



DESIGN AND ACCESS STATEMENT  
FOR A PLANNING APPLICATION  
AT  
HAWSHAW LANE, HOYLAND  
ISSUE 1 | SEPTEMBER 2018

**AVANT**  
homes

**STEN**  
ARCHITECTURE

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Client : AVANT HOMES



Architect : STEN Architecture

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# 1. INTRODUCTION

# This Design and Access Statement has been prepared by STEN ARCHITECTURE on behalf of Avant Homes in support of a Full Planning Application at Hawshaw Lane, Hoyland

**The statement seeks to explain the design principles for the development, based upon an understanding of what is appropriate for the site, determined through an analysis of the previously submitted design proposals and an assessment of site opportunities and constraints.**

These principles are based upon good practice as set out in national planning and urban design guidance. The aim of the statement is to provide a framework to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

Avant Homes has collaborated with consultants to prepare an appropriate design solution which responds to planning policy and site context whilst working to mitigate constraints and maximise the opportunities provided.

**This document is submitted on the following basis:**

- The use and suitability of the site for residential development is well established;
- The key development principles and framework have been identified and will inform the detailed design of the scheme;
- The design solution is tested against the established principles to ensure compliance.

**The ethos of the design is to:**

- Create a high quality residential development;
- Create a legible and attractive place with a sense of identity;
- Create a sustainable and high quality living environment;
- Make efficient use of land in terms of ecological enhancement and density;
- Provide a well planned sustainable settlement with dwellings which will meet high architectural standards and the creation of pleasant and well planned streets.
- The development will be assessed using the Building For Life 12 system with the intention of delivering a high quality design solution.



## 2. PLANNING POLICY AND CONTEXT

The application is accompanied by a Planning Statement, which provides a comprehensive assessment of the proposed development against relevant planning policy. This section reviews key national guidance.

### NATIONAL POLICY

The National Planning Policy Framework aims to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. Paragraph 7 states:

*“The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.”*

Furthermore paragraph 15 states:

*“The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.”*

Paragraph 84 states:

*“Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport).”*

### NATIONAL DESIGN GUIDANCE

There are numerous best practice documents relating to design including ‘By Design’ (DETR and CABE), The Urban Design Compendium (English Partnerships and Housing Corporation), and ‘Better Places to Live By Design’ which all outline the importance of good urban design and provide advice for the design of residential areas. All of which will provide the underlying principles on which the development for this site is designed. There is general consensus over the principles of good design, although different terminology is sometimes applied. The core factors contributing to good urban design which underpin all of the above best practice include the following principles:

- Character** – somewhere with a sense of place and local distinction;
- Legibility** – a place, which is easy to understand and navigate;
- Permeability** – achieving a form of layout, which makes for efficient pedestrian and vehicular movement ;
- An articulated townscape** – creating an interesting, locational responsive townscape utilising building height, scale and massing all of which should be human in scale ;
- Human scale** – the arrangement of building forms, which are easy for the human eye to read and provide a sense of scale and perspective;
- Security, natural surveillance** – creating places, which are properly overlooked and make effective passive and active policing;
- Detailing, richness and interest** – promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment;
- Quality within the public realm** – promoting routes and spaces, which are attractive, safe and uncluttered;
- Continuity and enclosure** – promoting the continuity of the street frontage and the definition of public and private space;
- Adaptability, robustness and sustainability** – the layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage.

*CABE - By Design*

### NATIONAL PLANNING POLICY GUIDANCE

The centrality of good design as an integral part of achieving sustainable development is reinforced from the NPPF. An emphasis is placed on good design making “the best possible use” of resources, including land, community, economic, infrastructure and other resources over the long as well as short term.

It suggests good design should:

- *Ensure that development can deliver a wide range of planning objectives;*
- *Enhance the quality of buildings and spaces, by considering form and function, efficiency and effectiveness;*
- *Address the need for different uses sympathetically.*

The NPPF’s expectation that design will have a prominent role in plan making is reiterated by a reaffirmation that the plan making body will need to “evaluate and understand the defining characteristics of the area as part of its evidence base” as a means of informing appropriate design opportunities and policies. Once again, good design is identified as indivisible from good planning, and should be at the heart of the plan making process. A clear attempt is being made to demystify ‘good design’ by establishing sound, clear and easy to follow design policies and processes. This provides the foundation for assessment by use of expert advice from appropriately skilled in house staff or consultants. However, it is clearly stated that design should not be the preserve of specialists and it is important to seek the views of local communities, emphasising the importance of the consultation process.

It is recognised that although design is only part of the planning process it can affect a range of economic, social and environmental objectives. Planning policy and decisions, of which design is a part, are identified as needing to support these objectives and should therefore consider matters relating to: local character (including landscape setting); safe, connected and efficient streets; a network of green spaces (including parks) and public places; crime

prevention; security measures; access and inclusion; efficient use of natural resources; and cohesive and vibrant neighbourhoods.

The outcomes of good design are to be benchmarked against 7 criteria or “qualities” typical of valued places, including: functionality; supporting mixed uses and tenures; successful public spaces; adaptability and resilience; distinctiveness; attractiveness; and ease of movement. Notwithstanding that *By Design: Urban Design in the Planning System (2000)* and *Better Places to Live By Design (2001)* have been cancelled with the publication of the PPG, the central urban design principles that underpin good design and need to be considered are reiterated, including: Layout, Form, Scale, Detailing and Materials.

#### WHICH PLANNING PROCESSES AND TOOLS CAN WE USE TO HELP ACHIEVE GOOD DESIGN?

The promotion of good design is identified as being relevant to all stages of the planning process, from the development plan stage through to planning applications. For the latter stage a series of ‘established ways’ are identified in which good design can be achieved:

- *Pre-application Discussions;*
- *Design and Access Statements;*
- *Design Review;*
- *Design Codes;*
- *Decisions on Applications;*
- *The Use and Implementation of Planning Conditions and Agreements.*

The guidance recognises that the qualities of well designed places are similar across most developments but articulates what this can mean for housing design, town centre design, and street design and transport corridors.

#### HOUSING DESIGN

Themes consistent with the NPPF are in evidence with functional, attractive, sustainable and adaptable criteria being singled out as underpinning well designed housing. Affordable housing provision is also highlighted as needing to be tenure blind and not ‘banished to the least attractive part of the site’ in well designed places. In recognition that comparatively small items can have a significant influence on the success of places, bin and bike storage, access to meter boxes, spaces for drying clothes and space for deliveries are identified as requiring particular consideration with a duty placed on local authorities to ensure that each dwelling is carefully planned. The *Manual for Streets* influence is evident in the principles identified for successful streets, with an integrated approach ‘where buildings and spaces and the needs of people, not just of their vehicles, shape the area’. The rigid application of highway engineering standards are condemned as delivering a ‘sense of sprawl and formlessness and development which contradicts some of the key principles of urban design’. Imaginative and context specific design is advocated with a requirement for each street to be considered as ‘unique’, responsive to its character and location. The quality of streets, the integration of public transport, the removal of street clutter, the legibility of the place are all also highlighted as strong contributory factors in supporting social, economic and environmental goals by encouraging people to walk and use streets.

