

DESIGN & ACCESS STATEMENT

In support of a section 73 application for proposed residential development at:

WOOLLEY COLLIERY ROAD, DARTON
AUGUST 2026



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1. INTRODUCTION

1.1 STATEMENT CONTEXT

PRA Architecture have been instructed by Ben Bailey Homes to compile this Design and Access Statement in support of a section 73 application for the erection of 42 dwellings, with associated landscaping, open space and infrastructure, at Woolley Colliery Road, Darton. This application seeks to amend the southern parcel of the HS1 allocation which has already been approved under Application 2024/0867.

1.2 STATEMENT LOCATION

Woolley Colliery Road links the villages of Woolley Colliery & Darton, and is located within a picturesque setting in South Yorkshire.

Wooley Colliery to the north, is a former coal mining site, closed in 1987. The site now offers a fantastic place to live as it is surrounded by beautiful landscapes, wildlife havens and variety of walking trails. Although the village only being small it is located within a good commuting distance to larger towns and cities, such as Barnsley (circa. 5 miles south-east), Wakefield (circa. 8 miles north-east), Huddersfield (circa. 14 miles west) and Leeds (circa. 17 miles north).

Darton to the south, is a larger village with a population of over 15,000. It has a rich history which can be seen throughout the village, as well as offering the locals necessary amenities such as schools, health care, shops/supermarkets, post office, etc.



1.3 THE PROCESS

This statement has been written in accordance with the advice contained in CABE Guidance, 'Design and Access Statements. It aims to ensure that considered design is integral to the process required in creating new developments, whilst also following guidance as provided within the National Planning Policy Framework (NPPF), which promotes good design as a key aspect of sustainable development. Good design indivisible from good planning should also contribute positively to making places better for people.

This Design and Access Statement will seek to demonstrate how the proposals have been informed by the following steps:

- **Assessment:** The full context including the physical, social, and economic characteristics of the site and its surroundings (with reference to national and local planning policies) is considered.
- **Involvement:** Communication and feedback to be gathered and direction taken following these interactions.
- **Evaluation:** The information within the document has assisted towards identifying all constraints and opportunities that have informed the development of the design proposals
- **Design**

Use: What buildings and surrounding spaces will be used for.

Amount: How much will be built on the site.

Layout: How the buildings and public and private spaces will be arranged on the site, and the relationship between them and the buildings and spaces around the site.

Scale: How big the buildings and spaces would be (their height, width and length).

Landscaping: How open spaces will be treated to enhance and protect the character of a place.

Appearance: What the buildings and spaces will look like e.g. Building materials and architectural details.

- **Access:**
 Vehicular and Transport Links: Why the point of access and internal highway design has been chosen, and how the site responds to local road layout and public transport provision.

 Inclusive Access: How everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

National Design Guide

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. This National Design Guide, and the National Model Design Code and Guidance Notes for Design Codes illustrate how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice.

The National Design Code introduces 10 characteristics for well designed places set out in the in the diagram and explained in depth within the design guide.



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.

The National Model Design Code sets a baseline standard of quality and practice across England which local planning authority is expected to take into account when determining planning applications.

National Planning Policy Framework

This document 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 developments 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.

Section 8 – Promoting healthy and safe communities

Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

A) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

B) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

C) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Section 9 – Promoting Sustainable Transport

Transport issues should be considered from the earliest stages of proposal so that the development can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Within this context, applications for development should:

A) 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;

B) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

C) 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;

D) allow for the efficient delivery of goods, and access by service and emergency vehicles;

Section 12 – Achieving Well-Designed Places

The creation of high quality, beautiful and sustainable 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.

Developments should;

A) 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.

Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.

1.4 BARNSELEY LOCAL PLAN (2019)

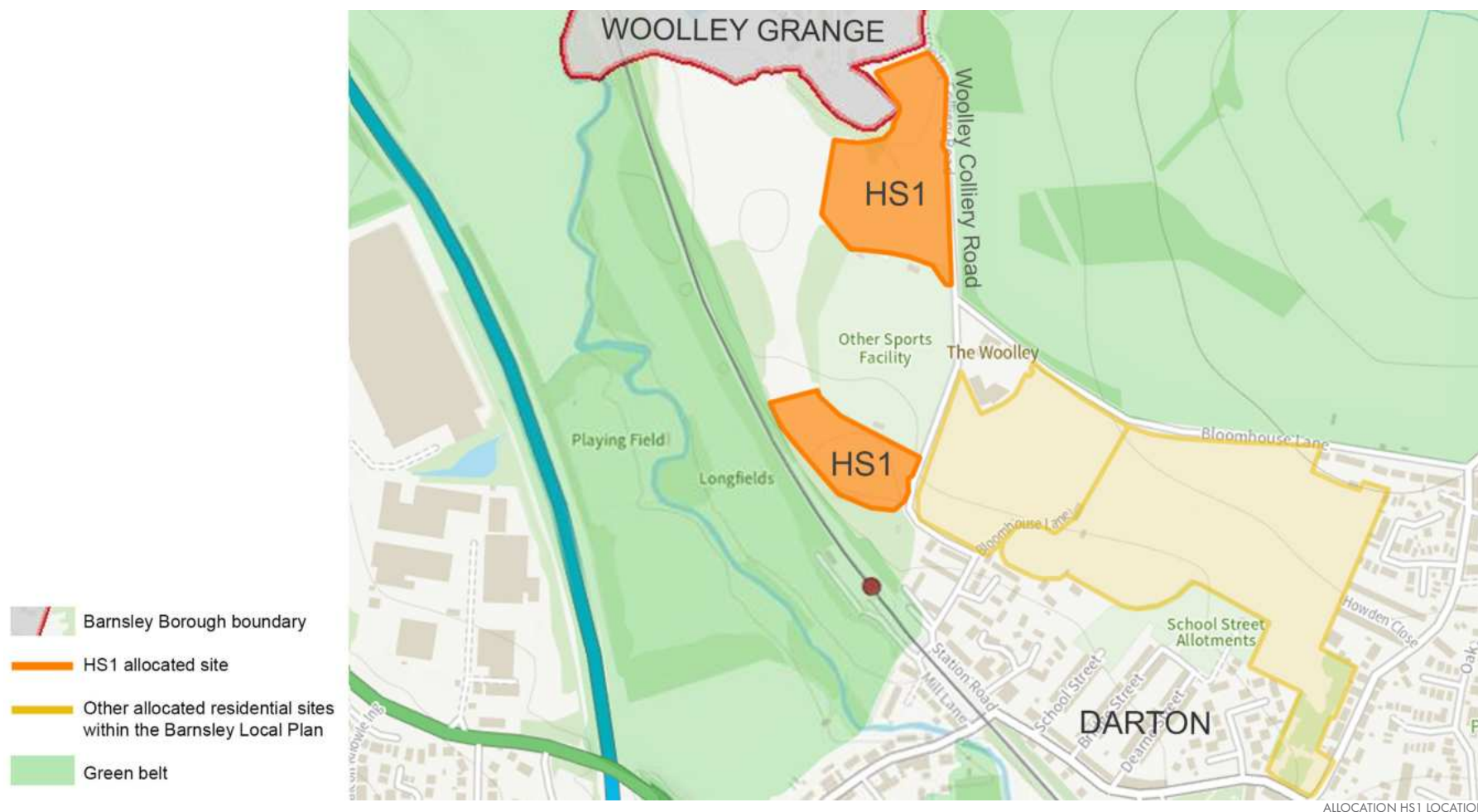
The proposed site lays with land allocated for residential development under -

HS1 - Former Wolley Colliery

The site is split into two parcels, separated by a Sports Ground.

