development? If so, where should they go?

The site is adjacent to existing footpaths 30 & 31 which provide connections to Paddock and Blacker Roads, as well as Mapplewell Park. The layout provides connectivity to these established routes with the proposed dwellings orientated to provide passive surveillance at points of entry. The sites immediate connectivity to the footpath network would help to promote modal shift to walking and cycling.

Q1c) Where should new streets be placed, could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood and surrounding places?

The development is designed around a traditional estate road which terminates as a cul-de-sac. The development proposals integrate with existing footpath connections which provide wider connectivity to existing facilities and services within the Mapplewell / Staincross area. Site constraints relevant to its irregular shape, dimensions and topography dictate that the arrangement is the most suitable and practical means to serve the development.

Q1d) How should the new development relate to existing development? What should happen at the edges of the development site?

The properties would be sited around a traditional layout built to 'perimeter block' principles. Properties would be sited either side of a central access road with surveillance across the carriageway and long views framed by dwellings (albeit for that of a safeguarded vehicle /pedestrian connection on the eastern boundary to adjacent land). The creation of a cul-de-sac environment would provide a traffic calmed environment, structured planting would provide a desirable break to the hard surfacing. The layout and form mirrors that of the established pattern of development of the existing housing stock which includes clearly defined linear streets.

Q1) Connections Score:



Q2 Facilities & Services

Q2a) Are there enough facilities and services in the local area to support the development? If not, what is needed?

The site is located within an established suburb. The proximity to Mapplewell and Staincross provides immediate access to public transport, employment and community services and infrastructure to support the development.

Detailed analysis is provided of the sites accessibility within the planning applications accompanying Transport Assessment prepared by Optima Highways (March 2023). Facilities of note:

- Mapplewell Park is located immediately on the boundary
- Bus stops on Shaw Lane and Greenside are within a 5 minute walk
- Mapplewell Primary School can be accessed within a 5-10-minute walk;
- Mapplewell Dental Centre is within a 10-15 minute walk;

- Turnpike Service Station which accommodates a petrol station as well as a Costcutter convenience store and a Subway sandwich shop can be accessed within 10 minute walk;
- Mapplewell Business Park is within a 10 minute walk;
- Rowlands Pharmacy, Mapplewell can be accessed within a 15 minute walk; and
- Mapplewell and Staincross Library is within a 15 minute walk.

It is considered that there are adequate facilities within the area and that it would neither be desirable or viable to introduce any community based facilities or services within the site.

Q2b) Where new facilities are proposed: 2b Are these facilities what the area needs?

There are no facilities proposed beyond onsite amenity areas and connectivity to existing Public Rights of Way. Given the relatively modest scale of development this should not be viewed as a shortcoming of the development.

Q2c) Are these new facilities located in the right place? If not, where should they go?

Public open space and amenity would be provided at regular intervals across the site. This provision along with structured street tree planting throughout will ensure that all amenity apace is accessible and also raise the overall environmental standards for all residents of the development.

Q2d) Does the layout encourage walking, cycling or using public transport to reach them?

Commensurate to the sites proximity to Mapplewell and Staincross the site is in a sustainable location that is accessible to local services and amenities including public transport. This provision provides future residents with opportunities to travel via alternative modes of transport and minimise trips by the private car.

Q2) Facilities & Services Score:



Q3 Public transport

Q3a) What can the development do to encourage more people (both existing and new residents) to use public transport more often?

The site is close to bus stops served by regular services on Shaw Lane and Greenside. These are within a convenient walking distance of the site and will be easily accessible by future residents. Consultation with the Local Highway Authority and South Yorkshire Passenger Transport Executive would determine if the site should fund any proportional improvements to existing bus stops. Any request would need to meet relevant test of the Cill regulations.

Q3b) Where should new public transport stops be located?

Given the sites access to the established bus network there is no requirement or justification for additional bus stops. The sites proximity to established amenities dictates that future residents would have genuine walking and cycling options available to them.

Q3) Public Transport Score:



Q4 Meeting Local Requirements

Q4a) What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?

The development has the potential to make a positive addition to the local housing stock with a range of 26 house types. A range of houses from 1 to 4 bedrooms are proposed, this includes bungalows and apartments as well as traditional 2 storey dwellings. The range and choice would appeal to a cross-section of housing requirements which in turn would create a balanced community.

Q4b) Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?