#### SOUTH YORKSHIRE RESIDENTIAL DESIGN GUIDE

The SYRDG should be a point of reference for future Reserved Matters applications, assisting in setting out the principles of:-

This Guide is for use by residential developers and their design professionals, consultants and agents in formulating designs and making applications for planning permission for residential development in South Yorkshire. It is intended to provide a clear and consistent approach to design in the development management process – an approach that will result in higher quality neighbourhoods and efficiency savings for developers.

#### SUPPLEMENTARY PLANNING DOCUMENT

*Designing New Housing Development Adopted March 2012*, This Document primarily supplements policy CSP 29 Design of the LDF Core Strategy and sets out the principles that will apply to the consideration of planning applications for new housing development, including infill and backland development.

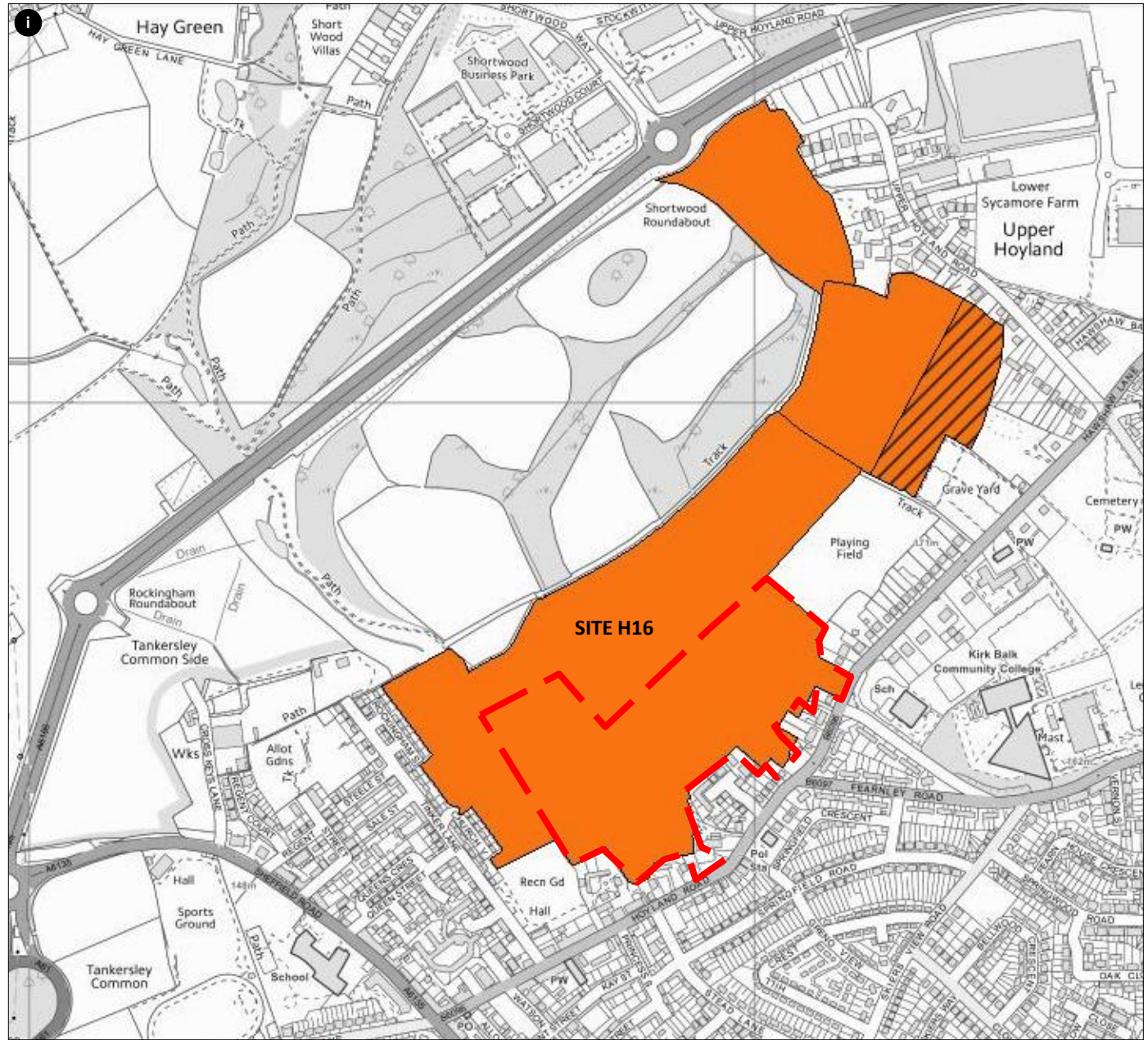


### 3. EXISTING PERMISSION AND CONTEXT

The application site falls with a housing allocation site within the reference Site H16 from the Barnsley Metropolitan District Council Local Plan. The following notes are taken from the Local Plan and should be considered in developing this site.

The development will be subject to the production of a masterplan covering the entire site which ensures that:

- all hedgerows and woodland blocks must be retained, enhanced and managed ;
- a wildlife corridor should be created across the site;
- the hedgerows and woodland areas within the site are protected and enhanced;
- appropriate access is provided;
- appropriate acoustic measures are provided to mitigate against noise from the road;
- development shall respect the historic setting of Hoyland Low Stand and the churchyard of St. Peters Church to the East by the use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials;
- archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:
  - Information identifying the likely location and extent of the remains, and the nature of the remains
  - An assessment of the significance of the remains
  - Consideration of how the remains would be affected by the proposed development.



1. The extent of Site H16, from Barnsley MDC Local Plan with the approximate extent of this application indicated in red.



A portion of the site benefits from an existing Outline permission with the following details:

