

Proposed Residential Development on land at
Lidgett Lane, Pilley

Design and Access Statement

August 2018



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01

Introduction

Introduction

This Design and Access Statement has been prepared on behalf of Barratt Homes (Yorkshire West).

The application will be submitted as a full planning submission for:

“The construction of 77 no. residential dwellings on land off Lidgett Lane, Pilley.”

Vision

The proposal will create a distinctive residential development which is sympathetically designed to respect the surrounding built and natural environment. Housing will be a mix of 2 to 4 bedroom houses, including affordable housing, to create a sustainable, mixed community.

Purpose

This Statement responds to the requirements of the article 2 of the Town and Country Planning (Development Management Procedure (England) Order 2015 for applications of this type to be accompanied by a Design and Access Statement.

The content of the design element of the statement aims to demonstrate how the physical characteristics of the scheme have been influenced by a thorough process. The process undertaken includes:

Assessment
Involvement
Evaluation
Design

The statement also seeks to address the following factors:

- Explain the design principles and concepts that have been applied to the development;
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explain how any specific issues which might affect access to the development have been addressed.

The access element of the statement also includes two aspects of access to the development:

Vehicular and transport links - Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

Brief

The following points summarise the brief at an early stage of the design process:

- Deliver quality of built form and spaces;
- To engage with local residents;
- Employ innovations which are a model for environmentally sensitive development; and
- Create a scheme which is deliverable and viable.

Aspirations

Our intention is to deliver a secure and sustainable development of modern family homes in a safe, green and welcoming environment.

Achieve this vision through careful design and communication with the local authority without preconception of the possibilities for this site.

02

Development Framework

National Planning Policy Framework, July 2018

This document replaces the first National Planning Policy Framework published in March 2012.

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

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

Paragraph 8 states the overarching objectives of the planning system is to achieve sustainable development. The objectives are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Achieving well-designed places

Paragraph 124 states in respect of achieving well-designed places that:

The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 127:

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.*

Paragraph 130:

Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

03

Site Area and Analysis

3.0 Site Area and Analysis

The site comprises of 2.44 hectares of land is currently vacant and undeveloped.

The site is located to the east of the Pilley Green / Lidgett Lane junction about 6km south west of Barnsley town centre and 13.2km north west of the city of Sheffield.

The application site is currently open land. The site has an existing access point off Pilley Green close to the junction with Lidgett Lane. The access point is in the form of a simple dropped footway crossing. The site slopes generally north to south and west to east.

The site is bounded by Lidgett Lane to the north, Pilley Green to the west, residential development to the south and open land to the east.

Public Footpaths

There are no recorded public rights of way across the site.

Topography

The topography of the site slopes upwards from the south east at extreme corner of the site to the north west corner, with the land rising from 139.77 to 158.69 AOD, an increase in levels of around 19 metres.



3.0 Site Area and Analysis

The red line demonstrates land within the Applicant's ownership, which forms this planning submission.



Area Wide Analysis

This section of the Design and Access Statement reviews the existing form and architectural styles found within the wider locality of the site as a means of informing the design solution. This application relates to the scale and appearance of the dwellings therefore an understanding of the local characteristics is a key aspect.



Imagery ©2018 Google, Map data ©2018 Google

The properties on Pilley Green are some of the oldest dwellings in the village. This historical part has no over-riding character with a mixture of materials including stone, brick, boarding and render. The dwellings are generally two storey with varying eaves and ridge levels with various pantiles and grey slate roofs.

The area bordered by Pilley Lane and Lidgett Lane is a 1950' typical Local Authority housing.

Predominantly two storey with a few bungalows. Parking is generally to the front of each property with low boundary treatments or varying materials and fauna.

Two modern developments have been built in the village in the last few years. All properties are detached, mostly two storey with the occasional bungalow. The elevations are varied with a mix of projecting gables, single storey projections and 2 storey bays. Along with various bricks, stone and render.

There is no definitive vernacular or character to the area.

AREA A



AREA B



AREA C



Sustainability and Integration

It is important that when considering the design solution that an understanding of how the existing area functions in terms of place is carried out. This enables the proposed connection points and linkages to be identified, both within and from the site, so that important desire lines are achieved.

This process ensures that the new development enhances the existing movement framework of an area rather than disrupting or severing it.

The information provided opposite identifies the position of the site in relation to local services.

