Land Off
Bamford Close and Haddon Close
Dodworth

Design and Access Statement

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Philosophy and Vision

1. Philosophy and Vision

Purpose of this document

1.1 The design for the land to the west of Bamford Close and Haddon Close site has been developed by Strata Homes Limited in response to local needs.

1.2 This Design and Access statement has been produced to set out the process and considerations that have informed the evolution of proposals for the development of new homes on this site. The structure and content of the statement has evolved over time and in parallel with the vision itself.

1.3 The purpose of this statement is to provide a structured record that maps the issues and considerations that have informed the development of the design proposals for the site.

1.4 The statement has been prepared in accordance with the requirements of DCLG Circular 01/2006 to:

- ✓ Illustrate the design process that has led to the development proposal and to explain and justify it in a structured and transparent way
- ✓ Demonstrate our commitment to achieving good design and ensuring accessibility
- ✓ Show that the proposals are based upon a thoughtful design process taking full account of local context and relevant policies
- ✓ Be the advocacy document for the scheme
- ✓ Explain the design principles and concepts applied to define the layout, scale, landscaping and appearance of the development
- ✓ Show how the consultation process has informed the proposals
- ✓ Indicate how all users will have equal and convenient access to all components of the place



Vision

1. This site represents an opportunity to provide much needed private and social housing within the Barnsley Urban area
2. At present the site is in agricultural use but is extremely well located close to major transport routes, within easy reach of the national rail network, and the M1 motorway. It is also in close proximity to attractive and accessible countryside. There is a range of employment, educational, open space and good retail opportunities within a short distance of the site
3. Our vision is to unlock these physical, social and economic potentials of the site, to create a highly sustainable, characterful and distinctive residential development that contributes fully to the future success of the town and district as a whole

Approach

1. This design and Access statement sets out our approach to embedding high levels of design quality and local distinctiveness within the masterplan process at this urban edge site. Through a process of careful analysis, the identification of emergent design principles and the embodiment of these principles within the design, we are confident that our vision for this important site can be delivered
2. Our design approach has sought to reflect good practice guidance through measures including the informal use of Building for Life throughout the development of the design proposals
3. The design process adopted at Dodworth follows best practice guidance as set out in the following CABE documents:

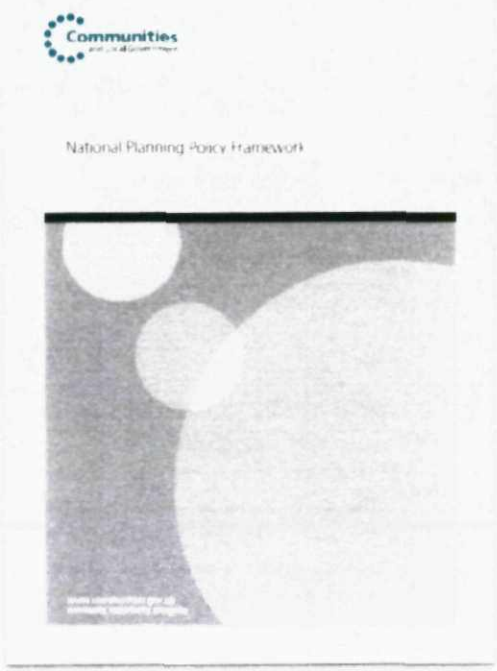
- By Design – DETR and CABE
- Creating Successful Masterplans: A guide for Clients - CABE
- Urban Design Compendium – English Partnerships

4. The careful application of proven processes and experience allows a robust and justified design to emerge

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Planning Policy Context

1. This proposed residential development has been *formulated in light of the relevant design policies* within the adopted Barnsley Core Policies as well as advice in the new National Planning Policy Framework
2. The planning policy background is fully explained in the Planning Policy Statement prepared by DLP Planning Ltd and submitted with this statement

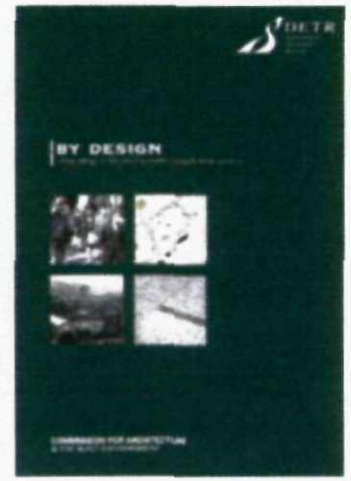


3. This Government Guidance is supplemented by other documents - including:

- By design – Urban Design in the Planning System: Towards Better Practice (DETR/CABE 2000)
- By Design – Better places to Live: A Companion Guide to PPG3 (DETR/CABE 2001)
- Safer Places – The Planning System and Crime Prevention (ODPM 2004)
- *Design and Access Statements: How to write, read and use them* (CABE 2006)
- Development Plan Policies

4. The accepted principles of urban design as stated in By Design (2000) include:

✓ Character – a place with its own identity
✓ Quality of Public Realm – a place with attractive and successful outdoor areas
✓ Ease of Movement – a place that is easy to get to and move through
✓ Legibility – a place that has a clear image, is easy to understand and clearly identifies public and private space
✓ Adaptability – a place that can change easily
✓ Diversity – a place with variety and choice



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Planning Policy Context (ctd)

5. Other Policies to be considered include:

- Regional Spatial Strategy – The Yorkshire and Humber plans –Policy YH1 and YH5
- The Barnsley MBC Local Development Plan Core Strategy (February 2010). Relevant policies include (but is not limited to):
- Policy CSP1 – Climate Change
- Policy CSP2 – Sustainable Construction
- Policy CSP4 – Flood Risk
- Policy CSP5 – Including Renewable Energy in Developments
- Policy CSP 9 – Number of New Homes
- Policy CSP14 – Housing Mix and Efficient Use of Land
- Policy CSP15 – Affordable Housing
- Policy CSP29 – Design

6. Also we have considered guidance in the following Supplementary Planning Documents:

- Designing New Housing Development (march 2012)
- Residential Amenity and the Siting of Buildings (march 2012)
- Open Space Provision on New Housing Development (march 2012)
- Parking (march 2012)
- These expand upon the design policies set out in the LDF and the issues considered include:

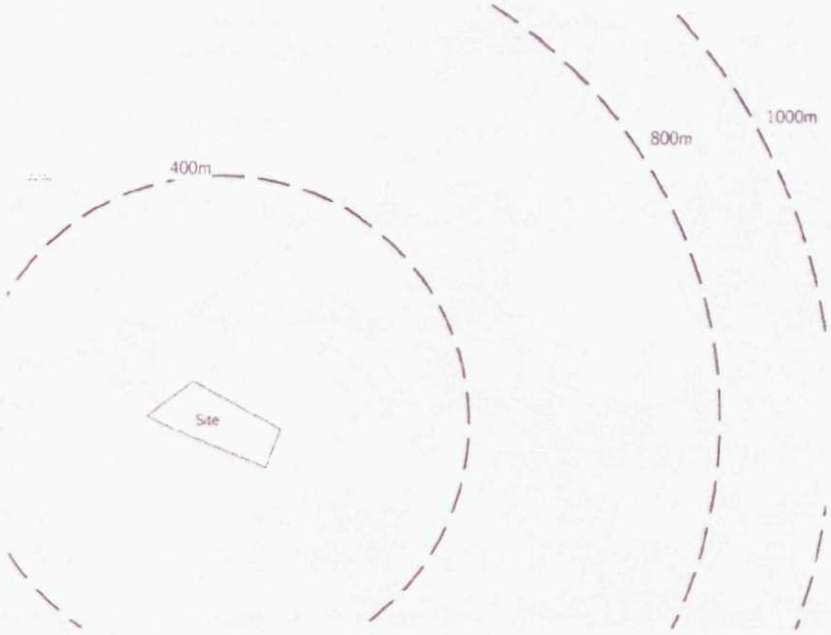
➢ Density
➢ House Type and Mix
➢ Transportation – the needs of residents
➢ Road layout
➢ Car Parking Requirements
➢ Design of Car Parking and Garages
➢ Access and Services
➢ Relationship with Existing dwellings and space between proposed dwellings
➢ Private Gardens
➢ Front Gardens
➢ Landscape Design
➢ Open Space
➢ Existing Trees and Hedgerows
➢ Public Rights of Way
➢ Design to Avoid Crime
➢ Energy Efficiency
➢ Other Issues
➢ Information required to submit a planning application

7. This document aims to assist in the Council's aim of securing good quality housing development which makes a positive contribution to the community in which it is located

Appreciating the Context

2. Appreciating the Context

1. The site is located off Bamford Close/Haddon Close, Dodworth
2. It is bounded by established residential estates to the North, South and East, and the Churchyard and open countryside to the West
3. The site occupies an important urban edge location at the edge of the town and is defined by the adjacent residential estates and cemetery abutting the site
4. The site is well connected by regular bus and train services to Barnsley, Penistone and Huddersfield
5. The nearest M1 motorway junction is also within easy reach



LOCATION PLAN





Photograph Location Plan

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Photograph 1 – Post Office and Chemist



Photograph 2 – Dodworth Library



Photograph 3 – Local Shops



Photograph 4 – Local Play Area



Photograph 5 – View from End of Baslow Crescent



Photograph 6 View on Baslow Crescent



Photograph 7 View along Haddon Close



Photograph 8 – View Along Western Boundary of site



Photograph 9 – View into site toward Eastern boundary



Photograph 10 – View along Western boundary towards Church



Photograph 11 – View across to existing development Northern Boundary



Photograph 12 – View across to existing development Northern Boundary



Photograph 13 View out of site to open countryside



Photograph 14 View across site from Eastern boundary

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Photograph 15 - View Along Bamford Close



Photograph 16 - View Along Baslow Crescent



Photograph 17 - View of local housing stock



Photograph 18 - View of residential development to North of site



Photograph 19 View Along Champany Fields



Photograph 20 View of Briery Gardens



Photograph 21 View across site from Southern boundary

Local Facilities

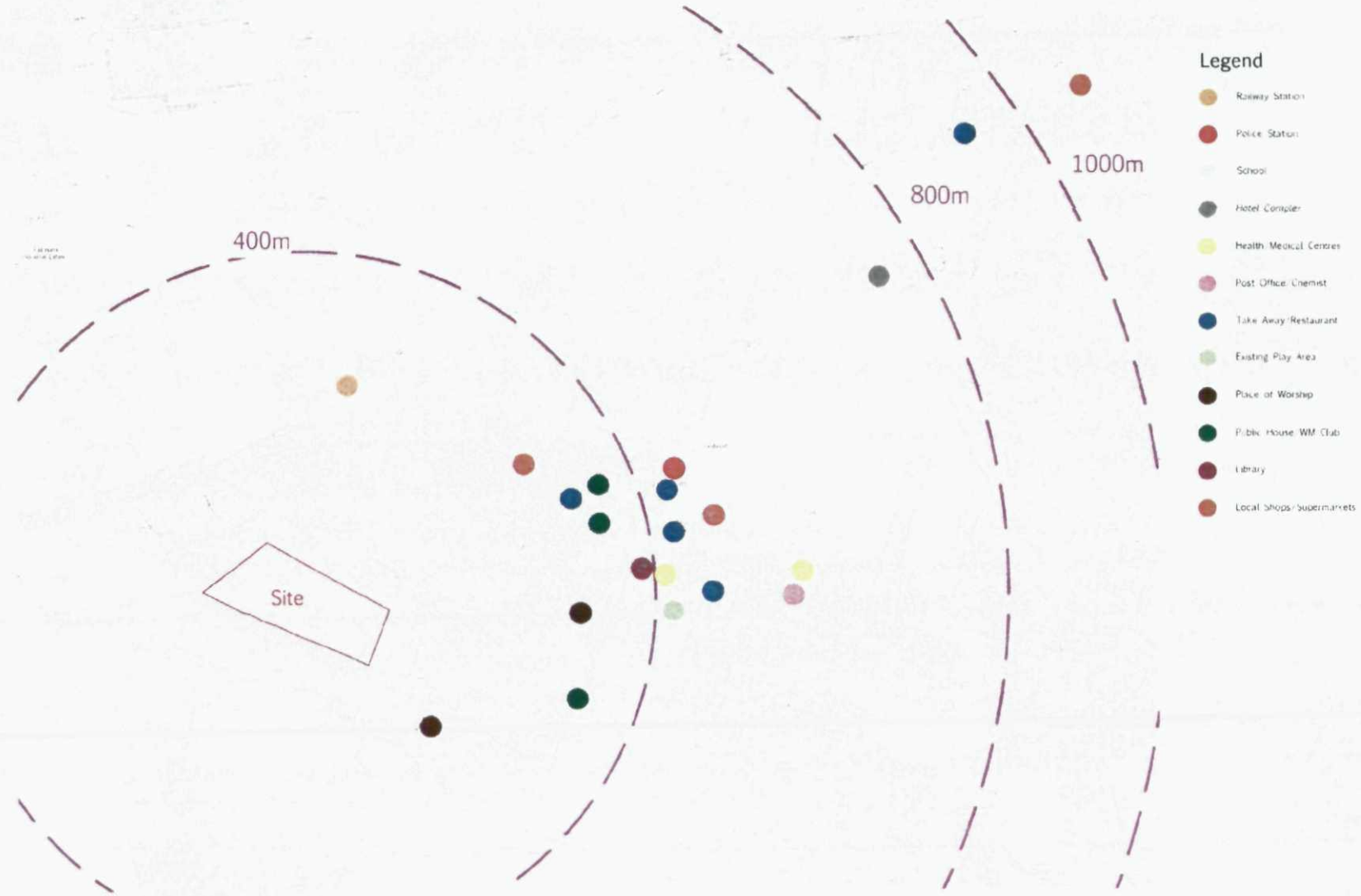
1. Historically Dodworth is a former coal mining village, and the old mine has now been redeveloped as the Dodworth Business Park
2. In the local centre there is a Budgens supermarket, Post Office, chemist, several takeaways and restaurants and a variety of other shops and facilities
3. The railway station is to the North of Dodworth and is easily accessed through the existing footpath network
4. *There is a Library with a local play area* behind
5. The nearest convenience store is located on Station Road and is less than five minutes walk from the site
6. The local amenity plan below shows some of the local amenities in relation to the site and photographs of these amenities are shown here and on the preceding pages









