

Architecture
Planning
Urban Design
Landscape

Proposed Residential Development on land at
**Land Hemingfield Road, Hemingfield,
Barnsley**

Design and Access Statement

V: 01

on behalf of Honey Homes

July 2026

Contents Amendment Record

Project: Hemingfield Road, Hemingfield, Barnsley

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01 Introduction



1.0 Introduction

1.1 Document Introduction

This Statement has been prepared by John R Paley Associates in support of a planning application for residential development on Land at Hemingfield Road, Hemingfield, Barnsley.

The applicant is Honey Homes.

The application proposes the following: -

Erection of 173 dwellings, open space and associated infrastructure pursuant to outline planning consent APP/R4408/W/25/3359917.

1.2 Purpose

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

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

1.3 Content

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

- Assessment
- Involvement
- Evaluation
- Design

The statement also seeks to address the following factors:

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

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

Vehicular and transport links

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

Inclusive access

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

1.4 Brief

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

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

1.5 Aspirations

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



02 Development Framework

2.1 Planning Policy Context

This section the statement simply seeks to identify the policies which must be considered as part of any detailed application. Both in terms of National and Local Level. This section does not seek to provide a justification against those policies. This will be addressed later within this statement.

Section 70 (2) of the Town and Country Planning Act 1990 and Section 38 (6) of the Planning and Compulsory Purchase Act (2004) requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Barnsley Local Plan

The following BLP policies are material to the determination of this outline planning application.

Policy GD1: General Development;

- Policy LG2: The Location of Growth;
- Policy H1: The Number of New Homes to be Built;
- Policy H2: The Distribution of New Homes;
- Policy H6: Housing Mix and Efficient Use of Land;
- Policy H7: Affordable Housing;
- Policy T3: New Development and Sustainable Travel;
- Policy T4: New Development and Transport Safety;
- Policy D1: High Quality Design and Place Making;
- Policy LC1: Landscape Character;
- Policy HE1: The Historic Environment;
- Policy HE2: Heritage Statements and General Application Procedures
- Policy HES: Archaeology;
- Policy GI1: Green Infrastructure;
- Policy GS1: Green Space;
- Policy GS2: Green Ways and Public Rights of Way;
- Policy BI01: Biodiversity and Geodiversity;
- Policy GB6: Safeguarded Land;
- Policy CC1: Climate Change;
- Policy CC2: Sustainable Design and Construction;
- Policy CC3: Flood Risk;
- Policy CC4: Sustainable Drainage Systems (SuDS);
- Policy CC5: Water Resource Management;
- Policy RE1: Low Carbon and Renewable Energy;
- Policy POLL 1: Pollution Control and Protection; and,
- Policy 11: Infrastructure and Planning Obligations.

Supplementary Planning Documents (SPD)

The following SPDs have been adopted by the Council and are relevant to this proposal.

Design of Housing Development (July 2023);

The SPD supplements BLP Policy D1 'High Quality Design and Place

Making' and BLP Policy GD1 'General Development' and sets out the design principles that will apply to new housing developments.

Sustainable Construction and Climate Change Adaptation (July 2023);

The SPD sets out an approach to planning decisions in respect of sustainable construction and adapting to climate change. It sets out what the requirements for development are based on existing BLP policies (notably BLP policies SD1, CC1, CC2, CC3, CC4, CC5 and RE1), existing planning practice guidance and national requirements.

Sustainable Travel (July 2022);

This SPD primarily supplements BLP Policy T1 'Accessibility Priorities', BLP Policy T3 'New Development and Sustainable Travel' and BLP Policy 11 'Infrastructure and Planning Obligations and recognises the need for new infrastructure that secures behavioural change to increase public transport usage and active travel.

Affordable Housing (July 2022);

This SPD supplements BLP Local Plan policy H7 Affordable Housing which provides advice on when contributions will be sought for affordable housing and how they will be calculated. It also provides guidance a range of other material issues such as the type and tenure of affordable housing, and when off-site provision is appropriate.

Parking (November 2019);

Supplements BLP Policy T3 'New Development and Sustainable Travel' by setting out the parking standards that the Council will apply to all new development.

Trees and Hedgerows (May 2019);

This SPD supplements BLP Policy BIO1 'Biodiversity and Geodiversity' and sets out how development proposals are expected to conserve and enhance the biodiversity and geological features of the borough.

Heritage Impact Assessment (May 2019);

This SPD supplements BLP Policy HE2 'Heritage Statements and General Application Procedures' providing details on how to prepare a heritage impact assessment (HIA).

Open Space Provision on Housing Developments (May 2019).