The development will be expected to:

- Retain and manage the species-rich grassland and the woodlands which form the North & Eastern half of the Northern parcel of land



Barnsley Local Plan provides local planning policy for the future developments of the Barnsley Borough up to the year 2033.

“Working together for a Brighter Future, a better Barnsley”

Under the Barnsley Local Plan settlement hierarchy, Wolley Colliery is classified as a **VILLAGE**.

Villages are characterised by a more limited range of services and public transport compared with Urban Barnsley & the Principal Towns.

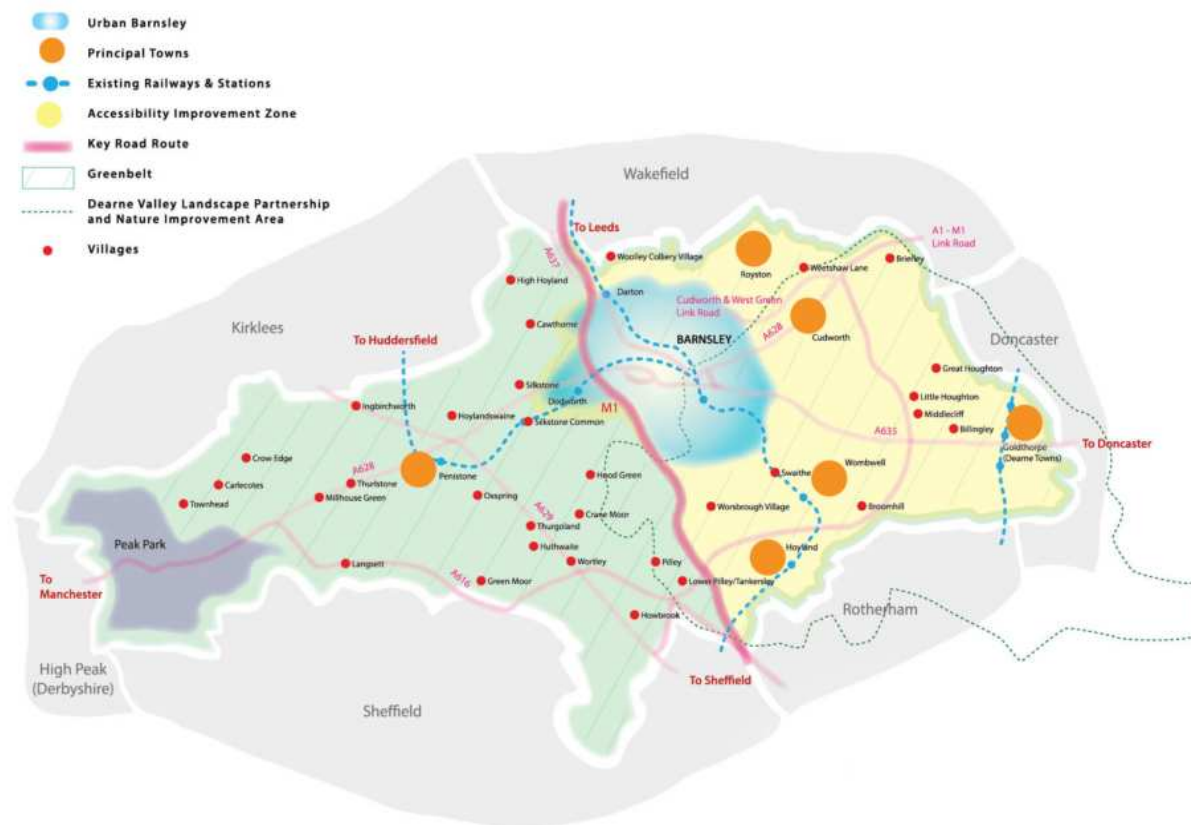
Local character

Policy D1 High Quality Design and Place Making Design Principles

Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley, including: Landscape character, topography, green infrastructure assets, important habitats, woodlands and other natural features; Views and vistas to key buildings, landmarks, skylines and gateways; and Heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality.

Policy LC1 Landscape Character

Development will be expected to retain and enhance the character and distinctiveness of the individual Landscape Character area in which it is located (as set out in the Landscape Character Assessment of Barnsley Borough 2002 and any subsequent amendments). Development which would be harmful to the special qualities of the Peak District National Park will not be allowed.



PLAN FOR THE BOROUGH (IMAGE TAKEN FROM BARNSELY LOCAL PLAN)

Landscaping and Boundary Treatments

Landscaping should be encouraged in all schemes as it has other benefits including biodiversity provision, climate change resilience and carbon absorption. Any new planting should use a variety of native species which are of local provenance where possible as plants from local sources are better adapted to local conditions and using local sources reduces the risk of introducing diseases and pests. Nectar-rich plants and berry producing shrubs incorporated into planting schemes will be encouraged as they will provide valuable food sources for wildlife, and development of other habitats such as wildflower grassland and wetlands should also be considered.

Planting should, where possible, be designed to link habitats to form corridors for wildlife with existing hedgerows included within developments. Where they have become patchy or overgrown, existing hedgerows should be restored as part of new developments wherever possible. Green walls within developments will be encouraged.

Housing

Policy H1 The Number of New Homes to be Built

We will seek to achieve the completion of at least 21,546 net additional homes during the period 2014 to 2033. A minimum five year supply of deliverable sites will be maintained.

This figure gives an indicative annualised figure of 1,134 per annum (21,546 over the plan period). It is considered that the 1,134 figure represents an ambitious and aspirational figure which addresses housing needs and supports economic growth ambitions, and would still require a step up in delivery

Policy H6 Housing Mix and Efficient Use of Land

Housing proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. Homes must be suitable for different types of households and be capable of being adapted to meet the changing needs of the population.

A density of 30 dwellings per hectare net will be expected in the villages.

