

**LAND AT**  
**HAY GREEN LANE, BARNESLEY**

Design and Access Statement

May 2020

**Harworth**

**Contents Amendment Record**

**Project:** 17 5085 Birdwell  
**Job Number:** 17 5085



Date of Issue	Rev	Notes	Status	Completed By	Checked and Approved By		
					Designer	Landscape	Planner
20.05.20	-	Preliminary Issue		LM	LB		
14.05.20		Updated to reflect revised Ecological Plan		LM	LB		

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# 1.0 INTRODUCTION

## Document Introduction

This Design and Access Statement has been prepared by JRP in order to support of the outline planning application for residential development on land at Hay Green Lane, Barnsley.

The application is submitted on behalf of Harworth and proposes the following:

*Outline application for erection of residential development comprising (Use Class C3) and incorporating associated new access (to Hay Green Lane), and associated works*

## Purpose

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

The aims of the statement are to ensure design is integral to the creation of this development.

## Content

The statement also seeks to address the following factors:

**Use** - What the land and buildings will be used for

**Amount** - How much development can the site accommodate

**Layout** - How the buildings and public and private spaces can be positioned and the relationship between them and buildings and spaces around the site.

**Scale** - How big the buildings and spaces could be in terms of appropriate height, width and length.

**Landscaping** - How open spaces could be treated to enhance and protect the character of the place.

**Appearance** - What the building and spaces could look like

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

BS 8300-1:2018 promotes good practice design principles to ensure the external built environment, including streets, parks, landscaped areas, the approach to a building and the spaces between and around buildings, is inclusive and can meet the needs of all who use it, not only disabled people.

## Brief

The following points summarise the brief utilised throughout this design process:

- Deliver a high quality design which is sympathetic to the existing site.
- Employ innovations which are a model for environmentally sensitive development
- Create a scheme which is viable, sustainable and maintainable

## Aspirations

To achieve the brief through careful design and communication with the local authority and other local stakeholders without preconception of the possibilities for this site.



# 2

## DEVELOPMENT FRAMEWORK



## National Design Guide

Planning practice guidance for beautiful, enduring and successful places



Ministry of Housing,  
Communities &  
Local Government

## 2.0 DEVELOPMENT FRAMEWORK

### National Planning Policy Framework, 2019

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.*

### National Design Guide, 2019

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. The National Design Guide published 1st October 2019, by the Ministry of Housing, Communities & Local Government seeks to illustrate how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

The focus of the design guide is on good design in the planning system, so it is primarily for:

- local authority planning officers, who prepare local planning policy and guidance and assess the quality of planning applications;
- councillors, who make planning decisions;

- applicants and their design teams, who prepare applications for planning permission; and
- people in local communities and their representatives.

### The 10 characteristics of well-designed places

The design guide introduces 10 characteristics for well designed places as set out in the diagram and explained in depth in the design guide.

The Design Guide states that a National Model Design Code, will be published setting out detailed standards for key elements of successful design. This will be subject to consultation and consider the findings of the Building Better, Building Beautiful Commission who are due to publish their final report in December 2019.

The National Model Design Code will set a baseline standard of quality and practice across England which local planning authorities will be expected to take into account when developing local design codes and guides and when determining planning applications.



The ten characteristics of well-designed places @ National Design Guide

**A detailed Planning Statement has been prepared by Carter Jonas and should be read in conjunction with this Design and Access Statement.**



# 3

## **SITE AREA AND ANALYSIS**

### 3.0 SITE AREA AND ANALYSIS

#### The Site

The site is located to the south of Hay Green Lane and is bounded to the west by the rear access road to properties on the A61 Sheffield Road, Birdwell Recreation Ground and agricultural land to the east and south.

The majority of the site comprises paddock land (currently grazed by horses) with allotment gardens and some fenced compartments utilised for keeping livestock in the western part of the site.

The site comprises of some 3.59 hectares which undulates but broadly slopes down from west to east, being c.135m AOD in the north-west corner and 126m AOD at the eastern end of Hay Green Way: at its southern extent the land is c.132m AOD. There are hedgerows along the eastern and part of the southern boundaries of the site. There are also several trees and hedgerows within the site.

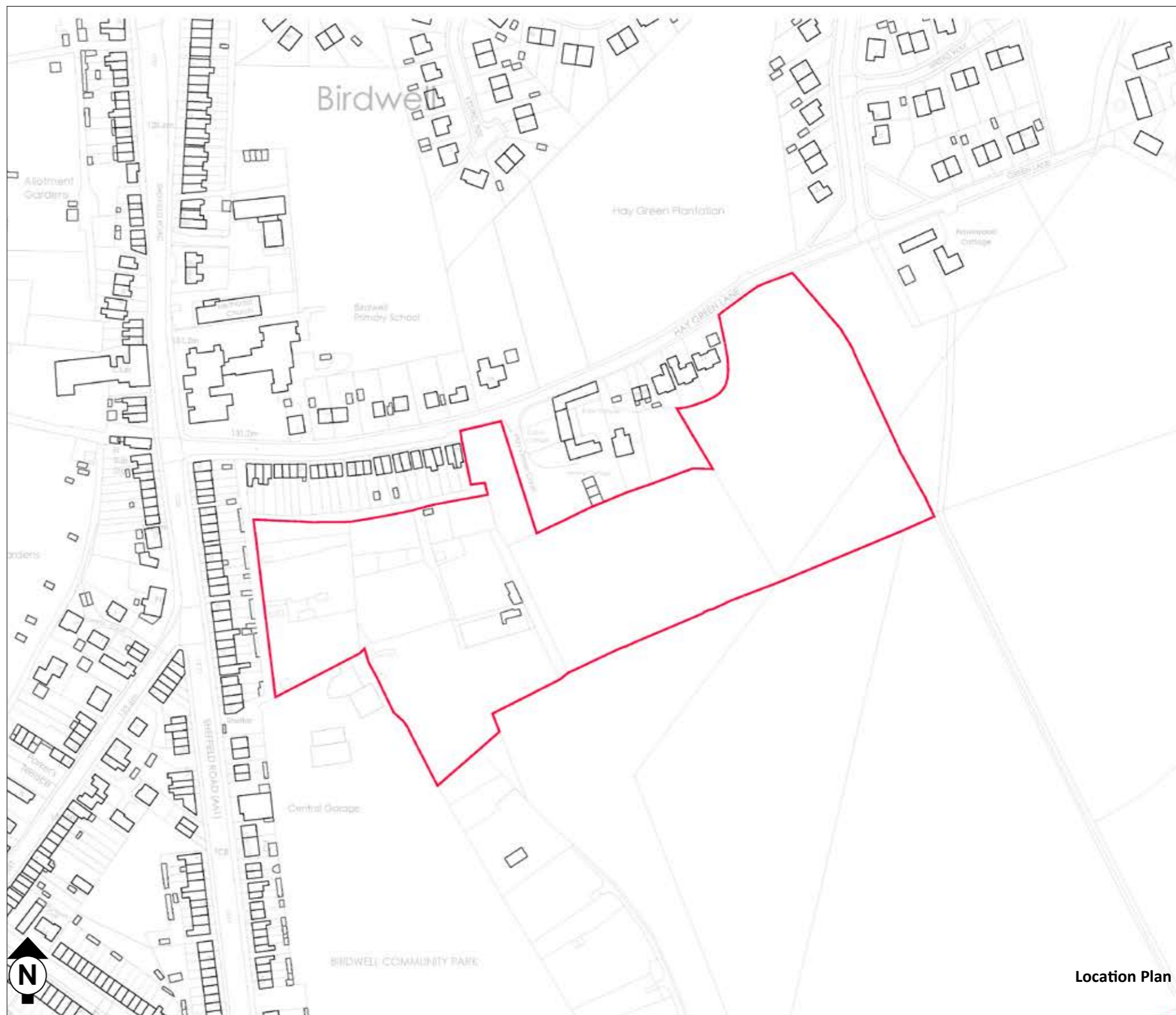
The site is situated within flood zone 1 which is classed as being at at less than 0.1% chance of flooding in any year.

The trees on site were a mix of broadleaved species commonly associated within the area.

A public footpath runs adjacent to the south eastern corner of the site boundary.



Barnsley Local Plan - Housing Allocation HS59



Location Plan

### 3.0 SITE AREA AND ANALYSIS



Listed barn, looking east along Hay Green Lane



Fields south of Hay Green Lane, looking northwest



Looking north to where the site meets Hay Green Lane at the end of the terrace



Looking north from the southern boundary of the site across the eastern fields



Looking north from beneath electricity cables on the south-eastern boundary



Looking south from Hay Green Lane

@ Desk-Based Heritage Assessment - Prospect Archaeology Ltd

## 3.0 SITE AREA AND ANALYSIS

### Opportunities and Constraints

The aim of the design process is to:

Appreciate the Context of the Area - Interpretation of character of the area, natural resources and aspirations of local community to arrive at a realistic vision of what the place may become.

Creating the Urban Structure - Creating the inter-relationship between development blocks, streets, buildings, open space, landscape and all other features that contribute to creating an urban environment.

Making Connections - The roads, streets, footpaths, public transport routes and green corridors need to achieve a sustainable interlinked movement system.

Detailing the Place - Considering the detail of the buildings and public realm and the interface between them, the corner treatments, roof lines, pavement and street furniture etc.

The site area and analysis enables a detailed evaluation of the potential opportunities and constraints of the site, this informs the initial design process.

The plan identifies the key opportunities and constraints of the site as a means of informing the design proposals.

#### CONSTRAINTS

This diagram shows the analysis of the local area and the constraints of the site. The following issues have been identified:

- Setting of Grade II listed barn opposite the junction with Herons Way which is approximately 42m east of the site
- Public footpath adjacent to the south east corner of site boundary
- High Voltage overhead electricity pylons
- Mixed urban grain on the northern and eastern site boundaries

#### OPPORTUNITIES

The scheme provides many opportunities to enhance existing features of the area and the wider environment. The following priorities have been identified:

- Respond to the scale, grain and character of the local area
- Pedestrian link from the south east corner of the site to the adjacent public footpath
- Improvements to the public footpath
- Improved access into the recreation ground
- Improved vehicular access into and around the site
- Area for biodiversity

# 3.0 SITE AREA AND ANALYSIS

## Opportunities and Constraints

### CONSTRAINTS KEY:

PROPOSED APPLICATION BOUNDARY

### UTILITIES

INFORMATION TAKEN FROM LANDMARK INFORMATION GROUP UTILITIES REPORT 28.10.19

EXISTING SEWERS

EXISTING OVERHEAD ELECTRICITY

### STATUTORY DESIGNATIONS

PUBLIC FOOTPATH No. 40

LISTED BUILDING  
SETTING TO BE REPECTED AND BUFFER PROVIDED

### OTHER

PLAY SPACE  
CONSIDER POTENTIAL NOISE IMPACT ON RESIDENTIAL AMENITY

### TREE SURVEY KEY:

Category U - Trees / Groups Unsuitable for Retention (BS 5637:2012)

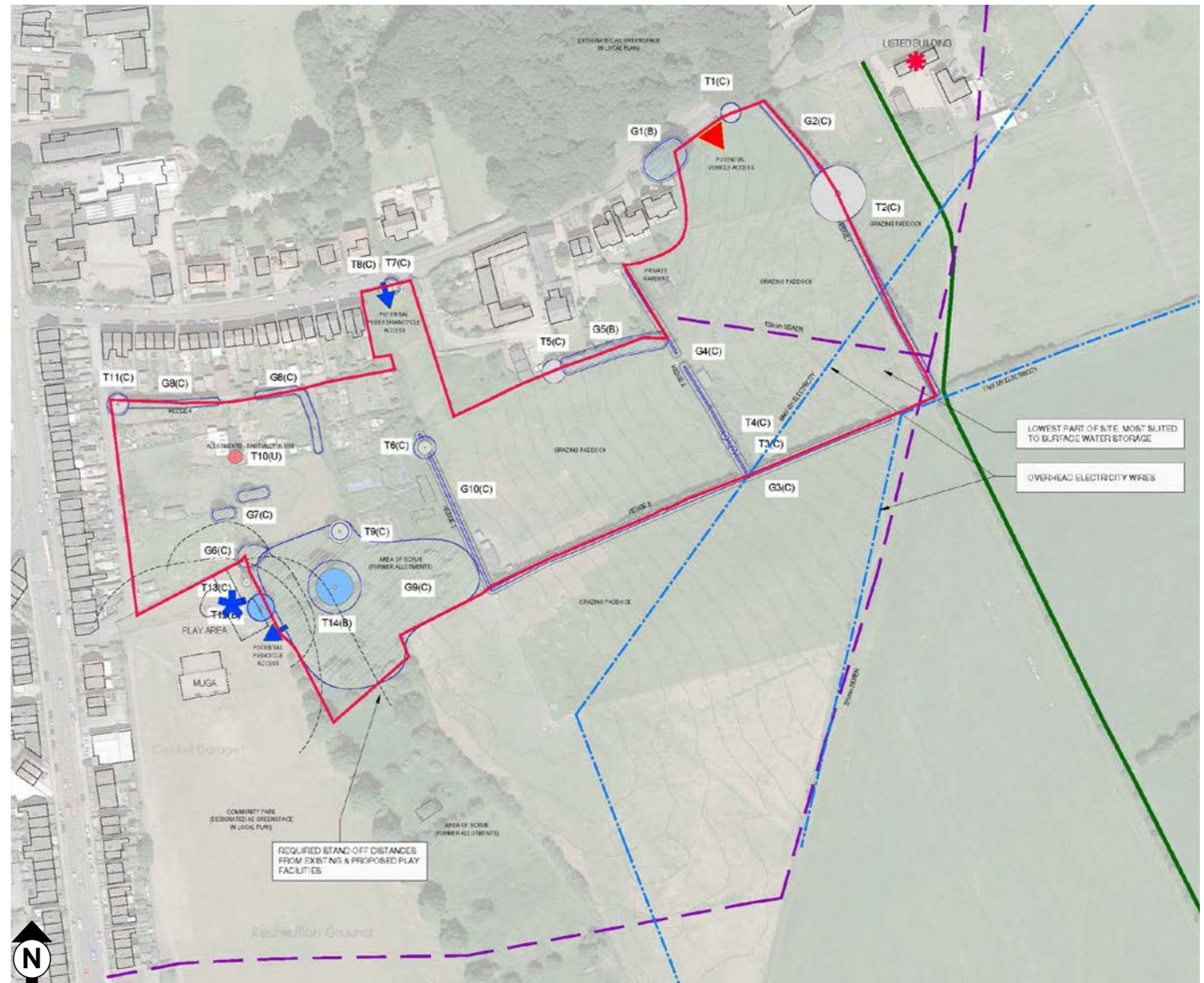
Category A - Trees / Groups of High Quality (BS 5637:2012)

