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Design and Access Statement

Part of the former Houghton Main Colliery

Prepared on behalf of Harworth Estates

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Appendix A) and Colliery Farm, suggesting very low density settlement patterns derived from a historic association with farming and agriculture. Elsewhere, adjacent to Buttercross Drive and alongside the existing equipped Ings Lane open space, several semi-detached dwellings define Middlecliffe Lane (possibly built as colliery workers houses). These are further characterised by their relatively simple and functional appearance, with strong hipped roofs and central chimneys (please see images 1293 and 1285 in Appendix A).

2.2.3 Further west there is a single terrace of four to five 2.5 storey homes which together provide a strong reference within the village - albeit they are set alongside several modern infill developments of single homes or clusters of 3-4 dwellings etc. Conversion and development of units within boundaries of Colliery Farm (please see image 1292 in Appendix A) was underway at the time of site visits – a modern and more sensitive equivalent to Buttercross Close which was developed in the 1980's within yards associated with further farming activity to the west (please see image 1290 in Appendix A).

2.2.4 In terms of materials, western elements of Little Houghton are characterised by a wide and seemingly uncoordinated mix of render and roughcast, red brick, natural stone and reconstituted / man made stone blocks with some dwellings incorporating a mix of all of these elements.

2.2.5 Towards both Middlecliffe and the Rotherham Road, there are a larger number of properties arranged predominantly around a rectangular block of residential development in turn linked to both Middlecliffe Lane and Rotherham Road. A distinctive red-brick group of 2.5 storey terraced properties (please see image 1333 in Appendix A) face Middlecliffe Lane and bring strong definition to this element of frontage, whilst the majority of dwellings elsewhere comprise of smaller scale semi-detached units of similar age - almost uniformly finished with render/roughcast in greys, buffs and browns. A convenience shop and working man's club is located off Middlecliffe Lane at the Rotherham Road side of the settlement.

2.2.6 Between the two main areas of development in the settlements of Little Houghton and Middlecliff are a football field and a cricket ground. A basketball court is located adjacent to the working man's club and a children's play area is located off Middlecliffe Lane adjacent to George Street. There is also a private golf course to the north of Middlecliffe Lane, which extends across a large width of the village and joins the settlement of Great Houghton to the north.

2.2.7 Drawing from above paragraphs, Little Houghton and Middlecliffe both comprise a wide range of building forms that incorporate a mix of architectural styles and materials – in turn dating from a number of different periods. Whilst this in itself creates a unique character, it could also be argued that elements of local built form are never defined by one predominant style or material that is strong enough to dictate or constrain the overall character of new residential or commercial proposals. As a result, proposals

have the opportunity to both complement and improve the local area - delivering a sustainable community which respects the general form and character of Little Houghton as highlighted but which also has its own a tangible character and identity. Furthermore, proposals will improve areas of damaged or derelict land that can be appropriately and successfully integrated within Little Houghton. In addition, the proposals will help secure and enhance nature conservation interest and habitat diversity. The development will include the following key elements:

- The use of a variety of building typologies, incorporating a range of tenure options etc. arranged into interesting and attractive groups;
- The inclusion of special keynote buildings in prominent locations;
- The alignment of roads and pedestrian / cycle networks to enable ease of use, movement and connectivity to existing networks of open space, footpath and bridleway routes;
- Variation in highway verge, boundary and surface treatments to provide interest and an attractive public realm;
- The introduction of landscaping proposals that would not only complement proposed built form to create an attractive public realm and memorable scheme, but would also provide a limited refugia, food source and movement corridor linking wildlife to the surrounding network of habitats and existing open spaces.

2.2.8 It is proposed that a range of densities will be applied across the site to introduce variation, interest and diversity. This will give rise to various design solutions, house types, massing and groupings for buildings in a series of linked but overlapping 'character areas' – see Section 4.0 below.

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SECTION 1: INTRODUCTION

1.1.1 This Design and Access Statement is submitted in conjunction with an outline planning application on behalf of Harworth Estates Ltd. The outline planning application is for the re-development of part of the former Houghton Main Colliery for a mixed use scheme comprising residential and employment development (B2 Use Class).

1.1.2 The structure of this Design and Access Statement is as follows:-

Section 2	Provides a description of the site and surrounding area
Section 3	Sets out the planning policy context
Section 4	Sets out the design and layout details
Section 5	Sets out the access details
Section 6	Conclusions

SECTION 2: SITE AND SURROUNDINGS

2.1 Site Location and Context

2.1.1 The site comprises some 4.46ha of land that formed part of the Houghton Main Colliery. It is a previously-developed site that abuts the northern edge of the settlement of Little Houghton. In a wider context, it is located approximately 3km from the settlement of Darfield and approximately 11km from Barnsley Town Centre.

2.1.2 Pre-1890 the site was developed as a deep coal mine and formed part of the former Houghton Main Colliery. The Houghton Main Colliery Rail Line was located in the north-west of the site, with a terrace of housing in the south west corner providing definition and frontage to Ings Lane as it ran south west. The colliery became disused approximately 25 years ago and has been compacted. Following that is was worked as a surface mine and was closed in 2001 and back filled to create a development platform, although high walls remain across the site. These works were undertaken following planning permission reference no. B960208HR, which set out plans to restore the site for employment use and the remaining parts of the former Houghton Main Colliery for the coalfield link road (now built) and a range of soft end uses.

2.1.3 The site is grassed with primarily boundary vegetation, most notably a line of trees and dense hedgerow along the north eastern boundary with a footpath beyond. Levels vary across the site but, in general, the land rises towards the south east of the site. The site is bound to the north west by employment development and an associated planted landscape bund, to the north east by open fields and to the south by the linear village of Little Houghton and a bus turning area. The Coalfield Link Road (A6195) runs along the western boundary of the site. This is an important strategic road link, which provides access to the A628 to the north and the A635 to the south, which in turn provides a direct link to both the A1 (M) and the M1. An electrical sub-station is located adjacent to the southern site boundary.

2.2 Local Context

2.2.1 The settlement of Little Houghton is located adjacent to the site with a further concentration of development to the east at Middlecliffe.

2.2.2 Dwellings towards the northern and western end of Little Houghton - and therefore within proximity to the site - are generally arranged into several loose groupings to either side of Middlecliffe Lane. Some elements of built form pre-date the arrival of the Houghton Main Colliery with a distinctive former farmhouse alongside modern development served off Buttercross Close (please see image 1289 in

SECTION 3: PLANNING POLICY CONTEXT

3.1.1 The Planning and Compulsory Purchase Act 2004 (Section 38, Part 6) determined that decisions on planning applications should be made in accordance with the Development Plan unless material considerations indicate otherwise.

3.1.2 The Development Plan for the site comprises the Yorkshire and Humber Regional Spatial Strategy (RSS) and the Barnsley Unitary Development Plan (UDP). National planning policy in the form of Planning Policy Guidance Notes (PPGs), their successors Planning Policy Statements (PPSs) and the emerging Development Plan can be considered material considerations.

3.2 *Regional Spatial Strategy*

3.2.1 The RSS was adopted in May 2008 and provides the broad development strategy for Yorkshire and the Humber to 2026. A summary of relevant policies is set out below.

3.2.2 Policies YH1 'Overall Approach and Key Spatial Priorities' outlines the RSS' approach to change and development and attaches priority to transforming economic, environmental and social conditions in the regeneration priority areas and encourages the diversification of the regional economy.

3.2.3 In terms of economic development, Policy E1 'Creating a Successful and Competitive Regional Economy' seeks to create a more successful and competitive economy. Policy E3 'Land and Premises for Economic Development', seeks to makes best use of appropriately located previously-developed land and current allocations, and ensure availability of sufficient land and premises in sustainable locations to meet the needs of a modern economy, amongst other criteria. Policy E7 'Rural Economy' seeks the diversification and strengthening of the rural economy by facilitating the development of rural industries, businesses and enterprises.

3.2.4 In respect of housing development, Policy H4 'The Provision of Affordable Housing' identifies a need for new residential development to accommodate up to 30% as affordable units in South Yorkshire. Policy H5 'Housing Mix' seeks to ensure the provision of homes for a mix of households that reflect the needs of the area, including homes for families with children, single persons, and older persons to create sustainable communities. Furthermore, the policy notes that settlements in regeneration priority areas would particularly benefit from a change in the current mix of housing.