Transport

Policy T3 New Development and Sustainable Travel

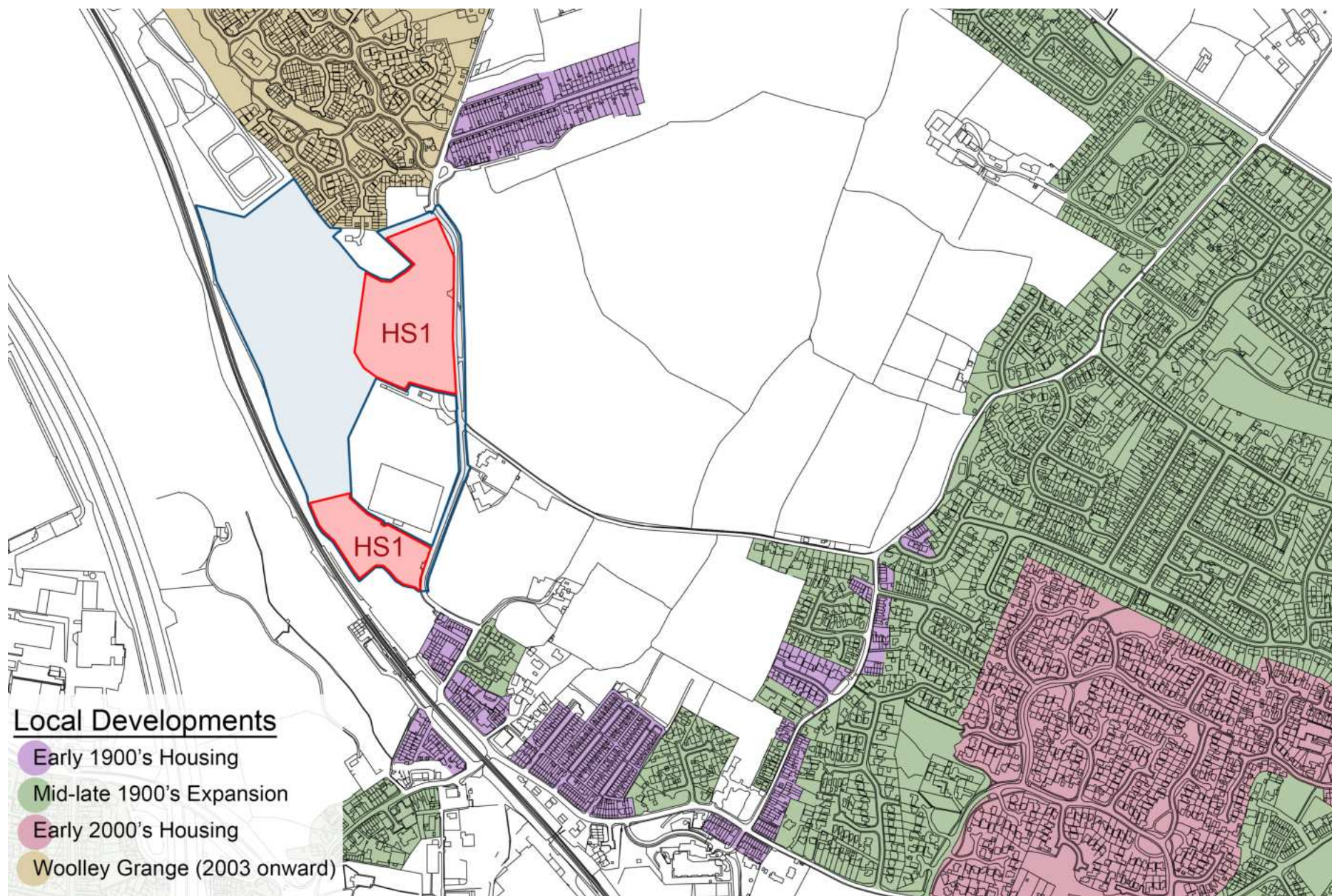
New development will be expected to:

- Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;
- Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;
- Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts;
- Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts.

Policy T4 New development and Transport Safety

New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement. If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

1.5 CONTEXT ANALYSIS



MAP OF SURROUNDING DEVELOPMENT PERIODS

EARLY 1900's HOUSING

DEVELOPMENT FORM & GENERAL CHARACTER

- Long rows of terrace properties, originally built to house many of the functioning colliery workers
- Limited green space

BUILDING FORM & SCALE

- 2-storey heights
- Predominantly long runs of terrace properties, with occasional semi-detached properties
- On-street parking
- Gabled roofs

STREETSCAPE & BOUNDARY TREATMENTS

- Most properties close to the main road resulting in no front garden, some properties set further back to allow for small front gardens
- Low stone walls are the most common types of demarcation
- Minimal use of house detailing, other than frequent chimneys
- Many level changes

MATERIALS

- Red brick, with limited use of render
- Grey slate roofs
- Predominantly white window and door surrounds, with occasional use of brown



MID-LATE 1900's EXPANSION

DEVELOPMENT FORM & GENERAL CHARACTER

- Linear development patterns, with high use of cul-de-sacs
- Back-to-back developments, also baking onto green boundaries
- Pockets of green space

BUILDING FORM & SCALE

- 2-storey properties, with occasional bungalows
- Detached and semi-detached properties
- Mixture of parking provided within plot curtilage, including detached integral garages, frontage parking and side drives
- Predominantly gabled roofs, with occasional hipped roofs

STREETSCAPE & BOUNDARY TREATMENTS

- Houses set back from the main road with long front gardens allowing for frontage planting
- Wooden fences and low brick walls are the most common types of demarcation
- Mixture of house detailing, including door canopies, bay windows and chimneys

MATERIALS

- Red and buff brick walls
- Red and grey roofs
- White window and door surrounds



EARLY 2000's HOUSING

DEVELOPMENT FORM & GENERAL CHARACTER

- Irregular curved road pattern with back-to-back property placement
- Pockets of green space

BUILDING FORM & SCALE

- Detached, with limited use of semi-detached properties
- Predominantly 2-storey properties, with occasional use of bungalows
- Mixture of parking provided within plot curtilage, including detached integral garages, frontage parking and side drives
- Gabled and hipped roofs

STREETSCAPE & BOUNDARY TREATMENTS

- Houses set back from the main road with long front gardens allowing for frontage planting or parking
- Mixture of house detailing, including door canopies, bay windows and chimneys
- Limited use of plot demarcation beyond surface changes

MATERIALS

- Mixture of red and buff brick, with stone, render & wood cladding details
- Majority of the properties use multi-materials on their facades.
- Red pantile roofs
- Predominantly white window and door surrounds, with occasional use of brown



WOOLLEY GRANGE (2003 ONWARDS)

DEVELOPMENT FORM & GENERAL CHARACTER

- Irregular curved road patterns, with high use of cul-de-sacs
- High amount of green space with paths throughout that link into external walking trails

BUILDING FORM & SCALE

- 2- & 2.5-storey heights, with some 3 & 4 storey blocks
- Semi-detached and detached properties
- Mixture of parking provided within plot curtilage, including detached integral garages, frontage parking and side drives
- Gabled and hipped roofs

STREETSCAPE & BOUNDARY TREATMENTS

- Limited use of plot demarcation beyond surface changes
- Mixture of house detailing, including door canopies, bay windows and chimneys
- Houses mostly set back from the main road