The proposed development commits to 19.5% affordable housing units (9 dwellings) which would be 1 bedroom apartments. The Tenure of these units is to be agreed with the LPA as part of the planning assessment.

Q4c) Are the different types and tenures spatially integrated to create a cohesive community?

There are limitations associated with the overall scale of the development and site characteristics. Albeit for plots 3 & 4 the approach has been to position the majority of the affordable units centrally within the development to allow seamless integration. The external materials and detailing of the dwellings will marry with that of the private dwellings. The tenure and location of the units is a matter to be ultimately agreed with the LPA.

Q4) Meeting Local Requirements Score:



Q5 Character

Q5a) How can the development be designed to have a local or distinctive identity?

The layout of the site is influenced largely by topographical features and the limitations of the applicants ownership. The dwellings would provide a seamless extension to an initial phase of dwellings constructed by the applicant at the sites entrance.

The external appearance of new homes would take cues from the established local vernacular within the area. It is the intention that the new homes will create a high quality family oriented residential environment which benefits from good connectivity to Mapplewell Park.

Q5b) Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?

The intention is for the development to appear as a continuation of the applicants initial phase of development which have been completed to a very high standard. The materials palette and detailing would be consistent throughout the development, a range of house types would along with a varied orientation and staggered siting would add visual interest.

Q5) Character Score:



Q6 Working with the site and its context

Q6a) Are there any views into or from the site that need to be carefully considered?

Direct public views into the site are somewhat limited due to established and strongly defined boundaries. The development would be positioned behind established properties fronting Paddock Road with main (public) views being limited to that taken from the site entrance. Elsewhere there would be views taken from footpaths along the eastern boundary, as well as from Mapplewell Park located to the south, these would however, be screened to a large extent by existing, and proposed landscaping. The level of containment dictates that the development forms a logical infill into the existing built fabric, residential properties being compatible with the established use and therefore marrying successfully within one another,

Q6b) Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?

Existing established hedgerows and trees have been taken into the consideration as part of the proposed layout. There are no landscape features within the main body of the site, the development seeks to ensure that that existing hedgerows and trees located around the perimeter of the site would be retained, this mature landscaping will complement the setting of the development.

Q6c) Should the development keep any existing building(s) on the site? If so, how could they be used?

There are no demolition works required as part of the development. The development seeks to achieve a suitable interface to all

existing properties beyond the sites boundaries to ultimately ensure a suitable level of amenity is achieved for existing and future residents alike.

Q6) Working with the site and its context score:



Q7 Creating Well Defined Streets and Spaces

Q7) Are buildings and landscaping schemes used to create enclosed streets and spaces?

The properties would take a traditional layout with them being sited either side of a central access road with surveillance across the carriageway. Areas of amenity space would be overlooked by properties, as per carriageways there would be a good degree of passive surveillance to these areas achieved.

The development terminates as a cul-de-sac, this would provide a traffic calmed environment, structured planting at regular intervals would provide a desirable break to the dominance of hard surfacing.

The layout demonstrates a clear hierarchy of properties along defined streets, these are set around a central spine road that extends from the sites entrance. A number of small cul-de-sacs terminate at private drives. All dwellings are orientated so as to engage actively with the street scene. The layout has also been designed to reflect the standards of relevant separation distances requested within the Councils adopted supplementary planning guidance.

Q7b) Do buildings turn corners well?

There is a wide range of house types proposed. Properties occupying corner plots are generally dual aspect ensuring that they engage actively with the highway.

Q7c) Do all fronts of buildings, including front doors and habitable rooms, face the street?

The sites constraints along with the LPA's desired development density dictate that it is not possible for all properties to face onto the street. This applies to properties which are accessed via private driveways. The overall housing mix and bespoke approach to individual plot design would create a very desirable mixed housing environment.

Q7) Creating well defined streets and spaces Score:



Q8 Easy to find your way around

Q8a) Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?

The development would be built to perimeter block principles around a central access road complemented with structured street tree planting. The access establishes a clear legible road hierarchy. Areas of open space would enhance the environmental quality. Access to footpaths can be highlighted by wayfinding signage, public access would also be provided through the site to Mapplewell Park .

Q8b) Are there any obvious landmarks?

Given the relatively modest scale of the development there is not really an opportunity to create distinct landmarks. Main features of

note would include the hierarchy of properties, inclusion of street trees and focal area of amenity space, as well as connectivity to Mapplewell Park.