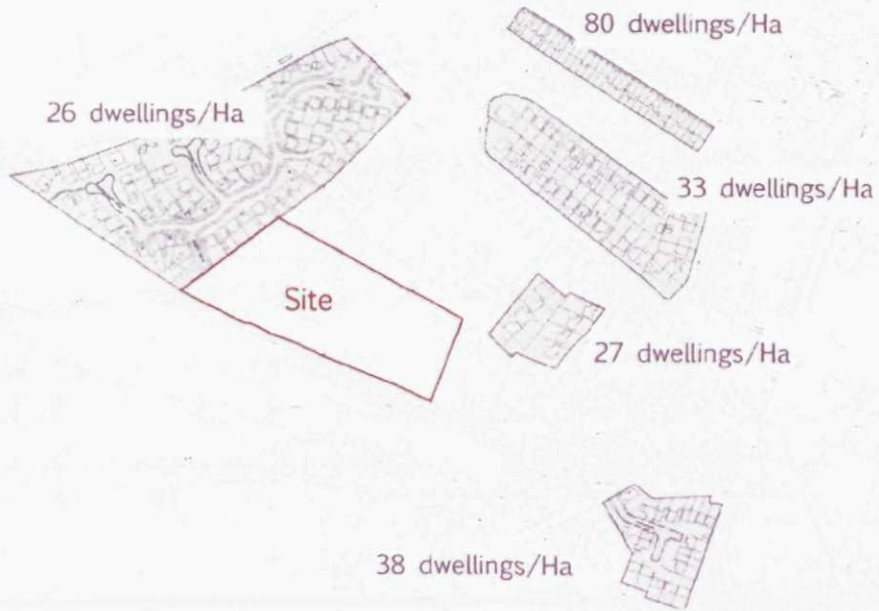


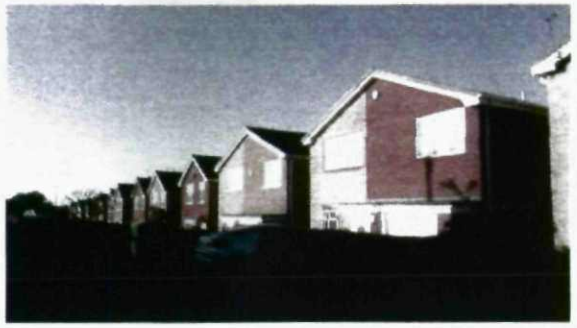
Local Facilities Plan

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Existing Residential Densities

1. There is a diverse range of housing stock within Dodworth from Victorian terraces of stone and slated roofs to inter and post war housing of lower density with a mixed of palette of materials including red brick, buff brick, render, and stone
2. There is a more recent housing development to the North of the site on Champany Fields which has a mix of housing type and massing
3. We can conclude that there is no single overriding architectural style to the area but a conglomeration of many
4. As part of the analysis of the site and its local context an assessment of existing residential densities has been undertaken. Five sample residential areas from around the site have been analysed in order to examine the existing densities which are typical to the town. The adjacent diagram illustrates this analysis
5. The densities range from 26 dwelling per hectare to the North of the site to 80 dwellings per hectare to the East of the site
6. From this analysis it is clear that the proposed development density of approximately 32 dwellings per hectare is in keeping with the area and therefore appropriate for this site. Whilst this is lower than current Barnsley MBC Core Policy requirements it is considered justified given the edge of settlement location and the local residential characteristics
7. Whilst the adjacent dwellings are bungalows, these are not proposed for this development as they would not provide an efficient , sustainable use of land















LOCAL RESIDENTIAL DWELLINGS

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Topography

1. The site is gently sloping from North to South. There is a difference in level of six metres which provides an average gradient of approximately 1 in 30
2. The Western Boundary is slightly raised above the adjacent footpath and this banking is protected by well established native hedgerows
3. The houses have been positioned to follow the contours from East to West and, along the Western boundary, from North to South