This SPD supplements BLP Policy GS1 of the Local Plan, which states that in order to improve the quantity, quality and value of green space provision there is a requirement for new residential developments to provide or contribute towards green space in line with the standards set out in the green space strategy and in accordance with the requirements of BLP Policy 11 'Infrastructure and Planning Obligations'.

National Planning Policy Framework, 2024

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied.

The purpose of the planning system is to contribute to the achievement of sustainable development.

The effective use of land in meeting the need for homes and other uses is outlined in paragraph 124.

In achieving well-designed places the NPPF states:

Paragraph 131: The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. 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 135: 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 136: Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change.

Paragraph 137: Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests.

Paragraph 139: Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and

2.2 Planning Policy Context

supplementary planning documents such as design guides and codes.

The National Design Guide, 2019

The National Design Guide 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 10 characteristics of well-designed places are:

- Context – enhances the surroundings
- Identity – attractive and distinctive
- Built form – a coherent pattern of development
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public spaces – safe, social and inclusive.
- Uses – mixed and integrated.
- Homes and buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

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

Living with Beauty, 2020

This report proposes a new development and planning framework, which will:

- Ask for Beauty
- Refuse Ugliness
- Promote Stewardship

The report advocates an integrated approach, in which all matters relevant to place making are considered from the outset and subjected to a democratic or co-design process. The report advocates raising the profile and role of planning both in political discussions and in the wider debate concerning how we wish to live and what kind of a country we want to pass on.

The report aims for long-term investment in which the values that matter to people – beauty, community, history, landscape – are safeguarded. "Hence places, not units; high streets, not glass bottles; local design codes, not faceless architecture that could be anywhere. We argue for a stronger and more predictable planning system, for greater democratic involvement in planning decisions, and for a new model of long-term stewardship as the precondition for large developments."

The report advocates a radical programme for the greening of our towns and cities, for achieving environmental targets, and for regenerating abandoned places. The emerging environmental goals – durability, adaptability, biodiversity – are continuous with the pursuit of beauty, and the advocacy of beauty is the clearest and most efficient way forward for

the planning system as a whole.

Building for a Healthy Life (2020)

The Building for a Healthy Life (BfHL) document updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of this updated BfHL.

Building for a Healthy Life is an initiative by the housing industry which attempts to address concerns over new development, by setting standards which developers have to meet in order to achieve planning approval. As such it has been adopted by many local authorities for planning approval.

Building with Nature (2021)

The guiding principle of Building with Nature is to work with nature, not against it. It uses system understanding and the inclusion of natural processes as core of its solution. Also, interaction with relevant stakeholders, including local communities, is key to successful implementation of Building with Nature.

Streets for a Healthy Life (2022)

The Healthy Streets Approach focuses on creating streets that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people, particularly our most vulnerable people, from getting out and about.

Home builders have to show that their sites have good pedestrian links pre-existing communities and facilities so that people can walk to them short car journeys are the only car journeys increasing in number. Walkability is also vital for health outcomes.

