Design & Access Statement

Proposed residential development at land off Carrs Lane and Newland Avenue, Cudworth

YW-04-10 A

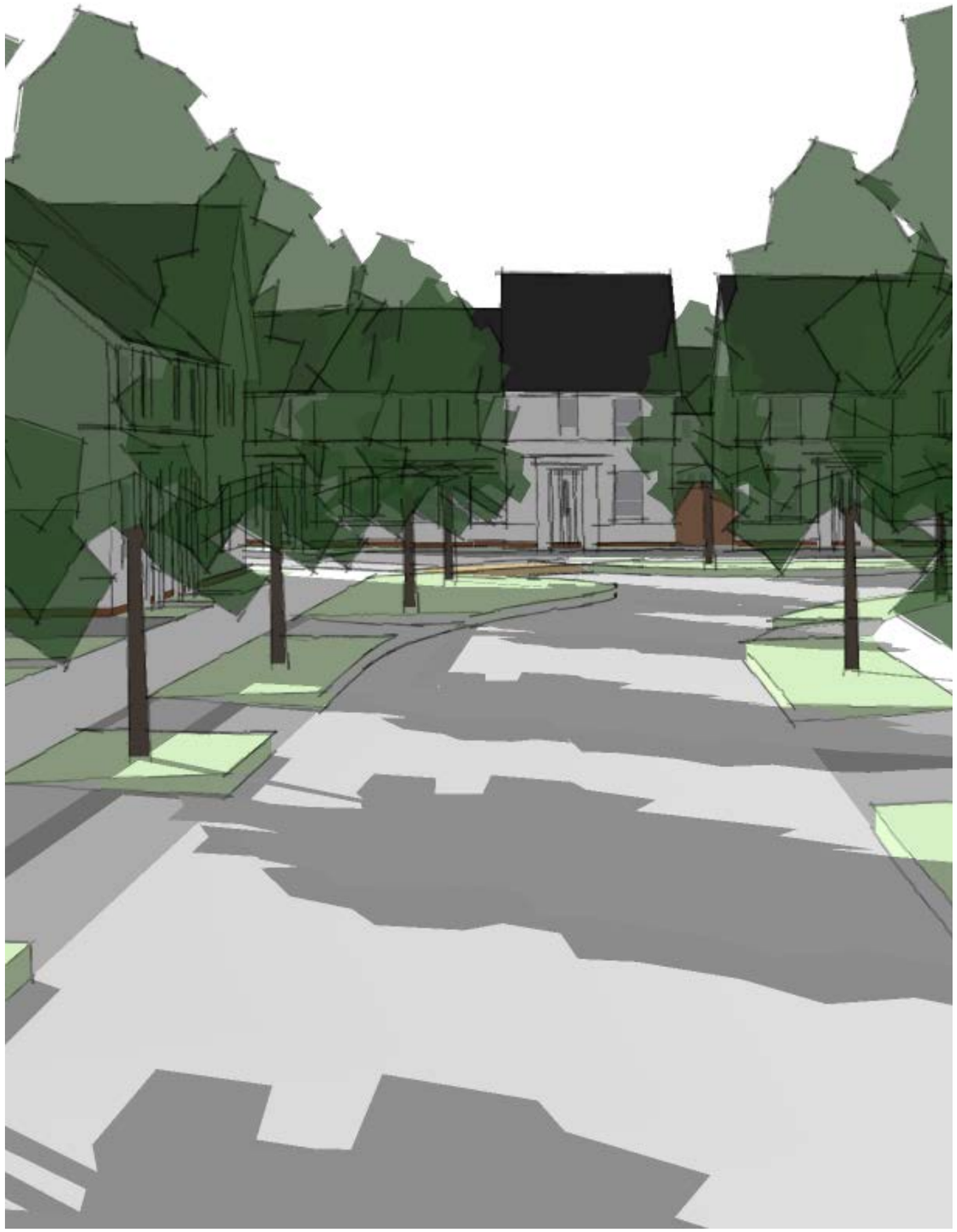


BARRATT HOMES

Urban Design

Prepared and presented by Barratt Homes & David Wilson Homes Urban Design Department


“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”
(NPPF paragraph 56)