MATERIALS

- Stone and red brick walls
- Grey slate roofs
- White window and door surrounds



1.6 SITE PHOTOGRAPHS

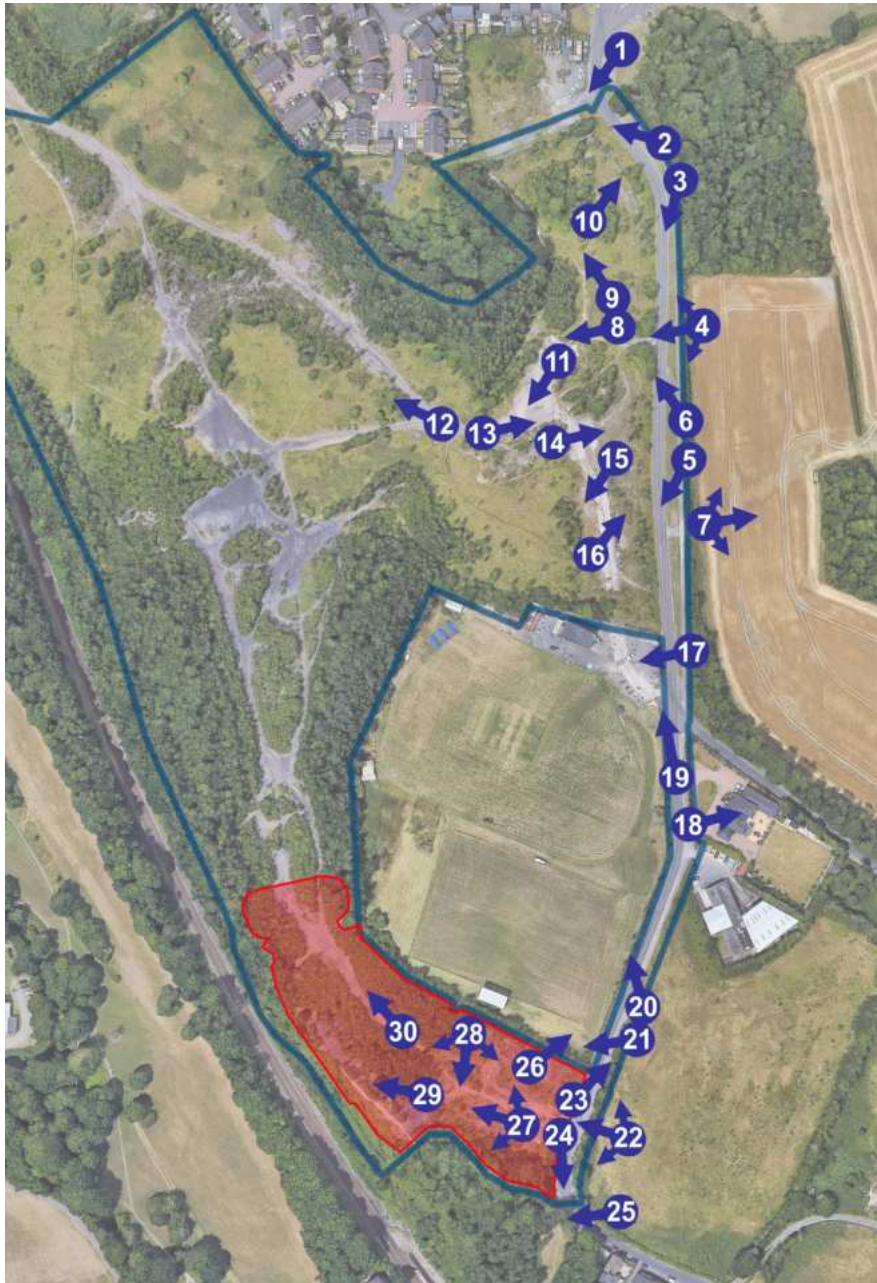


IMAGE 1 - The northern boundary abuts existing properties and a small area of fenced green space.



IMAGES 2 & 3 - View of the north-east corner of the site (proposed location of suds pond).



IMAGE 4 - Existing northern entrance into the site.



IMAGES 5 & 6 - View north and south of Woolley Colliery Road.



IMAGE 7 - View across Woolley Colliery Road.



IMAGES 8 & 9 - View coming into the site from the existing entrance.



IMAGE 10 - There is a thick tree/ hedgerow belt across the site frontage therefore views out of the site back onto Woolley Colliery Road are highly obstructed.



IMAGES 11-14 - Views throughout the northern section of the site.



IMAGES 15 & 16 - Views throughout the northern section of the site.



IMAGE 17 - The two sections of the site are separated with a sports ground, with an existing building towards the north.



IMAGE 18-19 - There is a red brick & stone detail building along Woolley Colliery Road, and long views out onto Woolley Colliery Grange which are a mixture of buff stone and red brick.



IMAGE 20 & 21 - Northern boundary of the southern parcel abuts the sport grounds. The sport grounds boundary treatment is a green post and rail fence.



IMAGE 22 - Existing southern entrance into the site.



IMAGE 23 & 24 - View out of the southern entrance.



IMAGE 25 - The southern boundary of the site comprises of a dense tree row and an external grassed path.



IMAGE 26 - View from within the site at the sport grounds. The boundary comprises of a partial tree line.



IMAGE 27-30 - Views throughout the southern section of the site.