*Application Reference Number:* 2016/1531

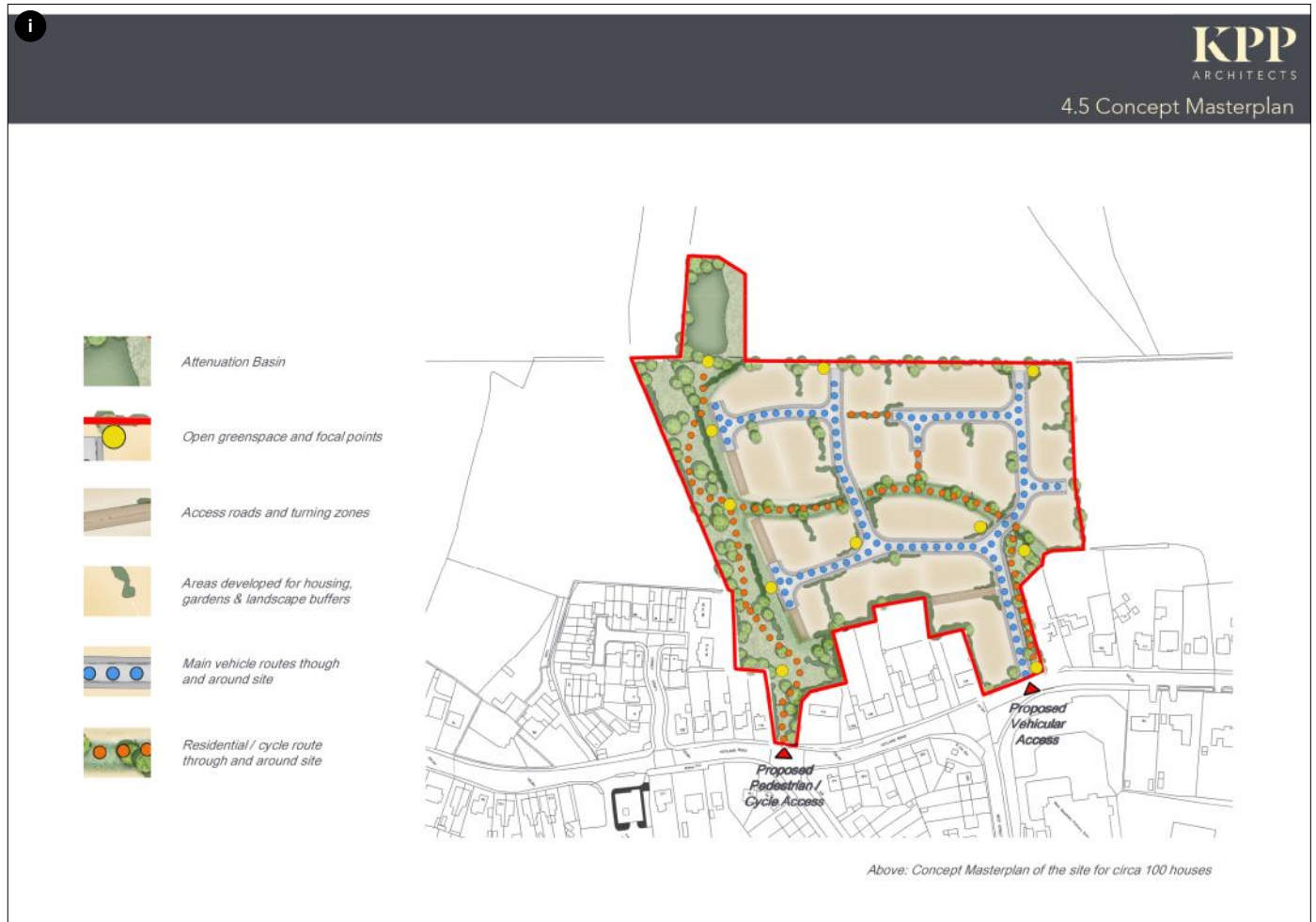
*Description:* Outline application for a development of approximately 100 dwellings (all matters reserved apart from means of access)

*Site Address:* Land north of Hawshaw Lane, Hoyland, Barnsley

*Decision:* Approved Subject to Legal Agreement

*Status:* Final Decision

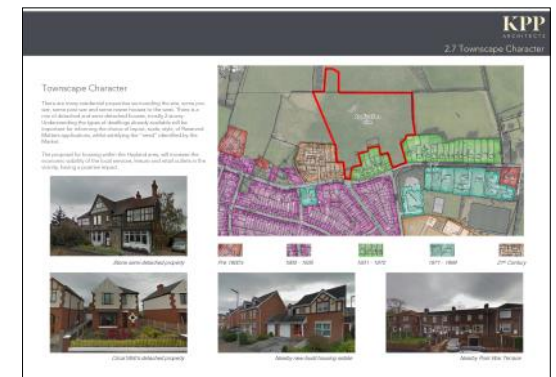
The Outline application indicated a proposed masterplan, movement framework and a series of character areas. This was based upon an analysis of the site context, vernacular development and an understanding of the site. Although only forming a small part of this proposed application, the intentions of this approved application are a good starting point for the development of the wider site.



*1. KPP Architects Concept Masterplan submitted as part of the subsequently approved Outline Application.*

*11. Extracts from KPP Architects Design and Access Statement submitted as part of the subsequently approved Outline Application.*

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A site investigation of the site reveals significant constraints in the development of this site.

Previous works on the site indicate a significant open cast high wall with much of the site formed by made ground. This results in a significant portion of the site being unsuitable and unviable for development.

The approximate extent of this application is shown by the dashed red line. The area in pink, and falling within this red line, highlights land that cannot be easily developed.

This significantly impacts on the proposals suggested in the approved Outline Application (indicated by the dotted black line) and as such a different design solution is needed to ensure a successful development.



The indicative masterplan shown here indicates the impact of the site investigation on developing the site.

The extent of the open cast high wall and made ground is a significant constraint however this area could be used to create a large area of open space at the centre of the proposals which would, in turn, split the site into two distinct (North and South) parcels.

Two access points from Hawshaw Lane enables this concept to be developed and the two parcels could be connected by the large open space and a single highway.

- 1) Central Open Space formed by the extent of the open cast high wall and made ground;
- 2) Potential location for SUDS basin or similar;
- 3) Vehicle access from Hawshaw Lane
- 4) Indicative northern parcel;
- 5) Indicative southern parcel;
- 6) Potential for connections to future phases of development;
- 7) Extent of Outline consent.

In summary, a high quality residential development can be delivered on this site but is restricted by on-site ground conditions. The masterplan shows how the design team could ensure that Phase 2 of the development will follow the form of Phase 1.



Residential development in the vicinity of the application site is typical of development in the wider area of Barnsley.

Dwellings are generally 2 storey in heights with parking withing curtilage or within a shared parking court.

Along the primary route of Hawshaw Lane development is primarily larger detached blocks with some gaps between dwellings. Development set back and behind Hawshaw Lane is made up of tighter grain development with semi-detached, terraced and apartments forming much of the built form.

Pedestrian routes are clear and defined with boundaries defined by landscaping, change in materials and, occasionally, railings.

Facing and construction materials are primarily red brick and grey roofs. Render is often used and breaks up large areas of brickwork.

This study gives an indication of the materials and form to be used in delivering a successful and integrated development solution.



High density development adjacent to the site with the built form broken up by change in materials and a varied roofscape



Loose grain development along Hawshaw Lane, dwellings are primarily red brick with render often used to the first floor



Loose grain development along Hawshaw Lane, dwellings are primarily red brick with render often used to the first floor



Bookend dwellings in a terrace form along Hawshaw Lane. Buildings are red/brown brick with minimal roof pitches



High density development of larger storey buildings including a three storey apartment block. Change in materials between buildings helps define the type of accommodation.

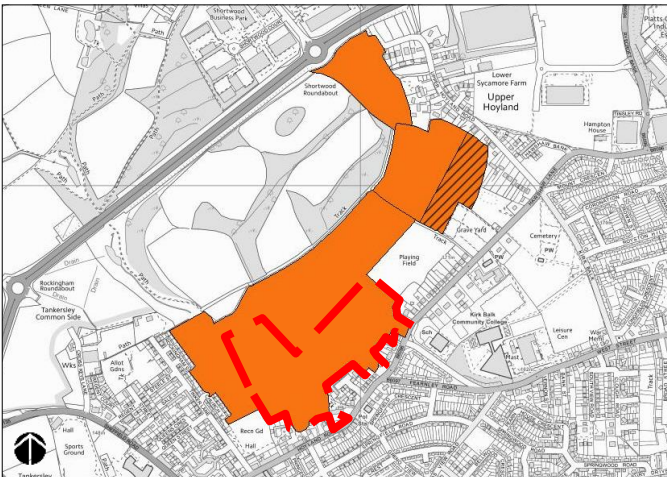


An aerial photograph of a residential development site, overlaid with a detailed architectural site plan. The plan shows building footprints, parking spaces, and site boundaries. Several units are labeled 'RBY (V)' and 'AS'. A road or driveway curves through the site. The overall image is in grayscale with a dark, semi-transparent overlay.