Q8c) Are the routes between places clear and direct?

The sites irregular shape is clearly influential to the sites access arrangements. The road hierarchy is considered to be clear and legible, it would be obvious to the visitor where connections into and out of the site would be taken from.

Q8) Easy to find your way around score:

Q9 Streets for all

Q9a) Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?

The access road terminates in a cul-de-sac which would be a significant influence upon reducing vehicle speeds. The spine road deflects through the site reducing any notable lengths of straight carriageway.

The road and property arrangement would not encourage speeding. Subject to details to be agreed as part of section 38 works the carriageway and accompanying footways can be constructed to incorporate raised tables at junctions to enforce a low speed environment.

Q9b) Are streets designed in a way that they can be used as social spaces, such as places for children to play safely or for neighbours to converse?

The cul-de-sac nature of the development would ensure that all public spaces are well overlooked. Areas of open space flank the carriageway and would provide areas where residents can meet.

Q9) Streets for All score:

Q10 Car Parking

Q10a) Is there enough parking for residents and visitors?

Relevant car parking standards would be achieved throughout the development. The geometry of the street dictates that visitor parking requirements can be comfortably accommodated within the carriageway in addition to 10 dedicated spaces split between 2 locations at plots 10 & 18. and 35 & 36.

Q10b) Is parking positioned close to people's homes?

All properties within the development would benefit from private off street parking, these would be highly accessible being located conveniently within the curtilage of each dwelling.

Q10c) Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?

There are no parking courtyards within the development. All parking spaces would be located either to the front or side of dwellings. The proposed apartments would have parking provided to their frontage. All parking spaces would be directly overlooked by properties within the development.

Q10d) Are garages well positioned so that they do not dominate the street scene?

The garage to plot 7 would be located at the end of the entrance road, Deflection within the highway dictates this would not dominate the longview taken from the site entrance. This plot is also the exception to the rule with all other garages being setback within their respective plots.

Q10) Car Parking Score:



Q11 Public & Private Spaces

Q11a) What types of open space should be provided within this development?

The development with the Councils SPD advice on providing a minimum of 15% as open space. Given the proximity to Mapplewell Park recreation requirements can be accommodated off site.

The onsite open space that is proposed is based around amenity areas which would be provided at staged intervals within the layout. This would ensure a degree of access and outlook is achieved to all residents of the site. As per the SPD advice on irregular sites the type and quantum is considered appropriate to the scale of development.

Q11b) Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?

The Councils SPD advises that play facilities should only be provided on developments of over 100 dwellings. The sites

proximity to Mapplewell Park dictates that residents of the development will be able to utilise these facilities. Any financial contribution sought from the Council via a section 106 agreement could be used to enhance these facilities to maximum public benefit.

Q11c How will they be looked after?

Amenity spaces within the development would be maintained by a private management company funded by residents of the development. .

Q11) Public & Private Spaces Score:



Q12 External Storage and Amenity Space

Q12a) Is storage for bins and recycling items fully integrated, so that these items are less likely to be left on the street?

Each dwelling would have a generous size garden capable of accommodating necessary bin and recycling requirements

All of the properties are served with front to rear access which will allow for the storage of bins outside of the public domain. Dedicated bin storage areas provided for properties located on private drives.

Q12b) Is access to cycle and other vehicle storage convenient and secure?

Many dwelling would benefit from a garage which would be appropriate for vehicle and cycle storage. Properties without a garage have gardens which can comfortably accommodate the secure storage for cycles. Ultimately the provision of cycle storage could be secured by the LPA via a planning condition .

Q12) External Storage and Amenity Space
Score:



Conclusion

This BfL12 assessment has been undertaken by AKB Architects on behalf of RMH properties Ltd to accompany the planning application for residential development on land off Paddock Road, Staincross, Barnsley.

This assessment should be read in conjunction with the accompanying Planning Statement submitted in support of the application.

Following assessment against the 12 criteria the proposals would secure 10 of a possible of 12 Greens, with 2 Amber and no Red scores.

The assessment reflects that the approach to the design has been undertaken in a considered manner. The score demonstrates that the development will:

- Create a high quality residential development which understands its context;
- Provide for a diverse range of housing needs;
- Be well integrated and connected with existing facilities;
- Be accessible to public transport;
- be design to be attractive and create a safe residential environment
- Provide a high quality landscaped environment with good levels of onsite public open space