Design & Access Statement Part 1

1.00 Introduction

2.00 Policy Background

3.00 Context Analysis

4.00 Consultation

5.00 Design Principles

6.00 Masterplan

7.00 Character Areas

8.00 Landscape Strategy

9.00 Movement and Access

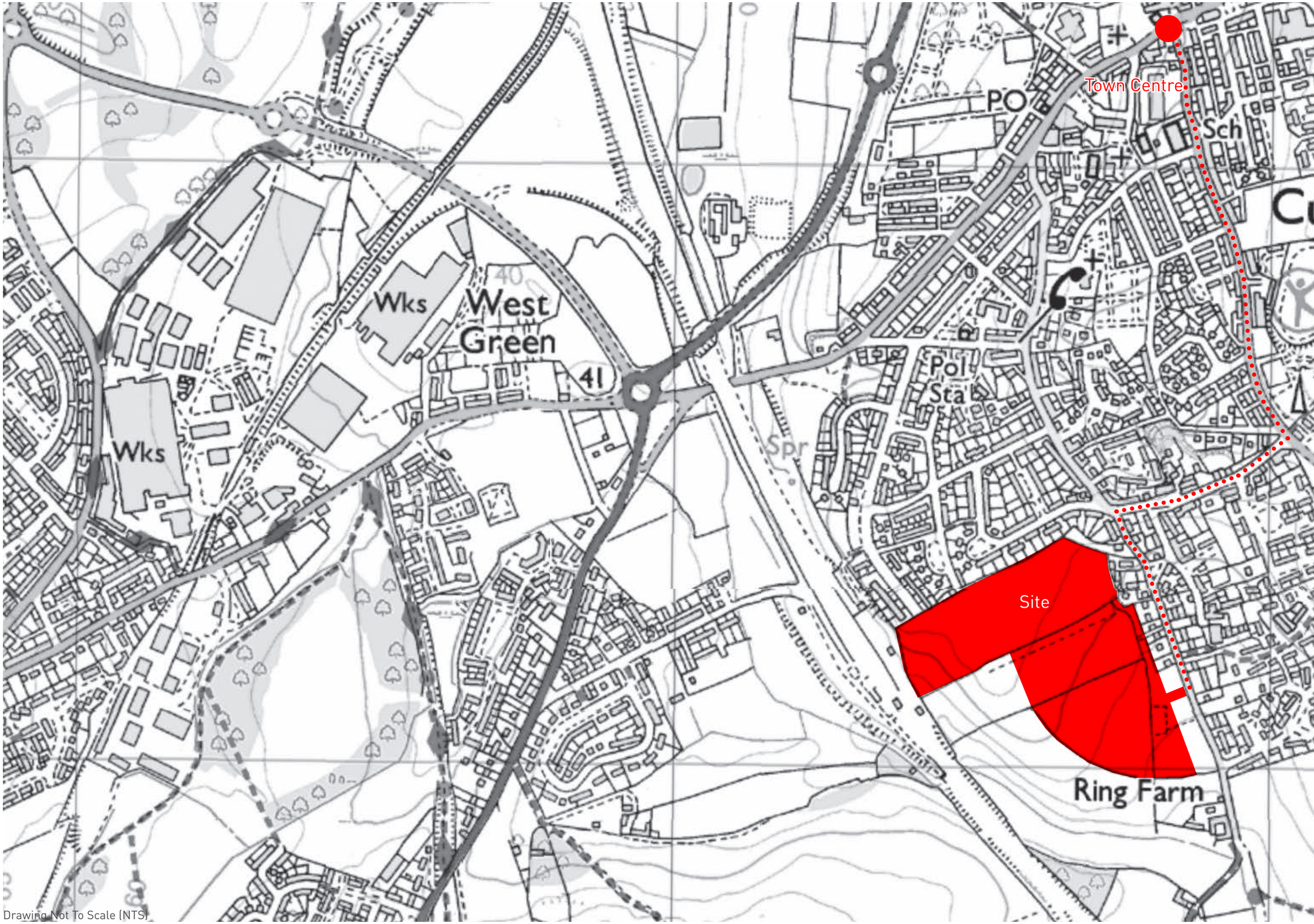
10.00 Design Proposal

Building for Life Assessment Part 2

11.00 Integrating into the Neighbourhood

12.00 Creating a Place

13.00 Street and Home



Drawing Not To Scale (NTS)



Design & Access Statement Part 1

This document explains the evolution of the design, how it is intended to be accessed by all groups in the community, and how it responds to its local context, creating a new sustainable place.