## 4. DESIGN SOLUTION

The principles of good urban design are well established and are consistent throughout many residential developments. The proposed design solution can be assessed against these principles to ensure a successful and sustainable development. The site constraints, considerations and strategies have all been borne with the final scheme. In total Avant Homes are proposing a development of housing that totals 100 residential dwellings. The proposed development includes a mix of 2, 3 and 4 bedroom dwellings. The following text clarifies some of the specific details of the submitted scheme:

- 1) Southern vehicle access from Hawshaw Lane
- 2) Northern vehicle access from Hawshaw Lane
- 3) Central area of Public Open Space as defined by extent of open-cast
- 4) Provision for links to future phases of development
- 5) Existing boundary planting retained
- 6) Boundary to existing playing fields
- 7) Existing culvert and stand-off
- 8) Proposed Phase 2 development



EXTENT OF APPLICATION IN RELATION TO THE LOCAL PLAN ALLOCATION



**LEGIBILITY**

The new development will be served via new accesses from Hawshaw Lane and two roads with 2m footpaths bring you into the development. The main roads run through the site with secondary shared surfaces and cul-de-sacs connecting. Secondary roads will be 5.5 m wide shared surfaces with 0.6m margins to the edges that will have incidental visitor parking located on them. The layout has been designed so that there is good natural surveillance to all areas of open space and roads with new dwellings looking onto these areas. The adjacent image shows how legibility and natural surveillance have been carefully considered with the following notes;

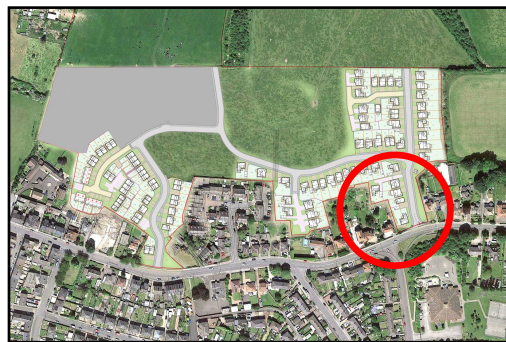
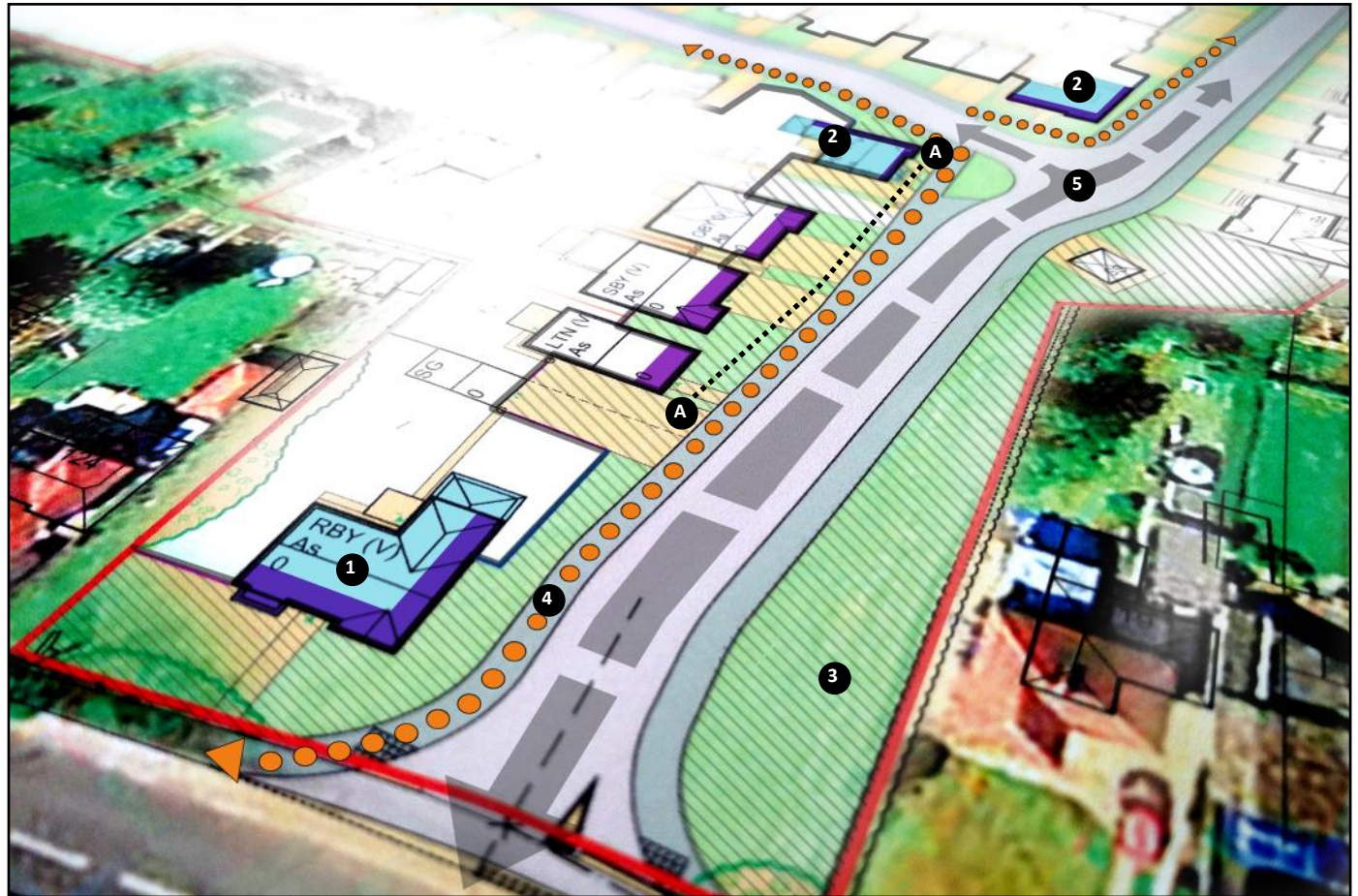
- 1) Large detached dwelling at site entrance is dual aspect and creates a positive entry statement;
- 2) Dwellings positioned to create focal points, with dual aspects ensuring continuity of activity;
- 3) Pocket greenspace against exiting dwellings ensures open feel to the site entrance;
- 4) Clear and defined pedestrian routes;
- 5) Junctions are legible with green verges.

**CHARACTER**

The proposed development respects and maintains the character of the nearby existing settlement with materials and detailing carefully considered to reflect the locality and therefore dwellings are primarily finished in red/buff brick and dark grey flat roof tile. Existing ecological features are retained with complimentary planting adding to a landscape led design approach and creating development rich in character. Furthermore, in keeping with residential development nearby all new private dwellings have car parking in curtilage, or designated within a parking court.