3.2.5 The redevelopment of the site will support the key spatial priorities set out in Policy YH1. It has the potential to create new jobs and offer a wide range of new, high quality housing. In the medium and long term new planting would soften the edge of the development and improve the visual appearance of the site. The creation of new pedestrian and cycle routes together with new areas of open space will enhance the use and enjoyment of the site and the surrounding land.

3.3 Barnsley Unitary Development Plan

3.3.1 BMBC's UDP was adopted in December 2000, covering the period 1986-2001. The UDP Proposals Map shows that the site is allocated as an *"Area of Investigation for Potential Employment Development"* under UDP Policy DA4.

3.3.3 The UDP's objectives in respect of housing development include:

- Ensure that a range of sites is available in terms of their size and location to meet the demand from various sectors of the housing market.
- Ensure that new housing is well located in terms of links to employment opportunities, transport routes, local services and facilities. New housing should relate well to existing settlements and promote sustainable development.
- Encourage the provision of special needs housing for groups such as the elderly, the physically disabled and others identified in the Community Care Plan.
- Increase the attractiveness of Barnsley as a place to live.

3.3.4 Policy H5 'Housing for Special Needs' states that the council will promote the diversification of dwelling type, size, density and design throughout the borough to meet the full range of housing need. In particular, Policy H5, in appropriate locations, encourages:

- Housing for the elderly and those with disabilities;
- Homes intended for single person households;
- Affordable housing and housing for rent.

3.3.5 Policy H6 'Open Space Provision' states that the provision of 20 or more dwellings shall incorporate a minimum of 15% of the gross site area as open space of a type appropriate to the character of the site, its location and the layout and nature of the new housing and adjoining land uses.

3.3.6 Policy BE6A 'Design to Avoid Crime' seeks to reduce opportunities for crime through design.

3.3.7 The UDP's economic development chapter includes the following objective:

- Increase job opportunities and diversify the local economy by encouraging provision of a wide range of sites to meet the requirements of existing and prospective firms.

3.3.8 Policy ED4 'Economic Development and Residential Amenity' requires proposals for economic development close to housing to have regard to the likely impact on residential amenity.

3.3.9 Part 2 of the UDP, Volume 8 Darfield Community Area identifies the former Houghton Main colliery as a major area of dereliction which is to be investigated for employment use and environmental improvement. In addition, it states that:

"Particular environmental aims for the Darfield area are to improve the pockets of degraded land and less attractive built environment, in order to enhance the appearance and image of the area; and to conserve the most attractive landscape and open countryside between settlements."

3.4 National Planning Policy

3.4.1 Planning Policy Statement 1 'Delivering Sustainable Development (PPS1), Planning Policy Statement 3 'Housing' (PPS3), Planning Policy Guidance Note 13 'Transport' (PPG13) and Planning Policy Guidance Note 4: Industrial, Commercial Development and Small Firms (PPG4) are principal considerations.

3.4.2 PPS1 sets out the overarching planning policies for the delivery of sustainable development through the planning system. Amongst other objectives it seeks to secure high quality development through good and inclusive design and ensure that the new development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services.



3.4.3 PPS3's key goal is to ensure that everyone has the opportunity of living in a decent home, which they

can afford, in a community where they want to live. To meet this aim PPS3 identifies a list of objectives and these include: achieving a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community.



3.4.4 PPS3 (paragraph 12) identifies good design as fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities. Furthermore it advises (paragraph 14) local planning authorities (LPAs) to create policies that are aimed at:

- Creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character; promote designs and layouts which make efficient and effective use of land, encouraging innovative approaches to help deliver high quality outcomes.

3.4.5 Furthermore, PPS3 (paragraph 16) identifies matters to consider when assessing design quality in new development, including whether the proposal:

- Is easily accessible and well-connected to public transport and community facilities and services, and is well laid out so that all the space is used efficiently, is safe, accessible and user-friendly;
- Provides, or enables good access to, community and green and open amenity and recreational space (including play space) as well as private outdoor space such as residential gardens, patios and balconies;
- Is well integrated with, and complements, the neighbouring buildings and the local area more generally in terms of scale, density, layout and access;
- Takes a design-led approach to the provision of car-parking space that is well integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly;
- Creates, or enhances, a distinctive character that relates well to the surroundings and supports a sense of local pride and civic identity; and
- Provides for the retention or re-establishment of biodiversity within residential environments.

3.4.6 The proposals respond positively to these design criteria. A high quality scheme is proposed, which takes account of local character, is well integrated into its surroundings, provides access to public and private amenity space.

3.4.7 PPG4 seeks to facilitate economic development in an environmentally sustainable way. Paragraph 6 acknowledges the need to provide a range of sites to satisfy business requirements:

"Policies should provide for choice, flexibility and competition..... They should also ensure that there is a variety of sites available to meet differing needs. A choice of suitable sites will facilitate competition between developers; this will benefit end-users and stimulate economic activity."

3.4.8 PPG4 provides support for the development proposals. We refer to paragraph 14, 15 and paragraph 21, extracts from which are repeated in this order below.

"The characteristics of industry and commerce are evolving continuously, and many businesses can be carried on in rural and residential areas without causing unacceptable disturbance through increased traffic, noise, pollution or other adverse effects."

"It is now generally recognised that it may not be appropriate to separate industry and commerce-especially small-scale developments-from the residential communities for whom they are a source of employment and services."

"Many urban areas contain large amounts of land, once used for industrial purposes but now under-used or vacant. Getting this land back into beneficial use is important to the regeneration of towns and cities...."



3.4.9 PPG13 sets out the Government's approach to transport policy. The key objectives of the guidance are to:

- Promote more sustainable transport choices for both people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- Reduce the need to travel, especially by car.

SECTION 4: DESIGN AND LAYOUT

4.1.1 This section of the Design and Access Statement identifies several key design considerations associated with the proposed development of the site. In doing so, the scheme's compatibility with not only key government guidance, BMBC planning policies and adopted SPD, but also its immediate townscape and landscape context is made clear. Issues identified have been considered in light of national planning policy and Development Plan policies to guide the final design. Key national guidance documents often referred to in the formulation of proposals include:

- **Manual For Streets** (Communities and Local Government/DoT/Welsh Assembly Government, 2007);
- **Design and Access Statements: How to Write, Read and Use Them** (CABE 2006);
- **Building for Life Standard: Evaluating Housing Proposals Step by Step** (HBF/CABE 2008).
- **Home Zones - Design Guidelines** (Institute of Highway Incorporated Engineers, 2002); and
- **Car Parking - What Works Where ?** (English Partnerships, March 2006)
- **The Urban Design Compendium** (Llewelyn-Davies, English Partnerships, Housing Corporation, 2000);
- **By Design – Urban Design of the Planning System : Towards Better Practice** (DETR/CABE 2000);

4.1.2 An Illustrative Concept Masterplan (025-UKC-08-03) and a Scale Parameters Plan (025-UKC-10-01) have been produced (see appendix B and C respectively) and show how various elements of the proposals for the site will unite to provide a cohesive and attractive new neighbourhood on the western edge of Little Houghton.

4.1.3 The current planning application is made in outline with only access included for determination. However, in accordance with the details set out in Circular 01/2006, we have included in the Illustrative Concept Masterplan (025-UKC-08-03) the amount of development proposed for each use and an indicative layout with separate development zones. The scheme put forward promotes the development of 72 new homes and 5,480sqm of B2 employment development. The Scale Parameters Plan (025-UKC-10-01) provides an indication of building heights for the different development elements of the scheme in accordance with the requirements set out in Circular 01/2006.

4.2 A Design Led, Site Specific Approach – Process

4.2.1 Paragraph 35 of PPS 1 highlights:

"High quality and inclusive design should be the aim of all those involved in the development process. High quality and inclusive design should create well-mixed and integrated developments which avoid segregation and have well-planned public spaces that bring people together.....It means ensuring a place will function well and add to the overall character and quality of the area, not just for the short term but over the lifetime of the development. This requires carefully planned, high quality buildings and spaces that support the efficient use of resources."

4.2.2 Proposals for development on the western edge of Little Houghton apply the key principles of good quality design, collaboration and effective implementation. The design team assembled for this project has worked together on a number of previous projects and each has extensive experience in their field of expertise. There is a close working relationship between team members with a solutions-based ethos geared towards effective delivery of high quality development.

4.2.3 Importantly, the proposals have not been developed in isolation. The surrounding context has been considered in some detail in order that new intervention will integrate as effectively as possible with the surrounding landscape context and adjacent established neighbourhood. Harworth Estates and their consultant team see the planning process as a collaborative one that gains strength when there is understanding, consideration and support between various stakeholders.