Category B - Trees / Groups of Moderate Quality (BS 5637:2012)

Category C - Trees / Groups of Low Quality (BS 5637:2012)

Root Protection Area (The RPA has been altered where appropriate to reflect underground constraints)

Individual / Group Number and BS5837:2012 Category



# 3.0 SITE AREA AND ANALYSIS

## 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.

Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly under two kilometres. The plan opposite shows the catchment area from the centre of the site.

Its catchment includes key facilities in the locality including Birdwell Primary School, Birdwell Methodist Church, News and Post Office, Pharmacy, hairdressers, Public Houses and parks and recreation grounds.

The nearest bus stops to the Site are located on Sheffield Road some 400m west of the Site access junction.

The nearest train station to the Site is situated at Elsecar on the Elland and Penistone Line. It is located an approximate 20 minute cycling distance from the Site.

Trains from Elsecar serve destinations including Barnsley, Leeds, Wakefield, Huddersfield and Sheffield among others.

Integrated, high quality, naturally surveilled and direct routes established through the design solution will allow connectivity both within the site and to those services in the wider locality.

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.



# 3.0 SITE AREA AND ANALYSIS

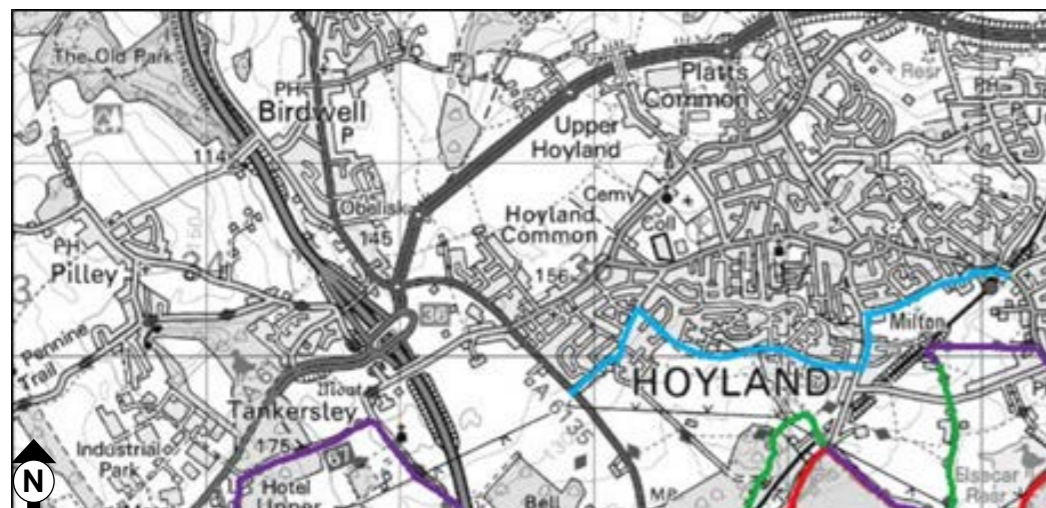
## Existing Footpath / Cycle Connectivity

The plan opposite identifies the key movement framework in close proximity to the site and to the wider locality in terms of pedestrian movement.

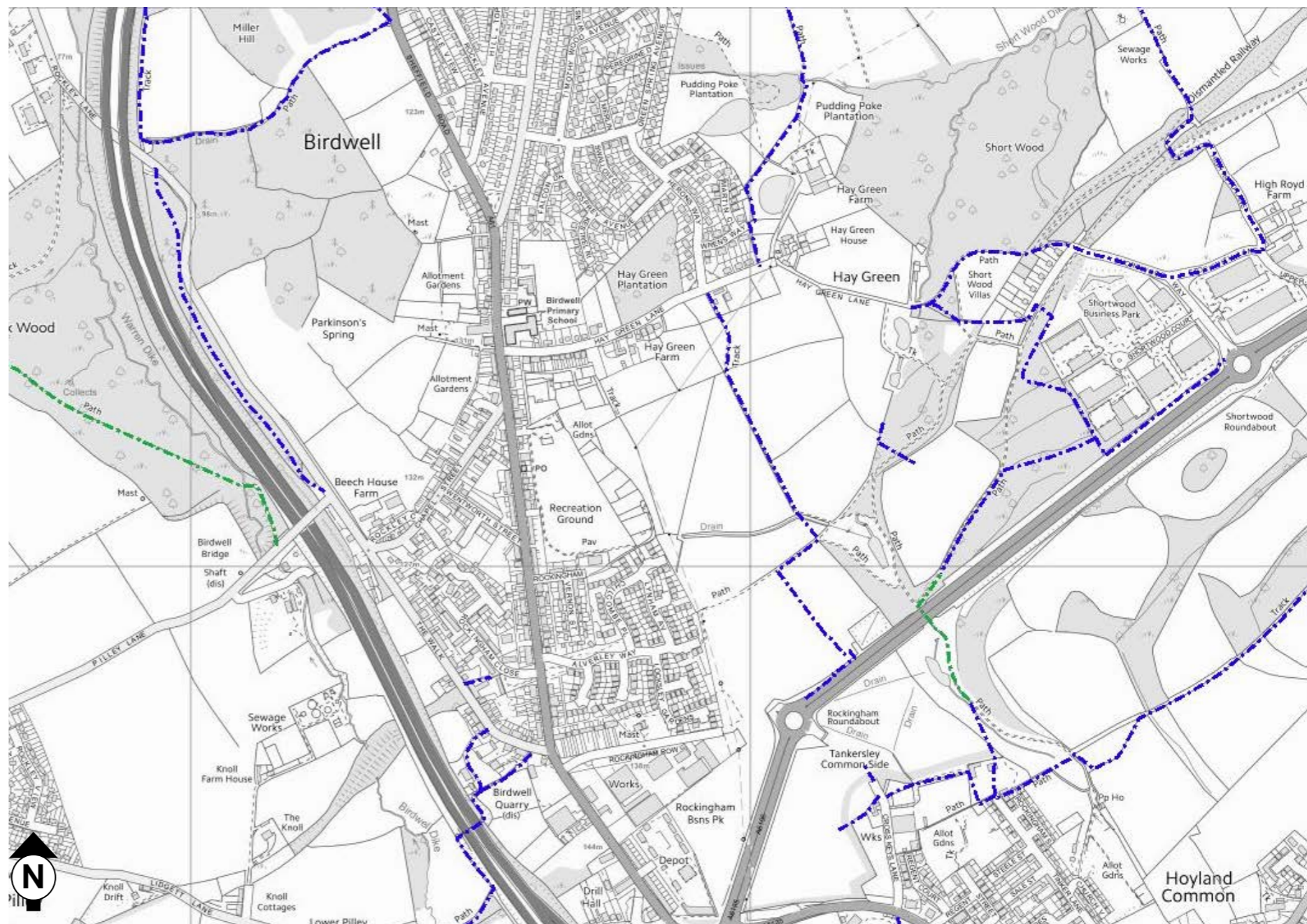
The development site is situated in a good location to make use of the existing pedestrian infrastructure in the surrounding area, with various local amenities within a reasonable walking distance of the site.

There is a public right of way (definitive path 40) runs in close proximity along the eastern boundary, providing the potential for a connection in the south eastern corner.

BMBC have a network of cycle infrastructure in addition to the national cycle network. Whilst there are no cycle routes in the direct vicinity of the proposed Site there is an existing cycle route running on an east-west axis connecting the A1635 and Broadcarr Road to the south east of the proposed Site.



BMBC Cycle Map Extract @ 2020



BMBC Public Right of Way Extract @ 2020

# 3.0 SITE AREA AND ANALYSIS

## Context Analysis

This section of the Design and Access Statement reviews the existing built form within the locality as a means of establishing the positive design features which should be taken forward as part of this development. A review of the immediate surroundings and slightly wider context has been undertaken.

## Settlement Development

The settlement of Birdwell has developed from the late 19th to early 20th century around Chapel Street which is the historic core of the settlement. Interspersed with the historic terraced dwellings are infill plots characteristic of the vernacular at the time of construction.

Ribbon development along Sheffield Road further continued the expansion of the settlement.

The settlement further developed in the 1950s/60s with the development of residential areas across Worsbrough Road and Heron's Way that now forms the majority of Birdwell's settlement layout.


Hay Green Lane comprises a mix of terraced and detached houses where on-street parking is prevalent for the terraced properties. A primary school is also located at the access onto Hay Green Lane from Sheffield Road.

## Heritage Asset

Within proximity of the site is a Grade II listed building to the east along Hay Green Lane, as shown on the extract below.

The barn at Hay Green Lane (NHL1315079) is a mid 18th century agricultural building, now converted into a dwelling. It is constructed of thinly coursed sandstone with large quoins and a stone slate roof. Originally of a single storey, and 5 bays, it has a central cart entry facing the road (north) framed by quoined jambs and wood lintel. There are two rows of slit vents and a square hatch to bay 1. To the rear there is a narrower quoined central opening. The end gables have slit vents and hatches.

The dwellings near the Barn should be sympathetic to the scale, mass, detailing and materials of the listed building.



Heritage Category:	Listing
List Entry No:	1315079
Grade:	II
County:	
District:	Barnsley
Parish:	Non Civil Parish

For all list entries pre-dating 4 April 2011 maps and national grid references do not form part of the official record of a listed building. In such cases the map here and the national grid reference are generated from the list entry in the official record and added later to aid identification of the principal listed building or buildings.

For all list entries made on or after 4 April 2011 the map here and the national grid reference do form part of the official record. In such cases the map and the national grid reference are to aid identification of the principal listed building or buildings only and must be read in conjunction with other information in the record.

Any object or structure fixed to the principal building or buildings and any object or structure within the curtilage of the building, which, although not fixed to the building, forms part of the land and has stood on since before 1st July 1948 is to be treated as part of the listed building.