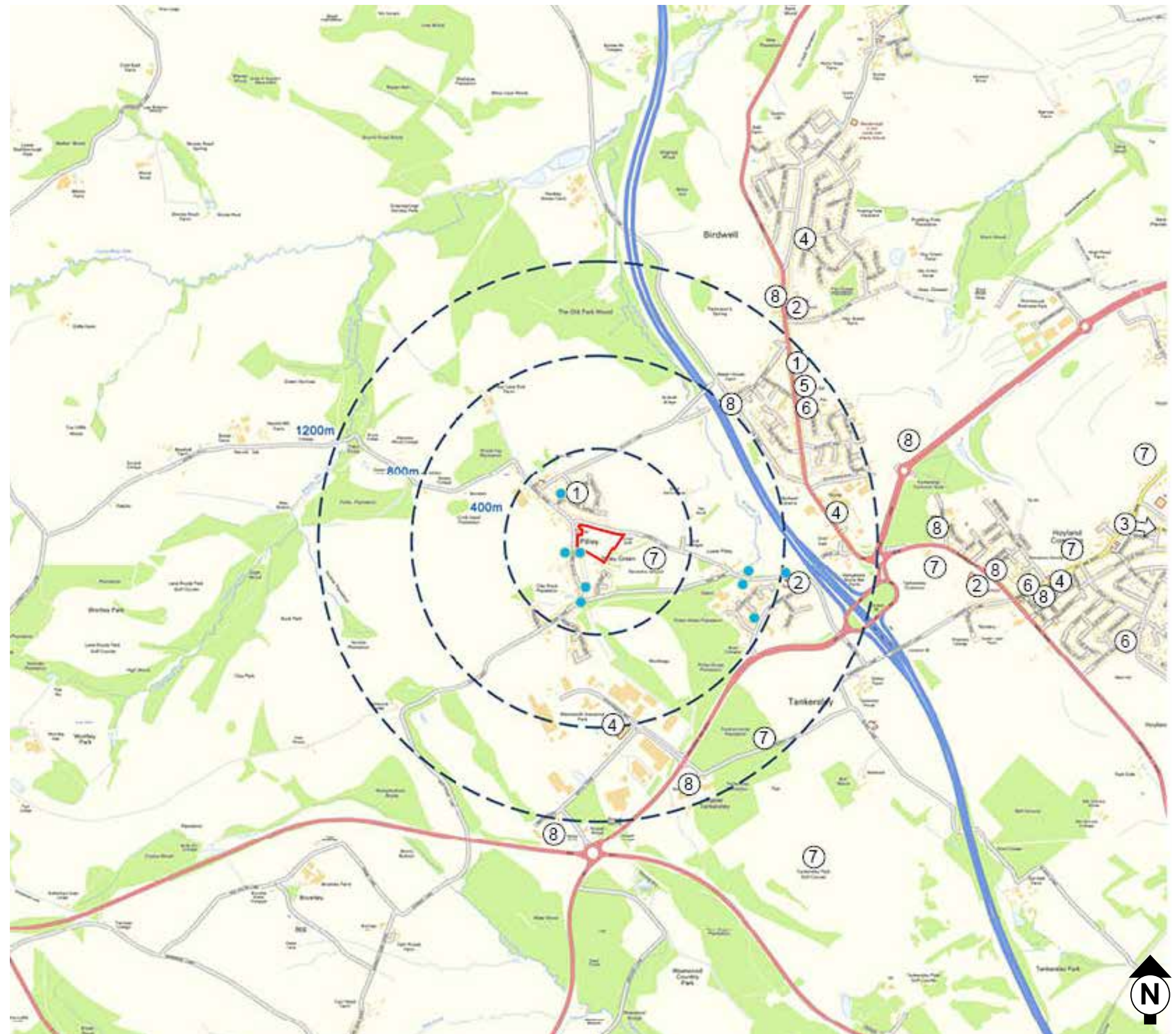
The site is a sustainable location. A bus stop is within a short walk of the site, giving direct access into Barnsley Interchange. A Primary School is close by within 800m with a post office and community rooms within walking distance.

The site is within close proximity to major employment at Wentworth Park, Hoyland and Barnsley.

It is therefore considered that there are a range of local facilities including education, health care and convenience shopping within the area surrounding the proposed development site that would be accessible by a range of modes other than the private car. These facilities will also provide a range of local employment opportunities that are within walking distance of the site as well other commercial uses in the surrounding area.

Key

- ① Post Office
- ② Primary School
- ③ Secondary School
- ④ Supermarkets
- ⑤ Doctors Surgery
- ⑥ Pharmacy
- ⑦ Sports/Recreation Ground
- ⑧ Public House
- Bus Stop



04

Design Evolution

Planning Approval

The site has the benefit of full planning approval (2016/1308) for:

“Proposed development of 49 dwellings and associated roads and infrastructure”

This was approved on the 10th January 2018.



Site Layout Plan
Residential Development, off Pilley Green / Lidgett Lane, Pilley

Notes	
2) This drawing is the copyright of W&A Design (UK) Ltd, and cannot be reproduced in any form without express consent of the company. Written permission must be obtained on site visit discrepancies may be reported before or following work on site. Figured dimensions only are to be taken from this drawing. Do not scale if it should suit.	
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
IN ACCORDANCE WITH THE RELEVANT REGULATIONS CONCERNING THE TYPE OF WORK DETAILS ON THIS DRAWING NOTE THE FOLLOWING:	
CONSTRUCTION	nil
MAINTENANCE / CLEANING	nil
DECOMMISSIONING / DEMOLITION	nil
IT IS AGREED THAT ALL WORK WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR HOLDING AN APPROPRIATE QUALIFICATION TO PERFORM THESE TASKS (AS QUOTED)	
This drawing is a feasibility sketch only and/or design assessment has been undertaken at all stages for a Q&A Corporation. It is based on topographical survey by Mr J. Sweeney 1st - drawing ref WCTD/2017 dated 13th Jan and OS Plan information, Lonsdale No. 10020449 and is subject to ground investigation, confirmation of all boundaries (ownership), and all statutory approvals. Provision of all existing services to be confirmed on site prior to construction.	
LEGEND	
No.	Housetype
1	A 1- 3-bed 2-storey semi-detached dwelling with attached single garage (approx. 99.7m ² / 1073.2ft ²)
2	A 2- 3-bed 2-storey semi-detached dwelling with attached single garage (approx. 99.7m ² / 1073.2ft ²)
3	A 3- 3-bed 2-storey semi-detached dwelling with attached single garage (approx. 99.7m ² / 1073.2ft ²)
4	B 1- 4-bed 2- storey detached dwelling with attached single garage (approx. 100.5m ² / 1087.9ft ²)
5	B2- 4-bed 2-storey detached dwelling with attached single garage (approx. 100.5m ² / 1087.9ft ²)
6	B3- 4-bed 2-storey detached dwelling with attached single garage (approx. 100.5m ² / 1087.9ft ²)
7	B4- 4-bed 2-storey detached dwelling with attached double garage (approx. 100.5m ² / 1087.9ft ²)
8	C1- 4-bed 2-storey detached dwelling with either single or double garage (approx. 106.0m ² / 1136.2ft ²)
9	C2- 4-bed 2-storey detached dwelling with either single or double garage (approx. 106.0m ² / 1136.2ft ²)
10	C3- 4-storey detached dwelling with either single or double garage (approx. 106.0m ² / 1136.2ft ²)
11	C4- 4-bed 2-storey detached dwelling with either single or double garage (approx. 106.0m ² / 1136.2ft ²)
12	D- 2-bed 2-storey apartments. 4 flats in total with available parking (approx. 386m ² / 3422.9ft ²)
13	E- 2-bed detached bungalow with either single or double garage (approx. 66m ² / 719ft ²)
14	F- 3-bed detached bungalow with a single garage (approx. 85.2m ² / 917 ft ²)
15	G- 2-bed semi-detached bungalow with available parking (approx. 605m ² / 6512ft ²)
16	H- 2-bed detached bungalow with available parking (approx. 59m ² / 635ft ²)
17	J- 3-bed detached bungalow with available parking (approx. 12m ² / 125ft ²)
18	K- 3-bed 2-storey semi-detached dwelling (approx. 77m ² / 832ft ²)
49 no. total Each dwelling has a minimum of two parking spaces. Site area = 2.64ha (6.53 acres) Density = 20.0 dwellings per hectare Position of fault lines shown are approximate and must be confirmed through further site investigation works. Existing service positions shown are approximate and must be confirmed on site prior to construction. All proposals are subject to Planning, Highways and Building regulations approval.	