Active Design

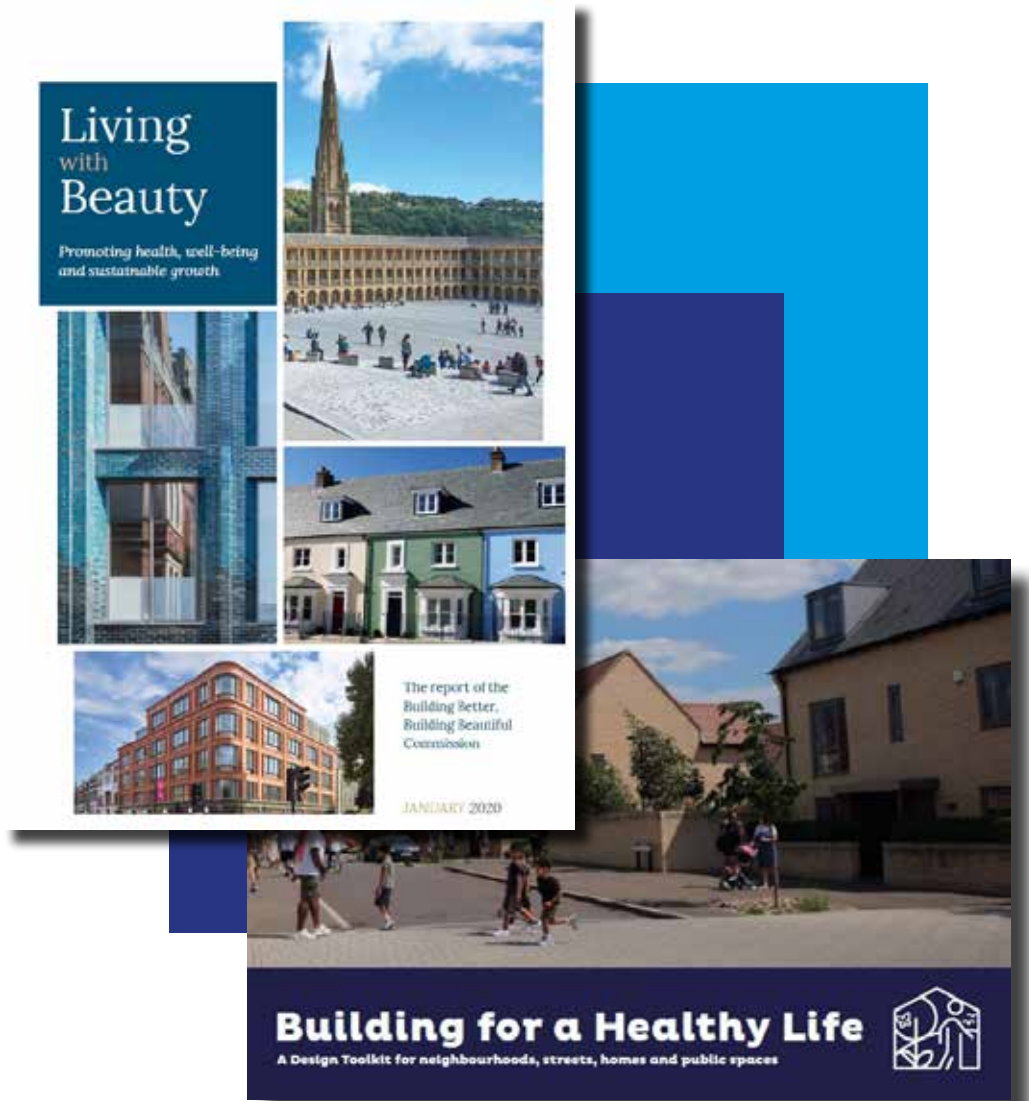
This guidance from Sport England provides a set of principles aimed at helping to create 'active environments'. It sets out how the design of environments can help people to lead more physically active and healthy lives in the form of 10 principles, in 4 categories, as follows:

1. Activity for all
2. Walkable communities
3. Providing connected active travel routes
4. Mixing uses and co-locating facilities
5. Network of multi-functional open spaces
6. High quality streets and spaces
7. Providing activity infrastructure
8. Active buildings, inside and out
9. Maintaining high-quality flexible spaces
10. Activating spaces

Safer Parks: Improving Access for Women and Girls

This document has been prepared by Keep Britain Tidy, Make Space for Girls, the University of Leeds and West Yorkshire Combined Authority.

This guidance explains how changes can be made to park design and management to help women and girls feel safer and more welcome in these spaces, at all times of day and throughout the year, opening-up access to the huge physical and mental health benefits that these spaces can bring.





03 **Site Area and Analysis**

3.1 Site Area and Analysis

The site is located to the north east of Hemingfield Road, and north of Briery Meadows. There are a number of buildings within the site which are proposed to be demolished as part of the development proposals.

The application site benefits from proximity to strategic travel routes including the M1 Motorway, Dearne Valley Parkway, and Wombwell Train Station.

Analysis shows that all of Hemingfield is accessible within a 2.0 kilometre walking distance, along with a large area of Wombwell to the north, Jump to the south-west, and Cortonwood Retail Park. Pedestrian access to Wombwell is via an existing route beneath the A6195 Dearne Valley Parkway, and comprising a lit underpass, which provides a direct pedestrian route to Wombwell.

There are regular bus services from Hemingfield Road to key destinations including Barnsley, Wombwell and Wath Upon Dearne. Two of the services run approximately every hour, and are timed to provide a service approximately every half an hour. They provide services to key leisure, employment, and transport hubs, such as Barnsley Interchange, and Cortonwood Retail Park.

Wombwell Railway Station is located an approximate 4 minute cycle ride or 850 metre walk from the site. The station offers frequent services to nearby destinations including Barnsley, Wakefield, Huddersfield, Leeds, and Sheffield, which also stop at other local stations. At these stations connections can be made to access destinations further afield, including Manchester, Liverpool, Newcastle, Edinburgh, and London. The close proximity to Wombwell station provides an opportunity for many future residents to travel by rail, be it when commuting or taking a trip for leisure.