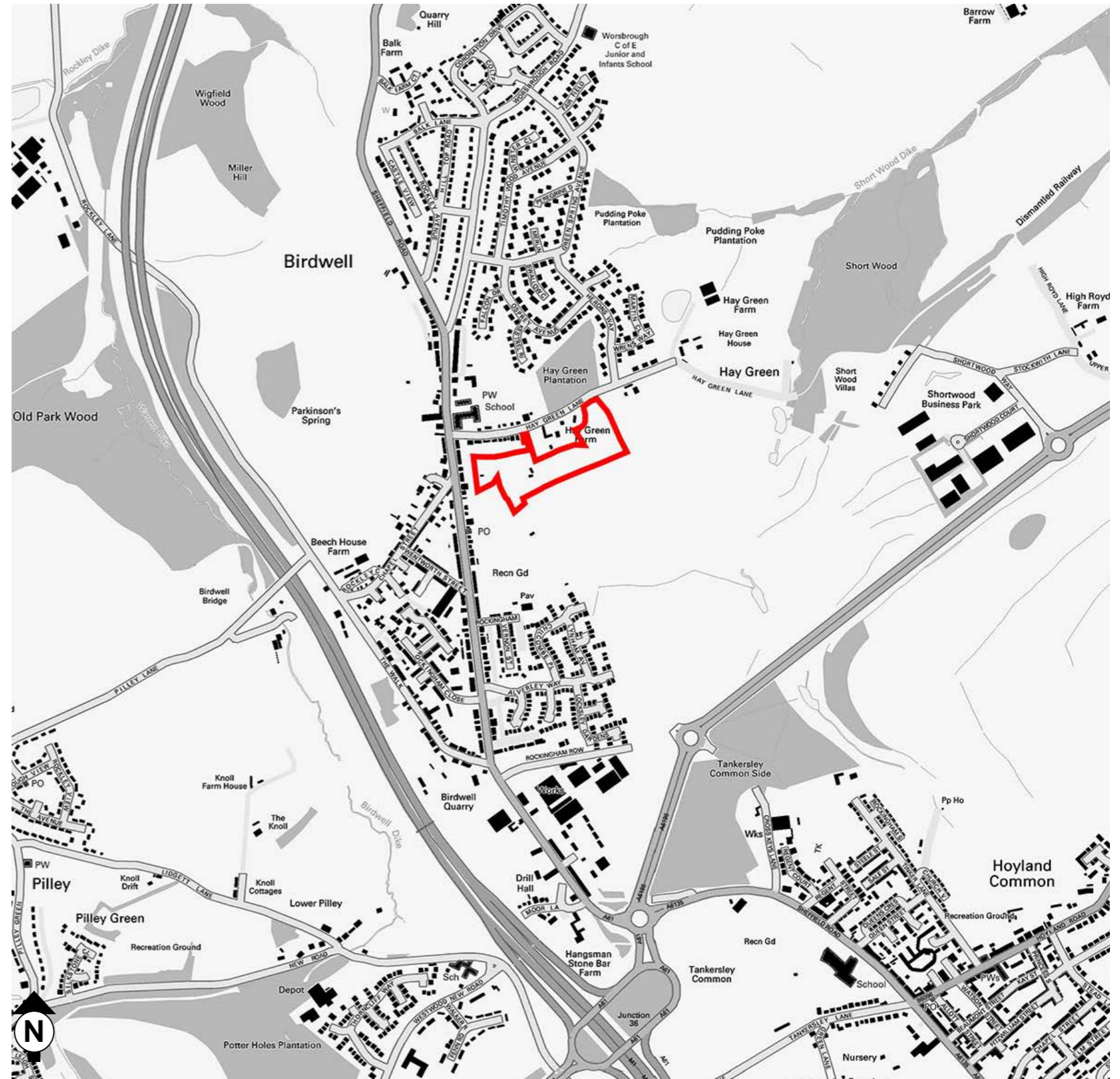
This map was delivered electronically and when printed may not be to scale and may be subject to distortions.

List Entry NGR:	SE 34943 01490
Map Scale:	1:2500
Print Date:	1 May 2020

Modern Ordnance Survey mapping © Crown Copyright and database right 2018. All rights reserved. Ordnance Survey Licence number 100024900.

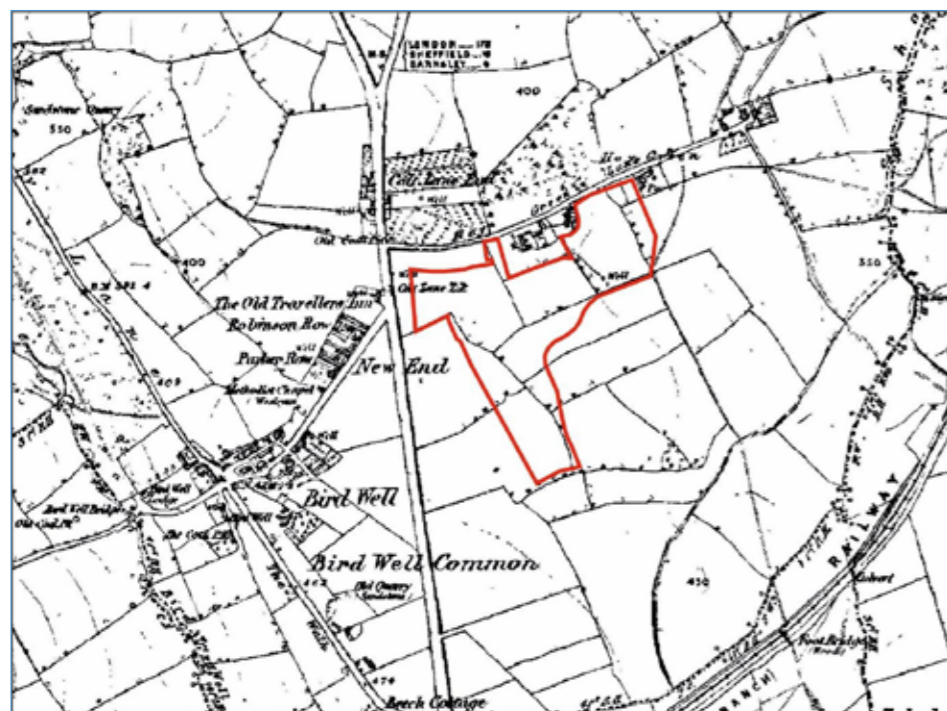
Name: BARN OPPOSITE JUNCTION WITH HERONS WAY