4.2.4 At the project's outset time was spent looking in detail at the western edge of Little Houghton, the wider village / Middlecliffe as a whole, and the wider area around Darfield, Great Houghton and beyond. This work culminated in the production of a Constraints and Opportunities Plan (please see Appendix D) for the site which in essence served to underline the fact that development to the west of the village would balance the settlement's existing form whilst also retaining the integrity of its main street which would be largely unaffected by development with access to new units served from the Coalfield's Link Road. The work also highlighted principal issues including how site levels could be addressed, how potential edge treatments could work, the site's potential interface with the adjacent Prologis building and landscaped areas to the north and east, the need to connect into local access and footpath networks and the potential opportunity to underground site pylons, create offsets from the adjacent sub station and so on. Work also looked to determine local settlement patterns, structure, density etc in an effort to inform the development of a site wide masterplan.

4.2.5 With 72 new homes and 5,480m2 of employment development, proposals and the related increase in population that these will bring will help reinforce local services and facilities - particularly open space

- Introduce a palette of high quality hard and soft landscaping and boundary treatments. Brick and stone (or reconstituted stone) walling and/or other attractive forms of boundary treatments including walls with rendered infill panels or railings etc. should be used in prominent locations or locations that have a direct interface with the public realm. Close-boarded timber fencing should not be an element that is visible from the public realm. High quality street furniture with an eye for detail will also need to be incorporated;

- Provide safe and convenient pedestrian/cycle links throughout the development, linking to Middlecliffe Lane, the Chapel Lane bridleway and adjacent countryside via a strong network of existing, improved and proposed foot and cycleways (accords with BMBC SPG102);

- Strengthen and enhance links with local public transport facilities supporting the use of non-car modes of transport such as walking and cycling. Ultimately, detailed designs for routes through residential and employment areas should be aimed at achieving traffic speeds generally lower than 20mph. Streets should be capable of accommodating features and elements associated with Home Zone design and delivery through their ultimate detailed implementation;

- Create a road hierarchy within both the residential and employment elements of the site that is clearly defined and legible but which incorporates pinch-points and important junctions defined by key buildings, planting and variation in surface treatments, highway verge and boundary treatments.

4.2.7 As basic contextual analysis serves to demonstrate (see Section 2.0 above), the site lends itself to residential development to the east and commercial development to the west - given both surrounding character and adjacent land uses. The application as currently presented is in outline with consideration only given to access. The supporting layout is therefore for illustrative purposes only. Notwithstanding this, it can be demonstrated that careful consideration has been given to the principles of developing an appropriate solution at this site. These are reviewed below.

4.3 Use and Amount

4.3.1 The planning application as submitted is in outline only with all matters reserved apart from access. Illustrative proposals comprise the development of 72 dwellings and 5,480m^2 of B2 employment development. An Illustrative Concept Masterplan (025-UKC-08-03) has been prepared which sets out an overall structure, grain, layout and therefore site-wide parameters for the outline proposals. Further

information providing details in relation to the 'make-up' of both the residential and employment elements to the scheme in terms of unit numbers etc are provided in two tables below. Please note that whilst the use and amount will not change, there may be changes to the dwelling types and employment unit types when a detailed planning application or Reserved Matters applications are submitted in due course.

Dwelling Type	Number of Bedrooms	Number of Units
Townhouse/Studio	1	3
Townhouse	3	41
Townhouse	4	7
Semi-Detached	3	4
Detached	4	7
Detached	5	4
Bungalow	2	6

Unit Type	No. Units	Total Floorspace (sqm)	Car Parking Spaces
A	1	885	18
B	2	800	19
C	2	1,385	25
D	1	400	8
E	13	2,010	41

4.3.2 Based upon a detailed assessment of local townscape and character, subsequent constraints and opportunities analysis, and reference to relevant UDP Policies / SPD, proposals are consistent with various physical and policy based constraints as follows:

- The proposed dwellings range from 1 to 3 storeys in height and comprise, bungalow, terraced, semi-detached, townhouse and detached forms;

and play provision, local bus services and other leisure routes. Development also has the potential to take advantage of views out from elevated parts of the site towards the west, enable under grounding of pylons that cross the site and, importantly, re-establish a historic street frontage along Ings Lane.

4.2.6 Before the scheme is reviewed under various headings (intended to align with those set out in the recent CABE document 'Design Statements – How to Write, Read and Use Them'), a number of key 'Guiding Design Principles' that have been applied across proposals are outlined here. It is intended that these will help achieve what Harworth Estates Ltd and their consultant design team believe will be an attractive, well considered and sustainable proposal. Guiding Design Principles are generally drawn and developed from advice contained in best practice and national guidance as outlined below:

- Create a vibrant built environment that reflects the character of the surrounding area yet has a clear identity of its own. Living and working environments that result will be human in scale, put people first and deliver a development that is legible, accessible, safe and secure;

- Create a sustainable, high quality residential and commercial development that will integrate well with the existing urban fabric of Little Houghton and help reinforce existing facilities;

- Encourage a mix of dwellings through the construction of a variety of house typologies arranged into terraced, semi-detached, and detached forms that aim to respect the diverse mix of units already found throughout Little Houghton (accords with BMBC SPG2);

- Encourage a mix of commercial units that offer clear and contemporary architectural forms drawn from a well conceived palette of materials in a range of unit sizes and tenure options;

- Focus on the creation of positive, attractive and well overlooked spaces and routes designed at a human scale as opposed to corridors of high-speed movement determined by and designed for cars and other vehicles;

- Establish a range of strong, legible and coherent blocks of homes with varied frontages at important nodes and junctions within the scheme. Views and vistas from within and outside the scheme should be terminated or overlooked by key buildings or significant landscape treatments wherever possible. The layout of buildings should take full advantage of the sites location, orientation and potential views;





- Create a new residential community made up of pockets of housing that is developed at various densities in order to introduce variation and diversity. This will give rise to a range of design solutions, house types, massing and groupings of buildings and as a result will avoid the development overall becoming monotonous (accords with BMBC SPG2);

- At higher densities, continuity will be achieved by a judicious use of a continuous built frontage and, at lower densities by complementing buildings with formal landscaping arrangements such as tree planting hedging, walls, fences and railings that prevent space visually leaking away between buildings and harming the continuity of the frontage.

- Deliver a scheme design that seeks to maximise the efficient use of the land whilst maintaining a high quality living and working environment. This supports the aims of PPS1, PPG4 and PPS3, which emphasises the 'desirability of using land efficiently'. This should not compromise residents' need for privacy and personal space;

- Develop landscaping proposals that help unite residential and employment elements of the scheme. Proposals will be fully integrated within the design to give quality and enhance the immediate local environment. A varied palette of hard landscape materials and soft landscape elements should be used to add visual interest and richness to the scheme and in turn aid legibility and help define public and private areas. This will help deliver pleasant areas of outdoor space that are well overlooked, safe and functional and generally complement residential and commercial buildings that are located across the scheme (accords with BMBC SPG9 + 21);

- Create an attractive sequence of public spaces and views, preventing long, wide and unenclosed spaces that appear monotonous, unwelcoming and unattractive to the pedestrian or cyclist;

- *Buildings wherever possible face principal streets to provide overlooking, surveillance and* enhanced legibility across the development accords with BMBC SPG2;

- Back to back offset distances generally exceed accepted standards of 18-21m. Where distances do drop beneath such established thresholds to satisfy competing site constraints and design aspirations, the intention would be to overcome such issues through the design of individual units with consideration given to the location of non-habitable room windows or circulation space, the incorporation of single/dual aspect dwellings and/or through the siting and design of landscape components to help screen and filter views etc (accords with BMBC SPG2 + 9);

- Distances between principal or rear elevations and gable ends generally exceed 12m. Higher density pockets of development within the wider residential scheme are located around the bus turning area;

- The majority of proposed units have their own private garden space.

4.3.3 The development of 72 dwellings as proposed on around 2.5 hectares of the overall 4.46ha 'red line' site area results in a density level across the entire residential element of the illustrative scheme of around 28dph. Development within the existing settlement including the potential increase derived from the conversion of Colliery Farm derives a density for Little Houghton as a whole of around 18dph. It is also important to note that of the residential element of the scheme highlighted as such on the Illustrative Concept Masterplan as shown, around 0.7ha (or around 30% of the residential development- and *therefore more than envisaged in BMBC SPG 21 and in Policy H6) is marked out as open space.* If these areas – some of which it could be argued serve a more strategic function that is related to the wider countryside and network of foot and bridleways that surround Little Houghton were discounted, a gross density of around 39dph results. In formulating proposals for the site, a lot of consideration was channeled towards the issue of development quantum with various early development options (some of which were tabled in discussions with the Parish Council) considering the potential development impacts associated with various development levels (see early figure-ground diagram in Appendix E). The level of development now proposed responds positively therefore to patterns of residential development that are found locally.

