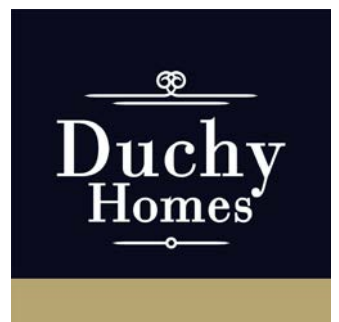


DESIGN AND ACCESS STATEMENT
FOR A PLANNING APPLICATION AT

MOUNT VERNON ROAD, WORSBOROUGH

JANUARY 2021



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ISSUE:	DATE:	NOTES:
1	Dec 2020	FIRST ISSUE
2	Jan 2021	UPDATED TO SHOW REVISED DESIGN SOLUTION.

// INTRODUCTION

This document has been prepared by STEN ARCHITECTURE on behalf of Duchy Homes and in support of a planning submission at Mount Vernon Road, Worsborough.. This document and accompanying planning pack refers to a proposed residential development on land allocated for housing in the Barnsley Local Plan.

The statement seeks to explain the design principles for the development, based upon an understanding of what is appropriate for the site, and is determined through an assessment of site opportunities and constraints. These principles are based upon good practice set out in National Planning and Urban Design guidance.

This statement provides a framework to explain how the proposed development is a suitable response to the site and its setting, and demonstrates that it can be accessed by prospective users.

Duchy Homes has collaborated with consultants to prepare an appropriate design solution which conforms to planning policy, responds to site context, mitigate constraints and maximises opportunities.

The aim of this design statement and submitted solution is to:

- Confirm that the use and suitability of the site for residential development is established by Planning Policy
- Create a high quality residential development;
- Create a legible and attractive place with a sense of identity;
- Create a sustainable and high quality living environment;
- Make efficient use of land in terms of ecological enhancement and density; and
- Provide a well planned sustainable settlement with dwellings which will meet high architectural standards and the creation of pleasant and recognisable streets.

DUCHY HOMES

Duchy Homes is a multi-award-winning house builder and has been honoured with many prestigious awards year-on-year in both quality, design and safety.

We have won a Pride in the Job award from the National House Building Council (NHBC) a number of times, including Regional Winner for three years in a row. We have also been voted best in the UK for Health & Safety four times. We have earned the respected title of Best Residential Developer of the Year 2018 from the Yorkshire Residential Property Awards.

Our repeated triumph marks our ongoing commitment to achieve the highest standards in house building and confirms our promise to deliver excellence as standard.



1.0 | PLANNING POLICY

The submission includes a comprehensive Planning Statement which is submitted alongside the technical reports and application drawings. It should be read in conjunction with this Design and Access Statement.

PLANNING STATEMENT

The accompanying Planning Statement is documentation and application of relevant planning policy and is a central reference point for this submission. With this in mind, this Design and Access Statement is an extension of this, focusing and expanding upon design related policies and guidance to illustrate how these have been realised in delivering a successful and integrated design solution.

NPPF, FEBRUARY 2019

The National Planning Policy Framework (NPPF) aims to make the planning system less complex and more accessible, protect the environment and promote sustainable growth.

Paragraph 15 states:

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

Paragraph 127 states:

“Planning policies and decisions should ensure that developments:

a) will function well and add to the overall

quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

NATIONAL DESIGN GUIDE (NDG)

The recently published National Design Guide addresses the question of how we recognise well designed places, by outlining and illustrating the Government’s priorities for well-designed places in the form of ten characteristics:

“Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.”

NDG 2019, Ministry of Housing, Communities and Local Government , Part 1, Page 8, Paragraph 35

and ...

“A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:

*the layout (or masterplan);
the form and scale of buildings;
their appearance;
landscape;
materials; and
their detailing.”*

NDG 2019, Ministry of Housing, Communities and Local Government , Part 1, Page 5, Paragraph 21

BEST PRACTICE

There are numerous best practice documents relating to design including those produced by CABE, DETR, There is general consensus over the principles of good design, although different terminology is sometimes applied.

The core factors contributing to good urban design which underpin all of the above best practice include the following principles:

Character: somewhere with a sense of place and local distinction;

Legibility: a place, which is easy to understand and navigate;

Permeability: achieving a form of layout, which makes for efficient pedestrian and vehicular movement;

An articulated townscape: creating an interesting, locational responsive townscape utilising building height, scale and massing all of which should be human in scale;

Human scale: the arrangement of building forms, which are easy for the human eye to read and provide a sense of scale and perspective;

Security, natural surveillance: creating places, which are properly overlooked and make effective passive and active policing;

Detailing, richness and interest: promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment;

Quality within the public realm: promoting routes and spaces, which are attractive, safe and uncluttered;

Continuity and enclosure: promoting the continuity of the street frontage and the definition of public and private space;

Adaptability, robustness and sustainability: the layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage.

SPECIFIC LOCAL POLICY

The Development Plan for Barnsley consists of:

- Barnsley Local Plan (adopted on 3rd January 2019); and
- the Barnsley, Doncaster and Rotherham Joint Waste Plan (2012).

SOUTH YORKSHIRE RESIDENTIAL DESIGN GUIDE

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

DESIGNING NEW HOUSING DEVELOPMENT ADOPTED MARCH 2012

This document primarily supplements policy CSP 29 Design of the LDF Core Strategy and sets out the principles that will apply to the consideration of planning applications for new housing development, including infill and backland development.