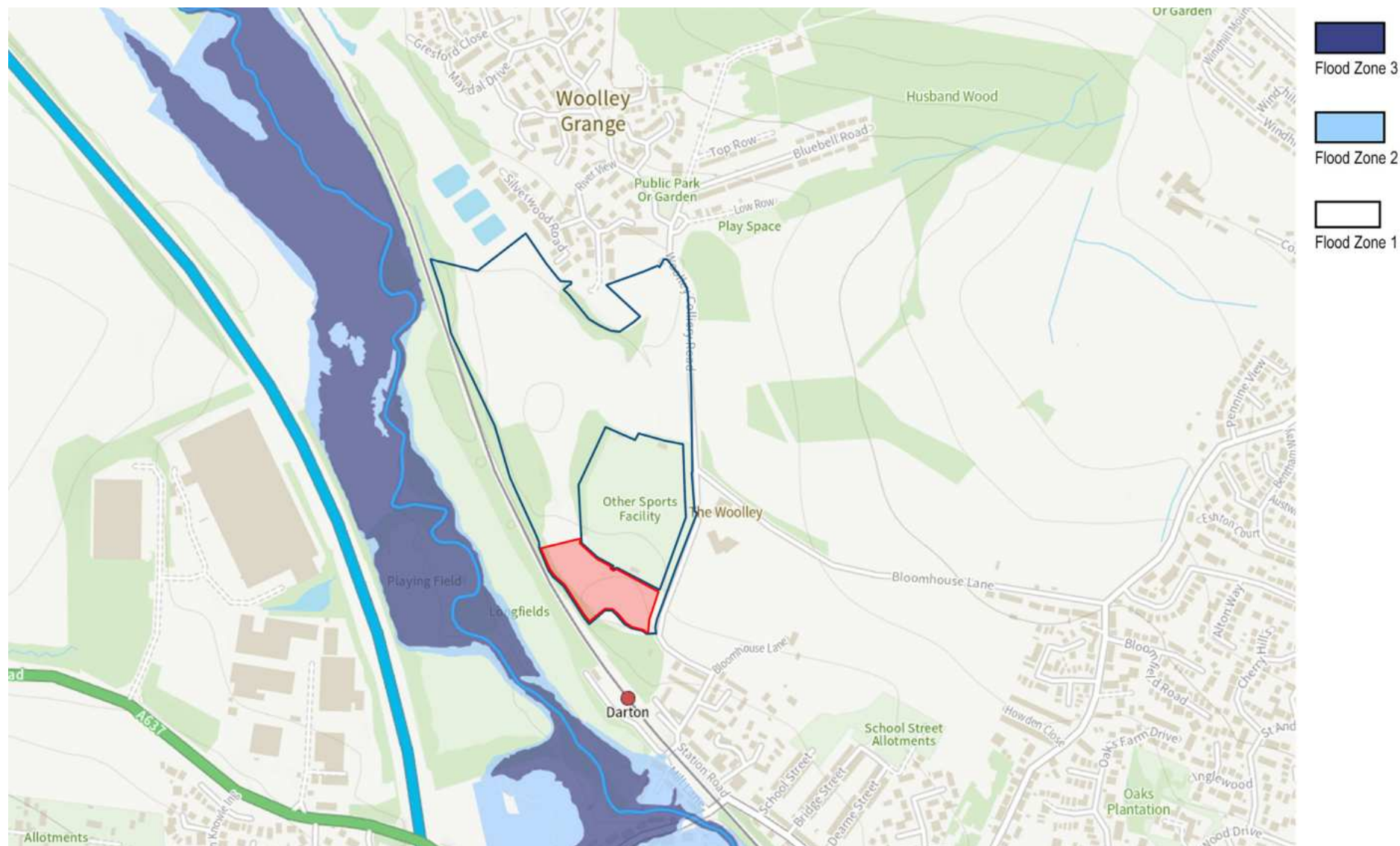


1.7 FLOODING

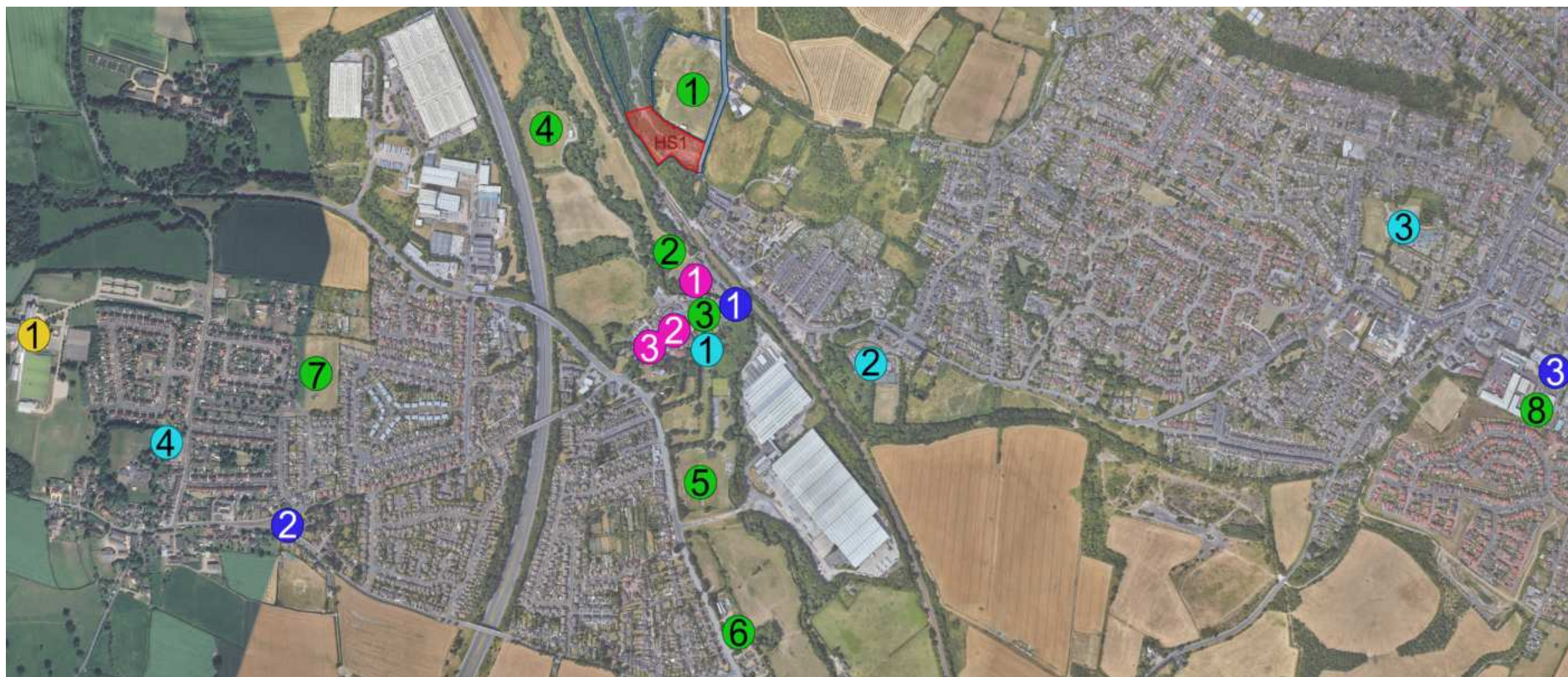
Flood Zone 1 - Locations in flood zone 1 have a low probability of flooding. This means in any year land has less than 0.1% chance of flooding from rivers and between less than 0.1% chance of flooding from the sea.

Flood Zone 2 - Locations in flood zone 2 have a medium chance of flooding. This means there is a 0.1% to 1% annual chance of flooding from rivers.

Flood Zone 3 - Locations in flood zone 3 have a high probability of flooding. There is a 1% or greater annual chance of a river flooding.



1.8 LINKAGE & FACILITIES



LOCAL FACILITIES MAP

Early Education

- 1) Pumpkin Path Playgroup (0.4 miles away/ 2 minutes by car/ 8 minute walk)
- 2) Darton Primary School (0.6 miles away/ 2 minutes by car/ 14 minute walk)
- 3) Wellgate Primary School (1.3 miles away/ 5 minutes by car/ 29 minute walk)
- 4) Kexborough Primary School (1.4 miles away/ 5 minutes by car/ 31 minute walk)

Later Education

- 1) Darton Academy (1.7 miles away/ 5 minutes by car/ 35 minute walk)
- Barnsley Sixth Form College (4 miles away/ 13 minutes by car)

Medical

- 1) Darton Pharmacy (0.4 miles away/ 2 minutes by car/ 8 minute walk)
- 2) Darton Health Centre (0.4 miles away/ 2 minutes by car/ 8 minute walk)
- 3) Darton Dental Practice (0.4 miles away/ 2 minutes by car/ 8 minute walk)
- Barnsley Hospital (3.1 miles away/ 9 minutes by car)

Groceries

- 1) Co-op Darton (0.4 miles away/ 2 minutes by car/ 8 minute walk)
- 2) Spar Kexborough (1.1 miles away/ 4 minutes by car/ 24 minute walk)
- 3) Co-op Mapplewell (1.7 miles away/ 5 minutes by car/ 35 minute walk)

Activities

- 1) Football Club & Cricket Club Grounds (Adjacent to the site)
- 2) Longfields Green & Walking Trail (0.3 miles away/ 1 minutes by car/ 6 minute walk)
- 3) Les Cadeaux Art Centre (0.4 miles away/ 2 minutes by car/ 8 minute walk)
- 4) Darton Cricket Club (0.6 miles away/ 7 minutes by car/ 12 minute walk)
- 5) Darton Park & Skatepark (0.7 miles away/ 3 minutes by car/ 14 minute walk)
- 6) Bence Farm Equestrian (0.9 miles away/ 3 minutes by car/ 20 minute walk)
- 7) Kexborough Recreation Ground (1.2 miles away/ 5 minutes by car/ 25 minute walk)
- 8) Play Village Indoor Playground (1.6 miles away/ 6 minutes by car/ 36 minute walk)

PUBLIC TRANSPORT

The site is located conveniently in relation to existing public transport links with bus stops close to the site on Wolley Colliery Road.

Route 93: Barnsley Interchange – Wolley Colliery Road

Mon-Sat: approx. 06.40 - 19.15 (once an hour)
No Sunday Service

Route 95a: Barnsley Interchange – Wolley Colliery Road

Mon-Sat: approx. 20.45 - 22.45 (once an hour)
No Sunday Service

Route 97: Wolley Grange - Wakefield

Towards Wakefield -

Mon-Fri: 07.30, 09.30, 13.30
No Saturday & Sunday Service

Towards Wolley Grange -

Mon-Fri: 12.35, 15.00, 17.10
No Saturday & Sunday Service

Route 490: Brighouse - Halifax

Darton Academy School Service (school days only) -

Morning: 07.55
Return: approx. 14.50
Study Bus Return: approx. 15.50

There is a nearby Darton Train Station, located circa. 0.3 miles south-west from the proposed development (1-minute car journey or 7 minute walk). This local train station has regular connections to larger cities, such as Leeds, Sheffield and Wakefield, allowing for a convenient leisure or commuting trip.