4.3.4 In aligning development on that part of the site that sits alongside the Prologis building and in meeting requirements for parking provision set out within the UDP, the density of proposed B2 employment

development to be accessed via The Coalfield Link Road is considered appropriate - not only in terms of context but also (based on local agency advice) in terms of its ultimate ability to meet likely end-user requirements. The proposed B2 development also endeavours to respond sympathetically to adjacent proposed residential development and again satisfies policy requirements relating to parking, landscaping, quality and form. Proposals relate to the development of 5,480 m^2 of employment floorspace on approximately 1.9 hectares of the overall 4.46ha 'red line' site area. In terms of GFA, proposals represent development at a rate of almost 30% of the employment site area.

4.3.5 In tandem with residential proposals, this is considered to be an appropriate development response for this site.

4.4 Layout

4.4.1 The detailed layout and design of the proposals is not a matter for consideration at this outline planning stage and will be subject to reserved matters application(s) in due course. The general design and illustrative layout as presented seeks however to create a well structured, safe and secure environment for residents (accords with BMBC SPG11), which enhances the character of the site and its surroundings at the north western edge of Little Houghton.

4.4.2 As mentioned above, an illustrative masterplan (025-UKC-08-03) has been submitted alongside this outline planning application – the aim of which is to convey in a graphic form how Harworth Estates Ltd or eventual site developers could arrange or bring forward this important site. We describe the masterplan principles below with reference to the plan 'character zones', which can be found in Appendix F.

4.4.3 Unlike a few decades ago when streets were defined and dominated by road networks, the masterplan aims to create a network of streets and spaces that have far more character and vibrancy, both of which are necessary elements of successful and sustainable new neighborhoods. A fundamental objective in creating a masterplan and framework for the development of the site has been the creation of a unique urban environment that embodies a distinct sense of place with a rich diversity of streets, pathways, attractive green spaces, frontages and landscaping. Allied to this has been a parallel concern to create a scheme that is inherently legible. In drawing together the Illustrative Concept Masterplan, a series of relatively discrete yet overlapping areas have emerged. These have been determined - to a degree - by the site's immediate context and features that it was felt should be retained or exploited as integral elements of the proposal.

4.4.4 Buildings generally form a coherent pattern throughout the scheme - framing and defining routes and open spaces. At the centre of the residential scheme and clustered around a key feature within the development – the improved bus turning area, dwellings are arranged into closer knit groupings at higher densities, incorporating mainly townhouse typologies that rise to 2.0 and 2.5 storeys. The intention around 'The Square' character area is to create a clear and well defined 'hub' for the development which with high quality paving, street trees, and benches / other street furniture that residents and visitors can use whilst waiting for buses or simply enjoying the space, will become a key new space - a distinctive area within not only the new development area promoted as part of this planning application, but also for the settlement of Little Houghton as a whole. As such, the area could accommodate 3 storey development and will provide contrast with not only medium density 'Transitional Residential Streets' areas to the north and south but also with more marginal 'Edge Zone' areas to the north and east where larger plots enable the development of more traditional family housing and bungalows for the elderly, some with on-plot parking, front and back gardens etc. Here the intention has been to respond positively to areas of woodland, hedgerow, and countryside beyond the site with, appropriately, more broken forms of development and detached typologies that accommodate 'room' for the initial creation and growth over time of a more mature landscape context and character.

4.4.5 A key feature of the site will be the fact that residential development is accessed from the Coalfields Link Road via western elements of the proposed employment area. Development of the site that avoided extension to the village via Middlecliffe Lane was something that the community and Parish Council representatives felt strongly about, despite their general support for the development as a whole and the related benefits it was seen that the site's delivery could potentially bring. As highlighted on the masterplan, the internal road network within the site is designed so that interface between residential and commercial traffic is minimised. No direct residential access to properties is proposed off the main north/south boulevard 'Enterprise Way' which in turn separates the north western edge of the residential element of the site from the commercial area further north west. Here, strong landscape features in the form of a tree-lined boulevard, verge treatment and low level planting are proposed. Furthermore, face to face distances between units A, B and C and proposed residential properties extend to over 25m with commercial elements presenting 'gable' elevations to the street – active frontages in turn face onto service courts between units with resulting unit aspects facing north or south.

4.4.6 Further south, Middle Lane and Back Lane form further 'boundaries' between residential and commercial elements of the scheme. Providing a buffer to the Coalfields Link Road, Areas D and E comprise units with much smaller footprints that are intended to adopt a much more domestic scale (rising to a max.

eaves height of around 6.5m) with elevations onto routes with residential units opposite incorporating windows and other elements that will sit more comfortably alongside proposed homes. Here, face to face distances will be lower at around 15-20m, but again views across streets will be filtered by street trees located within verge areas as shown.

4.4.7 Beyond the access to the proposed service area for units D and E, it is proposed that Middle Lane would be closed to commercial traffic. Furthermore, it is also important to note that sections of Middle Lane where commercial and residential elements face one another will in turn be balanced by the location of the site's 'Central Open Space' and to the west by a generously landscaped parking area to the west of Building D.

4.4.8 Within the site, the proposed layout seeks to facilitate easy movement into and through the development creating an attractive and visually interesting development. A limited palette of building materials will be used to provide clarity and interest across the scheme together with carefully chosen surface materials and paving – the aim of which will be to reinforce the character of the proposed development. This should add variety and interest to the street scene, although materials will be sufficiently limited to ensure continuity through the site. The mix of materials in conjunction with differing ridge heights and property typologies will add variety and interest to the development with the orientation of homes and employment units seeking to define and frame quality public and private spaces whilst maximising opportunities for passive solar gain. All units - irrespective of use - will endeavour to provide good levels of natural surveillance over the public realm. Within the proposed development, the illustrative layout provides clear definition between public and private space. To this end, the majority of houses are provided with private gardens of varying sizes.

Character Zone A – 'The Square'

4.4.9 Located as a 'termination to Middlecliffe Lane, 'The Square' envisages the redefinition of Little Houghton's existing bus turning area as a new and important element of public realm for the expanded village. The Square and proposed Middle Lane are intended as a visual (but not vehicular) extension to Middlecliffe Lane along which views out to open countryside 'above' lower elements of commercial development will be available.

4.4.10 The Square will be a well defined and attractive space well overlooked by surrounding residential buildings and incorporating several good street trees, benches, bollards and so on. The space will be well proportioned and function as more than a 'bus stop' as is currently the case. Although the detailed

design of The Square is yet to be undertaken, it could be the case that with units alongside served predominantly from their 'rear' sides, traffic movements into and out of the space would be almost solely related to public transport operation and usage. As a result of low vehicle movement rates, it may well be the case that the space could operate as a 'shared surface' area with high quality paving materials 'washing through' the space in an attractive manner - befitting of the space's role and function. RPS has tested the space with 'AutoTrack' in terms of its ability to function as a bus turning area. Street trees and other furniture of public art could be located outside of overrun areas to further enhance the quality of the space.

4.4.11 As mentioned above, The Square will become a well defined 'hub' for the development which with high quality paving, street trees, and benches / other street furniture that residents and visitors can use whilst waiting for buses or simply enjoying the space, will become a key new space - a distinctive area within not only the new development area promoted as part of this planning application, but also for the settlement of Little Houghton as a whole. Although views out of the space will be possible along Middle Lane, Character Zone 'A' could incorporate units of up to 3 storeys, with townhouse forms constructed using a limited palette of materials comprising a predominance of red brick units with slate (or man-made equivalent) roofs and prominent chimney details where appropriate. Within this higher density 'tighter knit' area, building lines will generally sit at the back edge of the pavement to form mostly continuous edges to 'The Square'. Generally, the area will generate the perception that the built environment is dominant over landscape with views out largely contained, framed or limited by built form. Within Character Zone 'A', residential vehicles will be taken away from the street-scene wherever possible through the provision of 'off street' car parking in courts, garages or echelon on-street bays as shown through the pinch point linking the space to Middle Lane further to the north west. It is important to note that there will be no vehicular connection between 'The Square' and Middle Lane, although pedestrian and cycle movement will be encouraged. Indeed, it is hoped that employees working in commercial elements of the scheme will make full use of bus services to and from Little Houghton and terminating at The Square.