BARRATT
HOMES

1.00 Introduction

1.01 Overview

This Design and Access Statement has been prepared to support the planning application by Barratt Homes (Yorkshire West) for residential development on land at Carrs Lane, Cudworth. The proposals incorporate a broad mix of housing designed with an emphasis on creating a strong sense of place and includes areas of open space for public recreation, amenity, landscaping, and for drainage purposes.

1.02 Vision

Our vision is to create a distinct, high quality residential place which will make a positive contribution to Cudworth. The scheme provides for the continuation of the boulevard from Newland Avenue to make the connection to Carrs Lane.

The architectural style will be modern, with a controlled palette of materials forming a series of character areas within the design.

The scheme is designed to encourage walking and cycling with a view to reducing the need for car journeys.

1.03 Site Location

The site lies on the South Western edge of Cudworth bounded by existing residential development to the North East and open countryside to the South West.

As the site is on the edge of Cudworth and all of the existing amenities, it is in a sustainable location. Development of the site offers a genuine opportunity to create a sustainable living environment where the wider objectives of reducing car bourn journeys can be met.

1.04 Suite of documents

This Design and Access Statement is part of a suite of documents which make up the planning application, and it should be read in conjunction with those documents. Where appropriate the various elements of the application have been cross referenced within this document.

1.05 Structure of the document

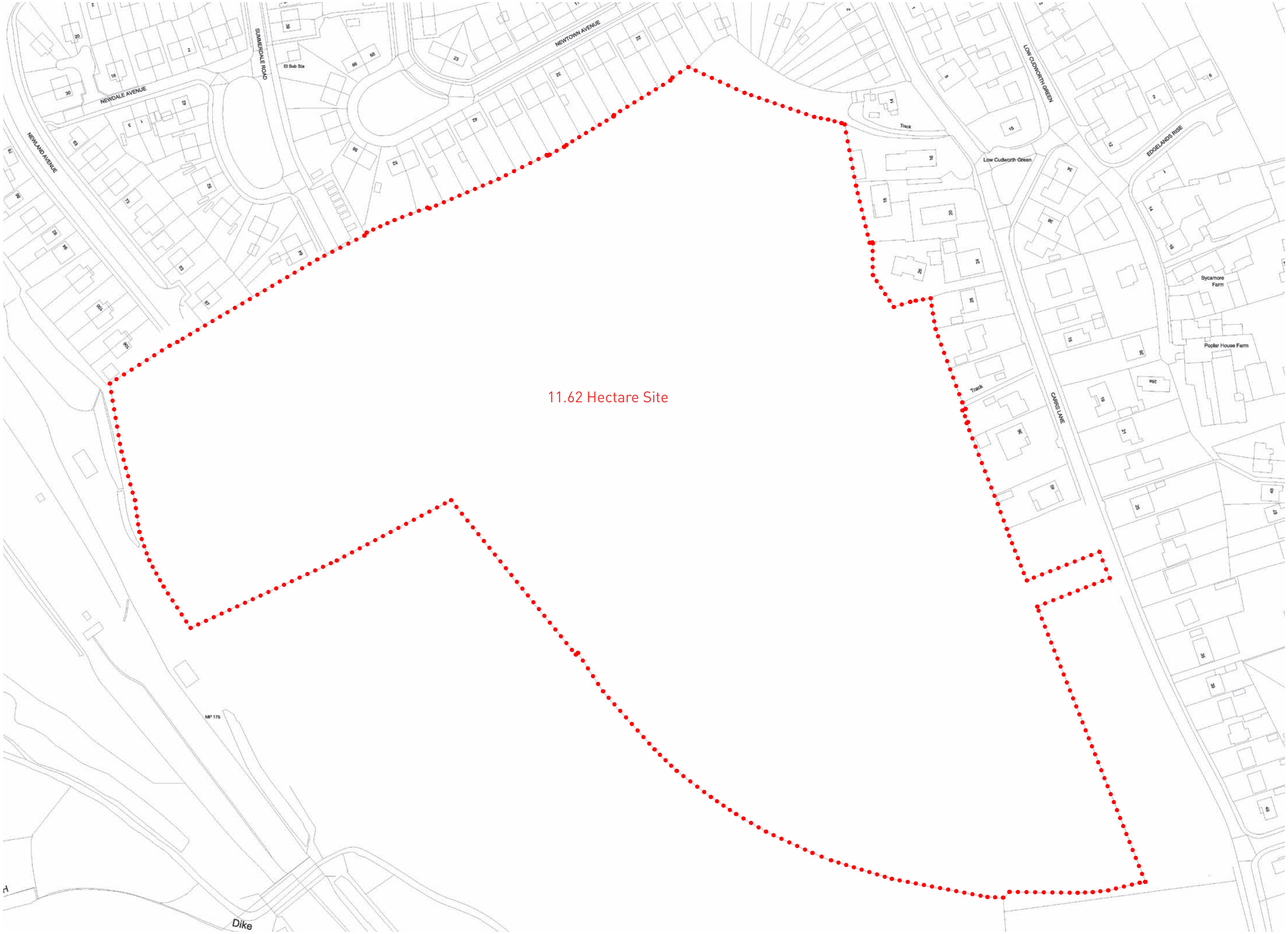
The format follows the national planning guidance for Design and Access Statements and is structured based on the advice given in 'Design and Access Statements, The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013.



