

BUILDING FOR A HEALTHY LIFE ASSESSMENT

Proposed Residential Development of 30 Dwellings

Land at South View and off Snape Hill Road, Darfield, Barnsley

Applicant: Mr J Hughes

Development: Proposed residential development comprising 30 dwellings

Site: Land at South View and off Snape Hill Road, Darfield, Barnsley

Assessment: Building for a Healthy Life 2026

Drawing assessed: Site Layout Drawing MS/77/23-02 Rev S

1. Introduction

This Building for a Healthy Life Assessment has been prepared in support of the planning application for a residential development comprising 30 dwellings on land at South View and off Snape Hill Road, Darfield, Barnsley.

Building for a Healthy Life ("BHL") is the national design toolkit for neighbourhoods, streets, homes and public spaces. The 2026 edition is structured around 12 considerations grouped under three themes:

Integrated Neighbourhoods

1. Natural connections
2. Getting around
3. Facilities, services and stewardship
4. Homes for everyone

Distinctive Places

5. Making the most of what's there
6. A memorable character
7. Well-defined streets and spaces
8. Easy to find your way around

Streets for All

9. Healthy streets
10. Cycle and car parking
11. Green and blue infrastructure
12. Back of pavement, front of home

BHL uses a traffic-light approach. A **Green** assessment indicates that the proposal performs well against the relevant consideration; **Amber** identifies an aspect where performance is mixed or where further detail or refinement may be appropriate; and **Red** identifies a fundamental design concern requiring reconsideration.

This assessment has been undertaken as a self-assessment of the proposed development and should be read alongside the submitted site layout, house type drawings, landscaping proposals and other supporting documents forming part of the planning application.

INTEGRATED NEIGHBOURHOODS

1. Natural Connections

Assessment: **GREEN**

The proposed development has been designed as an extension to the existing residential area rather than as an isolated housing enclave.

The principal access connects the development with the existing highway network at Snape Hill Road. The development is also closely related to existing residential development at South View and to existing properties surrounding the southern, western and eastern boundaries.

The internal street network provides a clear route through the development and connects the individual groups of dwellings with the principal areas of public greenspace. Pedestrian movement is incorporated alongside the internal street, with a pedestrian route also identified within the layout.

The arrangement of the development responds to the irregular shape of the application site and the relationship with existing development. The proposed dwellings are arranged so that the new neighbourhood relates visually and physically to its surroundings rather than turning its back on them.

Areas of greenspace are incorporated at several points within the development and provide opportunities for connections between residential areas, walking routes and the wider green infrastructure of the site.

The scheme therefore provides a coherent relationship between the proposed development, surrounding residential development, the internal movement network and areas of open space.

Conclusion: The development performs positively in creating a connected residential environment and is assessed **Green**.

2. Getting Around

Assessment: **GREEN**

The layout establishes a clear movement hierarchy in which all dwellings are readily accessible from the principal residential street.

The internal road follows a simple and understandable alignment through the site. The arrangement avoids an unnecessarily complicated network of minor roads and provides direct access to the different groups of dwellings.

Pedestrian routes are provided alongside the carriageway and connect homes with the areas of greenspace within the development. A pedestrian path is also incorporated into the proposals, helping to provide residents with an alternative to travel by private car.

The relatively compact nature of the development means that residents can readily move between dwellings, public open space and the site access on foot.

The layout is also designed so that vehicle movement does not dominate the principal public spaces. The central greenspace is enclosed by the residential street and overlooked by surrounding homes, allowing pedestrian movement and recreation to form an integral part of the neighbourhood.

The development therefore provides residents with a choice of movement through the site and promotes walking and cycling as realistic options for shorter journeys.

Conclusion: The development provides a clear, legible and connected movement network and is assessed **Green**.

3. Facilities, Services and Stewardship

Assessment: **GREEN**

The development is residential in scale and does not itself include shops, schools or other community facilities. The relevant consideration is therefore principally the relationship of the development with existing services and facilities within the surrounding settlement.

The site forms part of the established urban area and is surrounded or closely related to existing residential development. Its location allows the development to make use of existing facilities and services within Darfield and the wider Dearne area rather than creating an isolated settlement requiring entirely new infrastructure.

Within the site, a significant amount of greenspace is incorporated into the layout. This provides an important recreational and social resource for residents and creates opportunities for informal recreation, neighbour interaction and everyday contact with green space.

The principal central greenspace occupies a prominent and accessible position within the scheme and is overlooked by surrounding dwellings. Further green areas are distributed through the development rather than being confined to a single peripheral location.

Conclusion: The site's relationship with the existing settlement and provision of accessible greenspace are positive. Coupled with good provision of on-site greenspace, the proposal is assessed as **Green** in this regard.