2.0 | CONTEXT

The Barnsley Metropolitan Borough Council Local Plan sets out the key elements of the planning framework for Barnsley, and the approach to its long term physical development of the area. Applicants are required to use this framework as a basis for all new developments.

The following extracts from Barnsley Metropolitan Borough Council Local Plan document highlight the extent of the allocation and guidelines for the development of this site. The box below shows supporting text for Policy HS24.

Site HS24 Land between Mount Vernon Road and Upper Sheffield Road Indicative number of dwellings 42

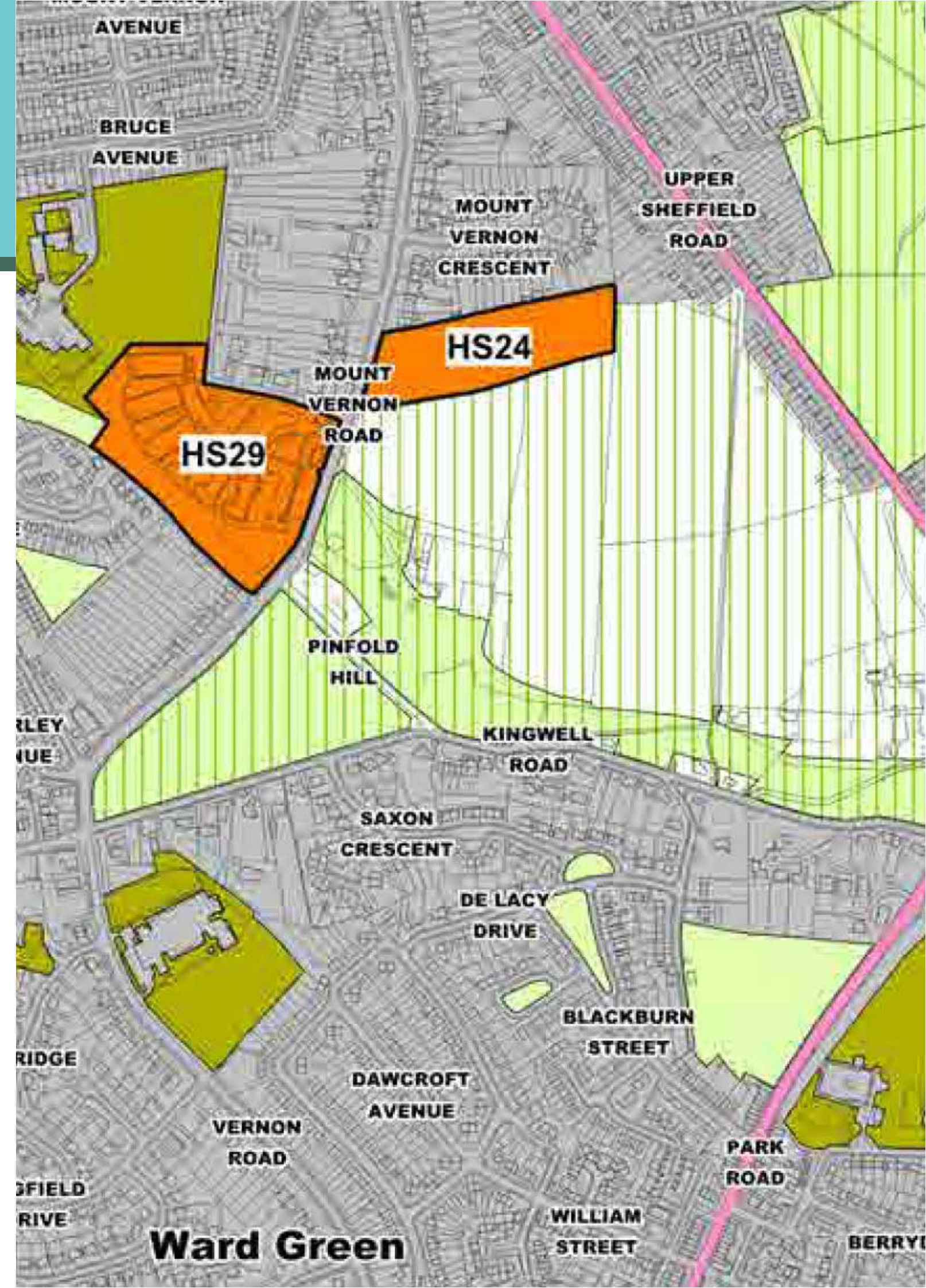
The development will be expected to:

- Protect the historic setting of the listed Darley Cliffe Hall, its ancillary listed buildings and Elmhirst Farm and cottage. Development shall be limited to the area shown on the Policies Map. Development shall respect the historic setting of these listed buildings by the use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials; and
- Retain and enhance the boundary wall fronting Mount Vernon Road or rebuild at the back of wider footway.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;
- An assessment of the significance of the remains; and
- Consideration of how the remains would be affected by the proposed development.

The design team have made good use of this guidance to ensure the design of a successful development. In addition, a Heritage Statement is included in the application pack which refers to the setting of historical assets in the area.



The development lies to the edge of the settlement of Barnsley and is less than 1.4 km from the centre, where there is a variety of services. In addition, The Metrodome leisure complex is 2.4km from the site. Oakwell stadium is less than 2km from the site.

Highstone road is 600m to the north where there is a petrol filling station, takeaways and a convenience store. Worsbrough Common Primary School is just to the west of the site and a 850m walk. Ward Green Primary School is 650m south of the site, as is a pharmacy.

