

4.7 Appearance

4.5.1 The wide variety of residential house types and styles within the vicinity Goldthorpe indicates that design cannot be simply replicated with what exists at present since there is no dominant style. Houses in the surrounding neighbourhood offer a number of clues in developing an architectural approach that will aid integration whilst allowing individual elevational expression.

4.5.2 Specific architectural detailing will be considered as part of the Reserved Matters application and, as such is not considered to any extent here.

4.5.3 Whilst there is no predominant mix of materials within the locality giving no clear indication as to appropriate vernacular styles, visual interest should be achieved through the careful mix of facing materials. It is therefore considered that a choice of facing brick would be appropriate for this location.

4.5.4 With reference to roofing materials, similarly there is no predominant material used in the locality. It is therefore considered that a combination of concrete interlocking tiles or artificial slates would be appropriate to provide visual interest.



Fig. 46



Fig. 47



Fig.48



Fig.49



Fig.50



Fig.51

4.8 Sustainability

4.9.1 Designing a sustainable development has been a consideration from the outset and the site opportunities and constraints relating to sustainability were considered and identified at the site appraisal stage. Core Strategy Policies CS64 and CS65 together with the South Yorkshire Residential Design Guide set out principles of sustainable development to be incorporated into new residential schemes. This includes, where feasible and viable, new developments should seek to provide a minimum of 10% of their predicted energy needs from renewable sources or incorporate design measures sufficient to reduce overall predicted CO₂ emission by 20%.

4.9.2 Optima Highways have undertaken a Transport Assessment which assesses the existing provision for pedestrians, cyclists and public transport users. The location of the site in close proximity to local amenities will create opportunities for highly sustainable pedestrian commuting. The proposed development provides a number of access points for pedestrians and cyclists from Beaver Street and Kingsmark Way and connections to the existing provision on the surrounding network. In addition, good public transport routes are available in close proximity to the site on Doncaster Road.

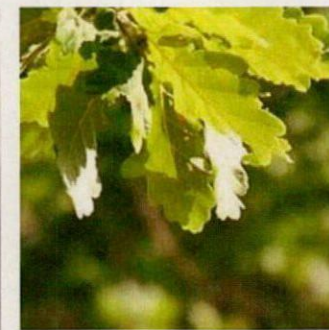
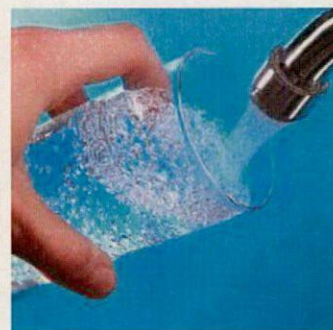
4.9.3 Upon an initial appraisal, the site was considered favourable for solar gains due to the east/west exposure of the development and general topography. The overall layout has been designed so that houses are orientated to maximise passive solar gain.

4.9.4 As set out earlier in the report, a sustainable drainage strategy is being promoted in relation to the attenuation of surface water through the utilisation of the new drainage infrastructure installed as part of the adjacent Ben Bailey / Gladedale development.

4.9.5 As the development site area and the proposed number of dwellings is relatively small, it is not considered economically feasible to consider decentralised energy, such as district heating. As the dwellings are likely to have high levels of insulation and air tightness and varied occupancy periods, the resulting low and varied heat demand also rule out a combined heat and power system.

4.9.6 The development will comply with the relevant building control regulations in force at the time the development is constructed.

4.9.7 Sustainable issues were fully addressed at the site appraisals stage and have influenced the illustrative masterplan, which accompanies this submission. Given that this application is in outline form only with partial means of access being the only detailed consideration, only site-wise sustainability issues can be given any consideration at this stage. The site-wise issues include that of transport, orientation and surface water drainage and these have all been given careful consideration with the result that the indicative proposals encourage sustainable transport, can benefit from passive solar gain and provide a sustainable drainage solution for the treatment of surface water run off.



5.1 Building For Life Assessment

5.2 Waste Management

5.3 Energy Assessment

5.4 Designing Out Crime

5.5 Public Consultation

5.1 Building For Life Assessment

1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

1a Where should vehicles come in and out of the development?

1b Should there be pedestrian and cycle only routes into and through the development? If so where should they go?

1c Where should new streets be placed and could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood?

1d How should the new development relate to existing development? What should happen at the edges of the development site?