4. Homes for Everyone

Assessment: **GREEN**

The layout incorporates a variety of house types rather than relying upon a single repeated dwelling design. House Types B, D, E, F and G are identified across the development, creating variation within the scheme and providing the opportunity for a range of dwelling sizes and accommodation.

The use of different house types also contributes to the visual variety and character of the development.

All dwellings are provided with private external amenity space. The submitted layout identifies substantial individual amenity areas to the proposed homes, with gardens varying in size and shape according to the position of each plot.

This provision will enable residents to have access to usable private outdoor space for sitting, recreation, children's play, gardening, drying clothes and other everyday activities, complementing the communal greenspace provided elsewhere within the scheme.

Conclusion: The range of house types and universal provision of private outdoor amenity space provide a strong basis for a mixed residential community. **Green.**

DISTINCTIVE PLACES

5. Making the Most of What's There

Assessment: **GREEN**

The layout demonstrates a clear response to the physical characteristics of the site.

The site has significant changes in level and an irregular boundary influenced by existing development. The scheme responds to these constraints through the alignment of the internal road, positioning of dwellings, proposed finished floor levels and the use of retaining structures where necessary.

Rather than imposing a rigid geometric layout, dwellings have been arranged in identifiable groups which respond to the site's boundaries and topography.

The existing residential context has also influenced the proposals. Development is positioned to establish a relationship with existing properties at South View and around the site boundaries while retaining appropriate private amenity areas.

The site's physical characteristics have also been used positively to create a sequence of green spaces, including the substantial central open space and additional areas of greenspace elsewhere within the development.

These spaces help break up the built form, provide visual relief and create a landscape structure around which the residential layout is organised.

Conclusion: The scheme responds positively to the site's shape, topography and surrounding development and is assessed **Green.**

6. A Memorable Character

Assessment: **GREEN**

The proposed development has a clear spatial structure which will assist in establishing its own identity while remaining compatible with its residential surroundings.

The central greenspace is a particularly important placemaking feature. Its scale and position create a recognisable focal point within the development, with the residential street and surrounding dwellings defining and overlooking the space.

Further areas of greenspace provide variation as residents move through the scheme.

A range of house types is distributed across the site. This creates variation in building form and assists in avoiding excessive repetition.

The alignment of buildings responds to changes in the street and site boundaries, creating a series of views and changing townscape experiences rather than a uniform suburban layout.

The combination of varied house types, topography, landscape areas and a clearly identifiable central green provides the framework for a development with a distinct sense of place.

Detailed architectural materials, boundary treatments and landscape planting should reinforce this character and respond to the established character and materials of the surrounding area.

Conclusion: The development has a clear character structure centred on its greenspaces, varied house types and response to topography and is assessed **Green**.

7. Well-Defined Streets and Spaces

Assessment: **GREEN**

Buildings are positioned to positively define the principal residential street and areas of public open space.

The majority of dwellings face towards the street, creating active frontages and providing natural surveillance of the public realm. Dwellings around the central greenspace overlook both the street and open space, ensuring that this important communal area is visually supervised by surrounding residents.

The layout establishes a clear distinction between public fronts and private backs. Private gardens are generally positioned behind dwellings, while principal elevations and entrances address the public street.

This arrangement reduces exposed rear boundaries and helps create a safe and attractive residential environment.

Where dwellings occupy visually prominent or corner positions, their placement contributes to the enclosure of streets and spaces and assists in turning corners successfully.

The overall result is a coherent sequence of streets and spaces enclosed by development rather than a layout dominated by residual highway areas.

Conclusion: The proposal provides clearly defined public and private spaces with good levels of overlooking and enclosure and is assessed **Green**.

8. Easy to Find Your Way Around

Assessment: **GREEN**

The movement structure of the development is straightforward and readily understandable.

The principal access leads into a clear residential street which provides access to the different parts of the development. The uncomplicated street arrangement allows visitors and residents to understand the layout without relying heavily on signage.

The central greenspace provides a strong visual landmark and orientation point within the scheme. Other green spaces and changes in building arrangement further assist in distinguishing different parts of the development.

The variation in house types, together with changes in street alignment and the site's topography, will create identifiable views and visual reference points.

The development therefore provides a legible environment in which streets, buildings and landscape work together to help people understand where they are and how to reach their destination.

Conclusion: The development has a clear and legible structure with strong landscape reference points and is assessed **Green**.

STREETS FOR ALL

9. Healthy Streets

Assessment: **GREEN**

The layout has been designed as a residential environment rather than simply as a road system serving housing plots.

Footways provide pedestrian movement through the development, while the identified cycle path supports active travel.

The development also provides substantial areas of greenspace which are readily accessible from the residential street. The central green in particular creates an attractive destination for informal recreation and provides an opportunity for residents to incorporate walking and outdoor activity into everyday life.

Homes overlook the street and public spaces, providing natural surveillance and helping create an environment in which residents should feel comfortable walking.