Historic England  
HistoricEngland.org.uk

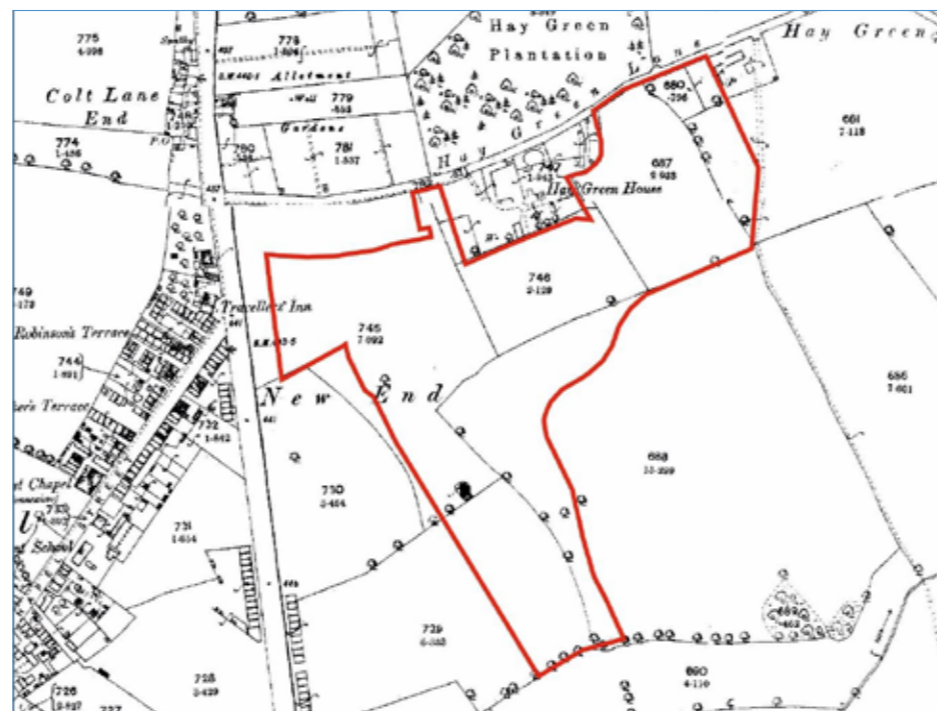


# 3.0 SITE AREA AND ANALYSIS

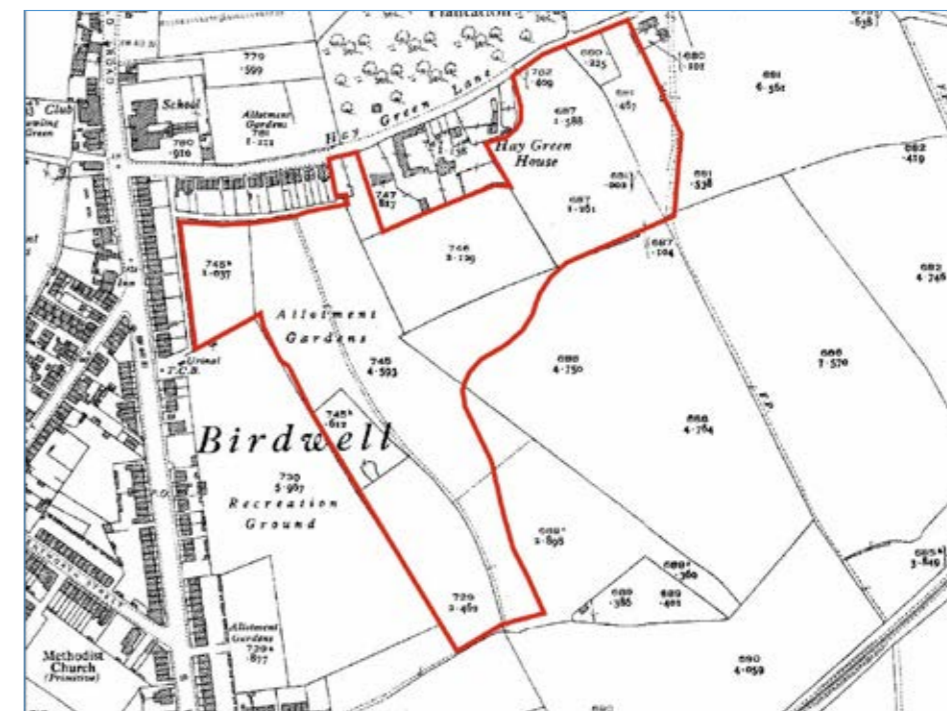
## Settlement Development



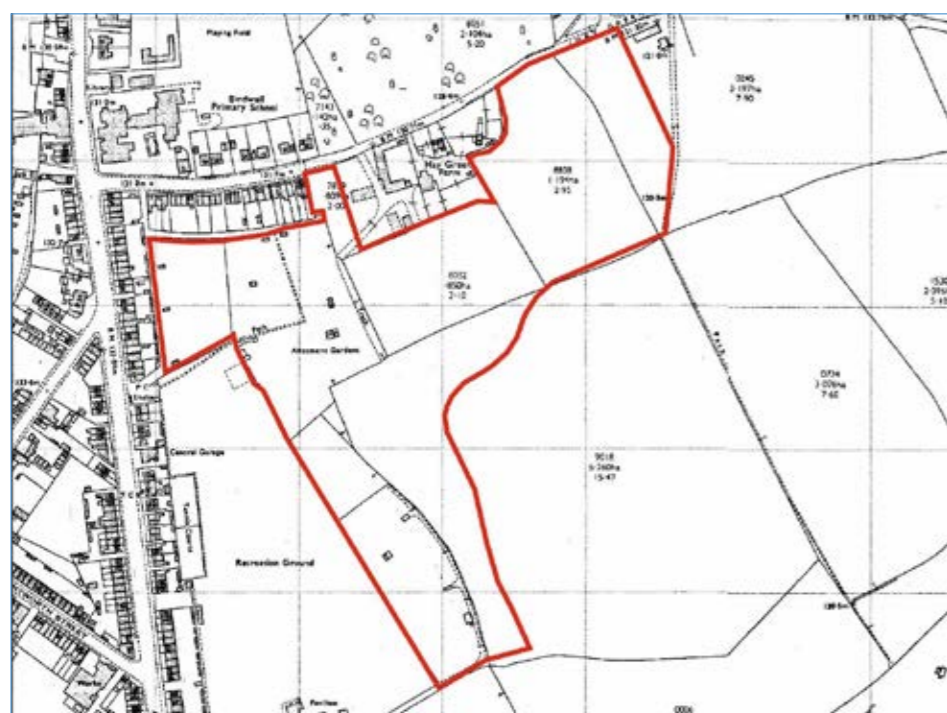
1854



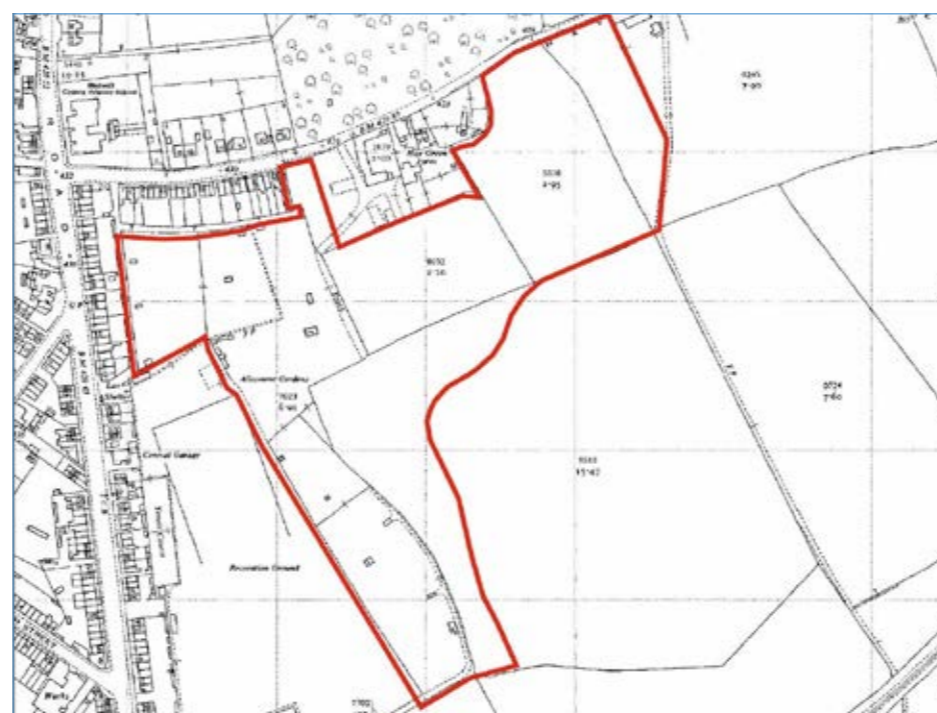
1893



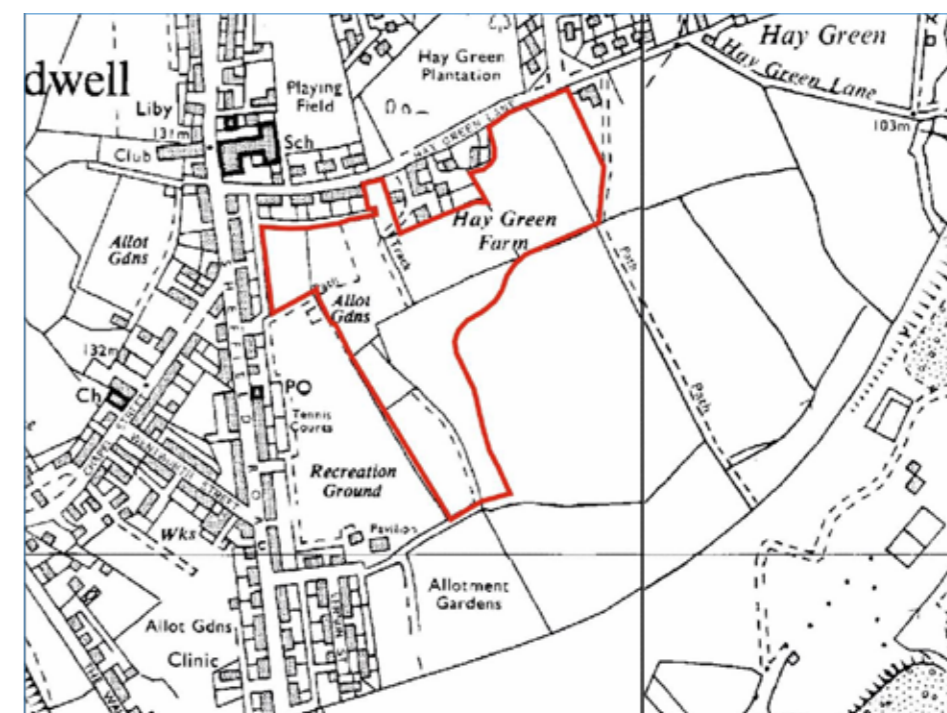
1905-6



1931



1962



1978-89

NB - Red line relates to wider area covered in Desk Based Archaeology

# 3.0 SITE AREA AND ANALYSIS

## Architectural Styles and Built Form

The photographs opposite demonstrate the architectural styles of the dwellings within the locality of the site.

As the photographs demonstrate, the dwellings found within the wider locality do vary in styles though these are primarily down to the time of construction and desired approach by the developer at that time.

The key threads include the form and materials palette.

The scale of development varies from bungalows through to 2.5 storey properties.

The immediate streets surrounding the site include terraced, detached or semi detached forms with standard set backs from the street with equal spacings between.

Boundary treatments within the locality do vary with the provision of low walls, fencing and hedgerows. These assist in clearly defining the public from the private realm.

Car parking is mixed with off street and side or front drives and / or garages.

### Chapel Street

Type	Plotting	Parking	Materials
Single - 2.5 storey	Terraced, Semi-Detached & Detached	Off & On Street	Brick, Render & Stone

### Hay Green Lane

Type	Plotting	Parking	Materials
2-2.5 storey	Detached, Semi-detached & Terraced	Driveways & on Street	Brick, Render & Stone

### Alverley Way

Type	Plotting	Parking	Materials
2 storey	Detached	Driveways	Brick & render



Dwellings around Chapel Street



Dwellings to Hay Green Lane



Dwellings off Alverley Way



## 3.0 SITE AREA AND ANALYSIS

### Technical Considerations

In support of the application a suite of technical work has been undertaken to demonstrate the deliverability and sustainability of this site.

The summaries of these reports are outlined below, please refer to the full documents for detailed analysis and data.

### Transport and Access

- Single vehicle access proposed to Hay Green Lane
- Pedestrian connectivity with the wider area.
- The distribution and assignment of potential development traffic shows that the increase in traffic is not material.
- From the work undertaken it is concluded that there are no reasons on highways or transport grounds why the development Site should not be granted planning permission for change of use.
- Travel Assessment and Plans prepared to assist sustainable travel choices.

### Ecology and Trees

- Comprehensive surveys undertaken and reports accompany the submission.
- Existing agricultural fields of limited biodiversity value.
- Habitat mitigation and enhancement areas proposed including native grassland, tree and shrub planting.
- Minimising hedgerow and tree loss, maintaining and enhancing boundary features to provide continuity in terms of connective habitat, acting as a framework of green infrastructure.
- Area for biodiversity enhancements.

### Heritage and Archaeology

- Archaeological desk-based assessment report is submitted in support of the application.
- Site contains no recorded heritage assets.
- Setting of nearby listed building will be considered.

### Flood Risk and Drainage

- The site is not located in an area of flood risk however the planning application is accompanied by a Flood Risk Assessment and Drainage Strategy.
- The development will incorporate a Sustainable Drainage System (SUDS) with a new pond to efficiently drain surface water from the site. The pond will provide improved habitat and amenity areas for wildlife and recreation.



# 4

## DESIGN EVOLUTION

# 4.0 DESIGN EVOLUTION

## Initial Masterplan

The plans opposite details the initial sketch for the site based on detailed consideration of the site, the technical constraints and opportunities and constraints identified earlier.

This layout formed the basis of pre-application discussions with Barnsley Council on the 13th January 2020.

### KEY

- ① Access to Hay Green Lane
- ② Emergency access to Hay Green Lane
- ③ Area of safeguarded land for biodiversity net gain and SUDS
- ④ Connection to public right of way
- ⑤ Retention of existing hedgerow
- ⑥ Dwellings overlooking adjoining public open space
- ⑦ Separation distances maintained to existing residents



# 4.0 DESIGN EVOLUTION

## Revised Masterplan

Following pre-application discussions with Barnsley Council in January 2020 the following amendments were taken to the layout.

### KEY

- ① Safeguarded land removed from application boundary.
- ② Ash tree retained.
- ③ Area of safeguarded land for biodiversity net gain and SUDS relocated.
- ④ Existing hedgerow retained.
- ⑤ Oak tree retained.
- ⑥ Area of POS relocated to respond to existing open space.
- ⑦ Emergency link removed / pedestrian and cycle only required.



# 4.0 DESIGN EVOLUTION

## Revised Masterplan

Further revisions included:

### KEY

- 1 Open space amended to accommodate 30m stand-off to potential NEAP extension of existing playspace.



# 4.0 DESIGN EVOLUTION

## Community Consultation

Localism is transforming the way in which we secure planning permission. At the heart of the design process should be effective and meaningful engagement with local residents, elected members, and other interested parties.

The Applicant has identified the importance of Localism. This was an integral element of the project brief – to engage with and enable local residents in the aspirations for the site.

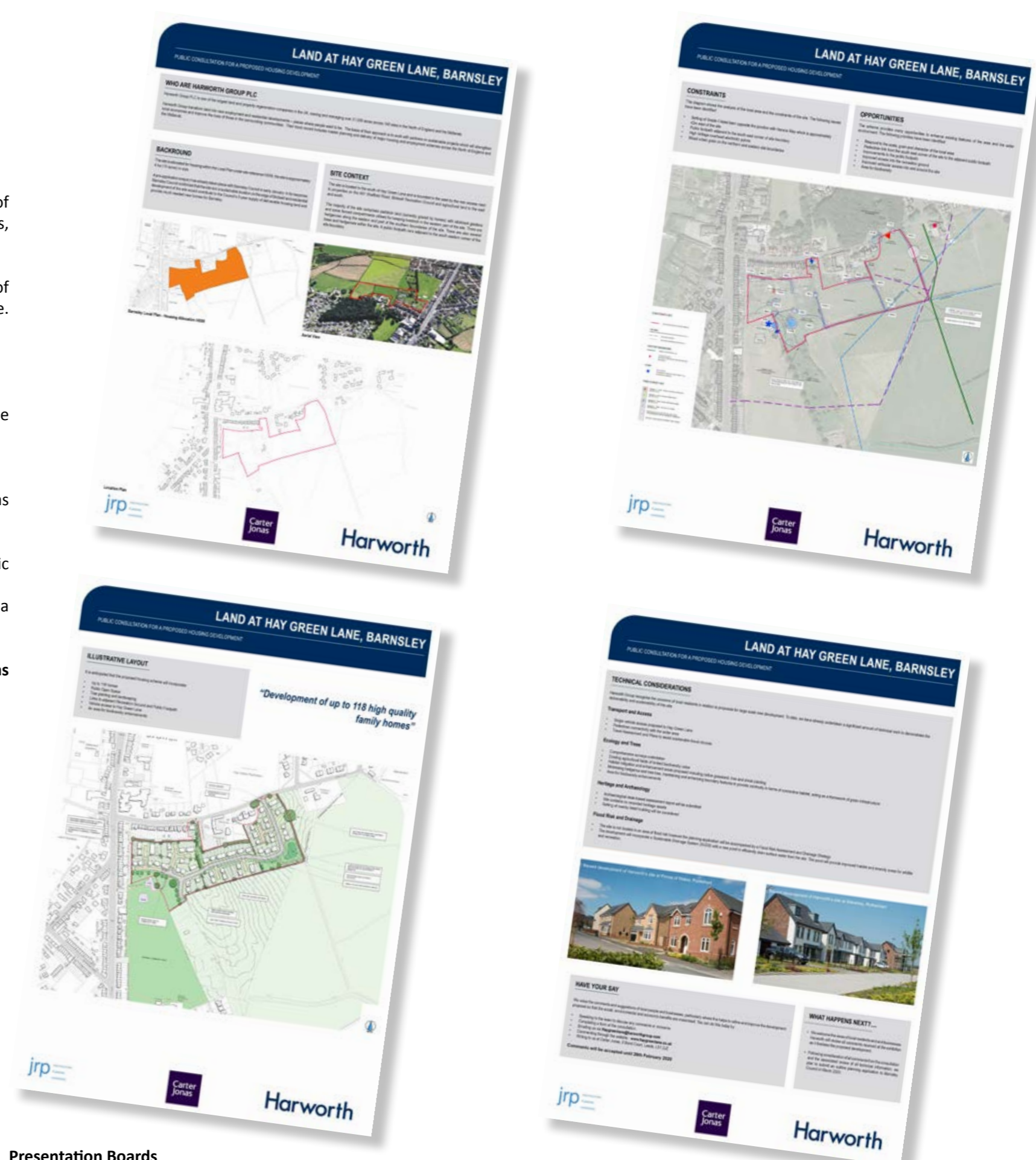
The following engagement objectives were identified:

- To determine stakeholder aspirations for the site;
- To understand the community's view regarding the site;
- To understand the community's concerns and issues regarding the development of the site; and,
- To inform the local community about the development proposals for the site.

The Applicant has undertaken a specific process of pre-application consultation. This has involved direct engagement with:

- Local Residents from the surrounding area via a consultation leaflet and Public Exhibition.
- Pre-Application discussions with Officers from Barnsley Council January 2020 and a formal pre-application response from Planning Officer dated 11th March 2020.

Please refer to detailed Statement of Community Involvement prepared by Carter Jonas which accompanies this planning submission.



Presentation Boards



**5**

**DESIGN SOLUTION**

## 5.0 DESIGN SOLUTION

**NPPF, paragraph 127 states that: “Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. “**

This application seeks outline approval with means of access for residential development. The land use plan demonstrates how the development would incorporate the following uses:

- Residential Development
- Public Open Space

The breakdown of land uses on the site as demonstrated is as follows:

- Gross Site Area - 3.59 hectares
- Residential Site Area - 2.77 hectares
- Public Open Space - 0.33 hectares - 15% as per policy requirements

The scheme will be developed at varying densities in different parts of the site with an overall density in the range of 42 units per hectares (based on 118).

### Mix of Housing

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

### Affordable Housing

The NPPF defines affordable housing as: **“housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers)”**

**The site is in an area of the Borough that requires 10% of the units on the site to be affordable. The tenure split required would be 80% affordable homes for rent and 20% affordable home ownership. Based on the indicative quantum of 118 this requirement would be for 12 units. This will be discussed in more detail with the Authority as the application progresses.**



### Indicative Development Summary

No. of Dwellings: circa 118

Gross Site Area: 3.59 hectares

Development Area: 2.77 hectares

Type of Dwellings: Detached, semi detached and terraced

Storey Heights: 2-2.5 storey development

Bed Range: 2, 3 & 4

Density Range: 42 dwellings / Ha (net)

## 5.0 DESIGN SOLUTION

**“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).**

A detailed analysis has been undertaken as part of this application and a suite of technical information accompanies the submission. The illustrative layout (opposite) demonstrates how a scheme on the site will be delivered, an assessment has also been undertaken to understand any constraints or potential opportunities for the development. The following key points identify the elements, which demonstrate that the scheme has been developed in line with the context of the site.