**AN ARTICULATED TOWNSCAPE**

The use of the site for residential development with vehicle access has been established. Proposed dwellings are well laid out with



Streetscene A-A - a variety of housetypes and parking solutions along the primary entrance road ensures activity with opportunity for landscaping to break up areas of hard standing.



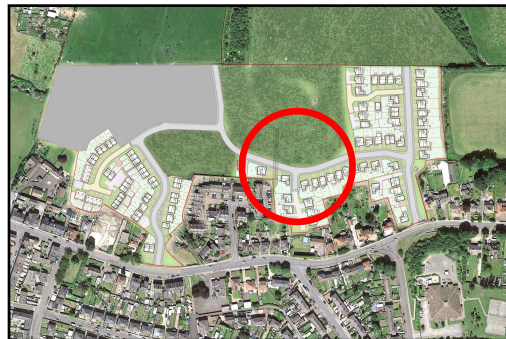
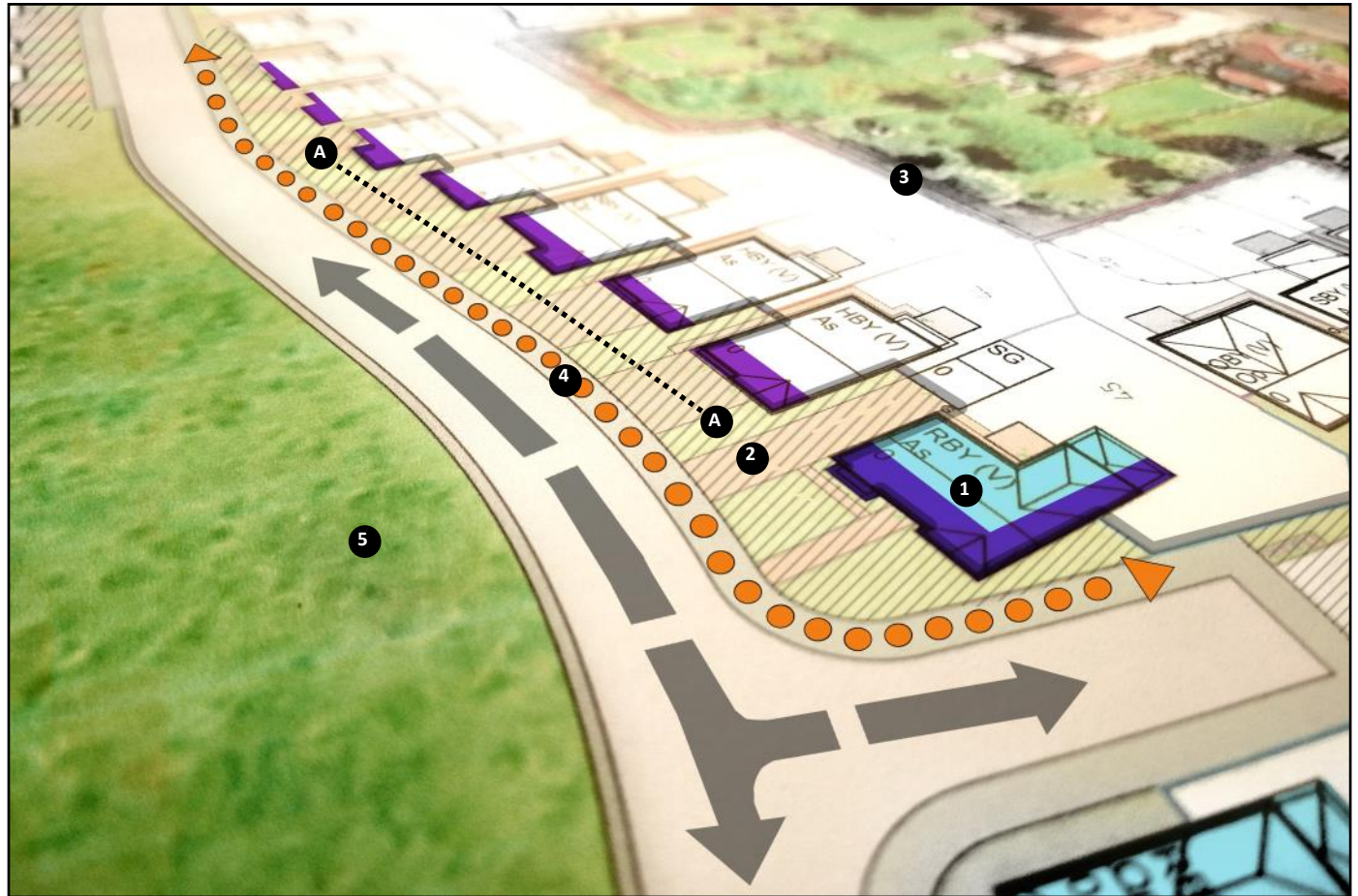
parking either alongside or in front of dwellings. This mix of car parking arrangement allows for landscaping in the street. Dwellings are 2 storey in height with dual aspect dwellings proposed at important corners to ensure continuity of activity. Larger buildings are utilised intermittently to create interest, define spaces or for landmark buildings at key locations. The adjacent image shows how buildings have been used to articulate the development with the following notes;

- 1) Dual aspect dwelling at the junction, ensures continuity of activity and interest;
- 2) Private realm is clearly defined by landscaping, boundaries and change in materials;
- 3) Amenity of existing dwellings respected;
- 4) Pedestrian movement is clearly defined;
- 5) Large area of open space at the centre of the proposals ensures amenity for all new residents.

**HUMAN SCALE**

The scale of buildings and the private realm is in keeping with the provision of accommodation and is tailored to site specific locations. Larger buildings in some places alongside other areas of higher densities break up the development with smaller scale buildings along internal streets. Buildings sit comfortably within the site with due consideration given to the existing open cast constraint.

The location and orientation of each dwelling respects the surrounding properties and relate well to one another. They are generally positioned parallel to one another, or at 90 degrees to their neighbours. There are also intimate dwelling clusters, typically at the head of the cul-de-sacs with some buildings located to create focal ends and vista stops. The new development respects the existing neighbouring property and any future development, by retaining existing boundary trees, hedgerows and planting to the perimeter of the site and creating a substantial stand-off to any of these properties.



Streetscene A-A - a variety of housetypes and parking solutions adjacent to the large area of open space ensures natural surveillance and a high quality design solution at the centre of the development.