Rev:	Drawn:	Drawn by:	Checked:
1	June 97	252	
		Approved: <i>gjh</i> (10/98)	
White Design			
Client:			
The Wortley Group			
Project:			
Residential Development, off Pilley Green / Lidgett Lane, Pilley			
Title:			
Site Layout Plan			
Scale: Drawn by: Date: 1500 @ A1 AJB OCT 14			
Drawing No:		Rev:	Checked:
0125/04/01/100		T	RJ
340 St Andrews Road, Sheffield, S11 1AE T: 0114 254 1000 F: 0114 254 0216 E: info@whitedesign.co.uk			

Opportunities and Constraints

The following opportunities and constraints diagram below highlights the key issues we identified, which need consideration as part of any design solution.



KEY

- ① Proposed access points
- ② Church
- ③ Topography
- ④ Existing Tree Cover

Revised Concept

The following concept diagram and key illustrates the design rationale of the proposed layout, developing upon the previously identified opportunities and constraints.



Pre-Application Engagement

The plan below formed the basis of pre-application discussions with the Council.



Comments received are as outlined below:

- Provide visitor parking along Lidgett Lane
- The potential closure of Lidgett Lane to avoid speeding- this is being progressed by the Parish Council
- Track the roadway into the site from Pilley Green
- Realign road between plots 33 and 55 to meet the highway at 90 degrees
- Check gradients of roadways and driveways given the level changes across the site
- Transport Assessment needs to cover the wider area to consider impacts on junctions such as Pilley Lane
- Provide a more open/ greener entrance to the site
- Overall design as positive
- The council requested more houses than bungalows for affordable units and a greater mix
- Barnsley is looking to bring in a maximum density of 30 dwellings per hectare in villages with the Core Strategy review so weight may be given to this policy
- Site sections would be needed for consultation and CGIs/ street scenes preferred.

These comments have been addressed within the Design Solution which is outlined in the next Section.

05

Design Solution

Amount of Development

This application seeks full planning approval for residential development. The proposed layout identifies that this would include the provision of 77 new dwellings.

The total site area is 2.44 hectares.

The scheme will be developed with an overall density in the range of 32 units per hectares (gross based on 77 dwellings). The gross density is 32 dwellings per hectare.

Mix of Housing

In line with the aspirations of the NPPF, the provision of a mix of house types and styles can be attractive to a wide demographic and help to meet local housing need.

The development would provide a mix of 2, 3 and 4 bedroom properties which will range from bungalows to terraced, semi-detached and detached dwellings.

This comprises of:

8 x 2 bed
35 x 3 bed
34 x 4 bed

Of this 8 dwellings will be for affordable which equates to a provision of 10.4% on site which is broken down as follows:

4 x 2 bed bungalow
4 2 bed dwellings



Development Summary

No. of Dwellings: 77

Gross Site Area: 2.44 hectares

Type of Dwellings: Detached, semi detached and terraced

Storey Heights: 1- 2 storey development

Bed Range: 2, 3, & 4

Density Range: 32 dwellings / Ha (gross)

Layout



“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.” (NPPF para.124).