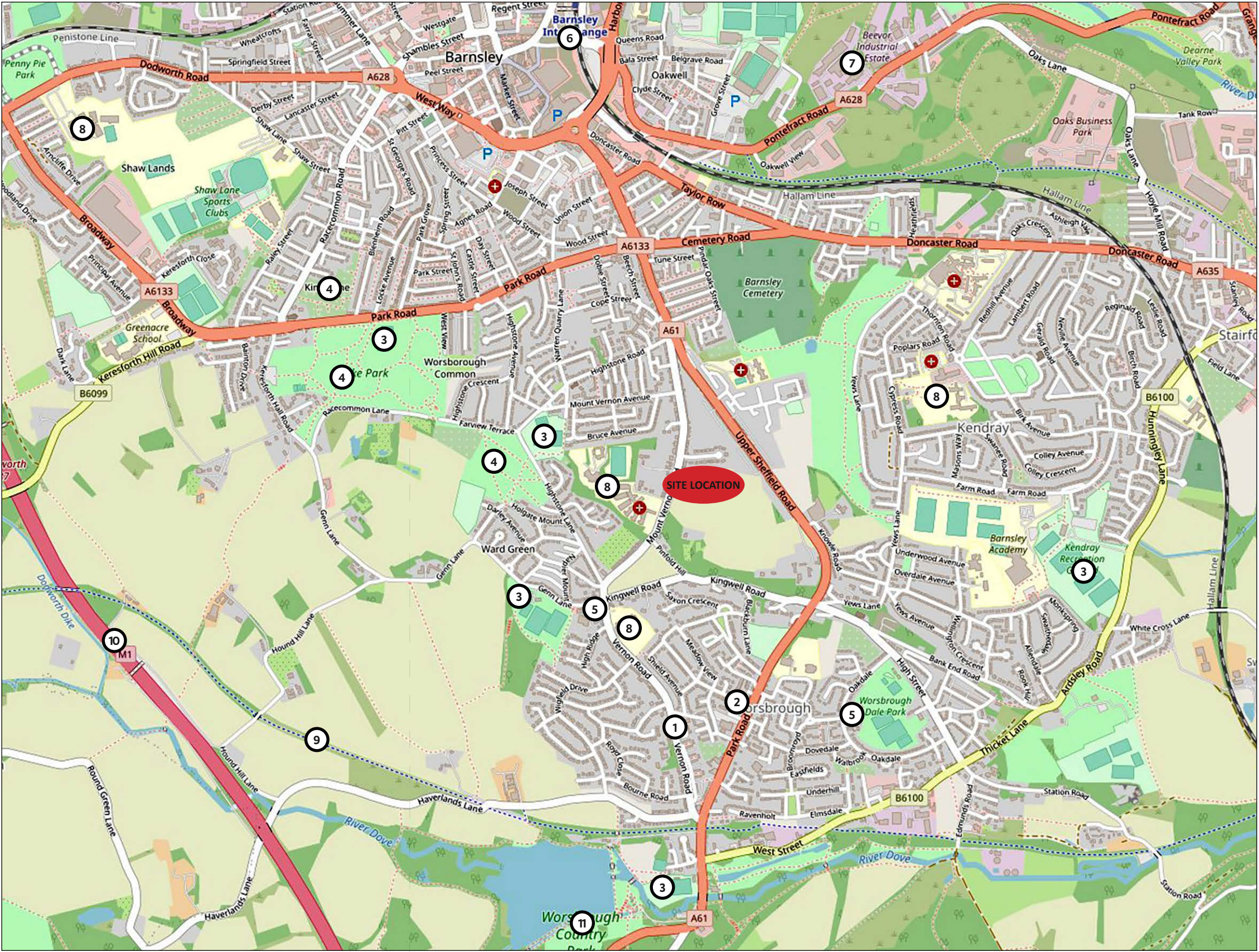
Barnsley train station is 2.2km from the site which offers regular services to Leeds, Sheffield and more.

A bus stop just to the north of the site on Mount Vernon Road offers a very regular service in to Barnsley town centre.

Worsborough Country Park and Reservoir is 2km to the south of the site and the The Trans-Pennine Trail is 1.4km to the south of the site which offers walking and cycle opportunities.

Local service and facilities include:

1. Worsbrough local centre including a range of small retail and food outlets;
2. Supermarket;
3. Sports and leisure facilities;
4. Local parks and recreation space;
5. Doctor's Surgery and medical services;
6. Barnsley Town Centre including Barnsley Interchange
7. Barnsley Metrodome Leisure Complex;
8. Local Schools
9. Trans Pennine Trail
10. M1 Motorway
11. Worsbrough Country Park



Worsbrough is an historic settlement dating back as far as the 7th century. It grew in size during the Industrial Revolution as a result of nearby coal mining activity and as a result many older buildings in the area date from this period.

In addition post war housing and more recent suburban development have lead to an increase in the amount and variety of housing in the area. In this respect it is difficult to define a specific style of development that typifies the area however there are a number of cues in the vicinity. The study shown here gives some specific examples of architectural principles that should be considered in developing this site.

Red brick buildings are interspersed by occasional stone buildings that reflect the growth of Worsbrough.



Existing development beyond Mount Vernon Road and to the north of the applications site has a linear form is made up of a range of detached, semi-detached and terraced homes.



Many dwellings along Mount Vernon Road are of red brick construction with red or grey roof finishes.



In proximity to the site, Mount Vernon Road is characterised by large detached dwellings set back from the highway. Development is screened by stone walls and landscaping.