- The scheme ensures that existing key features are integral to the design solution. This includes the existing landscape and walked routes around the perimeter of the site including the public footpath.
- Access to the site will be taken from Hay Green Lane providing 2.4 x 33m visibility splays with the provision of a segregated pedestrian / cycle route to Hay Green Lane.
- The layout demonstrates a hierarchy of movement corridors from a primary connection which provides a route through the development to secondary connections. Pedestrian connections are integral and provide linkages to the wider off site footpath network.
- Within the site buildings have been positioned to create focal points within the scheme, which guide the visitor through the site and create visual stops.
- Clear distinctions have been made between public and private spaces avoiding confusion. Similar to existing developments within the locality this is predominantly achieved through careful landscape treatments or low boundary treatments.
- Entrances to the properties are be located along the main elevations making it easy for residents and visitors to find their way around.
- Development includes attenuation for surface water in the form of an attenuation basin.
- Provision of an ecological connections through the site with the retention of hedgerows.
- Retention of existing landscape.



# 5.0 DESIGN SOLUTION



## 5.0 DESIGN SOLUTION

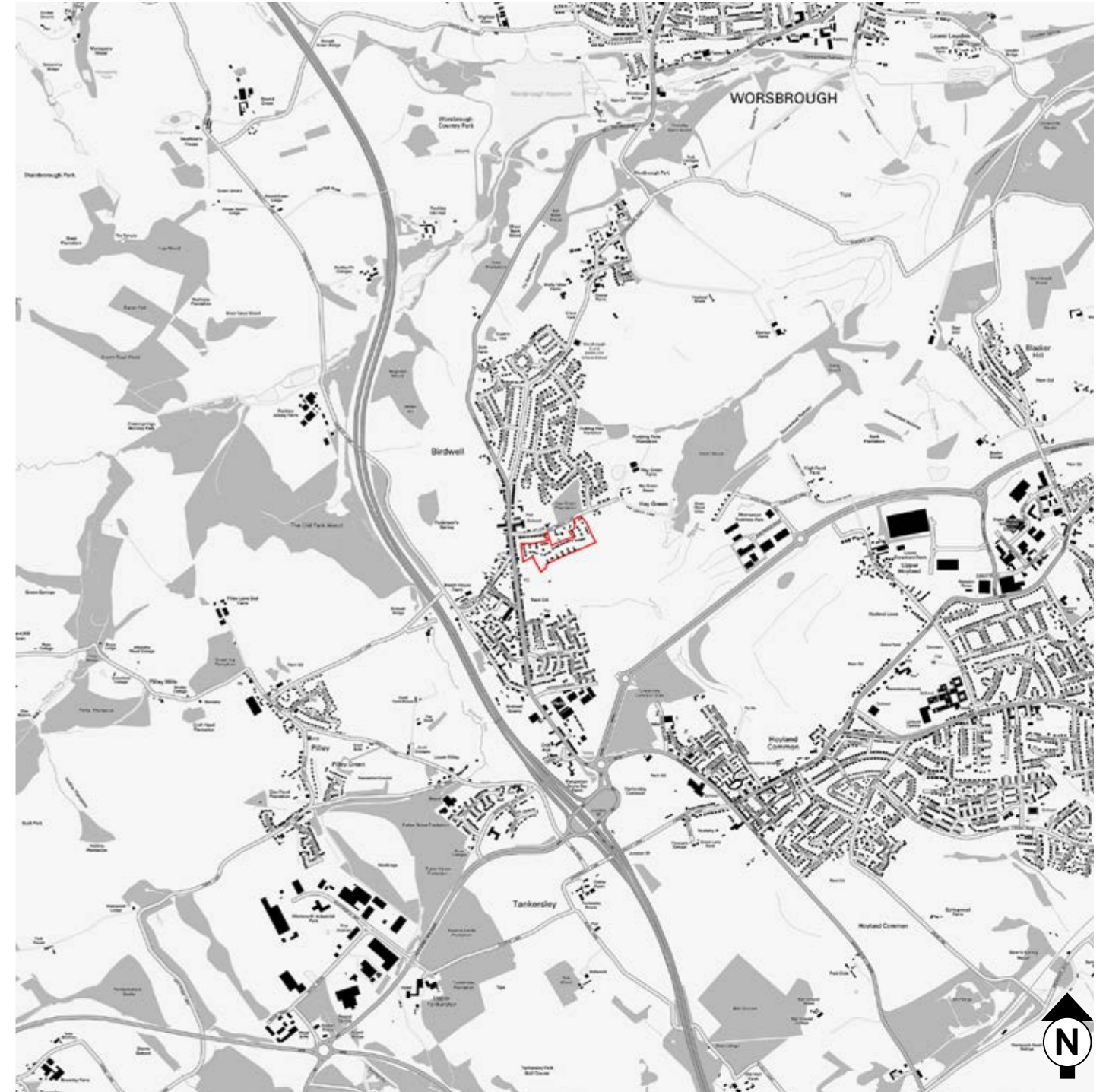
The existing grain as outlined earlier is characteristic of a settlement which has developed over time. The proposed grain as shown below demonstrates that the development will integrate within the surroundings.

The application site comprises of infilling to the south of Hay Green Lane in accordance with the proposed site allocation for residential development

EXISTING GRAIN



PROPOSED GRAIN



## 5.0 DESIGN SOLUTION

### Heritage

The NPPF states in respect of heritage assets that:

**“They are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations (paragraph 184).”**

The Local Plan commentary in respect of the heritage asset states:

*“Respect the historic setting of the listed barn opposite Herons Way by retaining the existing mature field boundary with its existing hedge and trees to the east, and by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials.”*

A Desk Based Heritage Assessment has been prepared in support of the application by Prospect Archaeology. This concludes:

The proposed development will have no direct effect on any designated assets and a negligible indirect effect on listed barn NHL1315079.

This conclusion has been achieved by the following measures:

There will be an area of open space between the nearest houses and the asset that will maintain the asset’s rural setting and not impede the current views to the asset.

The asset is currently well screened from much of the development area by existing hedgerows and trees.



## 5.0 DESIGN SOLUTION

### Scale and Appearance

An assessment of the existing built form within the locality has been undertaken where it was determined that a wide range of architectural styles and types of properties are present within the locality dependant upon the time of construction. Similarly, the heights of those developments also vary from single storey to two storey with two and a half in the historic core and adjoining the site boundary to Hay Green Lane.

The illustrative masterplan does not specify scale at this time however it is envisaged that the development could comprise of 2 to 2.5 storey. The use of 2.5 storey product should not be in sensitive locations such as the southern edge and consideration should be given to the setting of the listed building and the scale proposed to the eastern boundary at detailed design stage.

The use of a variety of styles of dwellings will provide visual interest with varying roofscapes to the streetscene and this can be further enhanced by a varied choice of materials.

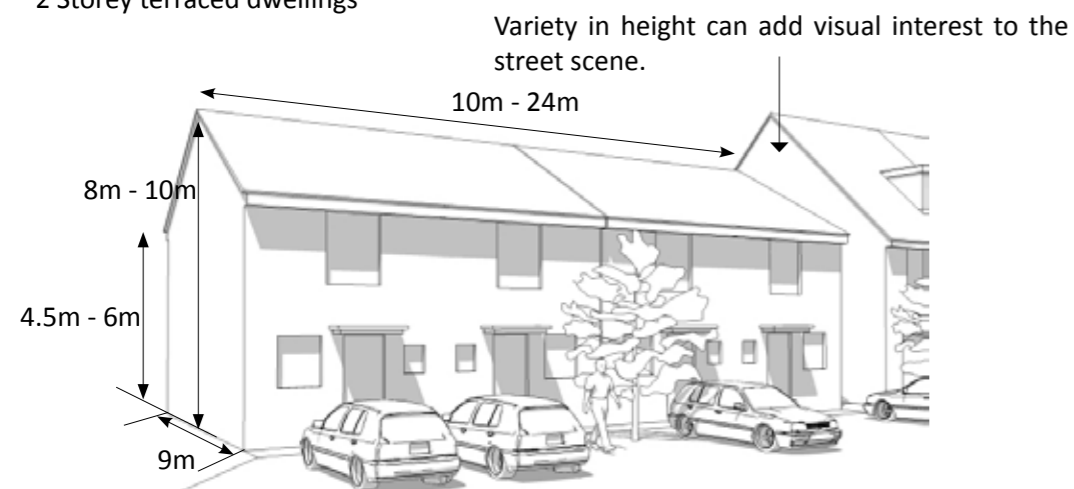
### KEY

 Sensitive boundary



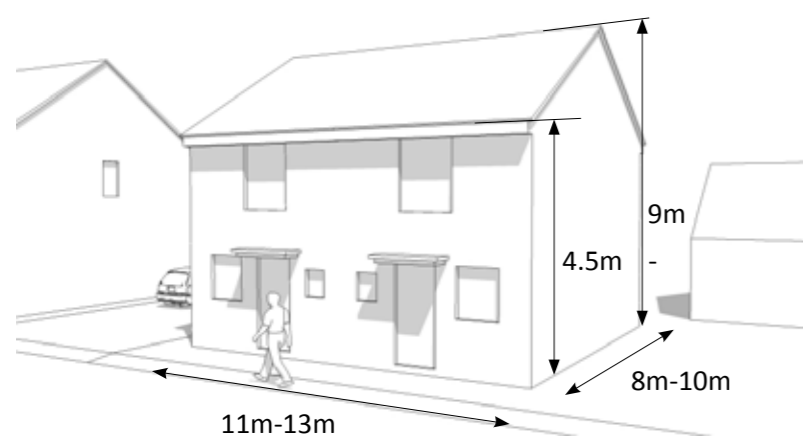
# 5.0 DESIGN SOLUTION

## 2 Storey terraced dwellings

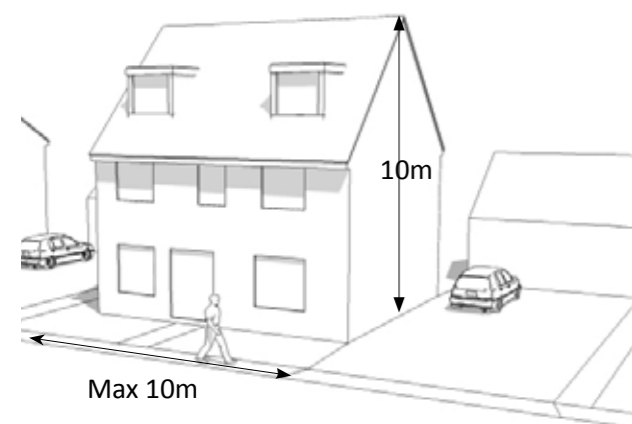


Parking can be either to the front or to the side dependant on the character being achieved to the street.

## 2 Storey semi detached dwellings



Larger spaces provide a more open feel where closer spaces between the built form creates a stronger enclosure of the street.



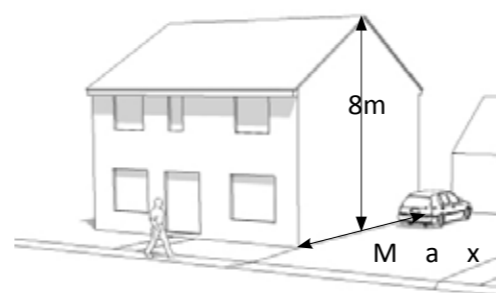
In line with the aspirations of the National Planning Policy Framework, this section does not attempt to impose architectural styles or stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles, it simply provides examples of what could be acceptable through the Reserved Matters stages given the existing development within the locality.

The following plans provide examples of the type of dwellings which would be considered appropriate as part of this development together with visual impressions of how the plots could be laid out including garden sizes, plot depths, parking solutions and set back distances.

It would be remiss at this stage to specify architectural styles for the dwelling design and this will comprise the detailed reserved matters. We would however recommend that regard is had to the character analysis in Section 3.0 and that key features which are prevalent in the settlement are incorporated. The proposed materials palette should again be developed with regard to the settlement.

## Detached dwellings

Detached is the predominant form identified within the illustrative layout - Mainly 2 storey with some higher 2.5 storeys at key locations to add interest and legibility



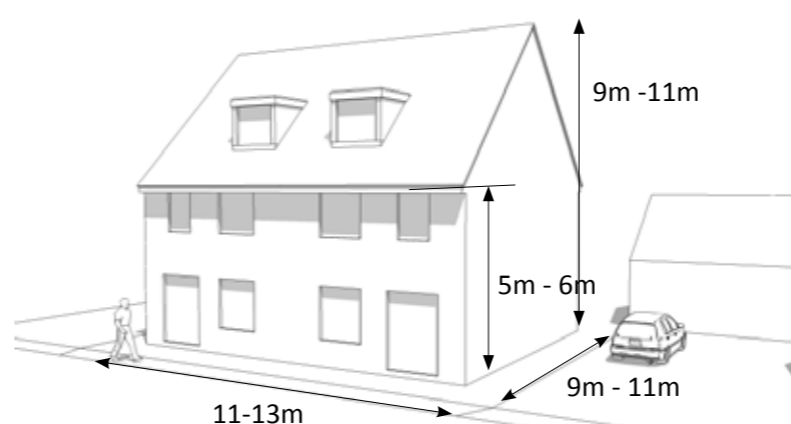
The blocks are generally set back from the street however the amount of this varies dependant upon the character being achieved.