2 Facilities and services

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

2a Are there enough facilities and services in the local area to support the development? If not, what is needed?
Where new facilities are proposed:

2b Are these facilities what the area needs?

2c Are these new facilities located in the right place? If not, where should they go?



1a The site is readily accessed via an existing roundabout at the end of Kingsmark Way.

1b The existing public right of way illustrated within this document ensures adequate pedestrian connectivity to the site from the broader community. There is no existing cycle only routes within Goldthorpe from which the network could be extended.

1c The proposed street network has been deliberately designed to cross the development site and create linkages between the existing community and the adjoining recreational ground and public right of way.

1d There are three distinctly different boundary conditions. Firstly, a number of existing houses abutting the boundary present a rear elevation to the development site. Where this exists, development has been proposed to ensure the correct relationship of 'backs to backs'. Secondly, the site is bound by an existing established tree belt. In this instance, all development has maintained an adequate stand off to retain the existing trees and create a tree lined approach to the site. Lastly, the site boundary has a proposed public open space associated with the neighbouring residential development. The scheme has been developed to extend and link the existing, formal P.O.S.

2a Section 2.2 of the Design & Access Statement details all local amenities in close proximity to the site. Most importantly, the local High Street is within 10 minutes walking distance catering for the majority of every day needs. Primary school provision is also within a short walking distance and, as previously detailed, the area is well served by open, well maintained, safe play areas.

2b As can be seen on fig.12, the area is incredibly well served by local facilities given the residential nature of the existing, neighbouring developments.

2c The facilities are within short walking distances all served by an excellent network of roads and pedestrian footpaths

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3 Public transport

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

3a What can the development do to encourage more people (both existing and new residents) to use public transport more often?

3b Where should new public transport stops be located?

3a Within a very short walking distance, the site is served by an extensive bus network for both existing and new residents. Furthermore, the bus network also connects up with the local train network at the near by train station, ensuring a direct connection to the wider community and national transport networks.

3b The application is accompanied by a transportation report that has analysed the location of all existing bus stops and the walking distance from all parts of the existing and proposed houses. As a result of the improved pedestrian network, the walking time to the existing bus stops remains within the recommended maximum limits.

**4 Meeting local housing requirements**

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

4a What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?

4b Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?

4a Initial market research suggested the following to provide a mix of family housing in demand within Goldthorpe;

- 25% 2 bedroom terrace 630 - 700 sq.ft
- 25% 2 bedroom semi-detached 700-750 sq.ft
- 30% 3 bedroom detached 920-1026 sq.ft
- 15% 4 bedroom detached 990-1462 sq.ft
- 5% 5 bedroom detached 1750 sq.ft

This research has been utilised to prepare the proposed masterplan.

4b Current national and local policy requires a set proportion of the proposed units, based on local need, to be made available for sale at a reduce price to a social housing provider, subject to viability. The chosen social housing provider will then assist in determining the final tenure and ownership requirements.



5 Character

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

5a How can the development be designed to have a local or distinctive identity?

5b Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?

5a Rather than just more housing with no real focus or hub, the scheme design has been conceived around a formal open space of significant proportion, generating a much needed central heart to the broader residential neighbourhood and encouraging direct connection for all residents to the extensive open woodland.

5b There is extensive historic 'back to back' red brick terrace dwellings in the area that have been previously constructed to house the mining community. Much of this is in need of refurbishment and offers little or no garden accommodation to the front or rear of the property or off street parking. More recently there has also been a good deal of new build, modern residential accommodation in the town. As such, the local vernacular is largely facing brick with concrete roof tiles of varying shades.

**6 Working with the site and its context**

Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?

6a Are there any views into or from the site that need to be carefully considered?

6b Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?

6c Should the development keep any existing building(s) on the site? If so, how could they be used?

6a As detailed in the answer to question 5a, the scheme has been designed around a central hub of open space that forms the main vista when arriving at the site.

Similarly key focal point have been highlighted in the Design & Access Statement that will ensure a varied street scape to both residents and visitors of the site.

6b As detailed previously, the existing tree belt to the eastern boundary is very well established and has been retained in the main, seen as a significant benefit to the scheme as well as the broader neighbourhood.

6c There are no existing buildings on the site to retain.



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7 Creating well defined streets and spaces.

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

7a Good streets and spaces are created by enclosing them with buildings and a strong landscaping scheme. Are buildings used to create enclosed streets and spaces?

7b Good buildings 'turn' corners. Do buildings turn corners well?