Design Principles



3.Design Principles

1. The emerging design principles are summarised in this section of the report, together with a description of implications for emerging urban patterns.
2. The identified design principles are:

✓ Develop the urban structure of the site to 'fill the gap' that the existing site represents

✓ Form new connections with the existing street hierarchy

✓ Develop the North and Eastern site boundaries to create positive edges to the adjacent urban landscape

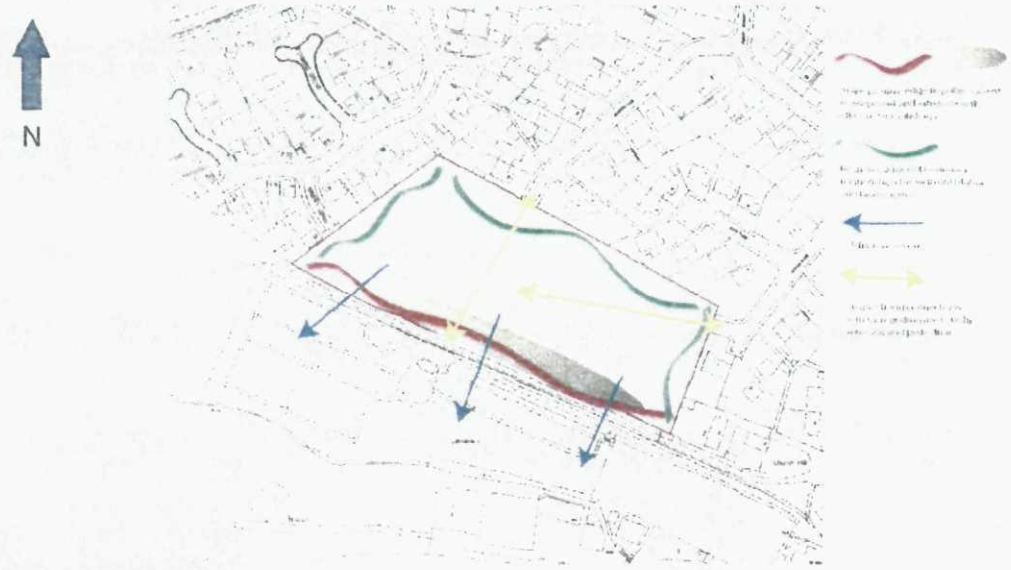
✓ Develop and enhance the Western boundary to respond to the softer organic edge of the site

Design Principles

Design Principle 1: Develop the Urban Structure

1. This small site is the last gap in the urban structure of the Pond Farm and Champany Fields estates. The opportunities this presents are shown here
2. The opportunity is presented to address the relationship between these two residential areas in a sympathetic and respectful way. This is demonstrated in the adjacent Ground Figure diagram
3. This enables a perimeter block structure to be developed that is appropriate to scale and dimension of the development to be created to adequately *accommodate housing plots that reflect the local* character, density and conditions

Opportunities Plan



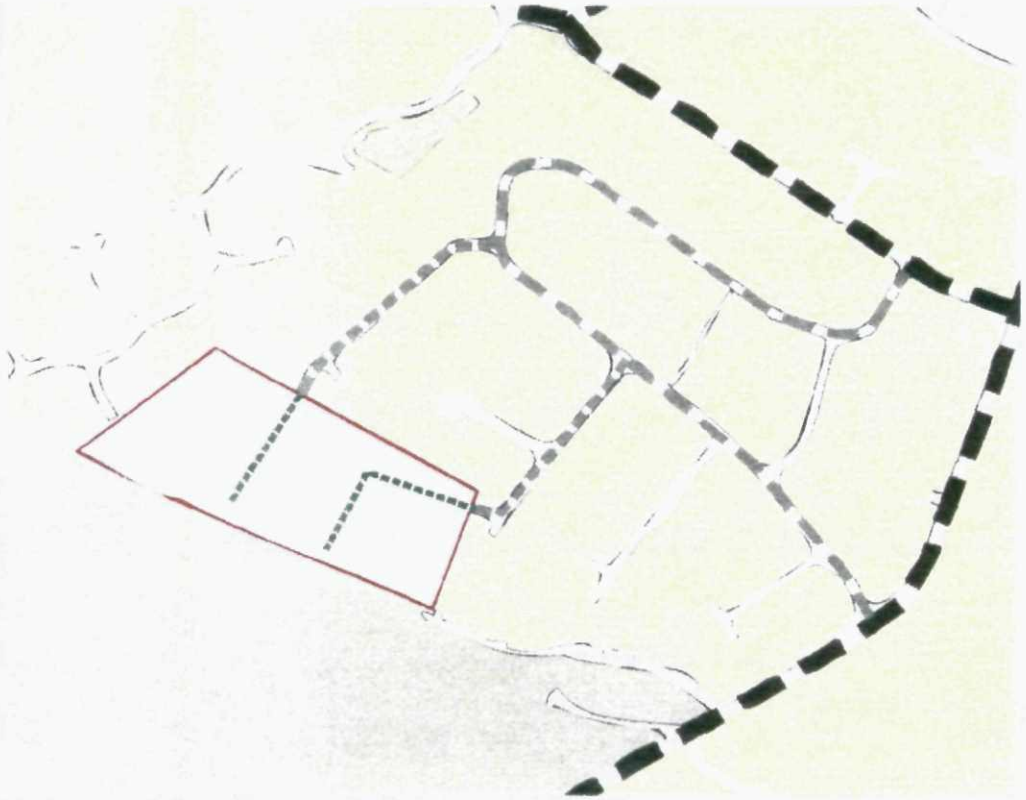


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Design Principles

Design Principle 2: Develop New Connections

1. The primary routes near the site are classified roads, the B6099 to the North of the site, and the B6499 to the East and South of the site.
2. The main estate roads leading off these B roads can therefore be classified as the secondary roads providing the vital connection to the development
3. Our development is the last edge of the existing Ponds Farm estate, and by having two separate access points the natural progression in the street hierarchy is for these roads to be the tertiary element of the local street network.
4. Although a third access point is available from the Champany Fields estate to the North, its suitability is reduced due to both the specific design of the road and the amount of casual on street parking along its length