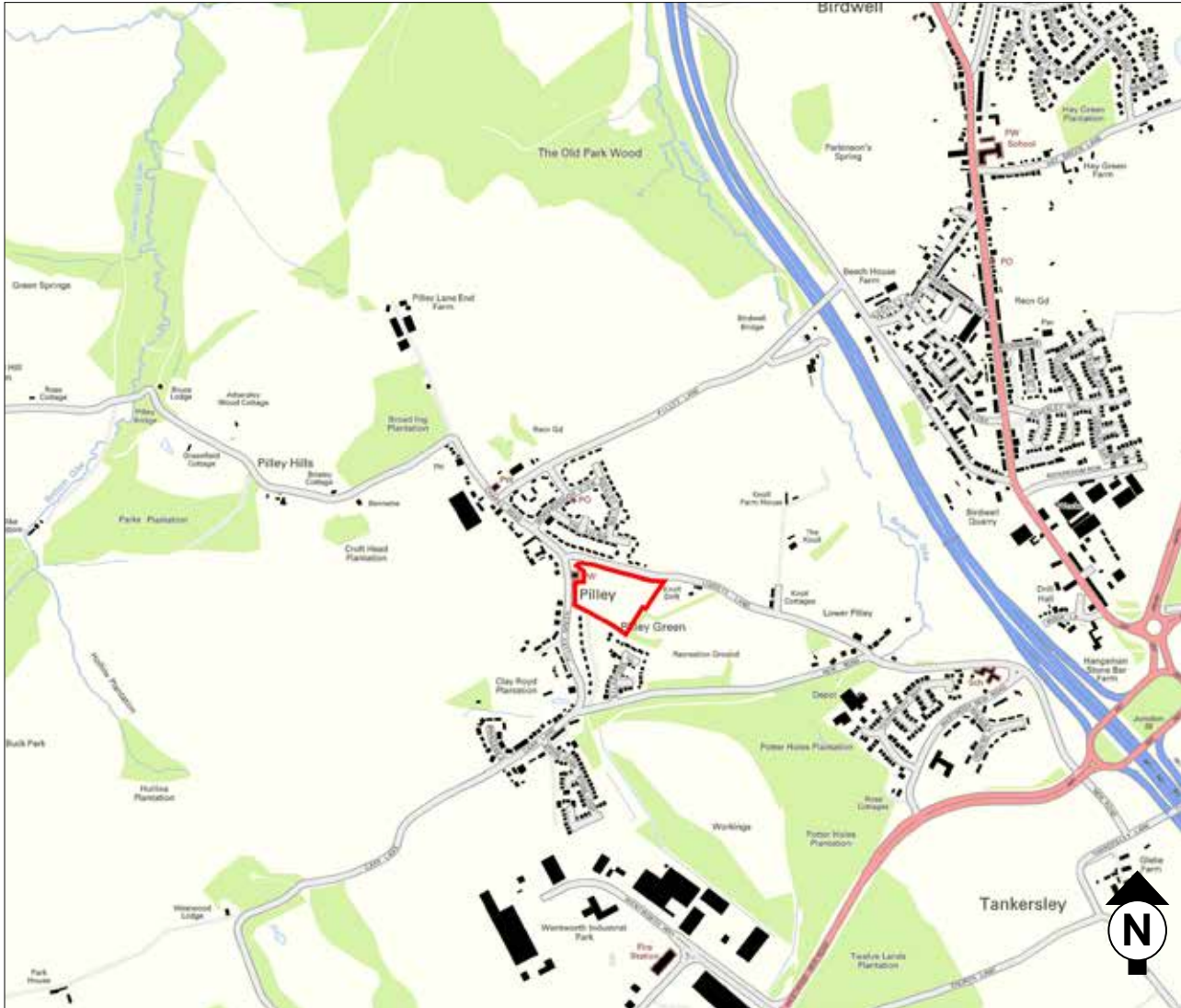
The following key points identify the elements, which demonstrate that the scheme has been developed in line with the opportunities and constraints established as part of this design process.

- The proposal comprises a residential development of 77 dwellings.
- The layout will include for a mix of detached, semi detached and terrace type dwellings with the majority served off Pilley Green via a simple priority junction and the remainder via several private drives onto Lidgett Lane.
- The layout demonstrates a hierarchy of movement corridors from a primary connection which provides a route through the development to secondary connections. The primary route would this would typically be 5.5m wide with 2m footpaths to both sides.
- Existing landscape is retained and integrated within the site.
- Entrances to the properties are located along the main elevations making it easy for residents and visitors to find their way around.
- All streets, open spaces and pedestrian routes are overlooked by the principle aspect of the dwelling.

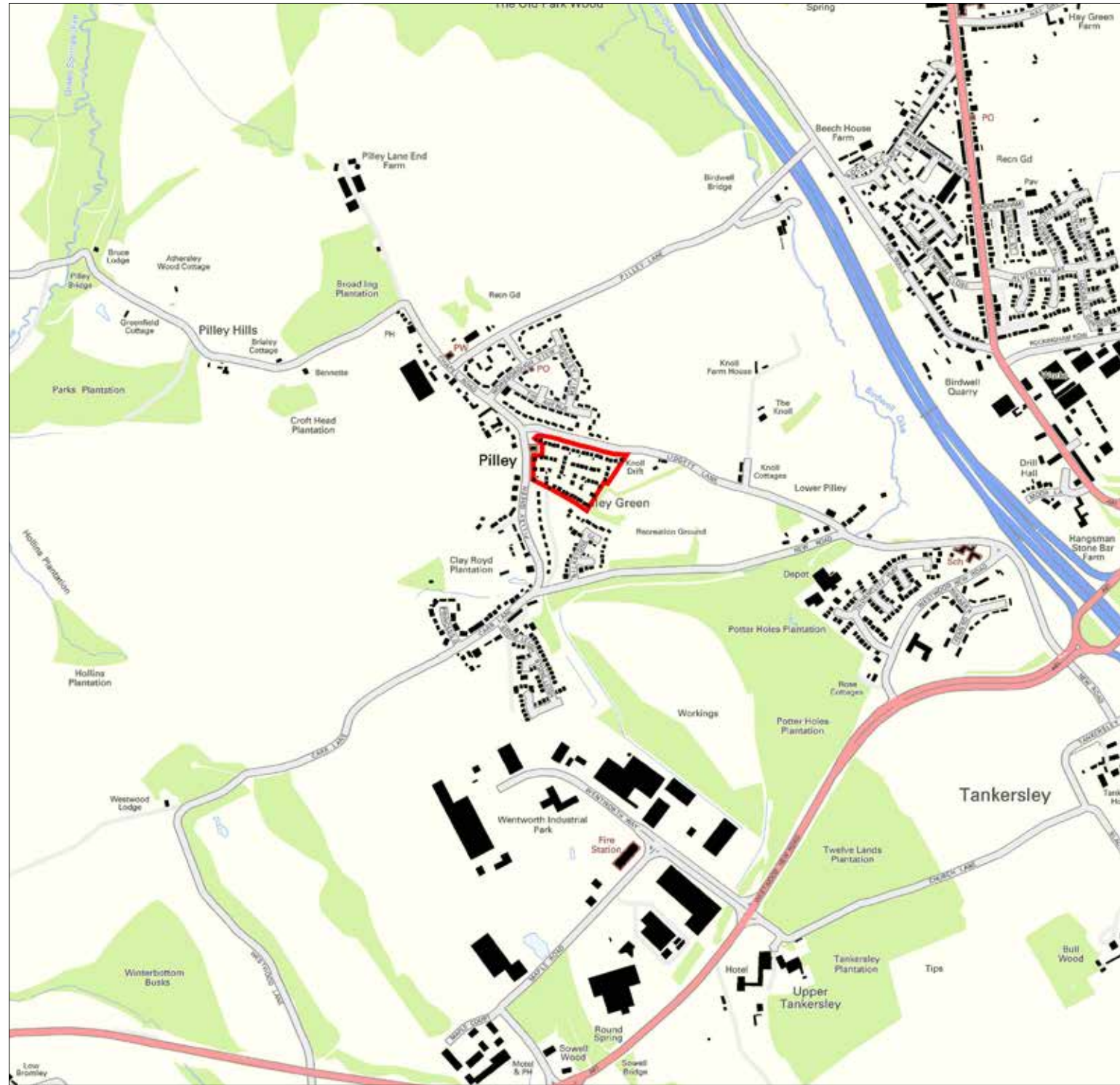
The proposed scheme has been developed utilising a series of character spaces with the built form, street design and landscape features varying.