7c Do all fronts of buildings, including front doors, face the street?

7a The scheme has been designed following the principles set out with in the South Yorkshire Residential Design Guide to provide a high quality residential development. All housing has been positioned to provide strong street frontages with a minimum of 6m front garden space to further support the streetscape with structured planting. In all instances, the housing has been set out with front facing, enclosed development plots with all open space overlooked directly from the neighbouring dwellings. Streets have been developed with simple hierarchy, whereby all main access roads are edged with a 2m landscaped strip, moving the pedestrian footpath inboard away from the road. Other than the main distribution roads, shared surfaces and changes in surface have been used to design a pedestrian dominated environment that is safe to use.

7b Whilst the application is in Outline, house designs themselves have not been submitted as part of the overall proposal. However, the principles are very much set out as part of the masterplan with regard to how corners should be dealt with to ensure an active street frontage.

7c All building fronts face the street, including front doors as an overriding principle of the masterplan.

**8 Easy to find your way around**

Is the development designed to make it easy to find your way around?

8a Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?

8a as previously detailed, the scheme has been developed with a central green hub which will form an integral element in successfully finding your way around the final development.



9 Streets for all

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

9a Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?

9b Are streets designed in a way that they can be used as social spaces, such as places for children to play safely?



9a In collaboration with a full design team, in particular a Highway's Engineer, the road layout has been designed to force a 20mph speed limit in all areas. This has been successfully done utilising radius curves, changes in surfaces and shared surface treatments, all in accordance with the South Yorkshire Residential Design Guide.

9b Shared surfaces have been designed throughout the scheme to encourage a pedestrian dominated residential development, with limited use of tarmac finished roads. All key junctions have a deliberate change in surface to make the driver aware they are entering a residential zone with priority to the resident rather than the car. Integral with this strategy is ensuring all properties have at sufficient parking spaces in accordance with the South Yorkshire Residential Design Guide, discouraging parking on the road, thus allowing them to be used for outdoor play.

10 Car parking

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

10a Is there enough parking for residents and visitors?

10b Is parking positioned close to people's homes?

10c Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?

10d Are garages well positioned so that they do not dominate the street scene?



10a All properties have at sufficient parking spaces in accordance with the South Yorkshire Residential Design Guide, discouraging parking on the road, thus allowing them to be used for outdoor play. In addition, visitors parking spaces have also been provided, where required, with guidance taken from the same guide.

10b All parking is positioned directly in front of the dwelling to which it relates.

10c There are no parking courtyards.

10d Where garages are included as part of the dwelling, they have been provided as integral to the property or deliberately set back from the front elevation where they are attached or detached, so as not to dominate the street scene.

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11 Public & private spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

11a What types of open space should be provided within this development?

11b Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?



11a All semi detached and detached properties have a clearly defined, private front garden, a minimum of 6m in depth. In the situation of terraced houses, where parking is provided to the front of the property, a clearly defined landscaped zone is provided of approximately 1.5m in depth to give defensible space between foot path and windows to the front elevation. In all cases, every dwelling has a clearly defined, private rear garden.

11b As previously detailed, the scheme has been designed with a play facility for children and teenagers.

12 External storage and amenity space

Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

12a Is there enough storage space for bins and recycling, as well as vehicles and cycles?



12a All detached and semi detached properties have direct access to their rear garden to provide adequate provision for cycle and bin storage. Where terraced houses are proposed, a central terrace has, dedicated bin and cycle storage, provided to the front of the property adjacent the parking area.

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Conclusion

5.1.1 Having analysed the 12 key questions set out within the Building for life Assessment (BfL12) rigorously, the indicative masterplan has been found to satisfy the criteria in all cases.

5.1.2 Whilst the application is an Outline Planning Application only at this stage, the criteria set out within the assessment should be utilised to inform a more detailed Reserved Matters Application in due course, ensuring that the fundamental aspects of the assessment are retained in subsequent iterations.

5.2 Waste Management

5.2.1 Policy N3.7 of the South Yorkshire Residential Design Guide covers the specific issues relating to waste recycling and collection, to which a detailed assessment is envisaged as part of any future Reserved Matters Application.

5.2.2 As detailed in the Building for Life Assessment, question 12, all detached and semi detached properties have direct access to their rear garden to provide adequate provision for bin storage. Where terraced houses are proposed, end terraces are provided with direct access to the rear garden. In the situation of a central terrace, dedicated bin storage is provided to the front of the property adjacent the parking area.