A study of existing features and the immediate vicinity reveals a number of opportunities and constraints to be considered in developing this site:

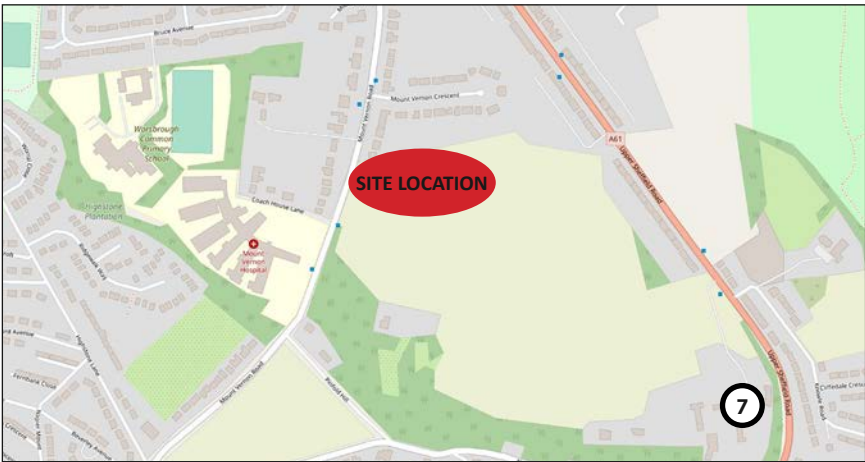
- 1. Mount Vernon Road - existing primary highway, consider the most appropriate access point to ensure safe and visible entry to the site;
- 2. Adjacent development along Mount Vernon Road - housing in the immediate area is defined by large, detached dwellings that follow the highway. Development set away from this primary frontage is more varied and includes semi-detached and terraced homes along a single perpendicular highway;
- 3. Existing Stone Wall along Mount Vernon Road - Local Policy guidance seeks to retain (or rebuild) this wall to help maintain the character of the highway;
- 4. Existing Stone Wall to the southern and eastern boundaries of the site - seek to keep these important edge treatments to retain the architectural and historic narrative of the development;
- 5. Existing boundary trees and planting - subject to survey, retain and enhance existing natural assets in an appropriate setting;
- 6. Rear and side boundaries of existing dwellings - consider the amenity and privacy of existing residents; and
- 7. Consider the impact of development on nearby heritage assets.

ECOLOGICAL APPRAISAL REPORT

Brooks Ecological have produce a preliminary Ecological Appraisal Report. In summary it identifies that the key ecological opportunity in this area, which is largely surrounded by disturbed, low value habitats, would be to create habitats which can provide long term, low maintenance enhancements. These could function as stepping-stones for any wildlife in the area.

Though proposals outline the development of much of the site they will also lead to the creation of more varied landscaping and ornamental tree planting on a site that is currently largely devoid of valuable vegetation. These could be enhanced by featuring native shrubs and trees, including fruit bearing species.

Installing roosting, nesting or hibernation features for fauna will also be beneficial. Garden fences should be permeable so that hedgehogs can have access through the Site.



3.0 | ENGAGEMENT

Prior to the submission of the application Duchy Homes haven engaged with the Local Authority, Ward Members and local residents to ensure the success of the scheme. Much of this process has been managed by Johnson Mowat.

Pre-application advice from Barnsley Metropolitan Borough Council included considerations for the layout, general amenity, design, greenspace, landscape, highways and flood risk. These comments have been used to inform the submitted design solution.

A letter drop to local residents have enabled all interested parties to comment and therefore contribute to the submitted design.

An extract from the letter drop to local residents is shown adjacent.

In general, the proposals have been well received with positive feedback informing the final design.

Site Layout



Land off Mount Vernon Road, Worsborough

Now the indicative site and provide us with your views.
The site plan can be downloaded from the website together with the consultation pack for submitting any comments.
Comments should be emailed to:-
planning@duchyhomes.co.uk
Comments on 4th March 2024.
Following consultation, the Local Authority will consider all comments and submit a decision to Barnsley Council.
The Local Authority will always be able to provide a copy of the public comments.

Land off Mount Vernon Road, Worsborough



JohnsonMowat
Planning & Development Consultants



JohnsonMowat
Planning & Development Consultants
PTO for Site Layout

4.0 | DESIGN SOLUTION

The principles of good urban design are well established and are consistent throughout many residential developments. The proposed design solution can be assessed against these principles to ensure a successful and sustainable development.

The Design Team have proposed a sustainable and high quality living environment which makes efficient use of land in terms of housing numbers and density.

The proposal is a well planned sustainable solution with dwellings that meet high architectural standards alongside the creation of pleasant and recognisable streets.

In summary the scheme proposes:

- 42 new dwellings including a mix of 2,3 and 4 bedroom housetypes;
- Vehicle access from the Mount Vernon Road and continuation of routes from adjacent development;
- Clear and defined non-vehicle route, the highway infrastructure is simple and legible;
- Pedestrian routes are safe and clear;
- Development respects the routes of an existing watercourse and opportunity for a green corridor beyond the red line to the north-east; and
- New homes compliment the setting of the development in within the settlement of Worsbrough and provide a variety of housing options.



LAYOUT

The layout is influenced by the linear shape of the site and built form in the vicinity.

At the site entrance, dual aspect dwellings create a high quality entrance feature and are a recognisable feature. Small areas of landscaping between the highway and new dwellings further enhance the spaces adding interest and colour to the space.