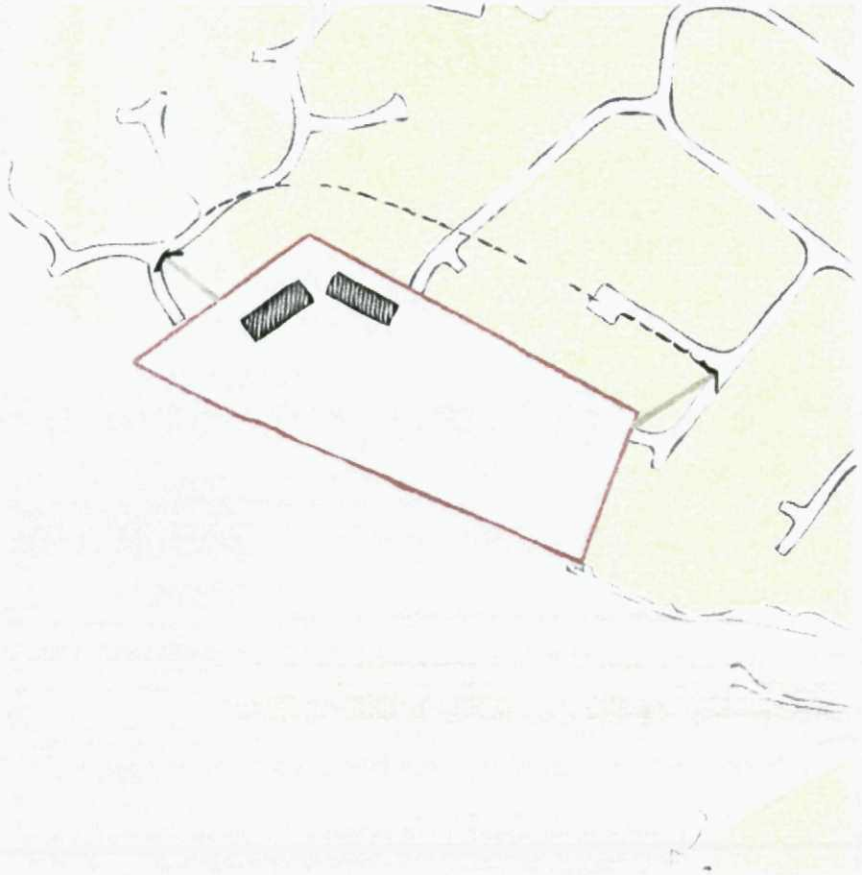


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Design Principles

Design Principle 3: Develop the North and Eastern Boundaries

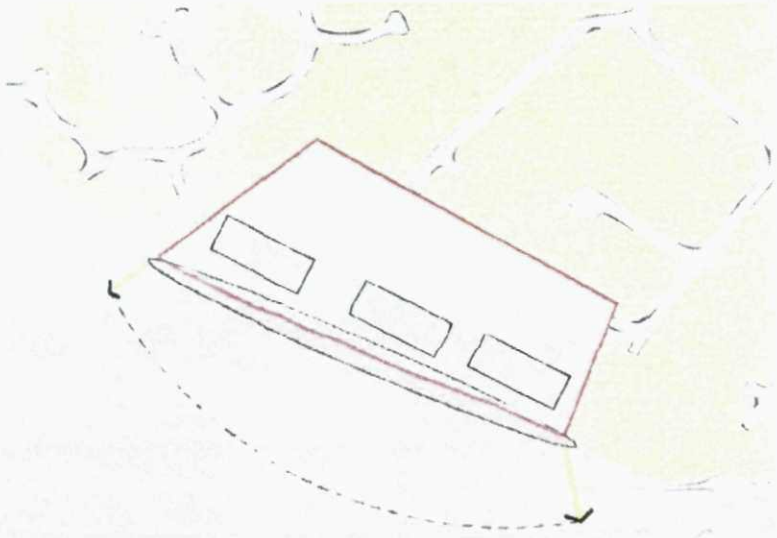
1. The site occupies an important edge location and is therefore visually prominent and at present, presents a gap in the urban fabric
2. We must consider the sensitivity of the boundaries with the existing residential areas abutting the site
3. We can introduce increased separation distances and suitable building orientation to reduce the impact of development
4. We can also consider the use of a landscape areas to provide extra protection to existing boundaries



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Design Principle 4: Develop and Enhance the Western Boundary

1. In order to become a fully and seamlessly connective piece of the urban fabric of Dodworth, careful analysis of the condition and design opportunity relating to this boundary has been undertaken
2. The Western boundary is defined by a public footpath, cemetery and the open countryside beyond. We therefore need to create a softer organic form to address this rural landscape. The development form is set back from the edge to provide a feeling of space along this boundary, that is protected by an existing native hedge, reinforced in its gaps with new hedge planting and a field style fence behind. This will create a level of integration and interaction with the development and provide connectivity with its surroundings



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Making The Connections

4.Making The Connections

1. The design principles previously set out were derived from site specific analysis and character studies. In this section of the report the principles are articulated and developed further as a set of masterplan components. This process allows the emerging masterplan framework to be strongly connected to and derived from particular conditions , characteristics and opportunities of the site and its setting
2. Public streets are the primary urban design component of any development. They are the lifeblood of urban places and are the venue in which everyday life and social interaction unfold. They provide access to and from homes, workplaces and local facilities. Unlike private or internal space, public streets provide the primary determinant in peoples perception and value of a place or neighbourhood
3. The quality, character and condition of streets are therefore a critical assessment of the strength of a development, of a residents sense of belonging and personal association with a development, and of the overall success of a development
4. Making the connections sets out four key urban design components that relate to public streets, that is the street space or surface and the buildings that enclose and define it and these keys to the emerging masterplan framework are:

- Block Pattern
- Street Type
- Building type and scale

Making The Connections

Block Pattern

1. The determinant of the block pattern have been described and set out in earlier sections of this statement and include
   - Developing the urban structure of the site to fill the gap that the existing site represents
   - The development of the Northern and Eastern boundaries to create a positive edge to the adjacent urban landscape and
   - The development of the Western boundary to respond to the softer rural edge of the site