BUS STOP AND TRAIN STATION LOCATIONS MAP

2. DESIGN CONTEXT



3. PROPOSED SITE LAYOUT

The following section explores the design decisions which have informed key aspects of the Proposed Site Layout below and how the scheme responds to its surroundings.

3.1 SITE ENTRANCE - Woolley Colliery Road

The main access point is taken directly from Woolley Colliery Road. The scheme responds to this boundary by creating distance between the proposed dwellings and Woolley Colliery Road. Less formal private drives and parking courts, set behind properties, are utilised to remove the visual impact of cars on the approach along the main road. This creates a sense of space and more openness to the entrance, allowing for a softer frontage to Woolley Colliery Road.

Footpaths on both sides of the estate road into the development allow for ease of navigation and form links from the proposed development back to Woolley Colliery Road and the wider context. Dual frontage dwellings are plotted on key corners to encourage maximum surveillance overlooking streets and areas of green space.



3.2 PUBLIC OPEN SPACE

This scheme offers a larger POS area in the north western section of the overall site, as well as multiple smaller POS areas throughout the residential parcels. These spaces are easily accessible to all residents and designed in such way to allow for various activities for all age groups to take advantage of. The site is also linked to the northern parcel of the original approval via a large area of POS. The green spaces offer visual amenity and provide a focus for the surrounding houses which actively contribute to ensuring that these they are well overlooked.

The site seeks to retain and augment existing site & boundary treatment trees, as well as introducing new trees within the proposed development. This green environment is created in the interest of improving physical and mental health of future residents.



3.3 SCALE

The residential development proposes 42 dwellings providing an inclusive mix of two- to four- bedroom houses perfect for young couple starter homes and larger family homes. The site will seek to create a balanced community in terms of age and other demographic factors.

The new homes will be designed to meet the Council's planning policy criteria in respect of internal size standards and accessible homes standards; therefore a portion of the homes will be provided as M4(2) & M4(3) complaint.

All dwellings have parking provision and many of the properties have garages set back within their garden curtilage to minimise the amount of frontage parking across the scheme and in the interests of access and safety.



DWELLING SIZES

4. DESIGN

4.1 ACCESS

POLICY

At a national level, National Planning Policy Framework (NPPF) 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).

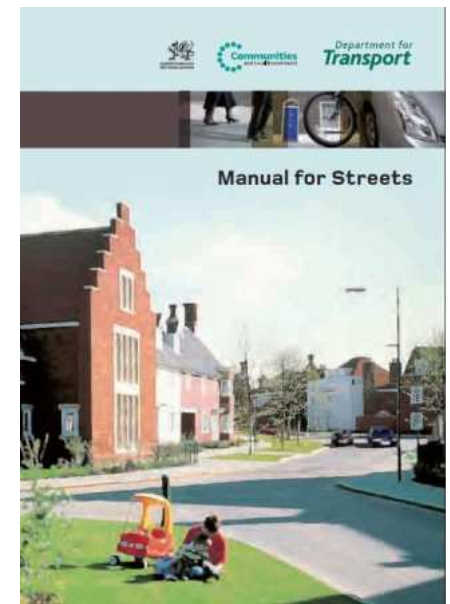
Paragraph 32 requires that “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment”. Paragraph 39 states that a key tool will be a Travel Plan. It directs that development should be located and designed (where practicable) to:

- Exploit opportunities for the use of sustainable transport model
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians
- avoiding street clutter and where appropriate establishing home zones
- Incorporate facilities for charging plugin and other ultra low emission vehicles
- Consider the needs of people with disabilities by all modes of transport

MANUAL FOR STREETS 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
- Are safe



INCLUSIVITY

People are very different in their needs, and in the way they use the built environment. This scheme recognises and accommodates these differences in a way that is universal and inclusive to all. The principle of an inclusive environment offers people freedom to choose how they access, ease of access without undue effort and possibility to participate equally in all activities.

The topography and road design enables the entire development to be accessed easily by those with limited mobility. Access to each dwelling and movement around/ within will be in accordance with Approved Document Part M of the Building Regulations.

The proposed development includes M4(2) compliant dwellings.

EMERGENCY SERVICES ACCESS

The site's roads are designed to accommodate emergency service vehicles including fire appliances and to meet the Highways Authority's adoptable standards.

Building regulations state the need for the road and drives to be a minimum of 3.7m between kerbs for emergency services access. The proposed development exceeds this width.

SITE ENTRANCE

There is one vehicular access points, which is to be taken directly from Wolley Colliery Road. This will ensure the proposed development is well connected the surrounding area and further.

There is a clear and extensive pedestrian network throughout the site (orange hatch) and the surrounding to ease movement in and out the site, as well as establishing a strong connection with the neighbourhood and its existing residents.



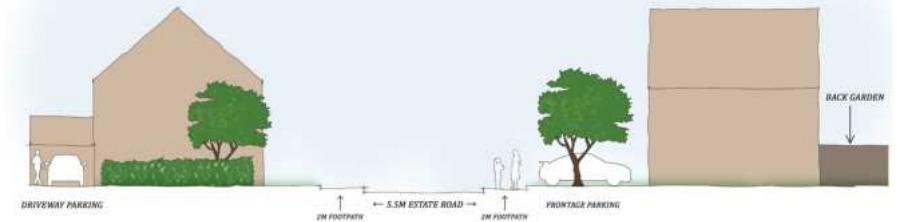
M4 (2) COMPLIANT HOUSING

4.2 MOVEMENT FRAMEWORK



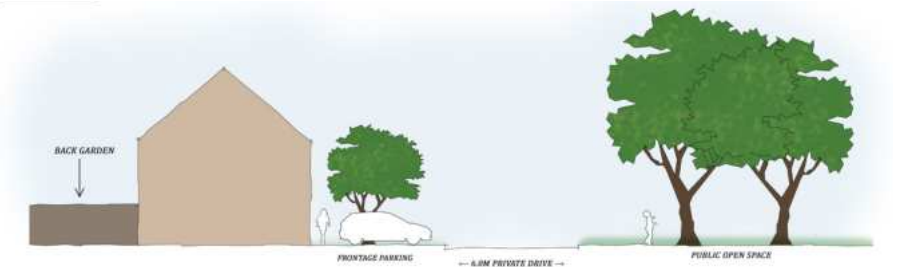
- Estate Road
- Shared Drive

ESTATE ROAD WITH FOOTPATH TO BOTH SIDES



The character of the main traditional estate road running throughout the site is defined by a 2m footpath to both sides. This will encourage sustainable commute by giving people the opportunity to walk or cycle into Darton or to easily access means of public transportation.

SHARED DRIVE OVERLOOKING GREEN SPACE



The use of private drives across the site, serving up to five dwellings, helps to soften the development edges with lower density plotting, and in specific areas increase passive surveillance onto P.O.S areas.

Each property on the private drive has its own area of garden amenity to the front of the house which can be planted and landscaped to suit the individual homeowner, further helping soften the edge of development.

ROAD HIERARCHY

4.3 PARKING STRATEGY

Car parking within the locality varies, however, the majority are generally set within the curtilage as frontage or side driveway parking.

The proposed development achieves a minimum of 2 spaces per dwelling. The parking solutions are as following –



On Plot Parking

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



Within Building Parking Solutions

Garages provide a secure off street parking solution and can be integral or detached to the side of the property. Direct access can be provided from the garage to the property if integral.