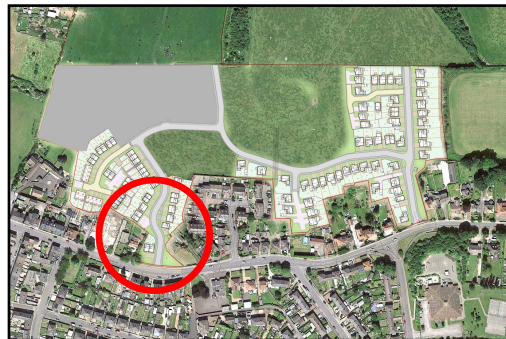
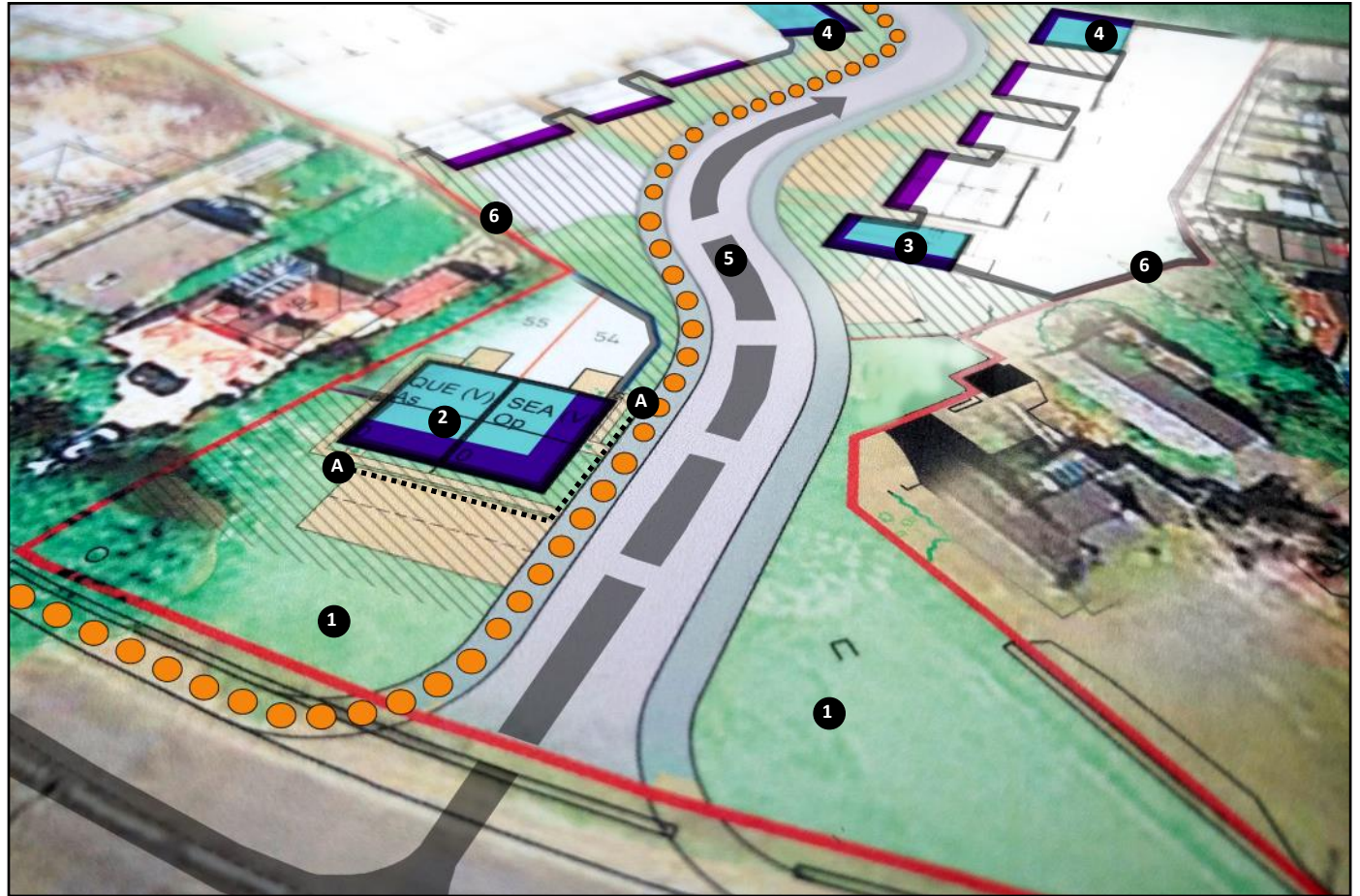
**DETAILING, RICHNESS AND INTEREST**

The rationale behind the design for the development has been the desire to enhance the form of the housing layout, providing a pleasant environment for the user whilst also creating a setting which helps to assimilate the site into the surrounding landscape. Open frontages to the plots allow for the inclusion of planting set within areas and the use of trees in key locations throughout the housing will help to break up the building line, filtering views of the housing and providing a vertical dimension to the street scene.

**QUALITY WITHIN THE PUBLIC REALM**

The public realm is clearly defined through use of materials, landscaping and appropriate boundaries. The spaces are complimented by landscaping and trees. In addition an inclusive access strategy within the layout provides for ease of movement by all social groupings and seeks certain minimum standards for disabled access for such items as steps, ramps, door widths, etc. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

- 1) Pocket greenspaces at the front of the site create open feel the entrance;
- 2) Building set back from Hawshaw Lane and maintains the existing build line in the area;
- 3) Dual aspect dwelling at focal point creates interest
- 4) Dual aspect dwellings form opening to large area of open space and aid wayfinding;
- 5) Meandering highway reduces traffic speed and helps create areas for planting and complimentary landscaping;
- 6) Amenity of existign dwellings respected with boundary planting retained.



A-A - Dual aspect dwellings at the southern entrance to the proposals creates a strong entrance feature and a gateway to the development