2. This provision of a block structure that is appropriate to the scale and dimension of the development to be created, to adequately accommodate housing plots that reflect the local character, density, conditions and markets
3. By changing the road style as you enter the development we can aid legibility, assist in regulating traffic movement, allow the accommodation of different types of dwellings and influence the kind of activity that takes place in the street, including play, car parking or even community events (the street type is discussed in more detail later)
4. The proposed block patterns for this development are indicated in the adjacent sketch



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Making The Connections

Street Type

1. The proposed development is adequately served off two existing traditional estate roads. This type of road is described as a 'Conventional Street' in the South Yorkshire Residential Design Guide and as such has no upper traffic flow limit.
2. These roads are generally less trafficked than the newer residential development to the North and as such, in our opinion, present a higher degree of traffic safety for all types of movement.
3. By changing the road style to more informal character as you enter the development we can aid legibility, assist in regulating traffic movement, allow the accommodation of different types of dwellings and influence the kind of activity that takes place in the street, including play, car parking or even community events.
4. This type of road is described within the South Yorkshire Residential Design Guide as 'Shared Space Street with Level Surface' and is appropriate for this development as the traffic flow within this development is expected to be low.
5. Whilst using this type of street we have not ignored the need of visually impaired users. Each side of the carriageway will defined by a berm or a plasmobility kerb as a tapping feature.



Making The Connections

Building Type and Style

1. To enhance the local characteristics of the area through this scheme, we have chosen to utilise a simple architectural style which responds to a local lack of cohesiveness by providing a form that will deliver an individual identity and distinctiveness
2. This will involve the use of simple uncluttered designs with focal or key buildings and spaces, to provide notable vistas, variety and legibility to the development
3. Based on our assessment of the local area the following points are identified as important considerations for this development:

i. The use of 2 and 2.5storey dwellings to create an active street scene and roof-scape. The dwellings are also of a size commensurate with this type of home. The sizes are as follows:- 2bed dwelling 61sq.m's; 3bed dwelling 81sq.m's & 4bed dwellings starting at 112sq.m's

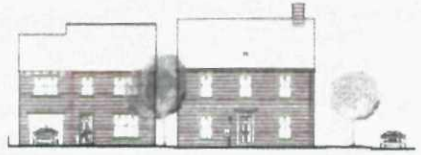
ii. Punctuate the roofscape with a mixture of roof designs and incorporate dormer windows to provide additional interest and variety

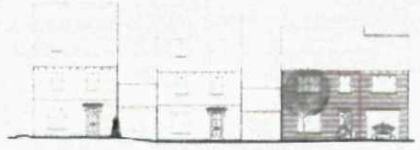
iii. Use a palette of materials to provide a robust identity for the development

4. We will be using a simple palette of brick, with stone to selected properties. The elevational detailing will be representative of a Georgian style of architecture with Stone heads and cills, architectural ironmongery, along with cream Georgian style windows
5. The roof detailing will be a simple grey flat tile to reflect the character of the many slate roof dwellings within the town combined with double pan, bold roll tile to further accentuate the roof form of the development



Photographs of typical Strata properties







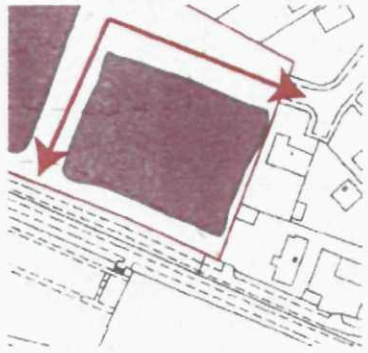
Extracts from the proposed street scene drawings submitted as part of this planning submission

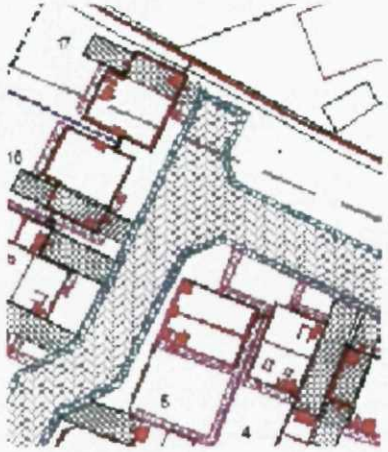
Making The Connections

Summary

1. The process of design analysis, the identification of design principles, and the establishment of masterplan components through 'Making the Connections' have led to a masterplan structure that integrates and respects the local character and urban form
2. Within this section three such areas are described in order to provide detail of how elements such as building line and patterns, building heights, building frontages, street character and car parking are arranged. The three detailed areas are:

- Block Pattern
- Street Type
- Building Type and Style







Masterplan Framework

5. Masterplan Framework

Proposed Use and Amount

1. The proposed use of the site is residential (C3)
2. The masterplan layout shows the location of these uses, the principle access points to the development, the street network and the integration and retention of key landscape features
3. The proposed new uses are compatible with the existing uses within the local area. The alignment of the proposals with planning policy aspirations and allocations is discussed in detail in the Planning Statement that accompanies this application

Development layout

4. The layout proposes 44 residential units comprising a mixture of dwelling types and storey heights. This will provide a mixture of two to four bedroom homes in line with the aspirations of Barnsley MBC
5. The layout has been designed to create a strong distinction between public and private space, making the development easy to understand, simple to navigate and more secure for residents
6. Perimeter blocks have been used within the design to ensure that routes and public spaces are overlooked creating a safer environment for pedestrians
7. The masterplan shows how this land could be developed, providing 44 dwellings on 1.4 hectares (gross), which provides an overall density of 32 dwellings per hectare
8. Parking is accommodated in a number of ways around the site including driveways, rear parking courts, front parking courts, and attached and detached garages with ratio of parking spaces/homes in line with the councils parking standards and the South Yorkshire Residential Design Guide
9. The proposed development has been carefully designed following consultation with Barnsley Metropolitan Borough Council. It complies with planning policy responding to local character and context, and providing local distinctiveness whilst ensuring an attractive environment for residents and visitors