Design Team Information

The design team for this project includes:

Planning Consultant	P B Planning
Residential Design	BDW Group Urban Design
Transport Planning	SCP Transport
Landscape Design	FDA Landscape
Arboriculture	JCA Consultants
Ecology	SLR Consulting Ltd
Ground investigation	Sirius Geotechnical & Environment Ltd.


11.62 Hectare Site
NEWLAND AVENUE
NEWDALE AVENUE
SUMMERDALE ROAD
NEWTOWN AVENUE
El Sub Sta
Track
LOW CUDWORTH GREEN
Low Cudworth Green
EDGELANDS RISE
Sycamore Farm
Poplar House Farm
Track
CARRS LANE
MP 175
Dike

2.00 Policy Background

2.01 Introduction

This document is primarily a design statement, explaining the design response to the opportunities afforded by the site. However, as with all developments, the design ethos is shaped by both the national and the local socio-political context. Some of these issues are as crucial to the development process as any of the design specific matters, particularly the planning justification.

2.02 National Planning Policy Framework (NPPF)

The NPPF was published and came into effect on 27 March 2012. It replaces all existing planning policy statements. The cornerstone of the Framework is the 'presumption in favour of sustainable development' which is confirmed as a 'golden thread' running through decision-taking. This means:

- Approving development proposals that accord with the development plan without delay; and

- Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

    - o Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or

    - o Specific policies in the Framework indicate development should be restricted.

The Framework identifies that there are three dimensions to sustainable economic development; economic, social and environmental. It states that these dimensions give rise to the need for the planning system to perform a number of roles:

- An economic role, contributing to a strong, responsive, competitive economy;

- A social role, supporting vibrant and healthy communities; and

- An environmental role, protecting and enhancing our natural, built and historic environment.

The NPPF sets out 12 core planning principles which "should underpin both plan-making and decision-taking." These include, inter alia, that planning should:

- Be led by local plans which set out a vision for the future of the area and provide a practical framework within which decisions on planning applications can be made efficiently;

- Emphasise enhancing and improving the places in which people live their lives, not be about scrutiny alone;

- Drive sustainable development to deliver homes, business and industrial units, infrastructure and support local vitality, objectively identifying local need and setting out a clear strategy for allocating land;

- Seek to secure a high-quality of design and a good standard of amenity for occupants;

- Support the transition to a low-carbon future, take account of flood risk and coastal change and encourage the reuse of existing and renewable resources;

- Help conserve and enhance the natural environment and reduce pollution, allocating land of "lesser environmental value";

- Conserve heritage assets "in a manner appropriate to their significance";

- Manage development to make full use of public transport, walking and cycling.

Delivering Sustainable Development

Within the context of the Core Principles, the policy direction within the NPPF follows a number of broad themes. Whilst the NPPF is applicable as a whole when considering sustainable development, key extracts are as follows;

Requiring good design

The government's objective for the planning system is to promote good design that ensures attractive useable and durable places. The NPPF states that 'Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people' (NPPF, para.56)

In determining applications, great weight should be given to truly outstanding or innovative designs which help raise the standard of design more generally in the area. Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of incompatibility with existing townscape, if those concerns have been mitigated by good design. Policies should not impose particular styles or tastes but the NPPF encourages authorities to promote or reinforce local distinctiveness.

Developers will be expected to work closely with those directly affected by the proposals to evolve design proposals that take account of the views of the community. The NPPF states that when appropriate, LPA's should refer major projects to national design review (NPPF, para.62).

Promoting Sustainable Transport

The NPPF confirms that decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;

- Safe and suitable access to the site can be achieved for all people; and

- Improvements can be undertaken within the transport network that costs effectively limit the significant impacts of development.