Rear Parking Court

Parking multiple cars on a private drive situated behind the dwellings removes cars from the street scene, providing ample parking and promoting green space.

4.4 ELEVATIONAL DESIGN

ELEVATIONS

The local vernacular is generally stone or red brick with a limited variety of coloured renders & cladding. The proposed external appearance will utilise the Ben Bailey Homes range which will complement the surrounding homes and the detailing techniques used within the neighbouring properties. Elevational finishes are to be good quality.

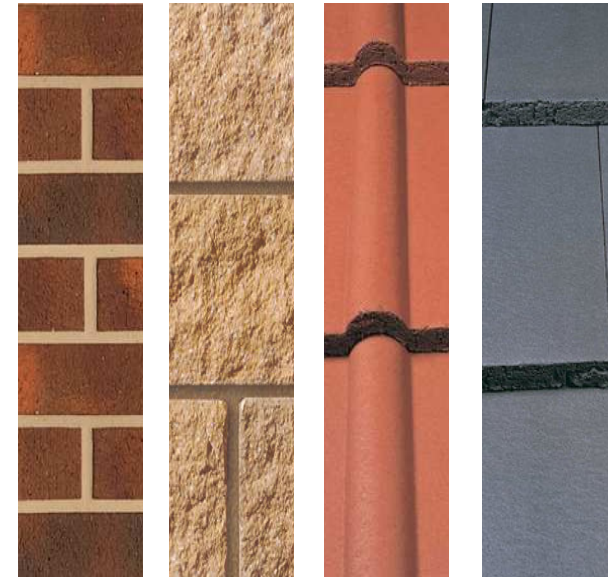
Roof finishes are proposed to reflect the local vernacular. The use of high-quality coloured concrete tiles through the development will help to form a visual link between the differing house types and visually tie the scheme to the neighbouring developments. Rainwater goods, fascias, soffits, and barge boards shall be in keeping with the surroundings.

In particular the scale, massing and 'built form' of the housing proposals are key design objectives. The following design parameters are also adhered to:

- | | | | |
|------------------------------|-----------------------------------|--|---------------|
| - Regular window proportions | - Feature gables to key frontages | - New boundary treatments to be in keeping with the area | - Gabled eave |
| - Good quality landscaping | - Front door with porch canopy | - A restricted and uniform palette of materials | |



EXAMPLE BEN BAILEY ELEVATIONS AND MATERIALS



PROPOSED BEN BAILEY MATERIALS

The proposals are for modern family homes, designed to reflect the needs and aspirations of modern families and their lifestyles. As such the proposed Ben Bailey Homes will be used to reflect these architectural styles and detailing of the local area.

MATERIALITY

The chosen materials palette for the Southern section of the site uses a mixture of Michelmerch Wolds Minster Brick and Forticrete Anstone Buff Pitched Stone. These choices are complimented by either Red Double Roman profile tiles or Grey Concrete Interlocking tiles. The proposed windows are a cream colour with grey anthracite front doors. These materials are consistent with the area and pay homage to the existing and approved dwellings located within the proximity of the site.

All soffits, fascias and rainwater goods are proposed in uPVC. Similarly, all windows will be double Glazed with feature fenestrations to all principal elevations to enhance character and identity of the development.

5. BUILDING FOR A HEALTHY LIFE SUMMARY

Building for a Healthy Life (BHL) is an industry standard, endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use, in order to stimulate conversations about creating good places to live.

This is broken down into four questions in each of the three chapters:

5.1 *Integrated Neighbourhoods*

5.2 *Distinctive Places*

5.3 *Streets For All*

5.1 INTEGRATED NEIGHBOURHOODS

5.1.1 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.

There is one access point provided off Woolley Colliery Road along the eastern boundary of the site, allowing for easy pedestrian and vehicular movement in and out the site. There is an existing footpath alongside Woolley Colliery Road which will link into the proposed development, creating a strong pedestrian connection to the surrounding amenities and neighbourhood.

The proposed development by the site access is to be set back from Woolley Colliery Road with a small amount of POS and shared drives to allow for a visual and acoustic buffer from passing traffic. There are formal footpaths running throughout the site; alongside the estate road, enabling easy pedestrian navigation within the site and encouraging sustainable travel. The development utilises mostly straight-line roads in the interest of making pedestrian routes as direct as possible

There are existing bus stops located north and south of the site, offering direct access to Darton and other neighbouring towns and villages. There is a train stations located circa. 0.3 miles south-west from the proposed development, with direct links to major cities such as Leeds, Sheffield and Wakefield, London. This provides great opportunities for the residents to easily travel both for leisure and work purposes.

Score: Green Light



MAP SHOWING MOVEMENT IN AND OUT THE SITE

5.1.2 Short trips of up to three miles can easily be 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 proposed development's internal design promotes pedestrian travel/cycling. There are footpaths on both sides along the main estate road running throughout the site, encouraging the residents to move sustainability beyond the site rather than using cars and having to worry about car parking at their end destination. The proposed development will link into an external public footpath which runs alongside the eastern boundary, allowing for easy access to Darton and neighbouring villages, which offer a wide range of amenities such as shops, healthcare, libraries, restaurants, takeaways, conveyance stores and supermarkets.

The bus stops located north and south of the site, provide regular all day bus services.

The site is located within walking distance of primary and secondary schools therefore making the location ideal for families with children of any age. Primary education is located circa. 14 minute walk from the site and secondary education circa. 35 minute walk.

Score: Green Light

5.1.3 Places that offer social, leisure and recreational opportunities a short walk from their homes.

Darton offers a significant number of facilities and services commensurate with villages of this size: opportunities for workplaces, play areas, pubs/cafes, as well as other facilities such independent retail units, a Post office, Library, public houses, takeaways, sport opportunities, etc. From the proposed development, all can be accessed within a five to thirty minute walk, a short cycle ride, or by car with parking available in the town centre.

Surrounding the site there are vast amounts of green space allowing for a wide scope of activities for all ages to enjoy, as well as walking trails.

Dwellings have been designed to create active frontages to all public spaces in the interest of safety to residents and visitors occupying them.

Score: Green Light

5.1.4 A range of homes that meet local community needs.

The scheme proposes 42 dwellings. As such, there has been ample opportunity to provide a variety of dwellings sizes and styles across the site from properties aimed at first time buyers, families looking for larger houses and those downsizing. The housing mix and tenures across the site will vary to create a diverse mix of tenancies, creating varied streetscapes and character areas.

The accommodation mix ranging across 2, 3 and 4 bedroom dwellings reflect the needs and desires of the aspirations of the local community. The design of the layout ensures that the range of dwelling sizes and affordable homes are distributed across the development, to provide a varied community throughout. Dwelling sizes on this site include semi-detached and detached properties.

Score: Green Light

5.2 DISTINCTIVE PLACES

5.2.1 Understand and respond to local surroundings

The proposed residential development reflects the grain of the existing context of neighbouring residential developments in Woolley Grange and Darton. Along the boundaries of the site, there are existing established tree groups to be retained and augmented where possible. These provide an existing natural green buffer between the development and the beyond.

The eastern boundary is defined by Woolley Colliery Road, therefore proposed properties fronting this boundary have been set back with a green space and shared drives. There is a central sports ground separated from the site boundaries by established tree belts. The remaining boundaries are defined by green spaces and highly treed areas.

The built form of the area is commensurate with organic settlement growth over a period of time and individual housing details, in-keeping with those at the date of construction. As such there is no merit in attempting to replicate local detailing with the aim to disguise the proposed development. However, the use of similar materials can be carried forward to prevent the scheme from appearing alien.