The scheme proposes two distinct areas for the higher and lower plateaus. The higher plateau fronting Lidgett Lane comprises of linear development. Dwellings are arranged in cul de sac form to the lower plateau.

Existing Urban Grain



Proposed Development



Movement Hierarchy and Pedestrian Permeability

The plan opposite demonstrates that a permeable and legible network of streets and pedestrian links can be achieved at this site, enhancing existing connections and providing easy and direct access to existing services and facilities within the locality by sustainable means of transport i.e walking and cycling.

The main vehicular access to the development will be via a simple priority junction onto Pilley Green to the south of the Church. This new junction will benefit from 2.4 x 43 metres visibility in both directions, a 5.5 metre wide access and 6m junction radii. This access will lead via a formal roadway to 2no. mews court type cul de sac and private drives and individual access points to dwellings. Turning facilities will be provided within the site to allow all vehicles likely to enter the site to leave in a forward gear. The gradient of the new access road will not exceed 1 in 20 at its junction with Pilley Green and 1 in 12 (to comply with DDA regulations) within the site.

Access onto Lidgett Lane will be in the form of simple private drive arrangements across the new footway. These crossing points will be to serve 4no. private drives serving 3 - 5 dwellings and a single private drive serving just one property with internal turning provision. All the driveways will have visibility for egressing drivers compatible with the posted speed limit on Lidgett Lane.

The development proposals also include for the provision of a footway along the full site frontage to Lidgett Lane and the majority of the frontage to Pilley Green, apart from the section fronting the Church.

KEY

-  Primary vehicular route
-  Secondary route
-  Private drives



Scale and Appearance

It is important that the existing site and its surroundings be considered as a means of informing an appropriate scale for future development.

The wide diversity of styles found within Pilley as outlined earlier indicates that design cannot simply replicate what exists at present since there is no dominant style. Simple traditional design would therefore help to unify and build character within the neighbourhood. Buildings found in the surrounding area do offer a variety of starting points for developing an architectural approach to the new neighbourhood that will balance the joint objectives of integration and facilitation of individual expression using traditional built forms.

The following principles have been utilised:

- Existing built development within the area is of generally of no more than two storeys in height.
- As the photographic assessment has identified, the site is quite challenging topographically and as such, in order to provide a varied and interesting development, a variety of roofscapes would be encouraged within the site which would not be detrimental to the wider locality.
- The development of the site with no more 2 storey properties given the above is considered appropriate.

Key - Storey Heights

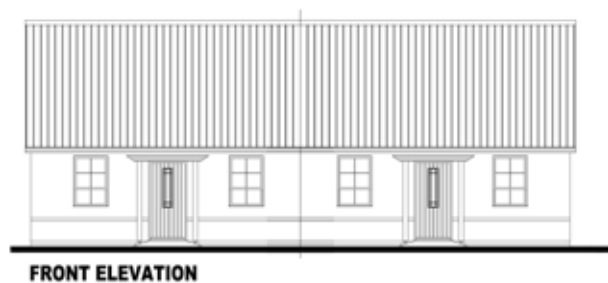
- Single Storey Garages
- 2 storey dwellings
- 1 storey dwellings



Scale and Appearance

The proposed housetypes are shown below.

BUNGALOW



FRONT ELEVATION

SEMI DETACHED / TERRACED DWELLINGS



FRONT/SIDE ELEVATION

FRONT ELEVATION



FRONT ELEVATION

DUAL ASPECT / CORNER TURNING DWELLINGS



FRONT/SIDE ELEVATION

FRONT ELEVATION



FRONT ELEVATION

SIDE ELEVATION



FRONT ELEVATION

DETACHED DWELLINGS



FRONT ELEVATION

FRONT ELEVATION

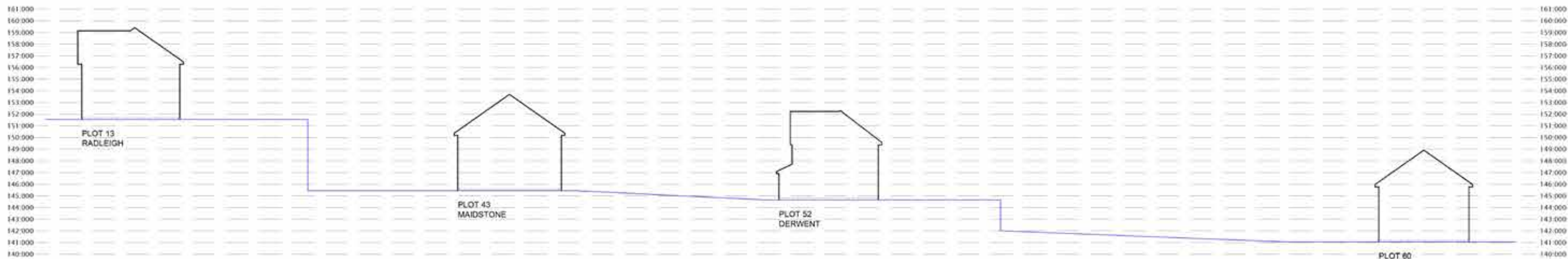
Front Elevation

FRONT ELEVATION

The following site sections demonstrate the level difference across the site.