The primary highway through the centre of the site is articulated by a variety of dwellings, parking solutions and landscaping. These elements combines to create vibrant and attractive streetscenes.

At the eastern end of the layout a high quality area of open space is overlooked by new dwellings to ensure a safe and active space for use by all residents. Highways in this space are shared surfaces and private drives designed to reduce traffic speed and ensure safe movement of pedestrians and cyclists.

In general the design solution is in keeping with surrounding development and is positively influenced by the sites context.

HERITAGE

A Built Heritage Statement, produced by MB Heritage states that the proposed development will, to a limited degree, diminish the wider historic agricultural setting to nearby heritage assets. However the visual impact will be minimal and the development will be viewed and experienced in the context of existing 20th century residential development to the north and west of the site.

The proposed development layout is appropriate to the linear nature of the site and the scale of the new dwellings will reflect existing buildings heights of dwellings on Mount Vernon Crescent. The retention and reinstatement of field boundaries, including stone walling, will retain evidence of historic boundary treatment.

SCALE

Buildings are generally two storey throughout in a varied mix of semi-detached and detached dwellings.

The density of 36 dwellings per hectare is an appropriate amount

and in all the scale and proportion of development is appropriate to the setting. Built form is varied with some intimate clusters of buildings alongside areas of looser grain and larger gaps between buildings.

The private and public realm are clearly defined by appropriate boundary treatments and landscaping.

In all the built form is visually attractive in a compact form with recognisable streets that are defined by buildings. Access to local transport, services and facilities are straightforward.

MOVEMENT

Movement through the site is simple and direct following a single highway with defined footpaths and appropriate turning movements.

In addition, inclusive access within the layout will provide for use of movement by all social groupings and will meet the standards for disabled access

The approach to each dwelling will have accessible paths and drives , taking into account the topography of the site.

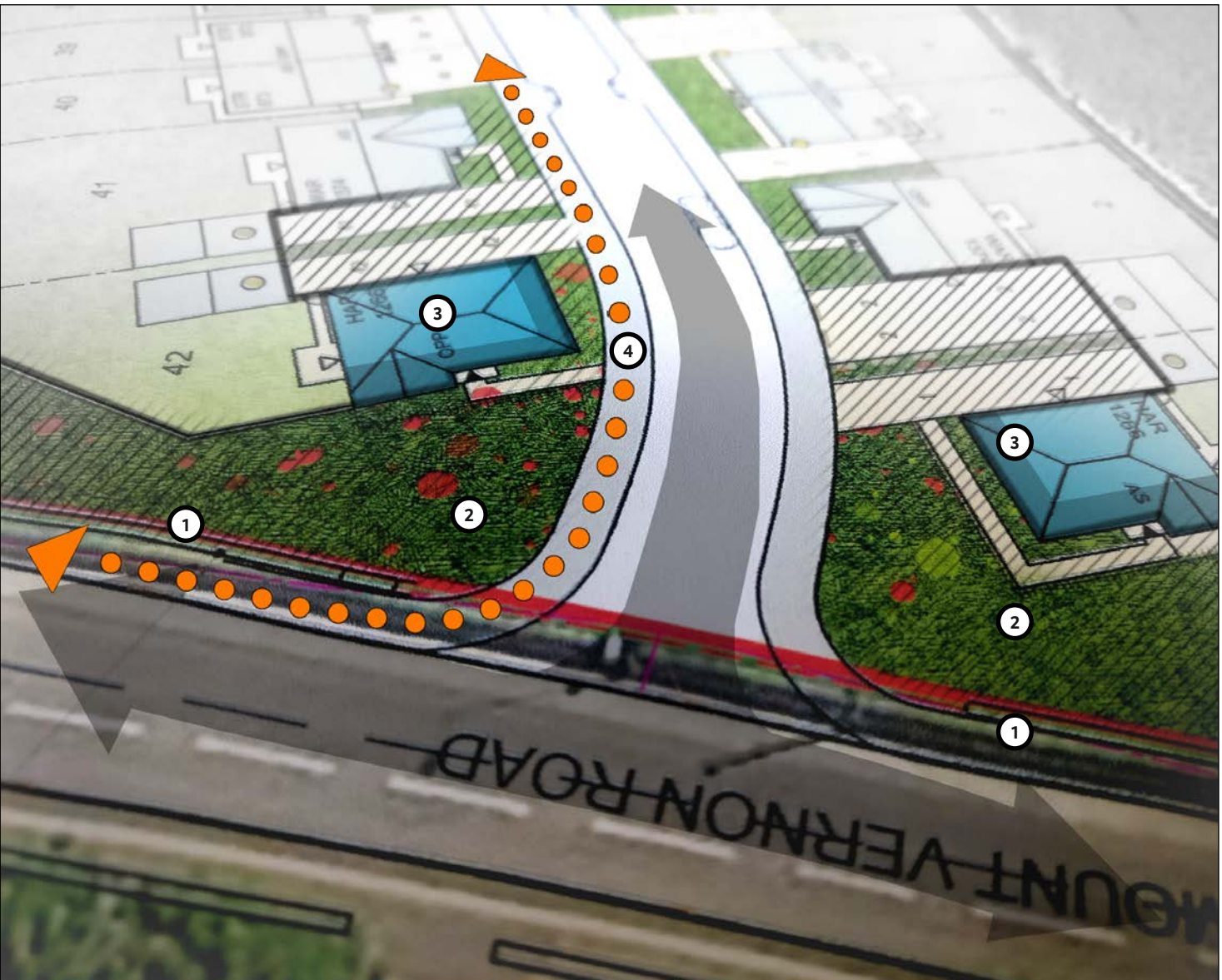
The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

NATURE AND PUBLIC SPACES

The proposal retains existing trees and planting along site boundaries alongside the provision of a new publicly accessible open space. In addition, streets and plots are complimented by street trees and planting to break up areas of hard standing and soften the edges of the development.