These examples demonstrate wider spaces between the built form accommodating off street parking



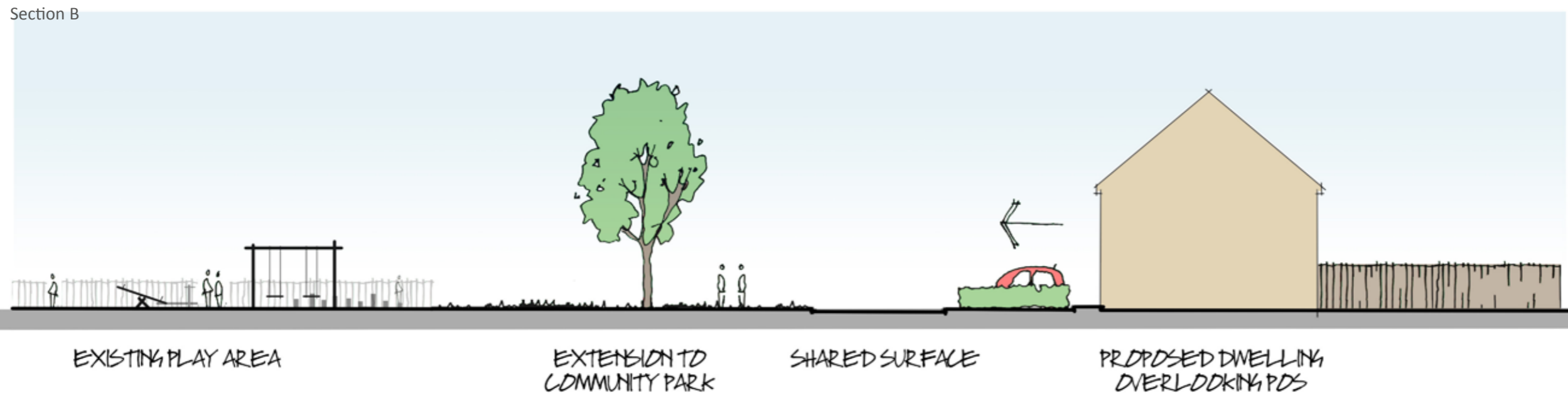
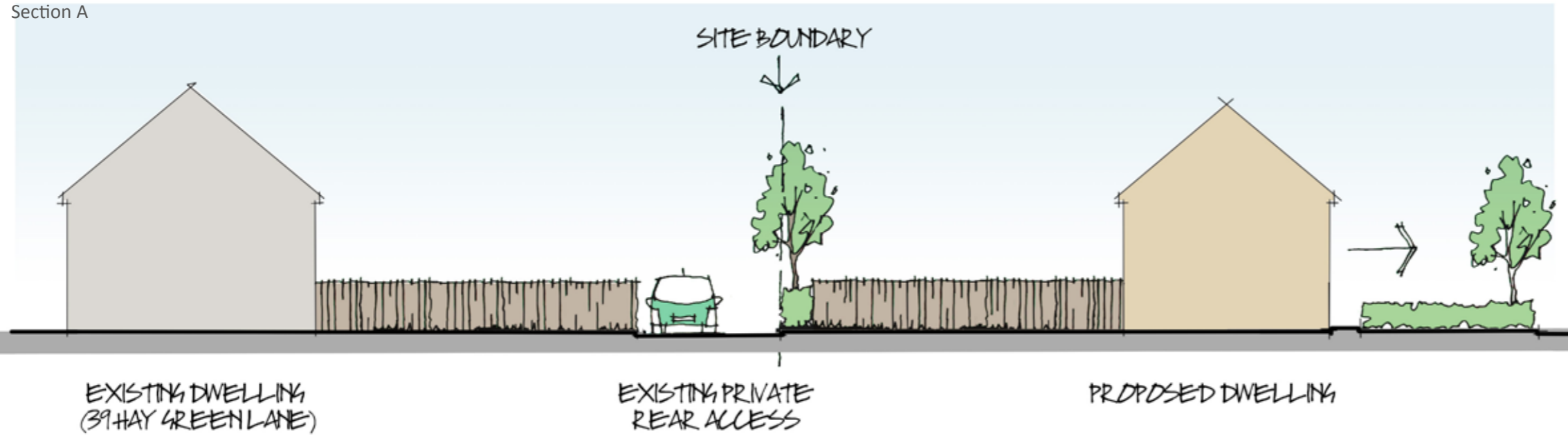
Additional features could be incorporated to key plots to add visual interest

## 2.5 STOREY SEMI DETACHED DWELLINGS



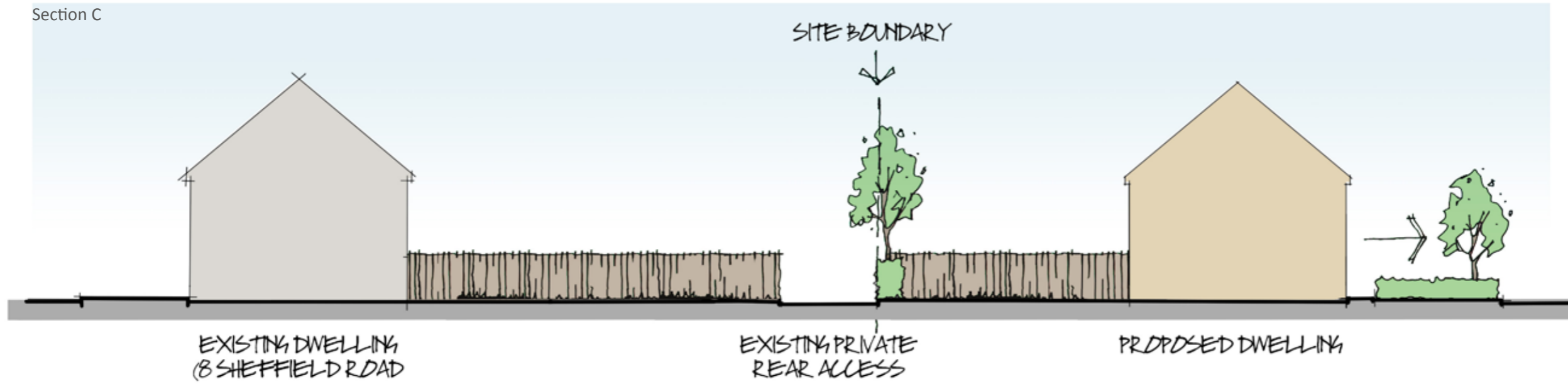
# 5.0 DESIGN SOLUTION

The following sections demonstrate how the development may respond to the immediate surroundings and demonstrate the proposed edge responses.

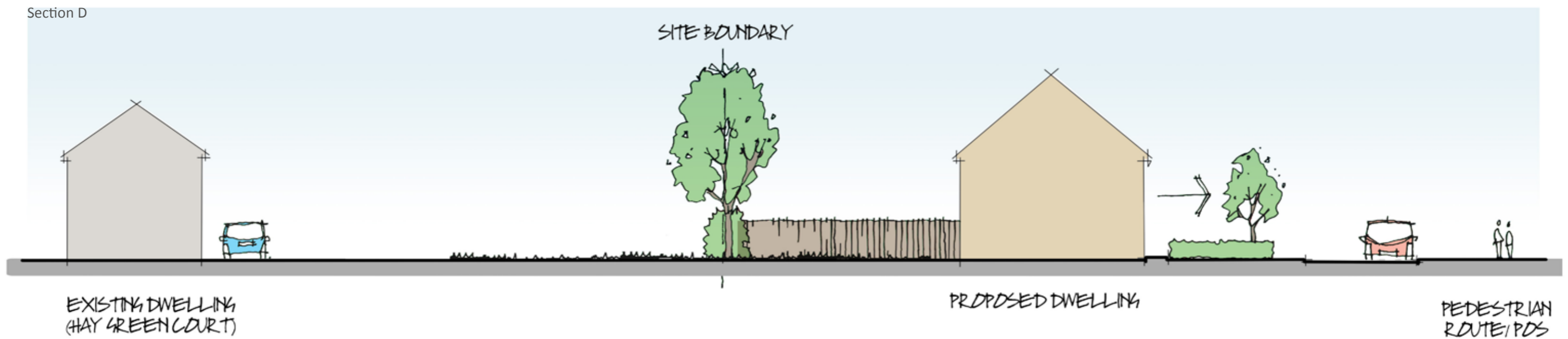


# 5.0 DESIGN SOLUTION

Section C

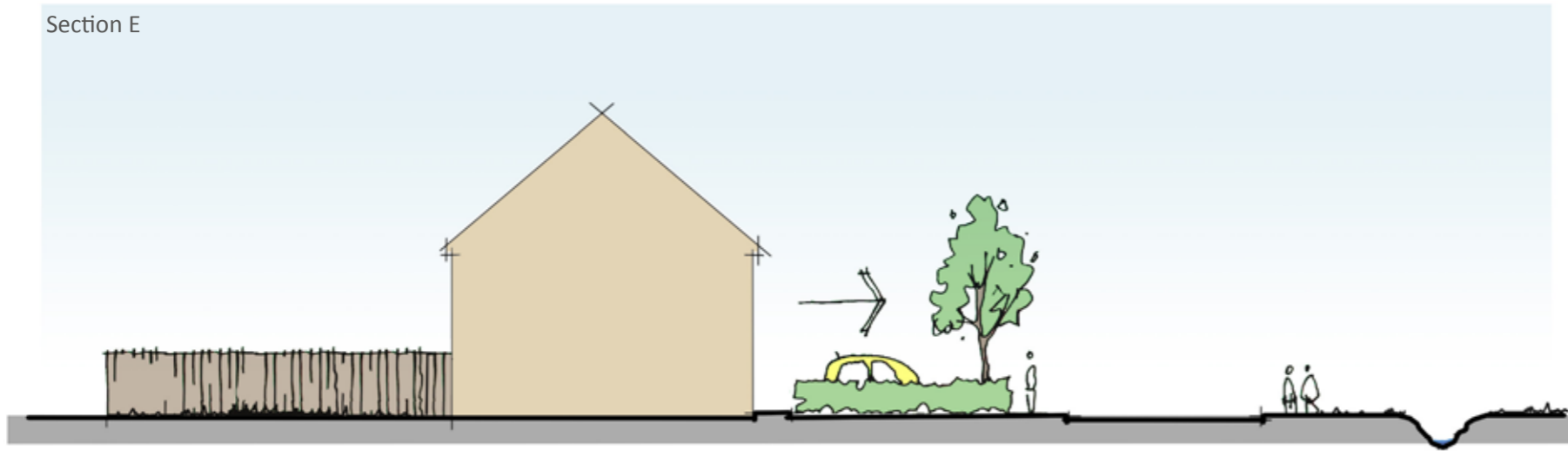


Section D



# 5.0 DESIGN SOLUTION

Section E



PROPOSED DWELLING  
OVERLOOKING OPEN SPACE

SWALE/PDS



## 5.0 DESIGN SOLUTION

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.

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 (2019) 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:

- 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; and e) 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 Mosodi 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

Hay Green Lane is a single carriageway road with a width of circa 5.7m with a circa 1.8m footway on either side of the highway, with the exception of the proposed Site access where the westbound carriageways footway is reduced to under 1m in width. A simple priority junction connects Hay Green Lane to Sheffield Road to the east of the Site.

### Development Proposals

Vehicular access is proposed from Hay Green Lane via a simple priority junction. The access is provided to a width of 5.5m with two 2m footways to be provided on either side of the access road.

Pedestrian and Cyclist access to the Site is via a separate link on Hay Green Lane, west of the vehicular access point.

There is also a pedestrian/cyclist access on the eastern boundary of the Site which connects to the current public right of way.

In addition, there is a pedestrian access on the south west boundary of the Site that provides access to the community park and Sheffield Road.

The internal layout has been designed so that the Barnsley design refuse vehicle can access all properties. No cul-de-sac or private drive is longer than 45m from a point where the refuse vehicle is able to get access.

### Public Transport

The nearest bus stops to the Site are located on Sheffield Road some 400m west of the Site access junction.

During the weekday and Saturday, the services combine to provide an overall frequency of 14 buses per hour departing from the local bus stops on Sheffield Road.

The nearest train station to the Site is situated at Elsecar on the Elland and Penistone Line. It is located an approximate 20 minute cycling distance from the Site.

Trains from Elsecar serve destinations including Barnsley, Leeds, Wakefield, Huddersfield and Sheffield among others.

Elsecar Station benefits from cycle storage, ticket machines, CCTV and step-free access.

### 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.
- 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

## 5.0 DESIGN SOLUTION

should be located in a position suitable to all users.

### Bin Storage and Collection

The distance between storage areas and collection points have been minimised within the development and particularly considered where private drives are proposed.

As noted within the key, Bin Collection Points (BCP) are identified to the end of private drives to allow adequate storage on collection days.

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.

Where terraced forms are provided, rear access paths have been designed to middle houses to allow bins to be stored away from the streetscene.

The layout provides space to ensure that waste containers can be left out for collection without unduly blocking the footway or causing an unnecessary obstruction to pedestrians.