It also states that developments should be located and designed where practical to give priority to pe-destrian and cycle movements, and have access to high quality public transport facilities. Safe and se-cure layouts which minimise conflicts between traffic and cyclists or pedestrians should be created.

The NPPF is clear in its direction towards traffic impact stating that "development should only be pre-vented or refused on transport grounds where the residual cumulative impacts of development are severe." Meeting the challenge of climate change, flooding and coastal change.

Planning is identified as playing a key role in the delivery of renewable and low carbon energy and as-sociated infrastructure. The NPPF states that this is central to the economic, social and environmental dimensions of sustainable development.

The Framework states that in determining planning applications, local planning authorities should ex-pect new development to:

- Comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development in-volved and its design, that this not feasible or viable; and

- Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption. The NPPF states that development should be directed away from areas at highest risk of flooding and when determining planning applications, local planning authori-ties should ensure flood risk is not increased elsewhere. Conserving and enhancing the natural environment The NPPF identifies that the planning system should contribute to and enhance the natural and local environment by:

- minimising impacts on biodiversity and providing net gains in biodiversity where possible, con-tributing the Government's commitment to halt the overall decline in biodiversity;

- preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and

- remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

The NPPF states that local planning authorities should set criteria based policies against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged. It states that distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks.

2.03 \\ A Design Wayfinder (Design Council - CABE, 2012)

In response to the NPPF, The Design Wayfinder has been published by the Design Council and CABE. The document provides a summary of the main sources of guidance and best practice on good design, robust local plan policies on design and the type of analysis required to decide whether proposed development is acceptable. Some of the key guidance documents which set out principles of good design are detailed as follows.

2.04 \\ By Design (DETR/CABE, 2000)

This provides Government guidance on the fundamental principles that are common to good design and how they could be applied.

'By Design' highlights the fact that good design is important everywhere and the creation of successful places depends on the skills of designers and commitment from those who employ them, as well as input from the planning system. The key aspect it focuses upon includes the design of buildings and spaces, landscapes, roads and movement systems. It seeks to enhance the quality of urban development through a move from reliance on prescriptive development standards towards a more design led approach with a positive emphasis on place making.

'By Design' states that successful streets, spaces, villages, towns and cities tend to have characteristics in common. Key objectives of good urban design are as follows:

- Character – a place with its own identity

- Continuity and enclosure – a place where public and private spaces are clearly distinguished

- Quality of the public realm – a place with attractive and successful outdoor areas

- Ease of movement – a place that is easy to get to and move through

- Legibility – a place that has a clear image and is easy to understand

- Adaptability – a place that can change easily

- Diversity – a place with variety and choice.

2.05 Safer Places (ODPM/HO, 2004)

This document highlights the fact that safety and security are essential to successful, sustainable communities and that well designed, attractive environments help reduce crime and the fear of crime.

The guidance details design and planning principles which help to create sustainable and safe environments.

These are summarised as follows:

- Creation of well-defined movement frameworks by foot, cycle and public transport
- Utilisation of defensible space
- Minimise potential escape routes
- Use of natural surveillance – well designed layouts and buildings and spaces create well overlooked places
- Consideration of parking location/ courtyards
- Places should have a clear distinction between public, semi-private/ communal and private spaces.

2.06 Manual for Streets and Manual for Streets 2 (DfT 2007, & 2010)

Manual for Streets focuses residential streets, setting out clear design guidelines for street design which reduce the impact of the car and make streets more accessible for pedestrians and cyclists.

Manual for Streets 2 extends the advantages of good design to streets and roads outside residential areas. The guidance refers to a new approach to design which breaks away from inflexible standards and traditional engineering solutions.

Key principles of Manual for Streets 1 and 2 are:

- Apply a user hierarchy to the design process with pedestrians at the top
- Recognise the importance of the community function of streets as spaces for social interaction.
- Promote an inclusive environment that recognises the needs of people of all ages and abilities.
- Move away from hierarchies of standard road types based on traffic flows and/or the number of buildings served
- Develop street character types on a location specific basis with reference to both the place and movement functions for each street
- Encourage innovation with a flexible approach to street layouts and the use of locally distinctive, durable materials and street furniture
- Design to keep vehicle speeds at or below 20 mph on residential streets unless
- There are overriding reasons for accepting higher speeds
- Use the minimum of highway design features necessary to make the streets work properly.

2.07 \\ Building for Life 12 (2012)

Building for Life is the government recognised standard for creating well designed residential places, based on established urban design principles.