Section 1-1



Section 2-2



Access

This section of the Statement will address access issues to the site, including the following aspects:

Policy – justification of the relevant national, regional and local planning policies.

Site Circumstances – how any specific issues, which might affect access to the development, have been addressed.

Consultation – indicating who has been consulted in relation to access for all, particularly the disabled.

Vehicular and transport links - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

Policy

At a national level, National Planning Policy Framework (July 2018) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.29).

Paragraph 111 requires that “all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

Paragraph 110 states applications for development should:

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

A Transport Assessment has been prepared by PAH Highways and accompanies this submission.

Manual for Streets, 2007

Manual for Streets supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement.

MfS provides a clear framework for the use of local systems and procedures; it also identifies the tools available to ensure that growth and change are planned for and managed in an integrated way.

- MfS aims to assist in the creation of streets that:
- help to build and strengthen the communities they serve;
 - meet the needs of all users, by embodying the principles of inclusive design
 - form part of a well-connected network;
 - are attractive and have their own distinctive identity;
 - are cost-effective to construct and maintain; and
 - are safe.

Site Circumstances

The main site access will be from Pilley Green but due to the sites topography access will be required from Lidgett Lane, however, this will be in the form of several private drives.

With regard to Pilley Green this forms part of a potential route to the M1, via Chapel Road and Pilley Lane via Birdwell located to the north east. On the site frontage it is a two way single carriageway and is the subject of a 30 mph speed limit. In and around the proposed site access there are no traffic regulation orders restricting on street parking or waiting.

On the Lidgett Lane site frontage, it is the subject of a 30 mph speed limit and it is lit to side road standards. It is a two-way single carriageway.

Development Proposals

The proposals are to develop the site for residential purposes for 77 no. dwellings.

The main vehicular access to the development will be via a simple priority junction onto Pilley Green to the south of the Church. This new junction will benefit from 2.4 x 43 metres visibility in both directions, a 5.5 metre wide access and 6m junction radii. This access will lead via a formal roadway to 2no. mews court type cul de sac and private drives and individual access points to dwellings. Turning facilities will be provided within the site to allow all vehicles likely to enter the site to leave in a forward gear. The gradient of the new access road will not exceed 1 in 20 at its junction with Pilley Green and 1 in 12 (to comply with DDA regulations) within the site.

5.0 Design Solution

- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality

Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings and the houstypes will be compliant with Part M of Building Regulations.

This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc, are adhered to. Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice guidance on accessibility it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.

The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

Approach to Building

The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself. Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

Entrances

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

Access onto Lidgett Lane will be in the form of simple private drive arrangements across the new footway. These crossing points will be to serve 4no. private drives serving 3 - 5 dwellings and a single private drive serving just one property with internal turning provision. All the driveways will have visibility for egressing drivers compatible with the posted speed limit on Lidgett Lane.

The development proposals also include for the provision of a footway along the full site frontage to Lidgett Lane and the majority of the frontage to Pilley Green, apart from the section fronting the Church.

Vehicular and Transport Links

The local bus service runs along Pilley Green and is to a standard compatible with the sites semi-rural location.

Elsecar rail station is located to the east of the application site a distance of approximately 4.7 km which is within the accepted cycling distance for commuting. Elsecar rail station benefits from cycle storage and stands that are covered by CCTV. Elsecar is on the Hallam and Penistone lines with regular services to Leeds, Wakefield, Sheffield, Barnsley, Huddersfield and Denby Dale.

Parking

There are proposed a minimum of 2 parking spaces per dwelling (inclusive of garages in some cases) and in the majority of cases parking provision will be within the curtilage of the relevant dwelling. Barnsley Council require generally an additional unallocated parking space for every 4 dwellings for visitor parking on shared surface streets such as Mews Courts. In this case this would require an additional circa 5 spaces. Having due regard to the present level of parking on the site for the development proposals, it is considered that the proposed level of provision generally accords with the Council's policies / parking guidance subject to an agreement with the LPA on visitor provision.

Secure cycle parking provision will also be provided on site to a standard to be agreed with the LPA.

External Access

People are very different in their needs, and in the way they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone.

The principles of an inclusive environment will be:

- Easily used by as many people as possible without undue effort, special treatment or separation.

Access

Primary Vehicular Access Points



Parking Solutions



Front drives and side parking break up the streetscene



Parking bays overlooked by dwellings



Parking within curtilage

A variety of parking solutions can be found within the locality of the site including on street, driveways and garages. It is the preferred option that any parking solution be located in a position which is directly related to the property it serves ideally within the curtilage either by driveway or by garage or parking bay. This section therefore reviews the types of parking which are considered appropriate based upon the various dwelling types proposed.

There are proposed a minimum of 2 parking spaces per dwelling (inclusive of garages in some cases) and in the majority of cases parking provision will be within the curtilage of the relevant dwelling. Barnsley Council require generally an additional unallocated parking space for every 4 dwellings for visitor parking on shared surface streets such as Mews Courts. In this case this would require an additional circa 5 spaces. Having due regard to the present level of parking on the site for the development proposals, it is considered that the proposed level of provision generally accords with the Council's policies / parking guidance subject to an agreement with the LPA on visitor provision.

Secure cycle parking provision will also be provided on site to a standard to be agreed with the LPA.