Character Zone B- Transitional Residential Streets

4.4.12 Character Zone 'B' incorporates predominantly 2 storey semi-detached homes arranged into short terraces with a key element of these comprising a reinstated frontage of terraced units and cottages along the north side of Ings Lane. Again, dwellings are generally orientated so as to front onto streets or face into small amenity areas, squares or parking courts that generally serve less than 8-10 units in order to align with guidance from CABE and EP. A key element of the 2no zones located north and

south of 'The Square', includes a central open space or 'village green'. This space, framed to the north by larger typologies that provide contrast to terrace and semi detached units elsewhere within Area B. This space together with 'The Square' provides a sequence of 'events' along Middle Lane – envisaged in some ways as the core or 'spine' for the proposed development.

4.4.13 In contrast to Zone 'A', buildings within the Transitional Residential Streets zone still stand fairly close to the back edge of pavement but often behind small front gardens that could be defined and contained by low walls, railings or clipped hedgerows which in turn would provide strong definition to the public realm, roads and footways beyond. Wherever possible, small linking streets enable connectivity and surveillance and therefore perform a security and policing function. Comprising a slightly looser grain, glimpses between buildings to roofscapes and the site's context and countryside beyond will be available. Generally, the layout's inherent permeability will enable cycle and pedestrian links not only within and through the site but also to off site destinations.

Character Zone C – Edge Zone

4.4.14 Zone 'C' is a lower to medium density zone located towards the northern margins of the site. The area will comprise mainly semi-detached and detached traditional family housing with a greater proportion of units served by on-plot parking. Again, and as is the intention throughout other zones, vehicles are to be taken away from the streetscene wherever possible to ensure views through the site are available - channelled along streets that enable glimpses between buildings towards the landscape beyond.

4.4.15 Generally it is intended that Zone 'C' will generate the perception of a more rural fringe character where landscape features begin to dominate over built form. Indeed, units at the northern edge of the site are orientated so as to fully capitalise upon the availability of open views towards open space and hedgerows / woodland.

4.4.16 Within Zone 'C', it is intended that some units will be built specifically to cater for the needs of the elderly. These units will be single storey and again assist in the 'breaking down' of the scheme towards its edges. To reiterate, the intention within Zone 'C' will be to respond positively to areas of woodland, hedgerow, and countryside beyond the site with, appropriately, more broken forms of development and detached typologies that accommodate 'room' for the initial creation and growth over time of a more mature landscape context and character. To the west, detached family homes incorporate parking from a rear lane in order to avoid conflict with employment traffic associated with development opposite. This western edge will in turn be well set back from the proposed employment development as described

above.

Character Zone 'D'- Employment Area

4.4.17 Character Area 'd' comprises only industrial units separated from the main residential body of the proposed scheme by a double avenue of street trees along 'Enterprise Way' and single rows of high quality street trees along Middle Lane and Back Lane. Although the specific layout and detail of the commercial scheme has yet to be fully agreed / determined (not being based upon particular end-user requirements at this stage), the masterplan (based upon local agency advice) highlights a typical layout in a form that offers a range of unit sizes likely to form part of any eventual detailed reserved matters scheme. Potentially comprising a range of B2 buildings, the employment element of the masterplan will incorporate buildings that offer clear and contemporary architectural forms drawn from a well conceived palette of materials.

4.4.18 An uncompromising approach to design is required, reflecting best practice and excellence in all eventual architecture. The site's unique setting and landscape context must be reflected through an approach to built form that should convey simplicity, lightness and an enduring but contemporary character with buildings wherever possible seen as 'pavilions' sitting within their attendant landscape. The design of B2 buildings can often be challenging due to their size and function but sensitive architectural treatment and a simple approach to materials and cladding etc. should enable compatibility with both the Prologis building to the north but also new residential elements alongside. As highlighted on the Illustrative Concept Masterplan, units will generally have attendant service areas. These are generally located where they will be less dominant in the streetscene - screened by either the buildings themselves or by appropriate plot boundary treatments and adjacent street trees and landscaping.

4.4.19 Building treatments to commercial buildings within Character Zone 'd' should be contemporary in execution with glass, aluminium or powder coated panelling, and other lightweight materials predominating. Buildings are to be generally restricted to two storeys and where brick, rendered panels, or other solid elements are introduced, these should be uniformly coloured across the scheme. Light creams, buff and more neutral tones should predominate. To provide contrast, terracotta rain-screen or tiles in stacker bond might also be acceptable. Flat, mono-pitched or 'barrelled' roof forms will be most appropriate with heavy overhangs offering drama and interest when the buildings are seen in silhouette.

4.4.20 A sketch illustration (please refer to Appendix G) , produced as part of a package of information drawn together for a public consultation event highlighting various scheme elements, provides and artist's

impression of the proposed employment units viewed from the Coalfields Link Road. The drawing also shows elements of the residential scheme forming a background to site's frontage employment buildings.

4.5 Scale

4.5.1 The parameters plan (drawing no: 025-UKC-10-01) sets out scale parameters for the development proposals. This drawing's key aim is to convey both storey heights via a convention of colour coding etc., but also key dimensions across the proposed illustrative scheme. Within the residential element as proposed on the Illustrative Concept Masterplan, buildings range from 1 to 2.5 storeys in height (3.0m to eaves – 7.5m to eaves), whilst employment elements range from between 1 and 2 storeys. Generally, and as shown clearly on drawing 025-UKC-10-01, buildings range from 6.5m to 8m to eaves.

4.5.2 Guidance contained within the recent CABE document "Design and Access Statements - How to Write, Read and Use Them" points out that:

"Scale means the size of buildings and spaces, and details will [need] to be set out in the planning application."

4.5.3 Sections and paragraphs above have already described the character of townscape generally found throughout Little Houghton with particular reference to building typologies, materials, storey heights etc. Commentary has also highlighted ways in which the overall structure and form of the proposed layout aims to respond positively to context and particular buildings in terms of elevational treatment, scale, storey heights, mass and footprints. Guidance outlines that it is important to communicate the three-dimensional scale of proposals. This is done within text outlined above (particularly in relation to the schemes various 'character zones'), but also through reference to the 'parameters plan' submitted alongside this outline planning application.

4.5.4 The scale, mass and form of proposed buildings will be highly compatible with existing residential and employment uses.

4.5 Landscaping

4.5.1 Whilst landscaping is to be dealt with as a reserved matter, the masterplan illustrates that new planting will be used to define the boundaries of the housing development to the north and east of main employment areas. It should also be noted that the proposed residential development is sited in order

to relate well with and link into large area of open space and existing vegetation that stretches along the northern site boundary and a landscape bund on the western site boundary with the Prologis building beyond.

4.5.2 Landscaping and the treatment of all outdoor spaces including street furniture, road and footway materials and the type and form of boundary treatments has been a constant consideration in the development of proposals for the site. Planting proposals as highlighted in an illustrative form on the masterplan will provide new trees and hedgerows, which will in turn fill the spaces where there are currently no trees or no suitable existing trees or hedgerows within the context of the site's landscape setting.

4.5.3 Planting will help give form, structure and containment to the development and will in turn enhance the amenity value of the site and surrounding area, ensuring sensitive and appropriate standards of design and assimilation are achieved (relevant boundary planting, planting alongside roads throughout the scheme). Planting will also seek to provide spatial division within the site – segregating or helping to screen areas of car parking for example. Proposed shrub and ground cover planting will provide all year round cover, form and texture to complement elevational treatments and treatments to roads, footways and other spaces.



4.5.4 Between them, open areas highlighted on the masterplan make up approximately 16% of the overall site area and could accommodate informal open space or space for child's play equipment if considered appropriate by BMBC. The site is also in proximity to a further children's play area adjacent to Ings Lane and a football and cricket pitch towards the eastern side of the settlement.

4.5.5 The masterplan highlights several small 'pocket parks' located at regular intervals across the scheme that

will, in turn, add interest and variety. These spaces could provide good locations for tree planting and other forms of vegetation.

4.6 Social Context

4.6.1 The mix of residential development proposed will generate a greater range and choice of housing in Little Houghton, including the needs of the elderly.

4.6.2 The houses are positioned so that they fully meet with 'Better Places to Live in South Yorkshire' (space about dwellings) and there will be no overshadowing or overlooking from the site.

4.7 Economic Context

4.7.1 The employment element proposed provides a range of opportunities for different types of business operation and reflects the nature of the site's 'employment allocation' in BMBC's UDP.