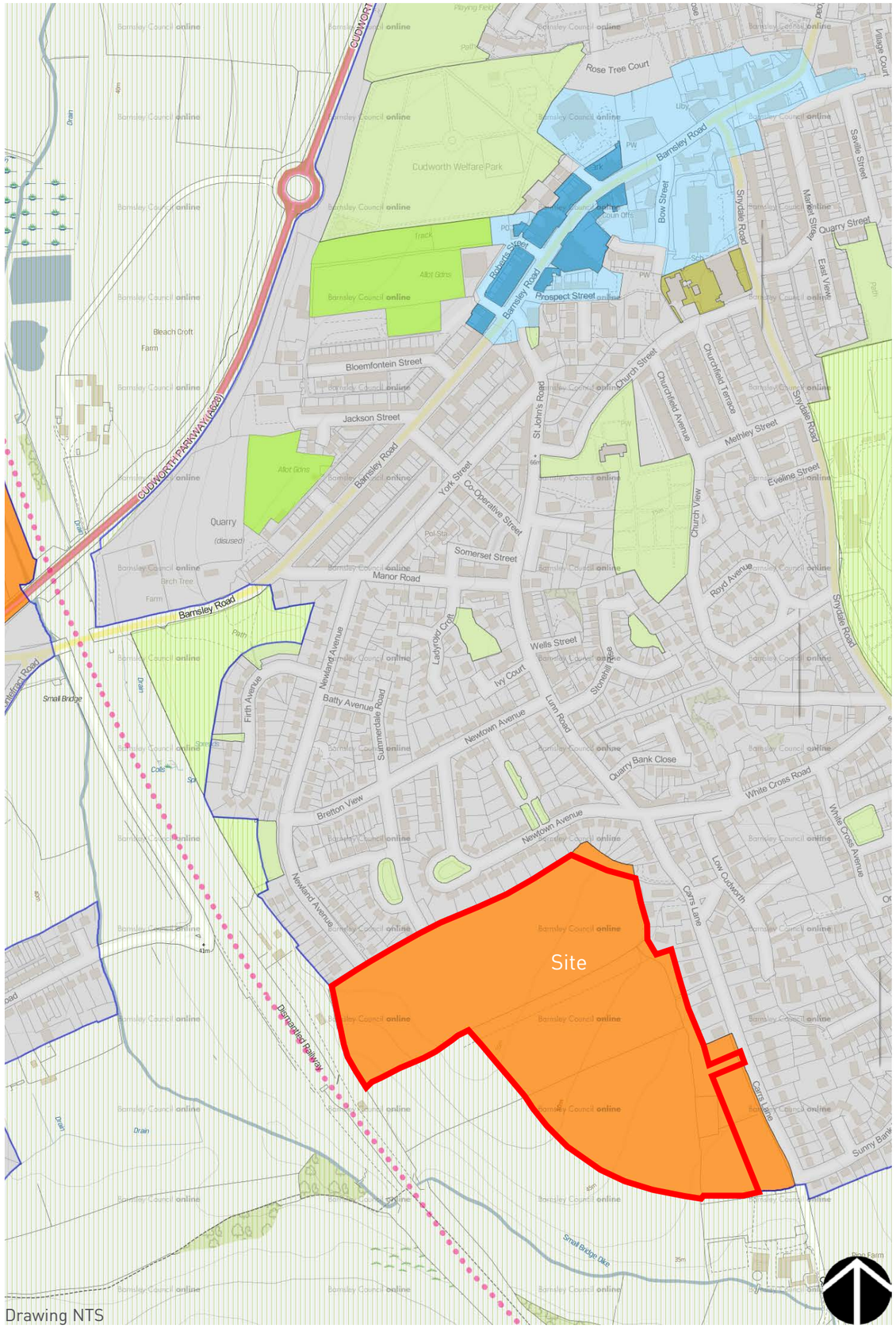
The latest version, Building for Life 12 (bfL12) was updated in 2012 to respond to the NPPF, and the broader concept of Localism. It promotes a process of entering into dialogue with all stakeholders in the design process in order to shape the scheme into a well-designed place.

BfL12 poses a set of 12 key questions for the design to frame the discussion on design quality, using a traffic light assessment to measure how well the design meets those criteria as it evolves. The object is to achieve consensus amongst the stakeholders, leading towards 12 Green Lights.

2.08 \\ Barnsley Council Interactive map and Legend

This is the emerging draft land plan, currently the site is identified as safeguarded.