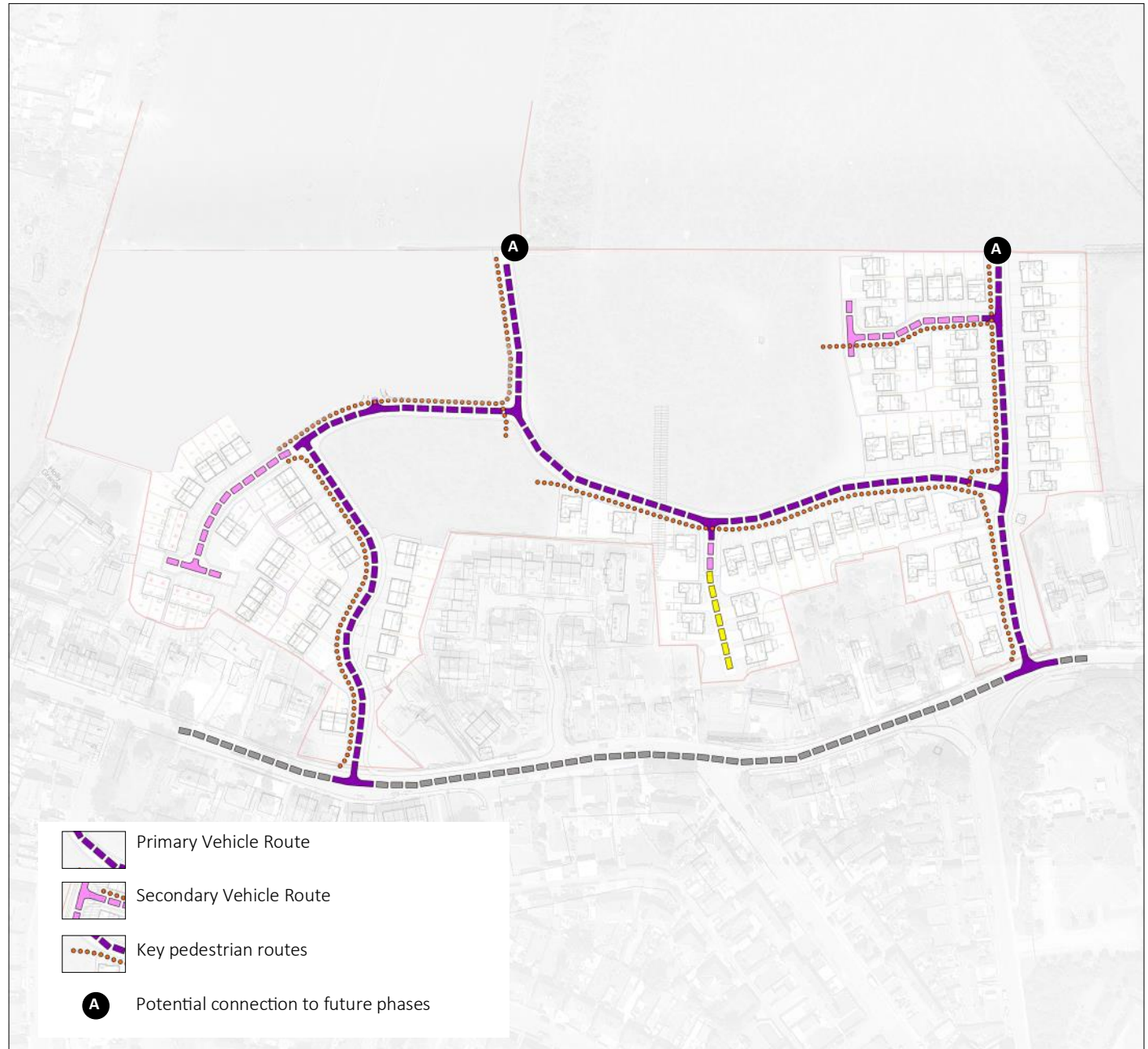


### MOVEMENT AND PERMEABILITY

A clear road hierarchy has been established with defined routes through the development, reinforced with the choice of surfacing material finish. The road typologies have been designed to accommodate the regular vehicles that use them – private, waste collection, other service vehicles, emergency as well as cyclists and all pedestrian needs. Pedestrian connectivity has been thought of within the design allowing safe movement into the site by means of 2m footpaths to the sides of the new access road that run right into the heart of the development.

### ADAPTABILITY, ROBUSTNESS AND SUSTAINABILITY

A Sustainability Appraisal is included later in this document which details the Design Team's approach. In general the proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being.



**SECURED BY DESIGN****SECURITY, NATURAL SURVEILLANCE**


All new developments should create pleasant environments for residents where they feel safe and quality of life is not undermined by crime or the fear of crime. The following considerations have been taken into account when planning the scheme layout;


- Well defined routes for cars and pedestrians which are well overlooked.
- Structured places with no conflict between uses.
- All publicly accessible spaces overlooked.
- Management scheme to ensure landscaped areas are well maintained.
- Well defined defensible spaces and the use of suitable planting.
- Robust 1.8m high fences and lockable gates provided.

**CONTINUITY AND ENCLOSURE**

There is a clear definition between the public and private domain with all properties having 'defensible spaces' to their frontages, and sides on a corner position, with a variety of hard and soft treatments to the street, some giving physical enclosure to the semi-private spaces such as railings, hedges and shrub beds. Additional gable windows are also introduced to overlook public areas and ensure 'active frontages' exist throughout the site creating a safe and naturally surveyed environment. All the properties will have individual footpath accesses to their rear gardens giving direct control over their own private domain. This will aid security and, with easy access, also enable waste and recycling provisions to be located at the rear of the properties, out of sight from the street. Where possible the dwelling's private amenity spaces back onto other gardens or are screened from public areas by 1800 high brick pillar/fences or vertically boarded fences, with rails inboard to reduce climbing potential.



 Rear amenity space is protected and well defined by robust boundary treatments and buildings

 Front gardens, private parking and private drives are clearly defined by materials and low level boundary treatments





STREETSCENE A-A



STREETSCENE B-B



STREETSCENE C-C



STREETSCENE D-D

The application pack includes a selection of street scenes which indicate how the proposals may look and how materials are used to define spaces and key routes.

The materials and finishes are shown indicatively but will be chosen to reflect the locality, aid movement and create interest and variety throughout.

Dwellings will be primarily red and buff brick construction with dark grey concrete interlocking roof tiles and contrasting render used at key corners and focal points.





# 5. LANDSCAPE

The open-cast constraint presents an opportunity to provide a large area of open space at the centre of the proposals. This area contributes to the character of the development and ensures a green and usable space for new and existing residents. The rationale behind the landscape design for the development has been to enhance the form of the residential development, to retain existing and important planting and create a pleasant environment for the user.

Open frontages to the plots allow for the inclusion of planting set within areas and the use of trees in key locations throughout the housing will help to break up the building line, filtering views of the housing and providing a vertical dimension to the street scene. Existing boundary trees and planting are respected and ensure a green edge to the development.

A large SUDS basin is proposed to the West of the site at an appropriate point to utilise the existing topography.



- 1) Large area of open space at the centre of the proposals
- 2) Green entry points from the existing highway
- 3) Open frontages and varied parking solution present opportunity for formal front gardens
- 4) Boundary planting retained and enhanced where appropriate
- 5) Dwellings face onto open space with planting to compliment the space.
- 6) SUDS basin located away from the development at appropriate point of the site



An aerial site plan of a residential development. The plan shows several building footprints with labels: 'RBY (V) As 0' in the bottom left, 'SG 0' in the middle left, 'LTN (V) As 0' in the middle, 'SBY (V) As 0' in the middle right, and 'RBY (V) As 0' in the top right. A road or driveway runs through the center of the site. The background is a dark, textured aerial photograph of the site.

## 6. SUSTAINABILITY

The proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being. . The proposals therefore have the potential to support the existing community facilities and local businesses through an increased population living nearby. The Government’s guidance on sustainable development is contained in the National Planning Policy Framework.

The following statement addresses the 5 key headings below:

- Support and help revitalise the local economy;
- Reinforce neighbourhoods and communities;
- Provide a range of transport options and inclusive access;
- Protect and enhance the natural environment and resources; and
- Integrate high quality design and construction.

#### **SUPPORT AND HELP REVITALISE THE LOCAL ECONOMY**

This application is proposed in a sustainable location with good access. The site is also located within short distances of services such as shops, pubs, post office and schools. The site provides an opportunity for residential development within easy reach of a range of education, employment, retail and leisure opportunities. The proposed site will provide high quality residential accommodation and will contribute towards the overall amenity, sustainability of the area and be an integral part of the delivery of the wider H16 allocation. Employment will also be created during the construction process.

#### **REINFORCE NEIGHBOURHOODS AND COMMUNITIES**

The development of this residential scheme will contribute towards an increase in the number of people living in this area. Neighbourhoods can be reinforced by movement networks, the mix of uses and tenures, the amount and position of open space and local vernacular building materials and styles. The health, wellbeing and quality of life of those who will be using an area will be influenced by its cohesion. The vitality of neighbourhoods is

enhanced by creating variety and choice within the development and should cater for a range of demographic groups especially families. The layout of the proposed development will increase natural surveillance both within the application site and of the surrounding area and footpaths An increase in activity in the area will also promote a safe, crime-free environment.

