

Appendix A:

Building for Life Assessment 12: The Sign of a Good Place to Live:

Description: Outline planning permission sought for 24 residential dwelling units and associated works.

Location: Land off Cote Lane, Thurgoland

Assessment: March 2016

Criteria	Question	Development	Traffic Light Score
Integrating into the Neighbourhood			
1. Connections	<i>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?</i>	The site is enclosed by a woodland area to the east and bounded by residential properties with no connections to the north and south; therefore, only one vehicular point can be introduced, which would utilise the existing field access point with Cote Lane. The proposed road design would provide each residential dwelling with a vehicular access point. Pedestrian and cycle permeability will be achieved with a proposed connection to the path network associated with Spring Wood to the east. As the site is located on the edge of the village, residents would be able to walk and cycle to the nearby shops and services.	Green
2. Facilities and Services	<i>Does the development provide (or is close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?</i>	The site is situated a 10-15 minute walk from Halifax Street and Roper Lane where majority of the villages shops and services can be found, including the Thurgoland Village Hall and associated recreational facilities and the Thurgoland Church of England Primary School. The	Green

		proposal would mean the introduction of a public open space which would be able to accommodate a number of children's play facilities if necessary.	
3. Public Transport	<i>Does the scheme have good access to public transport to help reduce car dependency?</i>	Bus stops can be found at approximately 130m to the south of the site. The bus services in walking distance to the site include the 23a and 24 to/from Crow Edge and Ingbirchworth to/from Barnsley Town Centre as well as the 409 to/from Wortley.	Green
4. Meeting Local Housing Requirements	<i>Does the development have a mix of housing types and tenures that suit local requirements?</i>	The proposal would provide housing in an area which lacks a 5 year housing land supply, providing dwellings to meet the needs of present and future generations. Although, only indicative, the layout proposes a mixture of detached and terrace house types. In addition, 25% of the scheme would be affordable housing.	Green
Creating A Place			
5. Character	<i>Does the scheme create a place with a locally inspired or otherwise distinctive character?</i>	Given that this is an outline planning application, no elevational drawings have been proposed to assess whether the scheme would enhance the local character in terms of architectural detailing; however, the indicative plan shows a linear built form, landscape pattern and highway design that respects Spring	Amber

		Woods and the character of the wider built environment of Thurgoland.	
6. Working with the Site and its Context	<i>Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?</i>	The indicative layout shows how residential dwelling units would be sited to ensure that there is no adverse effect on residential amenity to the north (nos.2-8 Springwood Close) and to the south (Craig-y-Don and Spring House). The existing field boundary vegetation would be preserved, supplemented and incorporated into garden curtilages. The proposed layout of the road, open spaces and houses have been arranged to work with the lie of the land, which slopes in a general north to south direction.	Green
7. Creating Well Defined Streets and Spaces	<i>Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?</i>	The indicative layout shows how the proposal will effectively knit with the existing built fabric to the north and south of the site. All of the proposed houses would front onto streets and spaces, with some houses being dual aspect which would provide the necessary activity, visual interest and natural surveillance.	Green
8. Easy to Find Your Way	<i>Is the scheme designed to make it easy to find your way around?</i>	The relatively small size of the development lends itself to ease of navigation. Recreational open space is proposed to the front of the development to help assimilate it into the existing built environment.	Green

		A spine road connects to a turning area rather than a standard turning head. A wide, landscaped footpath connects the development to the local landscape feature, Spring Wood hence enhancing local distinctive.	
Street & Home			
9. Streets for All	<i>Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?</i>	The size and nature of the proposal as a cul-de-sac development ensures low vehicular speeds would be achieved. All buildings would present the street and spaces with frontages creating good natural surveillance and a socially friendly environment. The proposed road would have a suitable footpath provision and there is a pedestrian/cycle connection point with the path network associated with Spring Wood to the east.	Green
10. Car Parking	<i>Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?</i>	The indicative layout shows that there would be sufficient parking provided for each residential dwelling unit. For the detached residential dwelling units there would be at least space for two cars, with the provision of private driveways and garages. Where garages have been provided they would be sensitively sited to the side of the dwelling unit and not dominate the street scene. Each	Green

		terrace residential dwelling unit would have space for at least one parking space. All the parking spaces would be effectively integrated into each development plot ensuring that they would be well overlooked and convenient for residents to use.	
11. Public and Private Spaces	<i>Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?</i>	The indicative layout illustrates a clear division between private and public spaces with an area of defensible space proposed to the front of each dwelling unit. Houses adjacent to the public open space have been orientated so that they have a positive relationship and provide natural surveillance. The position of the public open space would mean that it would act as a suitable transition space between the existing and proposed built environments. It would also be large enough to accommodate a children's play area if required by the council.	Green
12. External Storage and Amenity Space	<i>Is there adequate external storage space for bins and recycling as well as vehicles and cycles?</i>	The indicative layout shows a number of detached properties which would mean that bins would be able to be stored to the rear of these properties without having an adverse effect on the street scene. In addition, each terrace house would have a private access way to their rear gardens enabling residents to store their bins out of sight from	Green

		<p>the street. Some of these properties would have large enough garages to accommodate parked cars as well as the storage of garden furniture and bicycles. Where dwelling units do not have garages sheds would be proposed to store garden furniture and bicycles.</p>	
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