- Settlement
- Safeguarded Railway Lines
- Local Strategic Highway
- Housing allocation
- Primary Shopping Area
- District or local centre
- Green Space
- Allotments
- School Grounds
- Urban Fabric



Drawing NTS

Barnsley Core Strategy DPD

The Barnsley Core Strategy was published in September 2011 and provides the strategic planning policies to guide development within the Barnsley area. Cudworth is identified as a "Principal Town" within the Core Strategy settlement hierarchy. The document states that Principal Towns, along with Urban Barnsley, should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities, and their roles as accessible and vibrant places to live should be enhanced. Policy CSP8 of the document confirms Cudworth's status as a Principal Town. With regard to future housing development Policy CSP9 identifies that 21,500 net additional homes will be delivered in the period 2008 to 2026 and that the Council will maintain a minimum 5 year supply of deliverable housing sites. Policy CSP10 identifies that Cudworth will deliver 1,800 (8%) of the 21,500 homes to be built within the Borough.

Barnsley Unitary Development Plan (UDP)

The UDP was adopted in December 2000 and provides a statement of the intentions for the use of land in Barnsley in the period 1986 to 2001. A number of the document's policies have been either superseded by the Barnsley Core Strategy or the National Planning Policy Framework (NPPF). The UDP is divided into two parts. The first part containing Borough wide policies and the second part containing community area based policies. The application site is located in the North East Town community area. The UDP identifies that the site is designated as Safeguarded Land. Policy GS10 of Part 1 of the UDP and Policy NE8 of Part 2. Policy GS10 and Policy NE8 both state that the existing use of such areas will normally remain during the plan period and that planning permission for the permanent development of such land will only be granted following a review of the UDP which proposes development on the land in question. However, in the context of Paragraph 49 of the NPPF relevant policies for the supply of housing identified in a development plan cannot be considered up-to-date, including those policies which seek to restrict the supply of housing, if the local planning authority cannot demonstrate a five year supply of deliverable housing sites. Which Barnsley currently cannot.

Emerging Barnsley Local Plan

The Council published their draft Barnsley Local Plan in November 2014. The document provides local planning policy for the future development of Barnsley up to the year 2033. Once adopted it will supersede both the policies of the UDP and Core Strategy DPD.

Though not formally adopted planning policy, the document can act as a material consideration in the determination of planning applications.

The draft Local Plan identifies the application site as a future housing land allocation "Ref. H32 Site Adjacent to Carrs Lane/Summerdale Road, Cudworth" with a proposed capacity of 333 homes. Policy H4 of the document provides site specific policies for each of the proposed housing allocations. In respect of the application site the policy states that the development will be expected to encourage public transport use by residents; provide pedestrian links through the site; retain hedgerows and raised bankings within the development; and provide any required mitigation associated with the HS2 train line which is proposed to be located within proximity of the site.

3.00 Context Analysis

3.01 Site Context

The total site area comprises 11.62 hectares of land adjoining the south west edge of Cudworth.

The site is bound on two sides by the urban residential area of Cudworth and with open countryside to the north . The site is also very well defined to the south by an established tree / hedge belt with the proposed HS2 line beyond.

Due to its physically contained and urban-fringe location on the edge of the existing built-up area, the site presents a logical urban extension to Cudworth.

3.02 Surrounding Context

The surrounding area is predominantly residential in character with a range of shops, services and community facilities. The main connections to the existing settlement are Newland Avenue to the north and Carrs Lane to the south east.