5.2.3 Fig 56 illustrates the logic detailed within the masterplan for dealing with waste management in the specific situation of a central terrace house.



Fig.56

5.3 Energy Assessment

5.3.1 Whilst a specific energy assessment has not been undertaken for the Outline Application stage, it is envisaged as part of a Reserved Matters Application that an assessment in accordance with the following policies will be required.

- N3 Local Resources, Energy & Carbon Dioxide Reduction
- N3.1 Renewable & Low Carbon Energy Sources
- N3.2 Solar
- N3.3 Wind
- N3.4 Microclimate

5.2.2 The above stated policies are detailed in the South Yorkshire Residential Design Guide, pages 67 to 70

5.4 Designing Out Crime

5.4.1 As part of the Outline Application process, a salient, but not exhaustive list of issues are provided as to the relevant issues to be given detailed consideration prior to submitting future Reserved Matters.

5.4.2 The list of items to be detailed and submitted are;

- Gates which prevent casual access to the rear of dwellings should be incorporated into the scheme. These should be a minimum 1.8m high, supported with a locking mechanism. The gates should be positioned as far forward as possible. Where boundary treatments meet, suitable provision must be made to prevent the creation of natural climbing aids. The gates must also include anti lift hinge provision i.e. double board particularly panels or incorporate boundaries which make it difficult to scale. These should not allow access from the rear or be hared between properties.
- Where rear boundaries abut the public highway it is advised that the proposed boundary treatments are amended to introduce the potential for surveillance from dwellings. Ideally the last 300mm should incorporate trellis, railings or similar. This will ensure that some privacy remains for the householder but also incorporates the potential of surveillance onto the street scene. This will also improve the street scene, aesthetically and reduce the potential of a solid structure being subject to graffiti. Boundary treatments should be a minimum of 1.8m in height. Climbing aids should not be incorporated into the design. Care should be taken where boundaries are incorporated onto / into existing boundary features. These features may be breached due to the topography of the land or due to the design of the existing treatment.
- The front gardens / space of dwellings must be clearly defined and supported with clear front plot divisions. This will delineate clear ownership and reduce the potential of conflict between neighbours or misuse of private / semi private space.
- Consideration should be given to ensuring that robust treatments are incorporated into the scheme adjacent to pedestrian routes which may result in creation of desire lines across dwelling gardens.
- Further detail should be submitted regarding the Public Open Space in regards proposed use, playground equipment where applicable, boundary treatments, private drive access and vehicle mitigation measures. All other rear boundaries should be a minimum of 1.8m close boarded timber fencing or similar.
- Rear plot divides should be a minimum of 1.5 close boarded timber fencing. Ideally this should be increased to 1.8m every 3 to 4 plots to prevent plot hopping.
- All external doorsets (including French doors etc...) should be independently certificated to PAS 24-1 2009 + A2:2011 or PAS 24 mortise locking version, 'Doors of Enhanced Security', with all incorporated laminated glazing certificated to BS EN 356 2000 rating P2A, WCL1 or LPS1175 SR2. All incorporated laminated glazing certificated to BS EN 356 2000 rating P2A, .Door sets must also be certificated to PAS 23-1 "General performance requirements for door assemblies", including the relevant material annex. Where doors allow access from the garage to the main dwelling these should also be certified to the standard above.
- The standard of windows to be installed at ground floor level, or those easily accessible above ground floor, shall be made secure to standards, independently certified, set out in BS 7950 'Windows for Enhanced Security' or WCL 4, with all incorporated laminated glazing certificated to BS EN 356 2000 rating P2A,
- The overall uniformity of the street lighting scheme should achieve a rating of 0.4Uo and should never fall below 0.25Uo. The colour rendering qualities of lamps used should achieve a minimum of at least 60 Ra (60%) on the colour rendering index.
- The applicant must ensure that the lighting scheme does not cause a nuisance to neighboring properties.
- Squared or recessed fall pipes should be used to minimise the potential of scaling.
- Gas and electric meters should be positioned appropriately to the front of dwellings in an effort to deter bogus officials.
- Ideally the garage doors should be certified to LPS1175 SR1
- Intruder alarms should be incorporated into the scheme
- Advisory only:-Garage door should be certified to LPS 1175 SR1
- Dusk till dawn luminaries should be incorporated to support all access points to dwellings

5.4.3 To conclude, the Reserved Matters Application should, in addition to providing adequate information to satisfy the above recommendations, obtain full details of approved security products, manufactures and suppliers by visiting the 'Secured by Design' website www.securedbydesign.com.