#### **PROVIDE A RANGE OF TRANSPORT OPTIONS AND INCLUSIVE ACCESS**

The road structure has been designed to create good permeability for both pedestrian, cyclists and vehicle movements within the development. Inclusive access within the layout will provide for ease of movement by all social groupings and will meet the standards for disabled access for such items as steps, ramps, door widths, etc.

The 'approach' to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will have 'accessible' paths and drives , taking into account the topography of the site. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

#### **PROTECT AND ENHANCE THE NATURAL ENVIRONMENT AND RESOURCES**

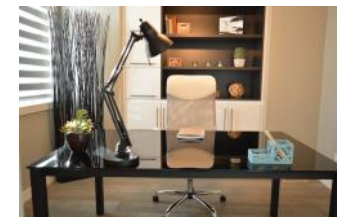
The site has some hedges, a pond and a small number of trees through the site and on its boundary. The majority of trees are proposed to be retained and where removed mitigation measures will be enforced. The proposals will provide opportunities for a mix of biodiversity within the site. The garden areas will be lawned and surrounded by secure boundary treatments. The mix of plant species grown within gardens will provide opportunities for small wildlife and garden birds to benefit from the development to a much greater extent than that which currently exists.

#### **INTEGRATE HIGH QUALITY DESIGN AND CONSTRUCTION**

There are opportunities to reduce the environmental footprint of the development by incorporating sustainable design and construction techniques. The following list are a set of principles that could be explored by the developer. Use renewable /

sustainable sources and recycled aggregates in construction.

- Orientating the new homes and buildings to maximise solar gain
- Provide opportunities and space for home based working and office space within new homes;
- The use of efficient appliances, heating systems, energy controls and management; improved insulation and glazing;
- Project wide preference for local labour, materials, goods and services where possible;
- Enhance existing green spaces in the surrounding area;
- Provide cycle parking and associated facilities within the development;
- Waste minimisation during construction process and the promotion of future waste reduction;
- The use of permeable surfaces and paving as part of the sustainable urban drainage strategy;
- Investigate into the potential use of grey water / rainwater harvesting systems to reduce water consumption;
- A certain percentage of dwellings could also be fitted with Photovoltaic panels to the roof to provide solar energy;
- Dwellings will have energy efficient condensing boilers installed together with toilets and showers that have water saving features;
- High levels of insulation will be provided as required by current building regulations in order to make the buildings sustainable as well as cost effective.





## 7. BUILDING FOR LIFE 12

Building for Life 12 is a government-endorsed industry standard for well-designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live.



## INTEGRATING INTO THE NEIGHBOURHOOD

### 1

**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?



The site will connect into the existing pedestrian footpaths on Hawshaw Lane in two locations promoting good connectivity. New housing will respect privacy distance to existing properties by either rear to rear or side gables.

### 2

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



The development lies 7 miles to the south of Barnsley.

Local facilities with a 10-minute walk include, West Meadows primary school, Kirk Balk Academy, Hoyland Leisure centre, Woodlands lodge assisted living. St Peter's church, Hoyland Police station, Ladies boutique, Sandwich shops, hair dressers, café, fast-food restaurants, The Star & Tap and Brew public houses, King George V playing fields, Co Op, One stop shop and various other businesses.

### 3

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



There are two bus stops within 2 minutes walk of the site entrance with frequent services running from Elscar to Barnsley town centre Route 66 and Manvers to Chapletown Route 72 / 72 A

### 4

**MEETING LOCAL HOUSING REQUIREMENTS** Does the development have a mix of housing types and tenures that suit local requirements?



A range of housing needs have been identified and realised in the design proposals, which incorporates a mix of housing from Two bedroom to four bed detached houses.

This will enhance the settlement and offer the opportunity to provide dwellings for the first-time buyer through to families.

## CREATING A PLACE

5

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



The design approach is to create a positive identity for the site which helps improve local distinctiveness, whilst being sympathetic to the prevailing mixed suburban character, in terms of scale, materials and detailing. A co-ordinated approach to the architectural treatment of individual properties within the site will ensure there is a common distinctive architectural aesthetic across the scheme. Variety to key plots will aid legibility and place-making.

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 street corners well?



The proposed movement and street network provides a clear hierarchy of street types which will aid legibility and way-finding, dwellings are orientated to denote the hierarchy of the road. Smaller estate roads lead from the main road into more intimate areas of the site. Key prominent plots/vista stopping homes will have slightly contrasting material approaches to provide subtle way-markers throughout the scheme with complementary landscaping creating reinforcing this approach.

6

**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?



The site slopes in a North East – South West direction approx. 1:26 and in a South East – North West approx. 1:13. It is bounded to the north, east and west by fields and hedgerows and to the south by existing dwellings. Plots have been oriented to avoid large retaining structures whilst maximising solar gain and to allow privacy distances to existing dwelling

8

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



Dwellings will be orientated to denote the hierarchy of the road. Smaller estate roads lead from the main road into more intimate areas of the site. Each area will be differentiated through the innovative use of different (but complementary) house types and sizes, materials, road surfacing, colour differentiation and landscaping creating character areas

## STREET & HOME

9

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



A clear hierarchy of streets has been established within the detailed layout with the primary vehicular routes, shared surfaces and private drives clear identifiable. All streets are adequately framed through the siting of dwellings and the use of dual fronted corner turning units with individual accesses to dwellings identified ensuring they are clearly visible within the development and direct access to each property is clearly identified with footpath clearly identifiable for all users

10

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



The housing layout has been designed with consideration of not only the amount of parking but how and where it is accommodated ensuring that ad-hoc on-street parking is minimised. The treatment of parking for the site varies according to the buildings it serves, and always with a view to creating an attractive and safe environment. The parking arrangements ensure that all dwellings have a driveway, garage or parking bays.

11

**PUBLIC AND PRIVATE SPACE** Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?



All residential streets will benefit from active frontage and natural surveillance from the new homes that enclose them. Front gardens will be clearly defined by changes in surface, landscape and/or boundary treatments to provide clearly defined public and semi-private space. Rear gardens are locked together to form secure private spaces with robust and attractive boundary treatments to public areas and between plots. The open space focal points each have a specific function and have been located as to provide easy access for residents, and high levels of natural surveillance from surrounding properties, passing pedestrians and motorists.

12

**EXTERNAL STORAGE AND AMENITY SPACE** Is there adequate external storage space for bins and recycling as well as vehicles and cycles?



Proposed homes have sufficient private amenity spaces for the storage of bins away from the front of properties in rear gardens, with easy access to the street. Homes have sufficient allocated parking and in most instances garages are provided which can store cycles. Where garages are not available (e.g. terraced and some semi-detached units) sufficient amenity space has been provided to enable sheds to be erected.



## 8. SUMMARY

The Design team have proposed a sustainable and high quality living environment which makes efficient use of land in terms of housing numbers and density. The proposal is a well planned sustainable solution with dwellings which will meet high architectural standards alongside the creation of pleasant and well planned streets.

Below is a summary of the scheme proposals:

- 100 new dwellings including a varied mix of housetypes;
- Retained trees and boundary planting;
- Large area of open space at the centre of the proposals;
- Clear and defined non-vehicle routes;
- Provision for future phases of development.



**AVANT**  
homes