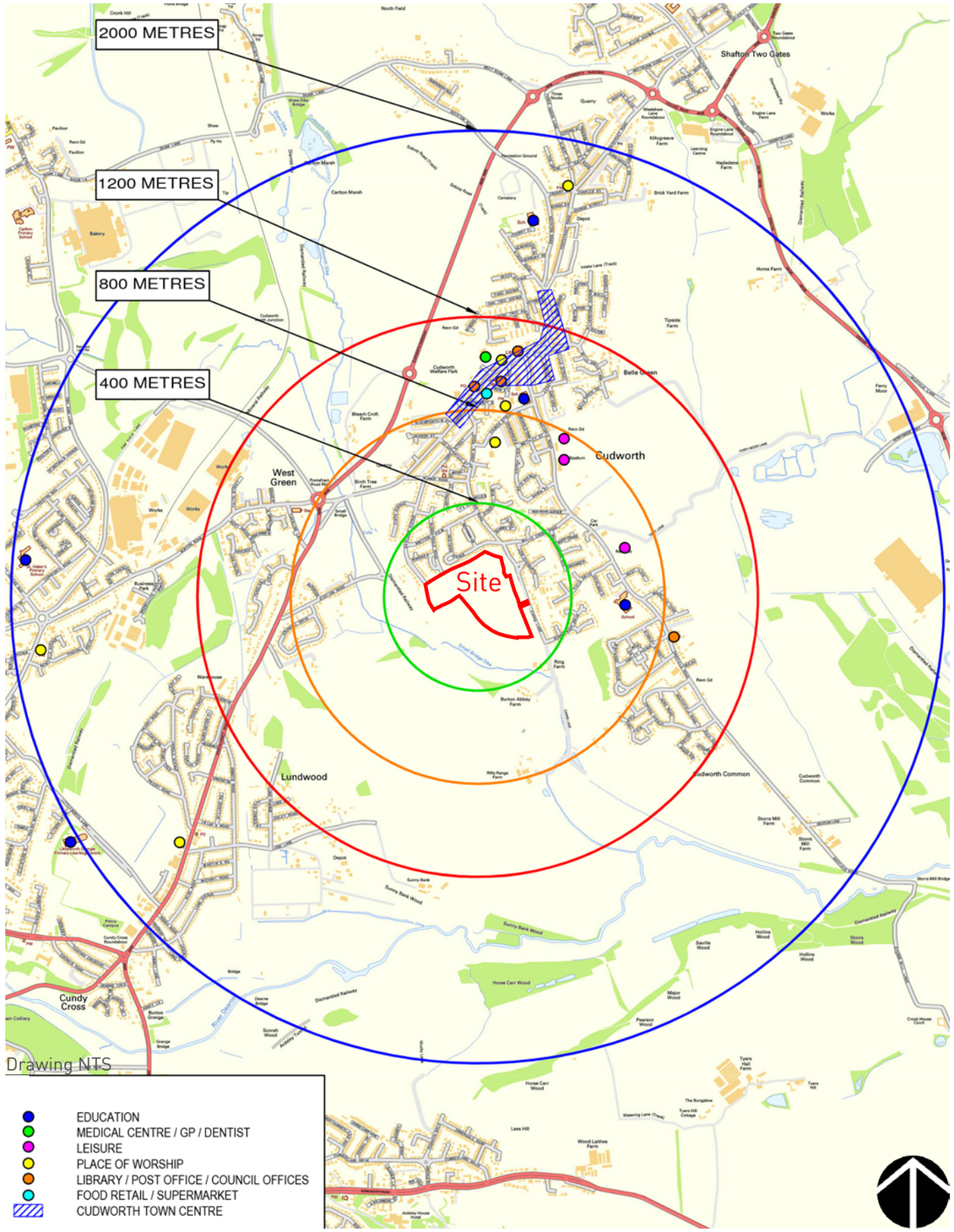
3.03 Accessibility Context

In respect of the site's accessibility, it is located within walking and cycling distance of a number of services and facilities available within the surrounding area of the site and within the settlement area of Cudworth. Available facilities located within a 10 to 15 minute walk of the site include a post office, the Cudworth Centre, retail facilities, legal/financial services and public houses. The following facilities are also located within close proximity of the site:-

3. 04 Distances from local amenities

Cudworth Town Centre including local facilities	800m – 1200m
Cudworth Churchfield Primary School	1000m
Birkwood Primary School	850m
Dorothy Hyman Stadium	750m
Co-op Supermarket	750m
Post Office (Darfield Road)	1.2km

With regards to the site's location in relation to public transport modes other than the private car, the site has access within walking and cycling distance to the existing bus stops located on Lunn Road and White Cross Road to the north of the site and are both just over a 280m walk from the centre of the site. These bus stops provide frequent public transport connections to Barnsley, Pontefract and a number of other settlement areas. There are also interchange opportunities in Barnsley town centre which provide access to more local, regional and national destinations by bus or train.



3.05 Site Setting - Constraints and Opportunities

The Constraints and Opportunities diagram opposite illustrates the key factors which have shaped the design structure, demonstrating that the design is based on a logical response to the existing characteristics and features of the site.

3.06 Constraints and Opportunities Plan



Views out over Valley from frontage houses.

The path allows everyone to access views.

Views possibly enhanced by new Hs2 viaduct

Hs2 is not too close, however fronting on is preferred noise mitigation.

Drawing NTS