### References:

- Approved Document M, Access and Facilities for Disabled People
- BS 8300-1:2018 Design of Buildings and their Approaches to Meet the Needs of Disabled







# 5.0 DESIGN SOLUTION

The plan opposite demonstrates the movement framework and street hierarchy established within the development.

The design solution has sought to create a hierarchy of movement which transitions from Hay Green Lane through a series of primary routes, secondary streets, shared surfaces and private drives.

As the plan demonstrates, 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 wider locality.

**KEY**

-  Primary route into the development
-  Pedestrian Priority Street / Shared Surface Routes
-  Private Drives
-  Pedestrian Connections
-  Existing Public Right of Way

**Primary Route**

This route provides footpaths to both sides and provides a connection from the development from the north into and through the site. Traffic speeds would be greater along this route and therefore a segregation of pedestrians to the vehicle assists in the safe movement.

**Pedestrian Priority Streets / Shared Surface Streets**

Surface streets are appropriate for relatively short stretches in locations with low to very low vehicle flows and speeds. All Shared Space are designed to encourage drivers to informally give priority to pedestrians.

**Private Drives**

Private drives are the lowest in the hierarchy of street types within the development serving no more than 5 properties.



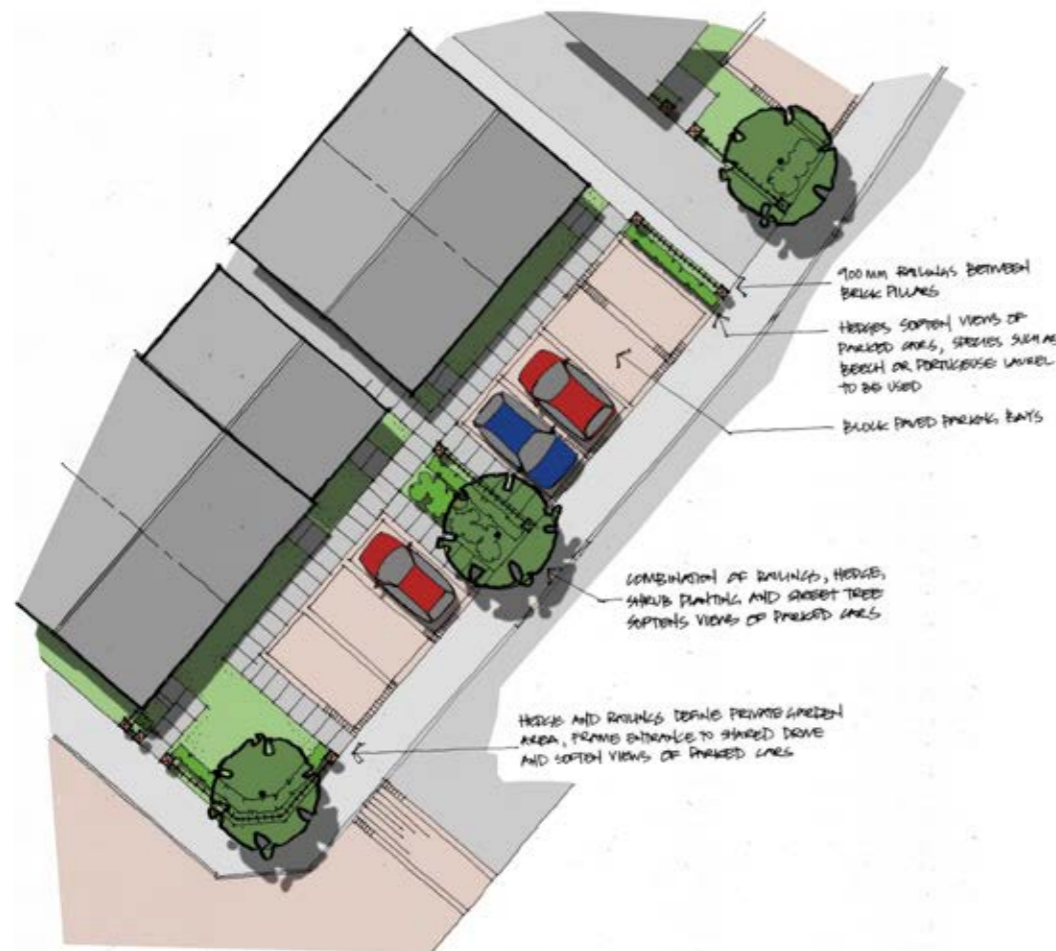
# 5.0 DESIGN SOLUTION

Given that this is an application in outline form only, the specific parking solutions for the site cannot be determined. It is however noted that any detailed design on this site should be developed in accordance with the required local parking standards shown below.

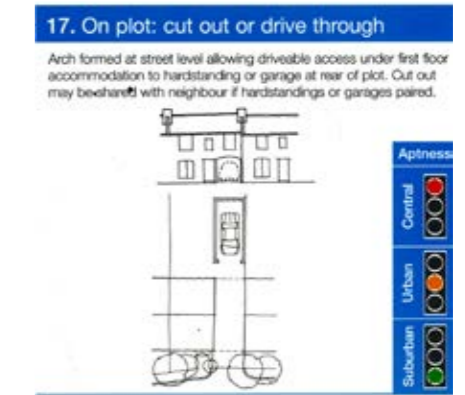
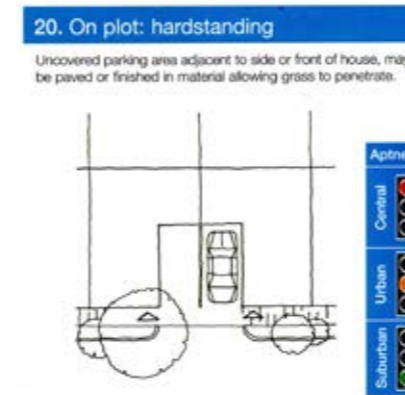
A strategy for the provision of car parking within the masterplan has developed as a fully integrated urban design component, rather than as a separate afterthought or 'add on' to the proposals of the site. Car parking is not only a requirement of most new urban development proposals, but can be a key urban design opportunity that can contribute to the character, function, vibrancy, sustainability and viability of a new urban district if treated with care.

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. However, alternative parking solutions may be appropriate dependant upon the character of the street, types of building and landscape solutions.

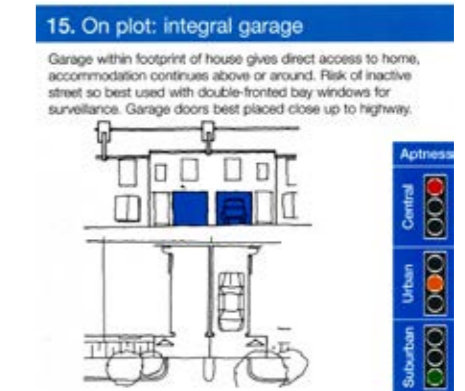
This section provides examples of parking solutions which could be utilised at Reserved Matters stage.



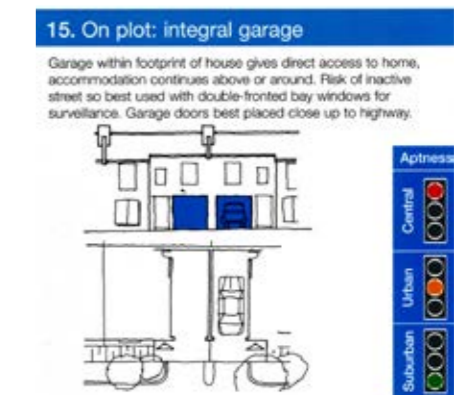
PARKING SOLUTIONS



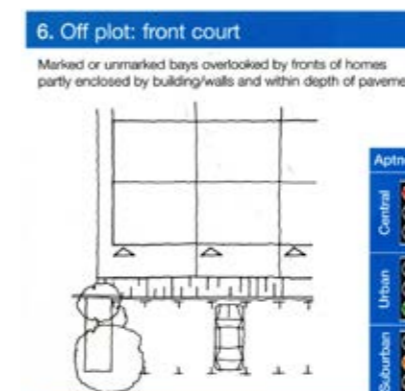
Solutions to maintain a car free street scene emphasising the built form.



Majority of solutions to maintain a car free street scene. Informal visitor parking would be provided.



Varying solutions on a street though the preference is for on plot either by garage or driveway away from the street scene.



## 5.0 DESIGN SOLUTION

It is important to ensure that landscape including all external works from the building envelope to the site boundary, and the setting of the development in the context of the surrounding environment is considered fully from the outset as part of site layout planning and design development. Amongst other considerations, it is important that proposals demonstrate biodiversity gain; maintain, extend and enhance green infrastructure; and help plan for climate change.

It will be important to establish what the scheme is trying to achieve and how it will deliver this. The indicative layout aims to:

- Make the most of existing landscape, vegetation or habitat, and topography;
- Integrate the development with its surroundings in a sympathetic manner and be appropriate to the character of the area, contributing to local identity;
- Promote biodiversity;
- Enhance the setting of the development, and/or provide screening to lessen visual, noise or other impacts;
- Add to the market value of the site or plot.
- Create a quality environment in which to live and play. Where landscapes for recreation are concerned, the needs of users and local residents should be a key consideration in the choice of site and its design;
- Plan for management and maintenance, ensuring this is affordable and that the benefits of the scheme can be sustained in the long-term.

Elements which would be considered when undertaking the detailed designs for the scheme are as follows: -

**Biodiversity** - The design of all new development must be based on an appraisal that identifies existing vegetation and habitat on the site and its surroundings and assesses the advantages and disadvantages of retention

**Existing vegetation** - Existing trees and vegetation can help to create a high quality environment and add value to a development. Incorporating existing vegetation, natural habitats or features within site and landscape proposals will give schemes an instant maturity and assist their integration into the local area.

**Secured By Design** - The provision of high quality landscape settings for new development and refurbishment, where external spaces are well designed and well integrated with the buildings, can help create a sense of place and strengthen community identity. It will be important to consider the relationship between open space and houses, roads, open water etc, as well as the layout of planting, footpaths and play areas within open spaces

**Species selection and spatial requirements** - Landscape considerations must inform site layout planning to ensure that the areas allocated for planting or other treatments are fit for purpose

**Responding to Climate Change**

The detailed landscape proposals for the site will be developed to respond to climate change adaptation initiatives. The impacts of climate change for the coming century have been established through comprehensive research, these include:

- Hotter, drier summers
- Warmer, wetter winters

An increase in the frequency of some extreme weather events such as prolonged dry spells, higher winds and increased precipitation.

All aspects of landscape at the detailed design stage will be designed to withstand these expected impacts. Responses may include:

- Species carefully selected to reduce water demand and withstand expected drier spells
- Species carefully selected to withstand higher winds
- Species carefully selected to withstand longer cold spells, including prolonged periods of frost and lying snow
- Use of alternative grass mixes and differential mowing regimes suited to prolonged dry or wet spells (where appropriate or desirable)

The layout of the development has been designed with a Green Infrastructure as an integral part of the scheme. The aims of the Green Infrastructure are:

- Protect & enhance features of landscape value
- Protect & enhance features of ecological value
- Enhance biodiversity through habitat creation
- Facilitate & encourage movement by foot, cycle & other non-vehicular forms

The adjacent plan illustrates the key elements of Green Infrastructure. Further detail of these elements will be provided at reserved matters stage.

### 1. Birdwell Community Park

The proposed development site is located adjacent to an existing district level park which includes playing pitches, a LEAP play space and a Multi Use Games Area.

### 2. Park Extension

Within the development site an area adjacent to the existing park and play areas will be dedicated as an extension to the park which will be directly overlooked by dwellings. This will allow a direct pedestrian link to be provided and retention of an Oak tree as a focal point within the development. Separation distances of minimum 30m will be provided to the existing play areas and a proposed NEAP.

This open space area will be easily accessible from all parts of the site and surrounding area via the street network, new pedestrian routes and existing rights of way. The space will form the dual function of visual amenity and recreational open space.

### 3. Hay Green Pedestrian Link

A direct, car-free pedestrian link within a landscaped corridor will be provided from the centre of the development to Hay Green Lane. This route will be a safe route to the nearby primary school.

### 4. Boundary Hedges

All existing boundary hedges are to be retained to provide a mature landscape structure, and to maximise ecological benefit. A management scheme would include:

- Removal of deadwood
- Trimming/laying to bring hedges back into a manageable form
- Planting-up of gaps with native species mix
- Planting of hedgerow standards to provide additional screening

### 5. Ecological Open Space

The south eastern corner of the site will be an area of an ecological enhancement area, located below existing power lines. This space will include, existing and proposed hedgerows, tree planting and species rich grassland.

### 6. Surface Water Attenuation

A shallow basin has been located adjacent to the eastern boundary to allow for the attenuation of surface water run-off before leaving site and entering the public drainage system. The basin will have shallow sides and will be landscaped to create an attractive, naturalistic feature with biodiverse meadow grass and native tree planting.

The basin could be fed by a swale running adjacent to street through the centre of the development.

### 7. Ash Tree Green

A small green will be created to safeguard the existing Ash Tree on the eastern boundary. Retaining the tree within public realm will ensure it does not come under pressure for removal.