A clear hierarchy of public spaces and definition of the private realm has been realised and definitive edges to plots are provided throughout. Public spaces are accessible whilst new and existing trees soften the edges of built form. Throughout the development public spaces are safe, secure and attractive and make a positive contribution to the proposal.

Duchy Homes realise the opportunity to provide nesting opportunities for native fauna. New dwellings incorporate bat and bird boxes at appropriate locations throughout the layout.



The above illustration further explains some of the rationale behind the proposed design solution. This illustration focuses on the primary site entrance.

1. Retained stone wall along the highway seeks to retain the character of the highway, Sections removed to ensure appropriate safety and visibility;
2. Dwellings are set back from the highway to enable a pleasant, landscape led entrance feature;
3. Dual aspect dwellings frame the entrance create a positive gateway feature; and
4. Pedestrian routes are clear and defined.



USES AND RESOURCES

This application comprises a residential development with associated landscaping and highways. With this in mind, the application makes efficient use of land to deliver a phase of residential development that will help support a variety of services.

The orientation of homes have been carefully considered to deliver an efficient and effective layout. Development blocks are grouped together to ensure positive streetscenes whilst reducing the amount of hard-surfacing required to access homes is minimised.

Parking solutions vary and the potential to provide pleasant areas of landscaping is clear.

Defensible rear amenity space is grouped together, defined by boundaries and protected with an emphasis on delivering green boundaries to the edges of the site.

Energy use and efficiency are maximised through a ‘fabric first’ approach to design and construction and a well researched selection of materials. The intention is to minimise carbon emissions over the extent of the buildings life.

New homes comply with security standards and building regulations. Residents are safe, secure and at ease in their homes. Dwellings are designed for long-term living and provide both storage space and amenity space whilst having the potential to adapt as circumstances change through the course of ownership.

The value of space in the home and its benefits for health and well being are realised.

Private amenity spaces are protected by robust boundaries and landscaping and add value to each home. Residents have space for bin and cycle storage and can access streets from rear gardens.

LIFESPAN

The proposals are built to last and will be supported by local residents and the potential for future growth. The variety of uses in the vicinity and access to the local facilities combine to confirm its long-term viability.

The development of this residential scheme will contribute towards an increase in the number of people living in this area.

Neighbourhoods are reinforced by movement networks, the mix of uses and tenures, the amount and position of open space and local vernacular building materials and styles. The health, well-being and quality of life of those who will be using an area is positively influenced by its cohesion.

The vitality of neighbourhoods is enhanced by creating variety and choice within the development and caters for a range of demographic groups especially families. An increase in activity in the area will also promote a safe, crime-free environment.

Alongside the developed areas a well considered landscaping scheme enhances the potential for natural elements to flourish. In summary, new residents and future generations will have the opportunity to have long and successful lives in a sustainable and pleasant location.

In summary new residents and following generations will have the opportunity to have long and successful lives in a sustainable and pleasant location.



The above illustration further explains some of the rationale behind the proposed design solution. This illustration focuses on a new area of open space and meeting point at the eastern edge of the site:

- 1. Retained trees are set in a natural space and ensures a pleasant outlook for new residents;
- 2. Low speed private drive and shared surfaces against the space reduce vehicle speeds and ensure safe pedestrian access;
- 3. Dual aspect dwelling at a key location ensures continuity of activity and natural surveillance; and
- 4. Greenspace is located at a point closest to nearby heritage assets and reduces the impact of development.



FDA Landscape have produced a landscape design based on the layout. The ethos of the landscaping scheme is to compliment retained boundary planting to create high quality public spaces. The landscaping scheme and retained tress also reduce the impact on listed buildings in the vicinity.

In summary the scheme proposes:

1. Tree planting to the site frontage along Mount Vernon Road;
2. Occasional tree planting along the main highway at appropriate locations;
3. Designated meeting place in the POS accessed by footpaths;
4. Trees and planting in the open space soften the edges of the development and mitigate the impact of the development on nearby heritage assets; and
5. Variety of parking breaks up breaks up hard standing and presents opportunity for high quality planting scheme.



Following principles of the surrounding developments, storey heights are consistent, and homes are a varied mix of terraces, semi-detached and detached homes. Density is an appropriate amount and in all the scale, grain and proportion of development is appropriate to the setting.

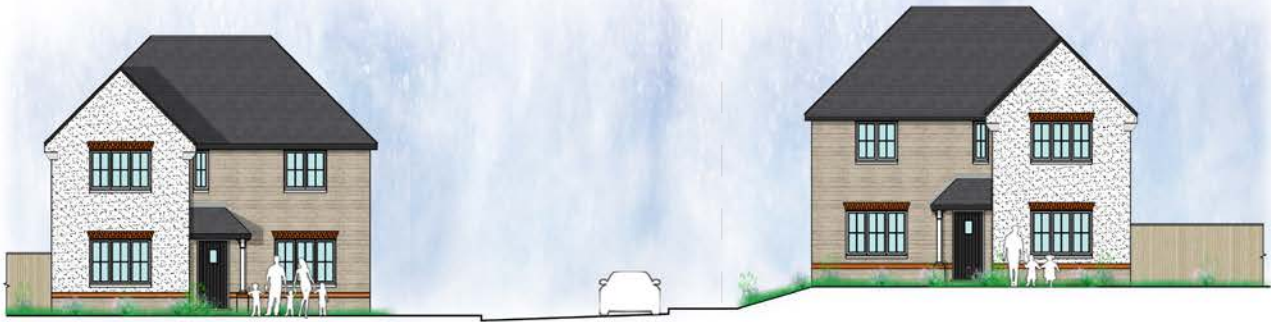
Built form and streetscenes are varied and interesting with some intimate clusters of buildings alongside areas of looser grain and larger gaps between buildings.