4.7.2 The level of employment and residential development proposed has been influenced by two key factors. Firstly the spread of high walls across the site. Ground conditions at the site have been investigated through a desktop and intrusive survey and results are contained in the ground conditions report submitted with the application. Secondly, a market appraisal, (enclosed with the application) indicates that the site is not well placed to attract large inward investment and considers that the level of employment development proposed represents a realistic level of likely take-up.



4.7.4 The proposed development will involve the efficient re-use of previously-developed land. The development will bring increased business to the local area and will help the local economy to prosper.

The improved attractiveness of the area, as a result of the implementation of the mixed-use development proposals, may well contribute to raising the profile of Little Houghton and this former coalfields area more generally and consequently may assist in terms of attracting investors.

4.8 Crime Prevention

4.8.1 The proposed development has been considered and designed with means to ensure that the occupiers of the proposed development feel safe and secure. This has been achieved by proposing a site layout that has well defined routes, spaces and entrances that provide for convenient movement and clear distinctions between public and private spaces. Particular attention has been paid to ensuring that publicly accessible places benefit from active frontages to provide natural surveillance and minimise the risk and fear of crime and anti-social behaviour.



4.9 Key Details - Sustainability

4.9.1 A fundamental element in all new development must be the achievement of sustainability which aims to reconcile requirements for new development with the protection of the best of today's environmental assets for future generations - particularly where these are irreplaceable.

4.9.2 It is recognised that buildings are significant consumers of raw materials:

Materials: 50% of all resources globally go into construction
Energy: 45% of all energy generated is used to heat, light and ventilate buildings
Water: 40% of water used globally is used for sanitation and other purposes in buildings

4.9.3 In its ultimate delivery, the layout and massing of the new development will need to take account of local climatic conditions including daylight and sunlight, passive solar energy, prevailing winds, temperature and frost pockets. Furthermore, the ultimate developers of the site will need to consider the environmental effects of construction materials and products to be used over the entire life cycle of both individual buildings (from the earliest design stage to final disposal or recycling of demolition material), but also of the development as a whole. Through implementation of the Travel Plan, use of sustainable modes of transport, such as walking, cycling and public transport, will be encouraged to reduce reliance on car borne travel and in doing so also help contribute to the achievement of a more environmentally sensitive development overall.

4.9.4 In pre-application discussions it has been acknowledged that BMBC do not currently have development plan policies, stated targets or related SPG that deal specifically with the issue of energy conservation and savings through the design and construction process. Haworth Estates acknowledge however the importance of sustainable construction and as such has prepared an energy statement in supporting of the planning application.

4.9.5 At this early outline stage initial consideration has been given to the broader issue of energy conservation and responsible sustainable/architectural design. It has also been acknowledged that the following end uses will have the potential to incorporate measures and technologies that will deliver substantial energy savings:

- Space heating and hot water;
- Gas and/or electric catering;
- Refrigeration/cooling;
- Fans, pumps & controls;
- Humidification;
- Lighting and office equipment;
- Centralised IT (server room) and communications; and
- Other miscellaneous electricity.

4.9.6 Key texts including the Code for Sustainable Homes and London Renewables Toolkit have been referred to in the preparation of this application and it is acknowledged that certain renewable technologies may well have significant potential to achieve energy savings in the ultimate design and delivery of buildings on site. Whilst it is not entirely appropriate to consider detailed design at this outline application stage, it may well be the case that the development's large areas of roofscape would provide an ideal unshaded location for the incorporation of photovoltaics for heating, lighting and ventilation of buildings, but also the incorporation of solar water heating. Roofs could also accommodate small scale wind turbines and/or ventilation cowels to enable natural ventilation of workspaces etc (subject to resolution of potential related visual impacts and/or impacts upon residential amenity). Rainwater harvesting via downpipe disconnection could also be considered to direct roof run-off into landscape areas, thus avoiding expensive watering requirements and porous paving considered wherever possible to allow runoff to permeate the ground and to enable air and water to reach tree and plant roots within hard landscape areas. The development could also provide the opportunity to specify the use of high efficiency condensing gas boilers and high performance self clean/low energy glass, toilet flush/appliance specifications that utilise grey water etc.

4.9.7 At the Reserved Matters stage, and at a point at which more is known about the form, scale and ultimate content of individual buildings, it is likely that explicit reference will need to be made to published delivered energy benchmarks in order to calculate the expected energy requirements of the development as a whole. Evidence of technologies to be incorporated and expected savings to be achieved will need to be submitted to the council at this point.

SECTION 5: ACCESS

5.1 Vehicular and Transport Links

5.1.1 Access to the site is proposed from the Coalfield Link Road via a new roundabout. It complies with all Department of Transport design standards and guidelines. All land subject to highways works falls within either the ownership of the applicant or BMBC. Please refer to the Transport Assessment for further details.

5.2 Car Parking

5.2.1 Parking provision will be mindful of BMBC Parking Standards, with consideration additionally given to cycle parking on site. The approach to car parking will minimise the visual impact of parked cars on the street scene, whilst providing residents with safe and convenient access to their vehicles. A single parking solution will be avoided by providing a range of different formats, including garage parking, rear (private) courts, public courtyards and curtilage parking. Parking throughout the site will be visible from proposed dwellings to maximise security through passive surveillance.

5.3 Pedestrian Links

5.3.1 A network of high quality pedestrian routes will facilitate access to the external pedestrian network and links between the various elements of the proposals. Internal pedestrian/cycle routes are proposed to create linkages to Middlecliffe Lane and countryside routes running along the eastern boundary of the site.

5.4 Cycling Facilities

5.4.1 Within the development area a network of convenient and direct cycle routes comprising cycle tracks and lightly trafficked roads, linking focal points of activity, will provide for movements by cycle. Secure cycle parking facilities will be provided at each individual component of the proposed development, in accordance with the appropriate standards. The cycle parking will be located at convenient points close to the main entrances. Different types of cycle parking facilities will be considered. For short/medium stay cyclists will use Sheffield type parking stands and any convenient item of street furniture which allows the cycle frame (not just the wheel) to be secured. For longer term cycle parking a higher level of

security may need to be considered.

5.5 Inclusive Access

5.5.1 The design and layout of the proposed buildings will be mindful of the range of needs to be accommodated as to be accessible by all persons regardless of their level of mobility or visibility impairment. The proposed redevelopment will ensure that it can accommodate the needs of all people and is adaptable over time to meet changing needs. All footways and access routes into and through the site will take into account level changes and be designed with suitable gradients and thresholds to enable users to access and move about with ease and convenience.





SECTION 6: CONCLUSION

6.1.1 This Design and Access Statement is submitted in conjunction with a planning application on behalf of Harworth Estates. The outline planning application is for the re-development of part of the former Houghton Main Colliery for a mixed use development comprising residential and employment development (B2 Use Class).

6.1.2 The design and layout of the proposed scheme responds positively to the opportunities presented by the site and addresses the identified constraints. The proposed development respects the character and form of existing development within the vicinity of the site to ensure that it appears appropriate in its setting. A mix of housing is proposed in terms of size, type and tenure to respond to local need and is arranged to minimise any impacts on the residential amenity of current or future occupiers.

6.1.3 The proposed development accords with planning policy and offers a high quality mixed use development within an urban area that is accessible to public transport, local shops and community facilities.

6.1.4 The design of the scheme will seek to bring this under-used site into beneficial use in a manner that complements and enhances the surrounding locality. Its redevelopment will support government objectives for house building on previously-developed land and bring back into beneficial use an area of urban wasteland to the social and economic benefit of the local community and the wider area.