## 5.0 DESIGN SOLUTION



## 5.0 DESIGN SOLUTION



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### Key

- Site Boundary
- Retained Hedgerow
- New Hedgerow
- Lost Hedgerow



Figure 2



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### Key

- Site Boundary
- Buildings/ Hardstanding
- Roads
- Gardens/Green Space
- SUDs
- Semi-improved neutral gr
- Semi-improved neutral gr
- Scattered Trees

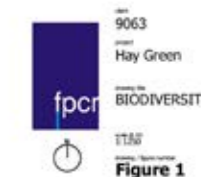


Figure 1

**Biodiversity net gain in development is defined as “development that leaves biodiversity in a better state than before”. The National Planning Policy Framework (NPPF) states that planning policy should identify and pursue opportunities for securing measurable gains for biodiversity.**

The plan opposite prepared by FPCR demonstrates how biodiversity net gain could be achieved in relation to the illustrative layout.

This development is aiming for no net loss of biodiversity after development is complete. Of particular relevance to this assessment is the location of the development within the Dearne Valley Green Heart Nature Improvement Area, as well as the nearby presence of two locally designated sites, protected species and ancient woodland. Enhancement and creation of linkages are encouraged to support the policy aims, alongside habitat creation.

As well as ensuring no-net loss of biodiversity, developments within the NIA should include quantifiable, significant benefits such as:

- New woodland;
- New wetland;
- Enhancing areas of poor environmental quality;
- Improving public access, or
- Improving the management of existing habitat

In order to conform to local and national planning policy, proposals seek to include biodiversity enhancements. In addition to those included above made above, additional boundary planting should be undertaken to provide a strengthened wildlife corridor around the site, as well as providing connections through the development. Areas of informal grassland should seek to use an herb-rich mix suitable for the local area, with more formal areas using a flowering lawn mix as an alternative to a standard rye grass mix. New habitat creation proposals should aim to increase the diversity of habitats present and provide structural diversity, with scrub, woodland and grassland areas. Any attenuation ponds should be designed to maximise their benefits to local wildlife including use of appropriate native species planting.

# 5.0 DESIGN SOLUTION

## Illustrative Examples

### SPECIES ENHANCEMENT

Our gardens and public green spaces are vitally important habitats for wildlife.

As better homes get developed by humans, bats, birds and other wild creatures lose their natural nesting places. Bat and bird boxes and encourage them to roost and nest in our gardens.



### MEADOW GRASS

Species rich meadow grass will be the primary vegetation cover.

An appropriate species mix will be chosen in response to analysis of the existing soils.

A management regime will be developed in collaboration with the specialist supplier of the grass seed for the site.



### MOWN GRASS

Regularly mown amenity grass will be utilised;-

- to create clean verges to all circulation routes
- to define landform features
- for formal and informal play areas
- bulb planting will be used to add seasonal interest



### TREES

All tree species will be UK natives or those which have become naturalised.

Tree groups will be planted as standards with clear stems to retain good line of sight and security.

Specimen trees will be planted as single specimen or in formal lines or grids to express an increase in formality to a space, edge or junction .



### HEDGEROW AND HEDGEROW TREES

A native hedgerow will be used to delineate and provide visual containment.

Clear stem specimen trees will be planted within the hedge to soften the built form beyond whilst retaining visual permeability and natural surveillance across the park. Specimen trees may also assist demarcation of access points.



## 5.0 DESIGN SOLUTION

### Secured by Design

**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 outline planning approval for residential development with all matters reserved save for access, however as this section will demonstrate, designing out crime has been an important element in the development of this indicative scheme and should continue to be so through the detailed stages. As such, the approaches taken in order to design out crime at this initial stage of development are outlined below: -

The areas of open space are located to ensure easy access for all existing and future residents. This area is identified as being adequately overlooked by the siting of the surrounding dwellings. This will ensure that the area benefits from high levels of natural surveillance.

Proposed footpath links within the site are clearly and logically positioned to ensure surveillance and promote the use of these links.

Parking solutions vary and this is something that will need to be carefully considered as part of any detailed design. Where possible, parking should be provided within the curtilage of the property through a drive and/or garage. For terraced properties however parking would be provided by parking bays and these should be located within a logical position to the property as demonstrated earlier within this statement, generally to the front to ensure they are adequately overlooked.

Public and private spaces should be clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This could be achieved through a well-designed and sensitive landscaping scheme and change in material, which delineates the public from the private realm. This will ensure the creation of a high quality and attractive environment or low boundary treatments. The use of higher treatments should be employed where the rear / side garden boundaries may abut the highway to ensure privacy for future residents within the residential areas.

The use of robust boundary treatments typically 1800mm high fencing (with lockable gates) to the rear boundaries of dwellings with 1200mm fencing subdividing plots will ensure the creation of defensible space and achieve privacy for future residents.

Rear gardens should be generally plotted against other rear gardens (either proposed or existing) in order to minimise the possibility of unwanted access.

Any rear access paths provided should be kept to a minimum and be provided with lockable gates preventing casual intrusion.

The use of defensive planting will maintain clear visibilities and allow 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 should respond to the street with outward facing development. Front doors should be 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 should be appropriately treated with windows to ensure surveillance and dual aspect dwellings employed at key corners.

The principles set out above should be fully considered when undertaking any future Reserved Matters submissions.

### Sustainability

The proposed development will make a contribution to the present and recognised need for sustainable housing within the Barnsley Borough, in a location with low flood risk that will encourage the use of public transport, walking and cycling.

A proportion of the proposed housing could have a southerly orientation and generous spacing to ensure useful solar gains and good day lighting. These measures will help to minimise housing energy use and carbon dioxide emissions regardless of specific house type design. Subject to a full feasibility study, south orientated dwellings will provide an opportunity to reduce carbon dioxide emissions through the incorporation of roof-mounted renewable energy technologies.

Additional measures will be taken to ensure the efficient use of natural resources such as water and reduce environmental impacts from materials, pollution, waste sent to landfill and surface water run-off.

The proposed layout preserves the majority of ecologically valuable features and the landscape proposal incorporates a number of new ecological features with the aspiration to increase the ecological value of the site through comprehensive new planting of trees, and hedges.

# 5.0 DESIGN SOLUTION



Key  
Active Frontages



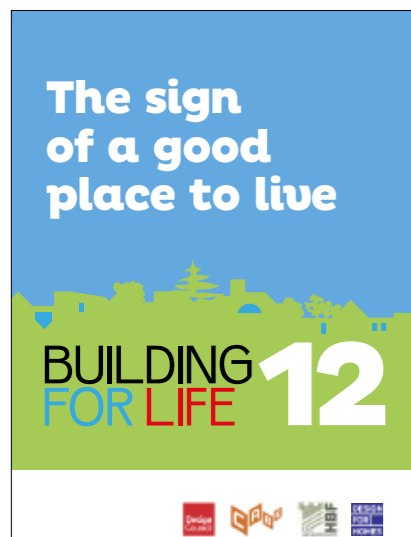
# 6

## DESIGN QUALITY

## 6.0 DESIGNING QUALITY

Building for Life promotes design excellence and celebrates best practice in the house-building industry.

Harworth are fully aware of good design practices and are committed to ensuring the development is in accordance with the Building for Life document (Building for Life 12) in line with the National Planning Policy Framework.



As the initial assessment advises opposite, in our opinion the scheme is currently achieving green lights when considered against the 12 criteria. The relevant sections within this Design and Access Statement provide reasoned justification for our conclusions on these various elements.

Under the new assessment system the LPA is encouraged to work with us in order to achieve as many green lights as possible, and to avoid any reds and we welcome those discussions through the course of the application.

These proposals will avoid any red lights and are fully capable of being further refined to deliver positively against all the new Building for Life test.

### Integrating into the neighbourhood

#### 1 Connections

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



#### 2 Facilities and services

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



#### 3 Public transport

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



#### 4 Meeting local housing requirements

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



### Creating a place

#### 5 Character

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



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

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



#### 7 Creating well defined streets and spaces

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



#### 8 Easy to find your way around

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



### Street & Home

#### 9 Streets for all

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



#### 10 Car parking

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



#### 11 Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?



#### 12 External storage and amenity space

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



## 6.0 DESIGN QUALITY

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.

Given the application is only at outline we recommend a further BfL 12 Assessment is undertaken and accompanies any future reserved matters application.

### 1 Connections

The site is well integrated into the surrounding area through the proposed pedestrian connection and green linkages. The connections to the existing settlement is a positive contribution which will benefit both existing and proposed residents. The indicative masterplan demonstrates how the site development responds positively to the site boundaries. This principle should be retained through the detailed design.

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

### 2. Facilities and Services

The Transport Assessment and Design and Access Statement identify that the majority of the site lies within a 10 minute walk of local services which will enable future residents to utilise these without using a car. The site is therefore classed as a sustainable location

The bus stops close to the development provide a frequent service to all of the major employment and recreational areas within Barnsley and beyond, seven days a week. Overall it is considered that in terms of facilities and services the proposal achieves Green standard.

### 3. Public Transport

A detailed assessment of the accessibility of the site has been undertaken as part of the Transport Assessment and concluding the following:

- Two supermarkets are within a 20 minute walking distance;
- There are 5 bus stops within a 200m walking distance of the Site;
- The Site is within a 25 minute cycle ride from 5 train stations; and
- Barnsley City Centre is within a 25 minute cycle ride of the Site.
- 

It is therefore concluded that the proposed Site will provide excellent accessibility by foot and cycle to a vast range of services, facilities and employment opportunities.

Overall it is considered that in terms of accessibility to existing public transport the proposal achieves a Green standard.

### 4. Meeting Local Housing Requirements

The site seeks to provide a mix of house types and accommodation (including affordable housing), 2-4 bed detached, semi-detached and terraced which should offer a mix of price ranges. However, it is not clear that this meets the housing demand for the area so in this case it is felt an Amber standard with the potential for Green dependant on housing need to be determined at reserved matters stage.

### 5. Character

The settlement of has a variety of house types, ages and materials. There are predominantly brick and render dwellings throughout the settlement and limited stone and art stone. The dominant materials should be respected in the proposed materials palette of the future reserved matters when moving forward. However this is cannot be demonstrated by the submission (given it is in outline form) so it is felt to be an Amber standard but Green is achievable through the detailed design.

### 6. Working with the Site

The indicative layout seeks to retain the existing landscape features (hedgerows, Ash and Oak trees), desire lines for connectivity, green corridors whilst providing surface water attenuation and green space on site. The interface with this needs to be considered through detailed design along with the green pedestrian connections. Amber with the potential for Green through detailed design.

### 7. Creating Well Defined Streets

The indicative masterplan has sought to work with the existing features of the site including topography, retention of landscape and desite lines for connectivity as well as features such as ecology. The detailed design should continue these principles. This is felt to be an Amber Standard given the detailed design is outstanding with the potential to achieve Green.

### 8. Easy Way to Find Your Way Around

The indicative masterplan demonstrates a hierarchy to development in terms of the structure and the creation of character areas. This can be enhanced through detailed design with the use of marker features including expanding and enhancing character areas and the use of corner buildings and landscaped areas. This is felt to be an Amber Standard present given the lack of detailed proposals with the potential for a Green standard.

### 9. Streets for All

The proposed indicative hierarchy shown does work, and this will restrict speed and create pedestrian priority streets in accordance with Manual for Streets. The detailed design should seek to develop and expand the hierarchical approach with the detail to the buildings that turn corners and those that offer greater surveillance to the streetscene of importance. Amber with the potential for Green through detailed design.

### 10. Car Parking

Greater detail is needed and this will form part of the detailed design. The design should provide adequate parking in line with local requirements and look for solutions which minimise the dominance of the parked car on the streetscene. Given the lack of information available at this time we recommend an Amber status with the potential for this to be Green at the detailed stage.

### 11. Public and Private Spaces

The indicative masterplan seeks to maintain and enhance a network of green connections and spaces throughout the layout. The detailed design should retain this ethos and enhance these connections ensuring they are safe and secure. There should be a clear delineation of public and private space which is outlined in the detailed proposals, with all dwellings having access to useable private amenity space. The internal private space appears to be well defined. This is felt to be an Amber standard with the potential for Green through detailed design.

### 12. External Storage and Amenity Space

There is no information provided as part of this application given it is in outline form relating to external storage and amenity space. We would recommend that the reserved matters application pays consideration to the following:

Bin and recycling storage for both within curtilage and dedicated areas of hard standing on collection day.

Providing garaging that can accommodate both a car and storage.

Cycle storage for those dwellings which do not have a garage.

We have therefore considered this to be an Amber standard with the potential to achieve Green through the detailed design.

### Conclusion

Out of the 12 questions/issues, 5 are in the Green category and the remaining in Amber (7) with the potential for Green through detailed design.



**7**

**SUMMARY**

## 7.0 SUMMARY



This Design and Access Statement has demonstrated how the scheme accords with relevant national and local planning policy and design best practice in relation to full planning applications.

The scheme has evolved through the pre-application and community consultation process to ensure a high quality residential environment can be achieved both for future and existing residents.

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.

### Indicative Development Summary

No. of Dwellings: circa 118

Gross Site Area: 3.59 hectares

Development Area: 2.77 hectares

Type of Dwellings: Detached, semi detached and terraced

Storey Heights: 2-2.5 storey development

Bed Range: 2, 3 & 4

Density Range: 42 dwellings / Ha (net)