Materials have been carefully considered to reflect the characteristics and features of new technologies and construction methods alongside the established housing stock of the area.

Dwellings face the street and a mixture of parking solutions means the parked car does not dominate the street scene. These include detached garages, integral garages, side drives and front parking spaces.

In addition to the above the Site has few opportunities for nesting birds and the proposal provides nesting opportunities for species such as swift and house sparrow, incorporated into housetypes at appropriate locations.

Equally dwellings will also incorporate new roosting opportunities for bats.



STREET SCENE A



STREET SCENE B



STREET SCENE C



Bat box detail



Bird nesting detail

5.0 | SUMMARY

The design team have proposed a viable and sustainable parcel of development that makes a positive contribution to the wider settlement. A considered approach to housetypes, movement, natural features and the context of the site ensure a high quality living environment for new residents.

The Design Team have proposed a sustainable and high quality living environment which makes efficient use of land in terms of housing numbers and density.

The proposal is a well planned sustainable solution with dwellings that meet high architectural standards alongside the creation of pleasant and recognisable streets.

In summary the scheme proposes:

- 42 new dwellings including a mix of 2,3 and 4 bedroom housetypes;
- Vehicle access from Mount Vernon Road at a safe location;
- Retention of existing stone walls along the western and southern boundary of the site;
- Provision of pleasant open space for use by all residents and at a location to mitigate the impact of development on nearby heritage assets;
- Clear and defined non-vehicle route, the highway infrastructure is simple and legible;
- Natural open space provides opportunity for recreation and amenity strengthened by the retention of existing trees and green boundaries. It is provided at a location to mitigate the impact of development on nearby heritage assets;
- New homes compliment the setting of the development in the settlement of Worsbrough and provide a variety of housing options.



6.0 | BHL 12 ASSESSMENT

Building for a Healthy Life is the latest edition of - and new name for - Building for Life 12. Building for a Healthy Life (BHL) updates England’s most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL.



INTEGRATING NEIGHBOURHOODS



1. NATURAL CONNECTIONS

CREATE PLACES THAT ARE WELL INTEGRATED INTO THE SITE AND THEIR WIDER NATURAL AND BUILT SURROUNDINGS. AVOID CREATING ISOLATED AND DISCONNECTED PLACES THAT ARE NOT EASY PLACES TO MOVE THROUGH AND AROUND.

The site is accessed from a single point of access from Mount Vernon Road that serves both vehicles and pedestrians. There are no nearby footpaths or public rights of way to connect to. The narrow nature of the site means the street pattern is constrained to a single central road with a vehicle turning facility at the end. Footpath permeability is good and direct through the site and to the periphery, with a dedicated footway proposed. Amenity of previously approved dwellings on the boundary of the site has been respected and adequate stand-offs have been provided.



2. WALKING, CYCLING AND PUBLIC TRANSPORT

SHORT TRIPS OF UP TO THREE MILES CAN BE EASILY MADE ON FOOT OR BICYCLE IF THE RIGHT INFRASTRUCTURE IS IN PLACE, HELPING TO IMPROVE PUBLIC HEALTH AND AIR QUALITY WHILST ALSO REDUCING LOCAL CONGESTION AND CARBON EMISSIONS

The development lies to the edge of the settlement of Barnsley and is less than 1.4 km from the centre, where there is a variety of services. Barnsley train station is 2.2km from the site which offers regular services to Leeds, Sheffield and more. A bus stop just to the north of the site on Mount Vernon Road offers a very regular service in to Barnsley town centre.

Worsborough Country Park and Reservoir is 2km to the south of the site and the The Trans-Pennine Trail is 1.4km to the south of the site which offers walking and cycle opportunities.



3. FACILITIES AND SERVICES

PLACES THAT OFFER SOCIAL, LEISURE AND RECREATIONAL OPPORTUNITIES A SHORT WALK OR CYCLE FROM THEIR HOMES.

The centre of Barnsley is less than 1.4km from the site where there are a range of social leisure and recreational opportunities. Metrodome leisure complex is 2.4km from the site. Oakwell stadium is less than 2km from the site.

Highstone road is 600m to the north where there is a petrol filling station, takeaways and a convenience store. Worsbrough Common Primary School is just to the west of the site and a 850m walk. Ward Green Primary School is 650m south of the site, as is a pharmacy.



4. HOMES FOR EVERYONE

A RANGE OF HOMES THAT MEET LOCAL COMMUNITY NEEDS.

A range of housing needs have been identified and realised in the design proposals, which incorporates a mix of housing from 2 bedroom dwellings to four bedroom executive houses to meet aspirations and needs within Worsbrough. The affordable homes have been located in 2 parcels within the development and the architectural appearance is consistent through the tenures of the properties .