Within the street a variety of solutions are proposed including side driveways, parking courts which minimise the impact of the car on the streetscene whilst maintaining a housing provision in accordance with the outline consent. Some frontage parking can be acceptable where it is broken down into smaller areas within a landscape setting and with some defensible space in front of the dwellings as the above extract demonstrates.

Landscape

LANDSCAPE DESIGN STRATEGY

We have indicated street trees throughout the site, which will greatly enhance the environment.

Pockets of landscape form features to terminate views, form backs and enhance the public realm.

The green frontage will soften the streetscape setting the built form behind.

LANDSCAPE MASTERPLAN KEY:

-  Proposed Tree - Semi Mature
- Multi-stemmed Birch trees to site frontage on Lidgett Lane to form entrance features
-  Proposed Tree - Extra Heavy Standard
- Trees to streets within the site. Street tree species may include Oak, Birch, Rowan, Wild Cherry and Field Maple
-  Specimen Shrub
-  Ornamental Evergreen Hedge
- Used to define the boundary between public and private realm, ornamental species may include: Lonicera pileata (shrub honeysuckle), Elaeagnus maculata (Elaeagnus), Prunus lusitanica (Laurel)
-  Ornamental Native Hedge
- Used to define the boundary between public and private realm, ornamental species may include: Fagus Sylvatica (Beech), Carpinus betulus (Hornbeam)
-  Shrub Planting
- A selection of evergreen and semi-evergreen shrub planting within private gardens. Planting is used to define private realm, soften built form and aid legibility. Species may include: Hebe, Hedera, Cotoneaster, Potentilla, Berberis, Lonicera, Brachyglottis, Prunus
-  Amenity Grass from seed or turf



5.0 Designing out Crime

NPPF, paragraph 127 states that developments “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.”

The application seeks full planning approval for residential development, comprising the detailed layout, scale, appearance and landscape of the development.

General Principles

- Footpath links are clearly and logically positioned to ensure surveillance and use.
- Parking seeks to be provided within curtilage through a drive and/or garage where possible. For terraced properties parking is provided by parking bays and these are located in a logical position to the property, generally to the front to ensure they are overlooked.
- Public and private spaces are clearly defined to minimise the possibility of crime/anti-social behaviour going un-challenged. This is through the use of a well-designed and sensitive landscaping schemes or boundary treatments in residential areas which will create a high quality and attractive environment.
- The use of robust boundary treatments typically 1800mm high fencing (with lockable gates) to the rear boundaries of dwellings with 1800mm fencing sub-dividing plots. Front boundaries are defined by landscaping or a boundary treatment as appropriate. The use of 1800mm screen walls are employed where the rear / side garden boundaries abut the highway.
- Rear gardens are plotted against rear gardens where possible to minimise the possibility of unwanted access. Any rear access paths should have lockable gates preventing casual intrusion.
- The use of defensive planting will maintain clear visibilities and allowing natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.
- The proposed fenestration of the dwellings responds to the street with outward facing development, front doors clearly visible and located in a logical relationship to the accessible routes that serve it to ensure the creation of an active street scene. Gables are appropriately treated with windows to ensure surveillance and dual aspect dwellings are employed at key corners.



06

Building for Life Assessment

In terms of design, the proposal is assessed against Building for Life 12 (BfL12) which is endorsed by the Government as a means of stimulating discussions to provide better places to live; the application is judged against 12 questions and a traffic light system provided to highlight where the design is acceptable and areas where further work may be required.

The development proposes the erection of 77 dwellings in a mix of detached, semi-detached and terraced properties.

1 Connections

The proposal comprises a residential development of 77 dwellings, which will be served in two ways. The main vehicular access to the development will be via a simple priority junction onto Pilley Green to the south of the Church. This access will lead via a formal roadway to 2no. mews court type cul de sac and private drives and individual access points to dwellings.

Access onto Lidgett Lane will be in the form of simple private drive arrangements across the new footway. These crossing points will be to serve 4no. private drives serving 3 - 5 dwellings and a single private drive serving just one property with internal turning provision.

This is a direct response to the topography of the site which dictates the use of two development plateaus.

The proposed access points meets required visibility standards and will join the existing road network in a safe and suitable manner so as not to be detrimental to the flow or character of the surrounding highway. The proposed layout demonstrates that the site can provide for satisfactory manoeuvring and circulation and will not result in adverse impact on the environment or amenity of the local community.

The proposed development reflects the scale of the surrounding area with the use of two storey properties adjoining existing two storey properties. Adequate space about dwellings has been provided ensuring a high quality living environment for both existing and future residents.

Overall it is considered that in terms of connections the proposal achieves a Green standard.

2 Facilities and Services

A Primary School is close by within 800m with a post office and community rooms within walking distance.

The site is within close proximity to major employment at Wentworth Park, Hoyland and Barnsley.

Overall it is considered that in terms of facilities and services the proposal achieves Green standard.

3 Public Transport

The local bus service runs along Pilley Green and is to a standard compatible with the sites semi-rural location.

Elsecar rail station is located to the east of the application site a distance of approximately 4.7 km which is within the accepted cycling distance for commuting. Elsecar rail station benefits from cycle storage and stands that are covered by CCTV. Elsecar is on the Hallam and Penistone lines with regular services to Leeds, Wakefield, Sheffield, Barnsley, Huddersfield and Denby Dale.

We consider the site achieves a green standard.

4 Meeting Local Housing Requirements

The scheme proposes the erection of 77 dwellings which are a mix of 2, 3 and 4 bedrooms. The form of houses also vary both in terms of type (detached, semi-detached, terraced). It is therefore considered that this varied mix would address local housing needs appealing to the needs of all members of the community.

The development does provide both open market and affordable provision.

The accommodation comprises of:

Beds	Number
2	8
3	35
4	34

Affordable housing is provided which comprises of the following mix:

Beds	Number
2	4
2 bed bungalow	4

The scheme provides 8 affordable units in line with the 10.4% requirement.