The layout incorporates changes in street alignment and a contained residential character which will assist in reducing vehicle speeds. Detailed highway design should reinforce this

through appropriate materials, crossing arrangements and traffic-calming measures where necessary.

The close relationship between homes, pedestrian routes and green spaces will help encourage everyday activity and social interaction.

Conclusion: The development provides a residential street environment which promotes walking, cycling, recreation and social interaction and is assessed **Green**.

10. Cycle and Car Parking

Assessment: **GREEN**

Parking has been incorporated into the layout as part of the individual residential plots rather than being concentrated within large, visually dominant communal parking areas.

The proposed parking spaces are generally positioned close to the dwellings they serve, providing convenient parking while retaining a clear relationship between dwellings and the street.

Visitor parking is also identified within the development.

The distribution of parking helps avoid large uninterrupted areas of hardstanding and allows the street to retain a residential character.

Dedicated cycle storage/sheds are identified for dwellings throughout the development. This is a significant positive feature and will allow cycles to be stored conveniently and securely at home.

The provision of cycle storage, combined with the proposed pedestrian network, helps make cycling a practical option for residents rather than an afterthought.

Bin storage is similarly incorporated within individual plots, reducing the potential for refuse containers to permanently clutter the street.

Conclusion: Car parking, visitor parking and dedicated cycle storage are integrated successfully into the layout and the consideration is assessed **Green**.

11. Green and Blue Infrastructure

Assessment: **GREEN**

Green infrastructure is a significant component of the proposed layout.

A substantial central greenspace forms the principal landscape feature of the development and is supplemented by additional green areas elsewhere within the site. This creates a network of green spaces rather than relying solely upon small incidental landscaped areas.

The greenspace is closely integrated with the movement network and is overlooked by surrounding dwellings, increasing its accessibility, safety and usefulness to residents.

Private gardens provide an additional layer of green infrastructure throughout the development and create opportunities for planting and biodiversity within individual plots.

The landscape scheme provides the opportunity to further strengthen this network through native and climate-resilient planting, street trees, habitat creation and connections between public and private green spaces.

Long-term management arrangements should ensure that communal landscape and drainage features are maintained successfully throughout the lifetime of the development.

Conclusion: The layout establishes a strong green infrastructure framework. **Green.**

12. Back of Pavement, Front of Home

Assessment: **GREEN**

The transition between the public street and individual homes is clearly expressed throughout the layout.

Dwellings generally face the street, with principal elevations and entrances addressing the public realm. Parking and front garden areas provide a transition between the carriageway or footway and the dwelling.

Private rear gardens are positioned behind dwellings and are clearly separated from the public realm.

Bin stores and cycle storage/sheds are incorporated within individual plots, allowing these necessary everyday functions to be accommodated without unnecessarily dominating principal street frontages.

The layout therefore establishes a clear hierarchy from public street, through the semi-private frontage of each plot, to the private home and rear garden.

Boundary treatments and landscaping should reinforce this hierarchy, with appropriately scaled walls, railings, hedges and planting used to define frontages while maintaining surveillance between dwellings and the street.

Care should be taken at detailed design stage to ensure that parked cars, refuse storage and hardstanding do not visually dominate the space immediately in front of homes.

Conclusion: The interface between homes and the public realm is clearly defined and functional and is assessed **Green.**

13. Overall Assessment

The proposed development has been considered against all 12 Building for a Healthy Life considerations.

The assessment demonstrates that the fundamental structure of the development performs positively against the Building for a Healthy Life principles.

No. Building for a Healthy Life Consideration Assessment

1	Natural connections	GREEN
2	Getting around	GREEN
3	Facilities, services and stewardship	GREEN
4	Homes for everyone	GREEN
5	Making the most of what's there	GREEN
6	A memorable character	GREEN
7	Well-defined streets and spaces	GREEN
8	Easy to find your way around	GREEN
9	Healthy streets	GREEN
10	Cycle and car parking	GREEN
11	Green and blue infrastructure	GREEN
12	Back of pavement, front of home	GREEN

Overall indicative score: 12 Green / 0 Amber / 0 Red

14. Conclusion

The proposed development represents a well-structured residential scheme which responds positively to the site's physical characteristics and surrounding residential context.

Particular strengths of the scheme include:

- a clear and legible residential street structure;
- integration with the existing settlement;
- substantial and accessible areas of communal greenspace;
- a strong central green providing a focal point for the development;
- dwellings positioned to overlook streets and public spaces;
- clear separation between public frontages and private rear gardens;
- a range of house types;
- substantial private external amenity areas;
- provision for pedestrian and cycle movement;
- dedicated cycle storage;
- integrated resident and visitor car parking; and
- a layout which responds to the site's topography and irregular boundaries.

Overall, the assessment demonstrates that the proposed development accords well with the principles of **Building for a Healthy Life 2026** and provides an appropriate framework for the creation of an attractive, safe, healthy and sustainable residential environment.