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Development Masterplan

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Masterplan Framework

Mix and density Strategy

1. Good design depends on a variety of densities and building types and creation of local community character. Pre-application discussions with the council have indicated that there is a strong need in the area for a mixture of housing, ranging between two and four bedrooms and this will be provided by this development
2. There will be a total of 44No dwellings comprising of 8No two bedroom homes, 5No three bedroom family homes and 31No larger four bedroom family homes
3. The dwellings are generally two storey dwellings with 18No dwellings having room in roof accommodation
4. We will provide family living opportunities for people through innovative design solutions to today's demanding market
5. The massing diagram here illustrates the proposed building heights across the site
6. The tallest properties of 2.5 stories are proposed generally within the site, or are separated from existing boundaries by suitable separation distances
7. There is then a mixture of storey heights throughout the development to provide interest and an active street frontage
8. Lower scaled buildings are situated in the highest part of the site to provide continuity with the built form and preserve the privacy of existing residents
9. Residential typologies and their scale have been designed to reflect the size of homes found in the local area and are the result of pre-application discussions with the council



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Masterplan Framework

Layout

1. The principles of the recent SPDS's discussed earlier have been accommodated within the design. We have in all circumstances adopted the space about dwelling guidelines within the South Yorkshire Residential Design Guide and we feel the layout and design offers an acceptable solution to the principles therein
2. We believe the development has a character which informs its own identity with continuity between public and private spaces through the use of careful detailing of defensible boundary treatments such as walls, railings and fences
3. The design has allowed for gardens suitable to each house type and a garden area schedule plan has been submitted with this document
4. All our family homes have gardens that, in our experience, are commensurate with this style of development and property type, which has proven over many years, including at our previous developments in Barnsley, to be a suitable size and layout
5. The public realm has been designed to provide a vibrant and attractive space of high quality and robustness that can be enjoyed by the residents and the wider community as a whole
6. The layout has been developed to minimise impact on the adjoining existing properties
7. The simple road pattern provides an ease of legibility through the development and the variety of surfacing materials and hard landscaping design will provide a safe area for all users
7. The parking strategies within the development provide a variety of solutions that reduce the impact and dominance of vehicles within the street scene and encourage pedestrian activity in a secure environment
8. To enhance security we have positioned key dwelling types in prominent locations and we are introducing a number of strategically placed windows within dwellings to provide overlooking to both private parking areas and the public realm

Sustainability

1. In response to climate change and concerns over the environment we will be aiming to provide approximately 15% of the energy requirements of the dwellings on this site through enhanced building fabric specification and selected renewable energy technologies such as photovoltaic cells
2. To enable this, the site has been developed to try and provide sufficient dwellings with a North/South Aspect and the detailed location of the panels, and a report from our energy assessor, has been submitted with this application.
3. Furthermore, a number of reports including a flood risk assessment, Geotechnical report and Ecology report have been submitted for your consideration
4. A drainage statement is also included with the application. A SuDS system has been investigated but is not a feasible option for this development. This is due to a combination of existing ground conditions and the current lack of detail published by the Government to confirm the accepted method of working with the Flood and Water Management Act
5. This is compounded by the fact that Barnsley MBC does not yet have a SuDS Approving Board in place to approve any SUDS proposals
6. In line with Barnsley MBC's Policy the parking standard are provided as follows:
   2bed dwellings – 1No parking space
   3+bed dwellings – 2No parking spaces



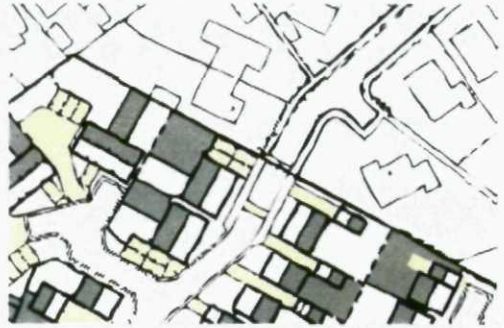
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Masterplan Framework

Summary

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2. Within this section three such areas are described in order to provide detail of how elements such as building line and patterns, building heights, building frontages, street character and car parking are arranged. The three detailed areas are:

- Layout
- Mix and Density and
- Sustainability







Detailing the Place

Detailing the Place

1. Dwellings are positioned and orientated to protect the amenity of the existing residents. The rear gardens exceed the minimum set out in current BMBC Supplementary Planning Documents

2. Where it has not been possible to have dwellings perpendicular to the rear gardens of the adjoining residents we have introduced a green space landscaped area which increases the separation distances between the dwellings

3. Careful design has ensured that the rear parking courts on site will not unduly affect the amenity of the adjoining dwellings. The siting of the houses in this area exceed the separation distances for dwellings stipulated by Barnsley MBC.





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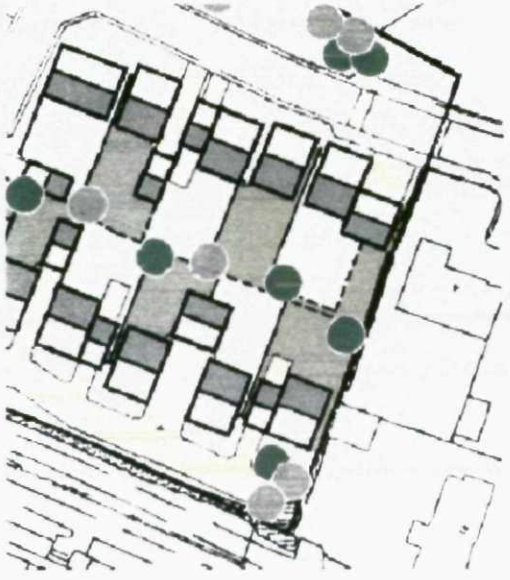
Detailing the Place

4. The Western edge of the site, fronting the open countryside represents an important public face to the development. By setting the dwellings back from the boundary we create a sense of space which helps integrate the development into the landscape.

5. The existing hedgerow alongside the adjacent footpath will be in filled with native hedgerow species to enhance the ecological value of this natural feature

6. On the Southern boundary we have again considered the amenity of the existing residents. 2.5 storey houses are separated by new garaging and two storey dwellings have been positioned next to existing garage structures to reduce the impact in this sensitive area





Landscape

Landscape Principles

Introduction

1. A landscape Architect has been appointed and has produced the landscape strategy for this development to complement and promote the design ethos of this proposal
2. The landscape design has evolved to support and enhance the building layout which aims to provide a user friendly environment.