APPENDICES

APPENIDX A – Photographs

M002 HDK

APPENDIX B - Illustrative Masterplan



Panoramic view across site from northern corner and on top of existing bund defining the southern boundary to the Pro Logis site

Legend

- Planning application area boundary / Employment area boundary
- Proposed vegetation
- Retained trees
- Existing trees to be removed
- Proposed Public Open Space
- Existing footpaths and pedestrian connections
- Retained vegetation
- Proposed residential development bungalows and garages
- Proposed residential development 2.0 storey / 2.5 or 3.0 storey
- Industrial development (B2)
- Existing buildings
- No vehicular through route
- Access for residents only / no through route for B2 traffic

Conjectural position of main high wall

Existing area to be retained; understorey management to improve visibility and surveillance through to open space to north

Potential for linkage into local footpath network beyond site

A

B

C

D

E

Enterprise Way

Shared service yard

Lower density single storey development for elderly people overlooking open space

Housing layout to take advantage of long range views across open countryside to west from more elevated locations across the site

Further green space at secondary node

Offset and landscape buffer to residential units and potential for reinforcement and enhancement of marginal planting

New vehicular access off Coalfields Oak Road to serve proposed development

Middle Lane

Central open space or 'village green' at the heart of proposed development

Shared service yard

The Square

El Sub Sta

Conjectural position of main high wall

Existing bus turning area to be upgraded and landscaped to become new square

Undergrounding of pylon line across site

Offset and landscape buffer to residential units and acoustic attenuation along this edge provided by arrangement of built form

Terraced family homes at site's south eastern boundary to form strong street edge and follow on historic precedent /street pattern

Ings Lane

Track

FB

Outfall

Land Budget / Development Shown:

Total Site Area - 4.4ha

B2 Employment - 1.84ha

43.8m

A - 1no unit with 665sqm (6,541sqft) capacity;
Approx 18 parking spaces required / 19 spaces shown

B** - 2no B2 units @ 405sqm (4,360sqft) each plus 1no unit with 900sqm (9,600sqft) total capacity
Approx parking spaces required / 49 spaces shown

C - 1no unit with 900sqm (9,450sqft) and 1no unit with 750sqm (8,450sqft) capacity; 1,285sqm (14,900sqft) total capacity
Approx parking spaces required / 25 spaces shown

E - 1no B2 unit with 405sqm (4,360sqft) capacity;
Approx parking spaces required
11no B2 units @150sqm (1,610sqft) each plus 1no units with 180sqm (1,910sqft); 2,050sqm (24,670sqft) total capacity
Approx 42 parking spaces required

* - 3no car parking spaces for E are accommodated as part of C, within the car park for B (44 spaces provided in total by B and C)

** - In practice, customers/staff for units D and E are likely to share the car parking spaces provided by each unit (49 spaces in total)

Residential - 2.56ha

72 Residential units with mix through a range of 1 and 2 bed studio units, 2, 3, 4 and 5 bed homes in a range of typologies including terraced, semi-detached and detached forms.

Public Open Space to serve residential area - 0.71ha in total (including two 'village greens')

Gross density - 28.1dph

Net density - 38.9dph

Parking ratio - 140%

NB: Plans are illustrative / indicative in nature.

N

Plan 1:1000

All measurements subject to confirmation on site
Drawings should not be scaled. Ask.
O.S. licence number AL 100044668

Junction layouts indicative only. Refer to Highways Engineer Design. On site vegetation not surveyed. Any strategy for retention and / or felling and rationalisation subject to full arboricultural input.



Design indicator images - housing square



The impact of street trees



Technology integrated into scheme delivery



Recent development off Bullcroose Dr



Traditional typologies, Middlecliffe Lane



Proposed routes to link into existing network



Existing playground opposite site at Ings Lane



Former pit wheel - memory and association



Bullcroose Stone - memory and association

Land at Little Houghton, Barnsley

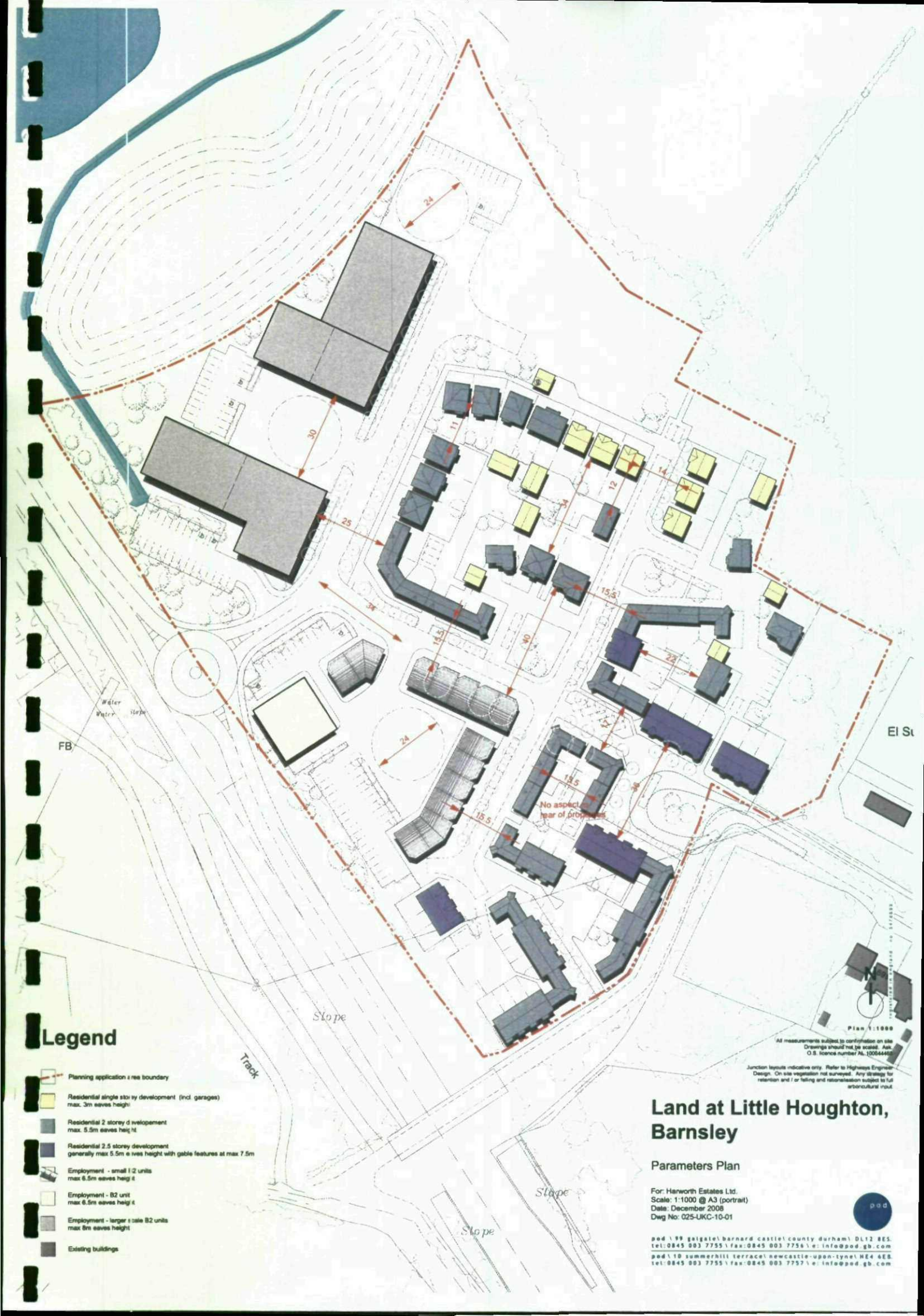
Illustrative Concept Masterplan

For: Harworth Estates Ltd.
Scale: 1:1000 @ A2 (portrait)
Date: December 2008
Dwg No: 025-UKC-08-03

pod \ 99 galgate \ barnard castle \ county durham \ DL12 8ES.
tel:0845 003 7755 \ fax:0845 003 7756 \ e: info@pod.gb.com

pod \ 10 summerhill terrace \ newcastle-upon-tyne \ NE4 6EB.
tel:0845 003 7755 \ fax:0845 003 7757 \ e: info@pod.gb.com

APPENDIX C - Scale Parameters Plan



Legend

- Planning application area boundary
- Residential single storey development (incl. garages) max. 3m eaves height
- Residential 2 storey development max. 5.5m eaves height
- Residential 2.5 storey development generally max 5.5m eaves height with gable features at max 7.5m
- Employment - small B2 units max 6.5m eaves height
- Employment - B2 unit max 6.5m eaves height
- Employment - larger scale B2 units max 8m eaves height
- Existing buildings

Plan 1:1000

All measurements subject to confirmation on site. Drawings should not be scaled. Ask. O.S. licence number AL 100044466

Junction layouts indicative only. Refer to Highways Engineer Design. On site vegetation not surveyed. Any strategy for retention and / or felling and rationalisation subject to full arboricultural input

Land at Little Houghton, Barnsley

Parameters Plan

For: Harworth Estates Ltd.
Scale: 1:1000 @ A3 (portrait)
Date: December 2008
Dwg No: 025-UKC-10-01

pod \ 99 galgate \ barnard castle \ county durham \ DL12 8ES.
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tel:0845 003 7755 \ fax:0845 003 7757 \ e: info@pod.gb.com

APPENDIX D - Constraints and Opportunities Plan

little houghton

ProLogis building

ProLogis parking and servicing area

COALFIELDS LINK ROAD

Long views through to ProLogis building / site from Sikes Mill Lane, Darfield and Dearne Way

Manholes pipeline ?