DISTINCTIVE PLACES



5. CHARACTER

DOES THE SCHEME CREATE A PLACE WITH A LOCALLY INSPIRED OR OTHERWISE DISTINCTIVE CHARACTER?

There is a stone wall running along the boundary of the site with Mount Vernon Road that the proposals largely retain once the access has been formed. There are also some large trees to the periphery of the site which are retained and incorporated into areas of Public Open Space.



6. A MEMORABLE CHARACTER

CREATE PLACES THAT ARE MEMORABLE.

The constrained nature of the site limits the opportunities to create a memorable place as the form is linear in nature and quite regimented. The house types are designed in such a way as to be in-keeping with the local vernacular. The area of Public Open Space at the south-west of the site will provide a break in the built form and a pleasant recreational space.



7 . WELL DEFINED STREETS AND SPACES

CREATE A NETWORK OF STREETS AND SPACES THAT ARE WELL ENCLOSED BY BUILDINGS AND/OR STRUCTURAL LANDSCAPING, TAKING CARE TO ENSURE THAT FRONT DOORS AND THE PRINCIPAL FAÇADES OF BUILDINGS FACE STREETS AND PUBLIC SPACES

Public and private spaces within the proposals will be clearly distinguished, with perimeter blocks creating a strong sense of enclosure and space. The layout will incorporate natural overlooking of the spaces and encourages informal surveillance of the public realm. The use of dual fronted house types will ensure that buildings turn street corners well and natural surveillance remains uninterrupted.



8. EASY TO FIND YOUR WAY AROUND

USE LEGIBLE FEATURES TO HELP PEOPLE FIND THEIR WAY AROUND A PLACE

The road hierarchy is very clear, with a single road that lowers in hierarchy as it gets further into the site which coincides with the reduction in the amount of users.

STREETS FOR ALL



9. HEALTHY STREETS

STREETS ARE DIFFERENT TO ROADS. STREETS ARE PLACES WHERE THE NEED TO ACCOMMODATE THE MOVEMENT OF MOTOR VEHICLES IS BALANCED ALONGSIDE THE NEED FOR PEOPLE TO MOVE ALONG AND CROSS STREETS WITH EASE. ACTIVITY IN THE STREET IS AN ESSENTIAL PART OF A SUCCESSFUL PUBLIC REALM.

The majority of the street has a segregated footpath to both sides to ensure pedestrians feel safe. As the amount of users reduces at the end of the street, a shared surface street, and then a private drive are proposed to reflect the low activity. Although linear, the streets have speed restraint narrowings to ensure 20mph design speeds can be achieved.



10.CYCLE AND CAR PARKING

WELL-DESIGNED DEVELOPMENTS WILL MAKE IT MORE ATTRACTIVE FOR PEOPLE TO CHOOSE TO WALK OR CYCLE FOR SHORT TRIPS HELPING TO IMPROVE LEVELS OF PHYSICAL ACTIVITY, AIR QUALITY, LOCAL CONGESTION AND THE QUALITY OF THE STREET SCENE. WELL-DESIGNED STREETS WILL ALSO PROVIDE SUFFICIENT AND WELL-INTEGRATED CAR PARKING.

All dwellings will have sufficiently large garages to accommodate cycle storage, or space within the garden to accommodate a dedicated cycle storage shed. The housing layout is designed with consideration of not only the amount of parking but how

and where it is accommodated, ensuring that ad-hoc on-street parking is minimised. The treatment of parking for the site will vary according to the buildings it serves, and always with a view to creating an attractive and safe environment. The parking arrangements ensure that all dwellings have a driveway, garage or parking bays.



11. GREEN AND BLUE INFRASTRUCTURE

CREATIVE SURFACE WATER MANAGEMENT SUCH AS RILLS, BROOKS AND PONDS ENRICH THE PUBLIC REALM AND HELP IMPROVE A SENSE OF WELLBEING AND OFFER AN INTERACTION WITH NATURE. AS THE RICHEST HABITAT FOR A RANGE OF FLORA AND FAUNA, THEY ARE ALSO A KEY PLAY IN ACHIEVING THE NET GAIN IN BIODIVERSITY SOUGHT BY THE 2020 ENVIRONMENT BILL.

New areas of open space offer visual and physical interaction with natural elements.

The underground water storage tanks are positioned to the low point of the site below the area of public open space. All the green spaces will be maintained by a management company.



12. BACK OF PAVEMENT, FRONT OF HOME GARDEN

CITIES, TOWNS AND SUBURBS USED HEDGES TO DEFINE PUBLIC AND PRIVATE SPACES, HELPING TO CREATE CHARACTERFUL AND BIODIVERSE PLACES. THE SPACE BETWEEN THE BACK OF THE PAVEMENT AND THE FACE OF BUILDINGS HAS A SIGNIFICANT IMPACT ON THE QUALITY OF A PLACE. CLEAR DEMARCATIONS BETWEEN PUBLIC AND PRIVATE SPACES CAN ENCOURAGE PEOPLE TO PERSONALISE THE FRONT OF THEIR HOMES WHILST ALSO OFFERING OPPORTUNITIES TO INTEGRATE LEVEL CHANGES, UTILITY BOXES AND WASTE STORAGE.

Car parking provision will be provided throughout the development, all dwellings will have a dedicated parking space. Cycle storage can either be accommodated in the garage where available, where not, gardens are sufficiently large to accommodate a cycle store. All dwellings will have access to the rear to enable residents to store bins out of view and thus not blighting the street scene.



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