The scheme will be developed with an overall density of 32 units per hectares (gross based on 77 dwellings) with a site area of 2.44 hectares.

We consider the site achieves a green standard.

5 Character

The house type details and street scenes submitted in support of this application have shown that a distinctive architectural style will be introduced on this development.

The use of materials and landscaping will create a development with its own character. We feel this criteria

has been met and therefore give a green standard for this criteria.

6 Working with the site

The major driver of the design has been the topography of the site. This has driven the creation of two development plateaus separated by a retaining wall.

There is limited landscape value to the site.

There is a significant landscape buffers to site boundaries which is retained with adequate stand off distances.

There are no buildings presently on site, the proposed layout seeks to retain a scale of development which responds to the locality.

We consider the site achieves a green standard.

7 Creating well defined streets

A clear hierarchy of streets have been established within the scheme with the primary conventional routes, shared surfaces and private drives. All streets are adequately framed through the siting of dwellings and the addition of windows at key gables assist in creating visual interest and additional surveillance to the street.

We consider the site achieves a green standard.

8 Easy way to find your way around

The scheme proposed, demonstrates how a legible environment can be created for users of the development. This has been achieved in a number of ways as identified below: -

- Buildings are positioned to create focal points, which guide the visitor through the site and create visual stops. The use of higher storey dwellings at key locations like Poplar Way create feature gateways.
- Developing a clear distinction between public and private spaces avoiding confusion. Like existing developments within the locality this has been achieved through careful landscape treatments and / or appropriate boundary treatments.
- Entrances to the properties are located along the main elevations making it easier for residents and visitors to find their way around.

Careful material choices can also assist in creating a high quality legible environment.

We consider the site achieves a green standard.

9 Streets for all

The scheme proposes a clear hierarchy of streets, providing

different environments, which are legible and clear for the user to navigate around. This includes the conventional route, shared surfaces and private drives.

This primary route to the western plateau provides footpaths to both sides. Traffic speeds would be greater along this route and therefore a segregation of pedestrians to the vehicle assists in the safe movement. This conventional route then gives way to the shared Surface Streets and private drives. Visitor parking is achieved in bays or on street which acts as a further traffic calming measure ensuring a safe environment.

A hierarchy of streets assists in creating a more legible environment and provides interest to the development and is in accordance with Manual for Streets. We consider the site achieves a green standard.

10 Car Parking

Dwellings are served directly from the different street types in a variety of forms with the provision of integral garages and side driveways / detached garages and front parking spaces.

On plot parking provides a secure solution within residential layouts. This solution ensures that the cars are sited in front or adjacent to the properties they serve and have the benefit of high levels of natural surveillance.

Garages provide a secure off street parking solution and can be integral, detached or situated to the side as shown. Direct access can be provided from the garage to the property if integral or can be attached to neighbours garages also. Garage doors have been well designed and do not dominate the building façade. We consider the site achieves a green standard.

11 Public and Private Spaces

The retention of existing perimeter landscaping.

Green footpath links and connections are proposed throughout the site.

There is green space within the settlement which is within walking distance.

Appropriate boundary treatments have been designed within the scheme which assists in the creation of a safe and defensible scheme.

The boundary treatments comprise of:

- 1.8m Wall and Fences to key boundaries at the site entrance and along key routes
- 1.8m timber fencing on rear to rear boundaries
- 1.8m fencing sub-dividing plots

It is therefore considered that the boundary treatment scheme proposed is appropriate in establishing a clear definition between the public and private realm with the design specifically chosen to match its setting. We consider the site achieves a green standard.

12. External Storage and amenity space

Providing convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight is essential in any residential development and further checks will be made with the local authority to determine exactly what space is required through the course of the application.

In order to establish a successful development, the following principles have been established in order to accommodate the required bin provision:

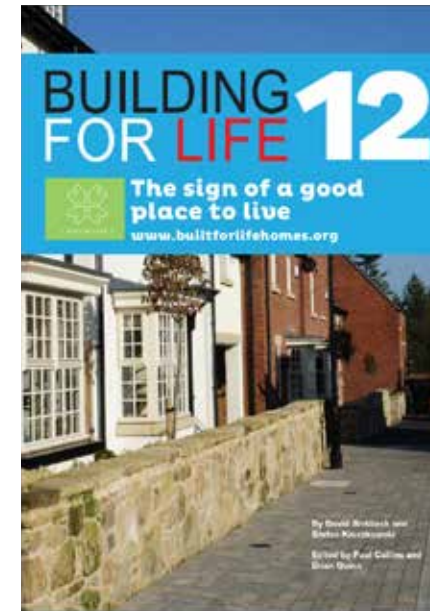
The distance between storage areas and collection points have been minimised within the development.

The dwellings on the site that are detached or semi-detached have access to their garden to allow bins/recycling to be stored safely in rear gardens.

Designated bin collection points have been provided on the highway to be utilised on bin collection day.

Conclusion

Out of the 12 questions/issues, we consider the site scores 12 greens.



07

Summary

This Design and Access Statement demonstrates that the proposals accord with relevant national and local planning policy and design best practice in relation to planning applications.

Overall, the proposed layout and supporting illustrations have been developed based on a clear set of design parameters.

These principles ensure a well designed detailed proposal with careful consideration given to a range of dwellings in a pleasant, safe and secure environment

New residents will benefit from links to public transport, footpath/ cycle permeability with well defined public green spaces.

These combined elements will ensure a pleasant, attractive and thriving environment to live.

Development Summary

No. of Dwellings: 77

Gross Site Area: 2.44 hectares

Type of Dwellings: Detached, semi detached and terraced

Storey Heights: 1-2 storey development

Bed Range: 2, 3, & 4

Density Range: 32 dwellings / Ha (gross)