Former / active (?) treatment works - potential offset / cordon / amenity ?

Potential for reinforcement of north western site boundary in order to filter views through to ProLogis building beyond site margin. Potential noise issue (lorry turning and service areas etc.)

Potential for open space at northern site margins - potential for linkage into local footpath network

Potential for linkage into local footpath network

Existing tree line retained

Potential for linkage into local footpath network

Existing tree line retained

Desire lines cross site and suggest use as access to local footpath network and open countryside beyond. Potential for retention of pedestrian access within proposed layout

Potential housing layout to take advantage of long range views to west across open countryside

Potential frontage

Potential for 'Village Green' framed by development as part of local open space network

Potential for 'corner shop' within square to be explored

Existing bus turning area could be resurfaced and enhanced with street trees etc. to become a new 'Village Square' framed by development providing surveillance and a high quality edge

Sensitive southern site boundary and potential noise issue emanating from Coalfields Link Road. Potential for offset to residential uses and acoustic attenuation along this edge

30m offset from pylon line

Potential for undergrounding of pylon line across site to be explored

Potential frontage

Potential for development to provide active street edge through any development response. Potential for terraced style housing at site's south eastern margins

Care to be taken at eastern boundary. Potential noise / aesthetic issue relating to El Sub Sta adjacent to site

Potential for improvement and reinforcement of existing open space

El Sub Sta

LB

Potential for development at western end of Little Houghton to bring balance to the village. Increase in population will help reinforce local services and facilities - particularly open space and play provision, local bus services and routes but also, potentially the addition of a small shop or other small scale community facilities to be determined through consultation

Little Houghton

BUTTERCROFT DRIVE

Colliery Farm

Club House

MIDDLECLIFF

Hillcrest

Panoramic view across site rising to the east and south from western corner alongside Coalfield Link Road

View towards south western boundary of site from bridge over Coalfields Link Road

Existing bus turning area. Potential for improvement / enhancement. Development could lead to the delivery of more frequent service provision

South western boundary of site rising south east along the Coalfield Link Road

Panoramic view across site from northern corner and on top of existing bund defining the northern boundary to the ProLogis site. Opportunity for planting and acoustic attenuation

Buttercross Stone

Recent development at Buttercross Close

Traditional typologies, Middlecliffe Lane

Attractive terraced units, Middlecliffe Lane

Palisade fence boundary to El Sub Station

Rings Lane space - potential for improvement

Former pit wheel - memory and association

N

Plan 1:1250

All measurements subject to confirmation on site
Drawings should not be scaled. Ask.
O.S. licence number AL 100044468

Junction layouts indicative only. Refer to Highways Engineer Design. On site vegetation not surveyed. Any strategy for retention and / or felling and rationalisation subject to full arboricultural input.

Land at Little Houghton, Barnsley

Constraints and Opportunities Plan

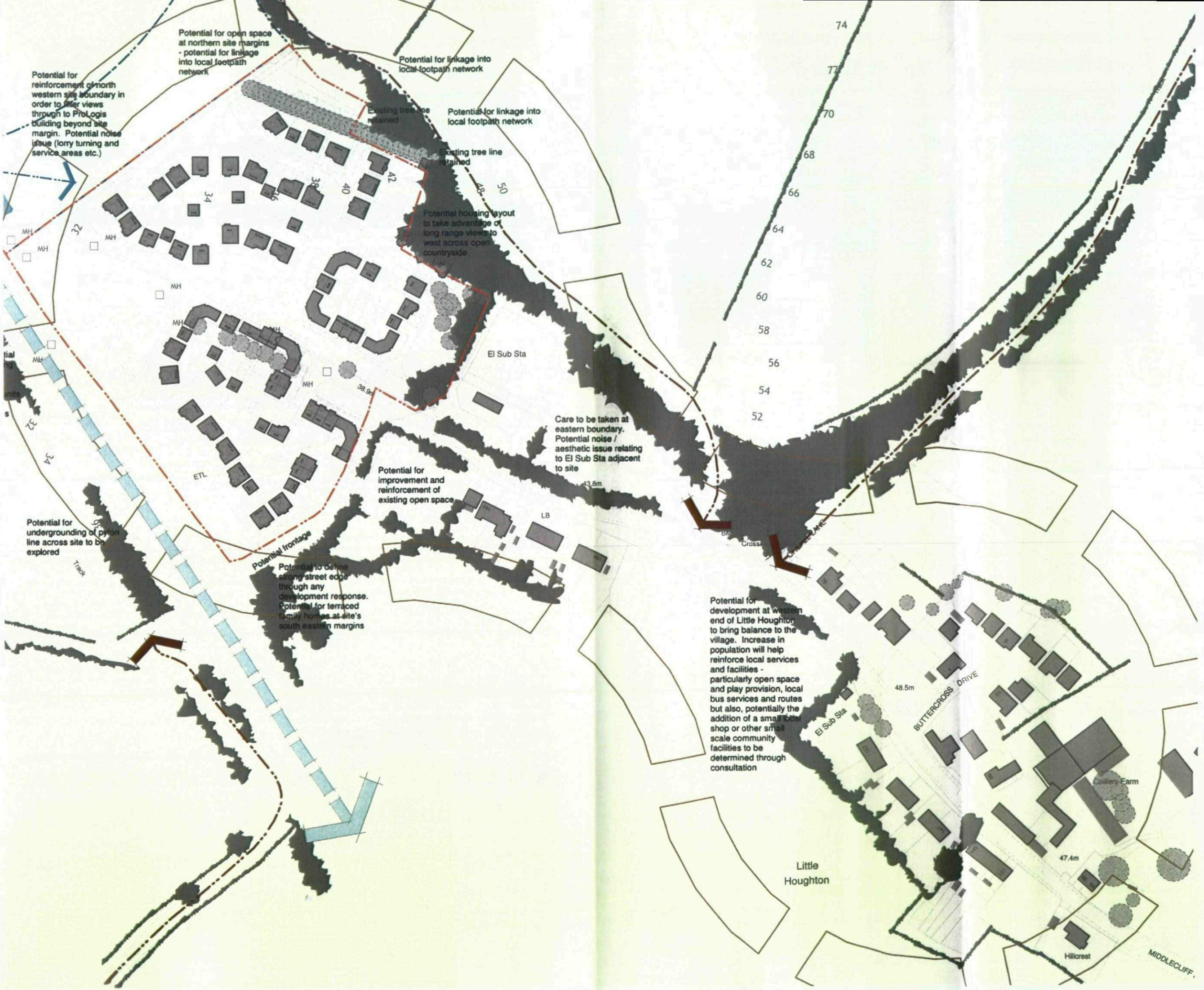
For: Harworth Estates Ltd.
Scale: 1:1250 @ A1 (landscape)
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APPENDIX E - Figure-Ground Diagram


Potential for open space at northern site margins - potential for linkage into local footpath network
Potential for linkage into local footpath network
Potential for reinforcement of north western site boundary in order to filter views through to ProLogis building beyond site margin. Potential noise issue (lorry turning and service areas etc.)
Existing tree line retained
Potential for linkage into local footpath network
Existing tree line retained
Potential housing layout to take advantage of long range views to west across open countryside
El Sub Sta
Care to be taken at eastern boundary. Potential noise / aesthetic issue relating to El Sub Sta adjacent to site
Potential for improvement and reinforcement of existing open space
Potential for undergrounding of pylon line across site to be explored
Potential frontage
Potential to define strong street edge through any development response. Potential for terraced family homes at site's south eastern margins
Track
ETL
Potential for development at western end of Little Houghton to bring balance to the village. Increase in population will help reinforce local services and facilities - particularly open space and play provision, local bus services and routes but also, potentially the addition of a small local shop or other small scale community facilities to be determined through consultation
BUTTERCROSS DRIVE
El Sub Sta
Colliery Farm
Little Houghton
Hillcrest
MIDDLECLIFF
48.5m
47.4m
43.8m
38.8m
74
72
70
68
66
64
62
60
58
56
54
52
50
48
42
40
38
36
34
32

APPENDIX F - Character Zones


Character Zone D
'Employment Area'
Character Zone C
'Edge Zone'
Character Zone B
'Transitional Residential
Streets'
Character Zone A
'The Square'
Character Zone B
'Transitional
Residential Streets'
Slope
Track
Slope
Slope
FB

APPENDIX G - Sketch Plan 1 and 2