The proposal is a contemporary interpretation of the local context within the urban structure, respecting the existing landscape features and the need for creating an inter-relationship between development blocks, streets and open space.

Score: Green Light

5.2.2 Use legible features to help people find their way around a place.

The development will be easy to orientate around due to the different character areas of built development and highways. Streets have been designed as straight as possible to allow for straightforward navigation routes for vehicles and pedestrians.

The hierarchy of roads starts with the main estate road running through the site, which then changes to a lower hierarchy of shared drives. The different characteristics of the development and highways form varied streetscapes which will help to distinguish positioning within the development.

The site layout seeks to ensure the principles of 'Secured by Design' are adhered to with active frontages to all internal vehicle, pedestrian, and cycle routes. These routes are visually open, direct, and not segregated to minimise opportunity for crime and disorder. The boundaries between private and public space are clearly indicated.

Score: Green Light

5.2.3 Create a network of streets and spaces that are well enclosed by building and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

There is a clear definition of the private and public realm, and property frontages overlook both the key landscape features and the internal site roads, in the interests of place making and passive surveillance rather than offering blank walls. There are specific corner turning house types which have been utilised in order to turn key street corners; these dual frontage dwellings have both front and gable windows to habitable rooms, to maintain natural surveillance over all streets, footpaths and green spaces throughout the site. Where the use of corner turning houses has not been used, proposed dwellings opposite will front on to where windows are not to be implemented to the side elevations, thus maintaining surveillance over full development.

There is a varied mix of streetscapes to be found within the development relating to their location within the site and surrounding context. The hierarchy of streets varies in accordance with the density of the development clusters; these create varying perceptions of enclosure appealing to different people's aspirations and expectations as well as contributing to a secure and attractive public realm.

Score: Green Light

5.2.4 Create places that are memorable.

The character of the proposed development fits well into the context of the surrounding residential developments. The layout and its green infrastructure respond to the sites context and provides a contemporary distinctive character. There will be a significant range of house types on the site, and this, together with the use of different elevational finishes and colours, provide focal emphasis making this development pleasantly distinct.



VISIBILITY OF CORNER TURNING PROPERTIES

5.3 STREETS FOR ALL

5.3.1 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 scheme has been designed to encourage reduced vehicle speeds by reducing forward visibility, limited by road lengths with minimal use of signage and speed humps. The site caters for pedestrian movement with footpaths throughout the site and its green spaces. The routes follow desire lines providing separation between people and cars. Private drives help to reduce vehicular speeds and create character areas for residents to identify as their own, and provide a safer setting/ possibility for outdoor play.

The layout utilises side drives/ garages for properties overlooking the P.O.S areas to reduce the linear view of cars.

Score: Green Light

5.3.2 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.

The streets and the public spaces are all overlooked by adjacent dwelling frontages in the interest of passive surveillance. The internal green spaces are to be managed and maintained in the interests of both visual amenity and sense of place to enable a safe environment.

The proposed residential parcels are surrounded by vast amounts of green space which allows for activities such as sports and picnics for the whole neighbourhood to benefit from. The site adjoins a central sports ground.

Score: Green Light

5.3.3 Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve 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.

The layout is designed in such way to encourage walking and cycling by linking into the existing footpaths and roads. Multiple bus stops, located close to the site, provide regular serviced routes into the centre of Darton, as well as other nearby towns/ villages, making it more convenient for residents to take public transport rather than having to worry about parking at their end destination.

Parking spaces are to be found within each dwelling's curtilage with minimum 2 parking spaces for each dwelling, designed to meet the numbers suggested in the local authority's parking standards.

There is a range of parking solutions across the site offering proposed residents a number of frontage or side driveway car parking spaces; with larger dwellings also having the benefit of garaging within their curtilage. The proposed garages are a mix of integral garages with on plot drives, and a number of detached garages.

Score: Green Light

5.3.4 Creative surface water management such a 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.

Two drainage attenuation basins to the north and south of the overall development, will act to manage surface water drainage. The proposed drainage scheme enables the existing tree belts to be kept which along with the proposed landscaping scheme works towards biodiversity net gain.

Score: Green Light

6. DESIGNING OUT CRIME

In order to comply with the National Planning Policy Framework, developments should create safe and accessible environments where opportunities for crime are designed out.

Validation requirements for planning and other applications submitted under the Town and Country Acts, states that, in respect of Design and Access Statements, crime prevention is an aspect to consider in relevant circumstances. In any event, such information may be relevant to consideration of the application and applicants are strongly encouraged to show how measures to prevent crime and disorder have been incorporated.

The application seeks a Section 73 Approval for a residential development and a detailed layout accompanies the submission. This section demonstrates designing out crime has been an important element in the development of this scheme and as such, the measures and approaches taken forward in this detailed design in order to design out crime are outlined below:

- Proposed footpath links within the site have been clearly and logically positioned to ensure surveillance and promote the use of these links. This provides users of the footpath with a feeling of security and deters criminal and antisocial behaviour.
- Parking solutions vary, as previously demonstrated, in terms of driveways and garages within the scheme. No matter what the solution, the majority are located within the curtilage of the dwelling or in highly surveilled positions close to the properties they serve. This ensures secure spaces are created with high levels of natural surveillance and no casual access.
- Public and private spaces are clearly defined in order to minimise the possibility of crime/antisocial behaviour going unchallenged. This is achieved through a well-designed and sensitive landscaping scheme and through the careful choice of boundary treatment which delineates the public from the private realm.
- The scheme is tenure blind in that the different types of tenure cannot be identified. This ensures a cohesive community to ensure tenure is not identifiable by house type or location within the site.
- The use of robust boundary treatments i.e. 1800mm high fencing to the rear boundaries of dwellings with fencing or hedge planting subdividing plots ensures the creation of defensible space and achieves privacy for residents.
- The scheme has been carefully designed to avoid the creation of ambiguous spaces. All spaces created offer public or private use or value and are designed to support biodiversity through additional planting.
- The proposed fenestration of the dwellings has been designed to respond to the street with outward facing development. Front doors are designed to be clearly visible and located in a logical relationship to the accessible routes that serve to ensure the creation of an active streetscene. Gables are also appropriately treated with the use of windows to ensure surveillance and true dual aspect dwellings achieved to key corners.



ACTIVE FRONTAGES OVERLOOKING ALL AREAS OF THE SITE

These recommendations ensure that residents will be provided with a safe and secure environment to live by reducing the opportunities for crime and antisocial behaviour to occur. This will accord with the core principles and design objectives set out in the National Planning Policy Framework and local policy.

This Design and Access Statement has demonstrated how the design of the site accords with relevant national and local planning policies in relation to this planning application.

By following an established set of design principles, the scheme blends a variety of dwelling types with good permeability, strong links to public transport, safe and secure access to public open space and a good variety of built form which is reflective and complimentary to the existing built form within the locality.

These elements will ensure the creation of a pleasant environment to live in.

In summary, this application seeks a section 73 approval for the residential development for 42 dwellings, of which: -

- A mix of housing comprising of 2-, 3- and 4-bedroom homes, in the interests of inclusivity for all.**
- A legible development, where there is a clear impression of the site layout and clear movement options for pedestrians and motorists within the site.**
- The design and siting of the proposed dwellings is reflective of the grain, scale, and character of the surrounding residential area, in the interest of visual amenity and creating an appropriate sustainable 'sense of place'.**

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