5.5 Public Consultation

5.5.1 As part of the pre application process, public consultation was carried out by mail drop to local residents within the immediate vicinity of the site, a copy of which is illustrated on fig.85

5.5.2 A total of 90no. letters, including a copy of the pre-application scheme proposals were sent to residents of the following streets;

- Beaver Street
- Thornham Meadows
- Cross Street
- Parkgate
- Doncaster Road

5.5.3 In addition to local residents, Cllr. Worton, Cllr. Gardiner and Cllr. Hancock were also forwarded the same information.

5.5.4 The scheme proposals were also made available on the Architects web site for a week following the consultation, details of which were included within the letters posted to residents, with the ability to email comments for those who could not attend.

5.5.5 The outcome of the Public Consultation is set out in the Statement of Community Involvement accompanying the Application.



Fig.57

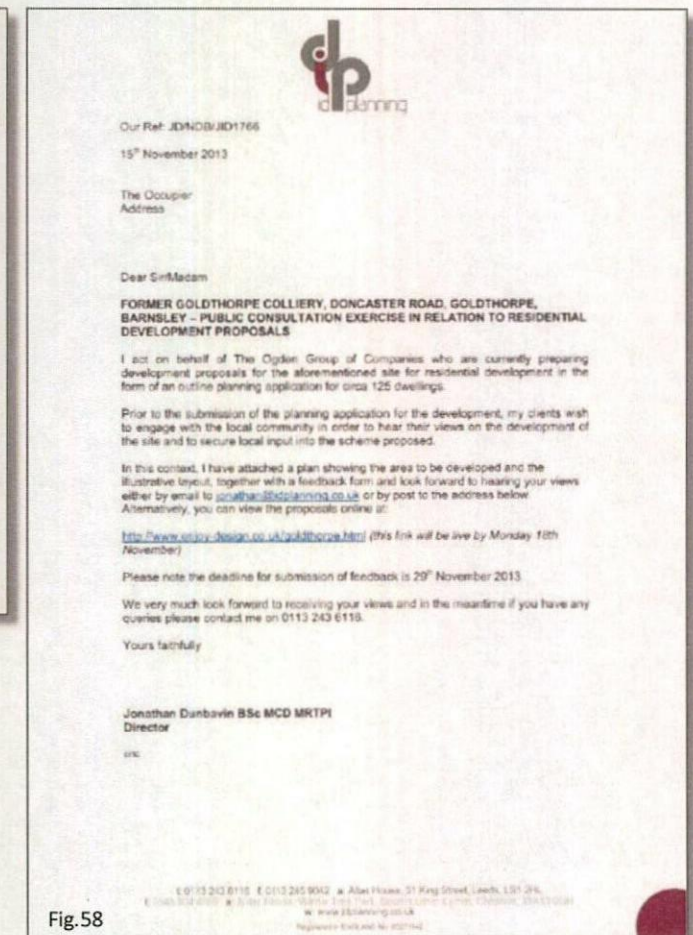


Fig.58

6.1 Summary

6.1 Summary

6.1.1 The application is in Outline form only with all matters reserved except for means of access and as such detailed design will be subject to a Reserved Matters Application at a later date.

6.1.2 Nonetheless, this application seeks to demonstrate how the site can be developed sensitively with consideration to the immediate neighbours of the site and the wider context of Goldthorpe.

6.1.3 In developing a scheme that reacts positively to the opportunities and constraints of the site, the Outline Application seeks to set the key parameters for a new sustainable, residential community set in a distinctive landscape and providing an integrated mix of house types, whilst allowing flexibility to develop a detailed scheme in the future.

6.1.4 The document has considered the site in the context of its location within the Barnsley district and has sought to assess all relevant aspects pertaining to the delivery of the site for residential development, assessing the proposal against Local & National Planning Policy criteria.

6.1.5 In conjunction with Planning Policy considerations, the various accompanying reports prepared as part of the Outline Application, summarised in this Design & Access Statement, conclude that there are no technical reasons why the site cannot be delivered for residential development.

6.1.6 Given that the site is set within an existing, sustainable settlement, readily accessed by adopted roads running up to the boundary of the site, it's considered appropriate within the guidelines set by National and Local Policy that this Outline Application for 125 dwellings on the former colliery site should be viewed positively.

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