Design Considerations

In the development of a landscape design the following factors were considered:

- Location of Development – The location of the development demands a bold design which will create a distinctive character for the site whilst attention to detail will define a successful place
- Massing and Form of Building – The relaxed building form and simple palette of materials demands a sympathetic response from the landscape design within the development
- Circulation and Use of Space – Much of the hard landscape design is led by the need to access garages and drives without creating an inhospitable scene of tarmac and paving
- Ecology – An Ecology consultant has been appointed and has prepared and ecological assessment report for the site and this has been submitted with this application
- Existing Vegetation – The location and condition of existing vegetation and the potential for its incorporation into the development

Objectives

The landscape design for this development has been led by the following objectives:

- ❖ To create an attractive and safe environment for users of this development
- ❖ To satisfy circulation requirements whilst not allowing vehicles to dominate the street scene
- ❖ To develop a bold planting scheme that compliments the building form

Proposals

1. Landscape proposals determine both the hard and soft landscaping environment for the development
2. *The entrance to the houses is clear and* direct and where appropriate softened by blocks of planting against the dwelling
3. Landscaping materials and furniture throughout shall be selected to complement the building design
4. Surfacing materials will comprise of a wide ranging palette of colour and texture
5. The use of strategic trees will provide a green framework to the street scene.
6. Retention of existing hedgerows, particularly on the southern boundary will provide a green edge to the development and a visual barrier between the site and the cemetery. Gaps in the hedge will be planted up to ensure the continuity of the habitat corridor.

Summary

Carefully considered landscape proposals will compliment the building design and help to integrate the scheme into its surroundings whilst providing an attractive and vibrant environment for its future residents

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Landscape Masterplan



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Building for Life

Building for Life

Introduction

Building for Life is a design assessment tool comprising of 20 questions that are intended to assist and guide development stakeholders in providing new high quality housing.

The four main areas considered are:

- Environment and Community
- Character
- Streets, Parking and Pedestrianisation
- Design and Construction

It is an aspirational requirement of Barnsley MBC that all new housing developments achieve a score of at least 14/20 on the Building for Life matrix.

The following assessment is an informal one and as such is subject to future design and strategy variations.

The full list of questions are listed opposite.

ENVIRONMENT AND COMMUNITY

→ 1 Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafes?

→ 2 Is there an accommodation mix that reflects the needs and aspirations of the local community?

→ 3 Is there a tenure mix that reflects the needs of the local community?

→ 4 Does the development have easy access to public transport?

→ 5 Does the development have any features that reduce its environmental impact?

CHARACTER

→ 6 Is the design specific to the scheme?

→ 7 Does the scheme exploit existing buildings, landscape or topography?

→ 8 Does the scheme feel like a place with distinctive character?

→ 9 Do the buildings and layout make it easy to find your way around?

→ 10 Are streets defined by a well-structured building layout?

STREETS, PARKING AND PEDESTRIANISATION

→ 11 Does the building layout take priority over the streets and car parking, so that the highways do not dominate?

→ 12 Is the car parking well integrated and situated so it supports the street scene?

→ 13 Are the streets pedestrian, cycle and vehicle friendly?

→ 14 Does the scheme integrate with existing streets, paths and surrounding development?

→ 15 Are public spaces and pedestrian routes overlooked and do they feel safe?

DESIGN AND CONSTRUCTION

→ 16 Is public space well designed and does it have suitable management arrangements in place?

→ 17 Do the buildings exhibit architectural quality?

→ 18 Do internal spaces and layout allow for adaptation, conversion or extension?

→ 19 Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness?

→ 20 Do buildings or spaces outperform statutory minima, such as building regulations?

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Building for Life

Criteria	Question	Score
1	Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs?	1
2	Is there an accommodation mix that reflects the needs and aspirations of the local community?	1
3	Is there a tenure mix that reflects the needs of the local community?	1
4	Does the development have easy access to public transport?	1
5	Does the development have any features that reduce its environmental impact?	1
6	Is the design specific to the scheme?	0.5
7	Does the scheme exploit existing buildings, landscape or topography?	0.5
8	Does the scheme feel like a place with a distinctive character?	0.5
9	Do the buildings and layout make it easy to find your way around?	0.5
10	Are streets defined by well structured building layout?	0.5

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Building for Life

Criteria	Question	Score
11	Does the building layout take priority over the roads and car-parking, so that the highways do not dominate?	0.5
12	Is the car parking well integrated and situated so as to support the street scene?	1
13	Are the streets pedestrian, cycle and vehicle friendly?	1
14	Does the scheme integrate with existing roads, paths and surrounding development?	1
15	Are public spaces and pedestrian routes overlooked and do they feel safe?	1
16	Is public space well designed and does it have suitable management arrangements in place?	1
17	Do buildings exhibit architectural quality?	0.75
18	Do internal spaces and layout allow for adaptation, conversion or extension?	0.5
19	Has the scheme made use of advances in construction or technology that enhance its performance, quality, and attractiveness?	0.5
20	Do buildings or spaces outperform statutory minima, such as building regulations?	1
	Informal Building for Life Score	15.25

Summary and Conclusions

Summary and Conclusions

1. The application seeks planning permission for a development of 44 dwellings of mixed types and heights in Dodworth, Barnsley.
2. The proposals comprise a high quality layout that is derived from a careful and thorough process of design analysis, the establishment of design principles, their application to the establishment of a Development Framework and the subsequent detailing of the masterplan.
3. The design process has been carried out in accordance with good practice and within the context of local, regional and national design policy
4. The site is well positioned in relation to transport and access, bus travel, local facilities, established residential communities. Development upon this site would utilise existing infrastructure and would provide a logical and high quality infill development
5. The design process has allowed the emergence of a master plan that takes full advantage of the sites landscape and townscape setting in that it:

- creates a new, positive edge to the site and increases the security of the users of the adjacent public footpath. This edge is further enhanced by incorporating new hedge planting in the existing gaps along this boundary.
- It also provides a logical progression of street hierarchy to this established residential area.
- Creates a sense of spatial awareness by providing positive views both in and out of the development
- Is in a sustainable location in terms of access to transport infrastructure and a wide range of local amenities



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