The application site is located at the western end of the wider area of land designated as Safeguarded Land, and it adjoins Hemingfield Road.

The Dearne Valley Parkway lies to the north of the application site. There is a significant planted buffer between this highway and the application boundary. The highway is elevated in relation to the northern site boundary. The application site is screened from the highway with very limited views in from the north.

A public right of way crosses the site in the south-eastern corner. The route connects Hemingfield Road to Briery Meadows and Garden Grove.

Planning History

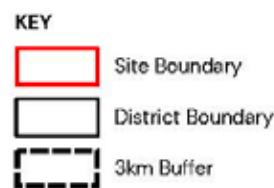
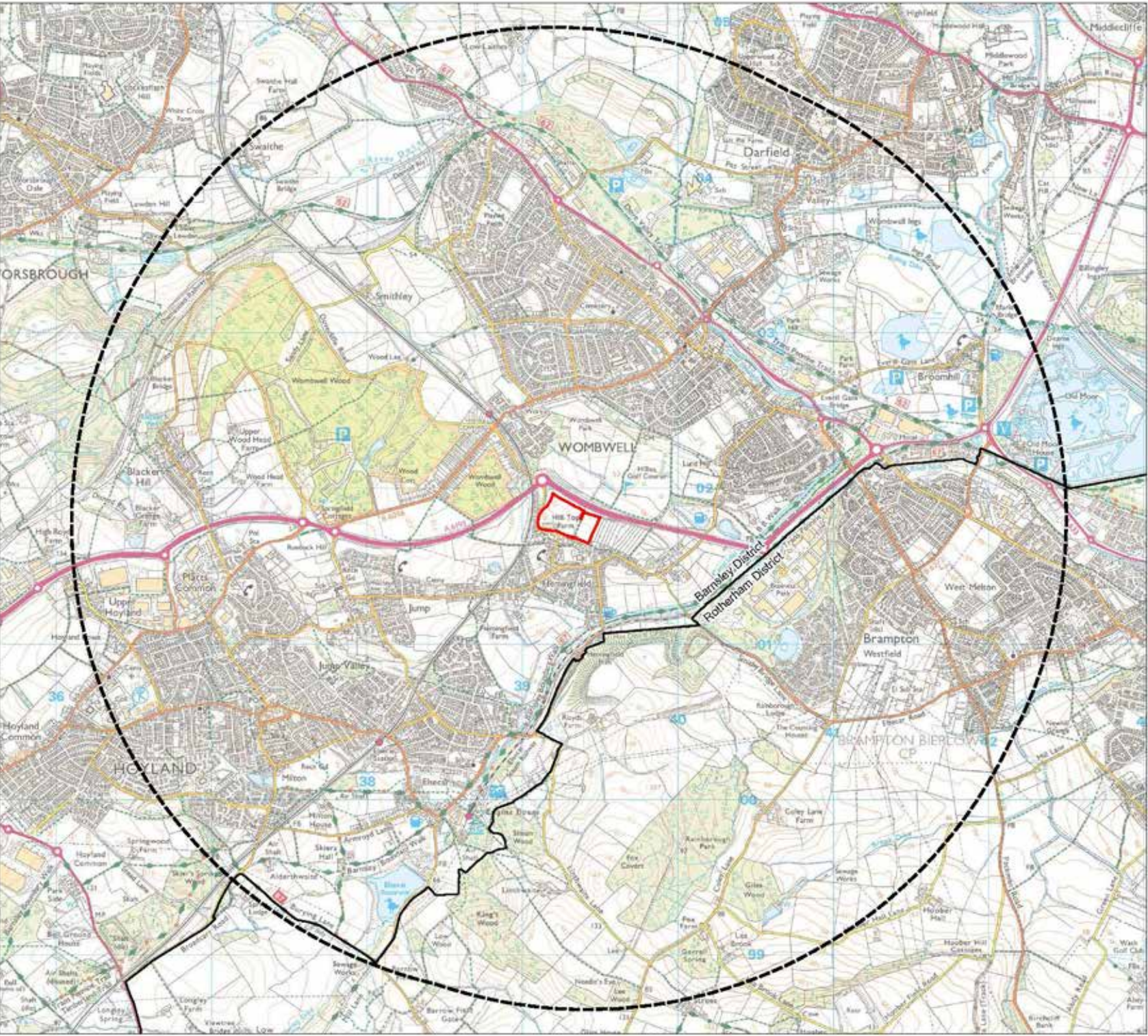
A review of the planning history of the application site and surrounding area has been undertaken.

The site has the benefit of outline planning consent for the following:

Outline planning application for demolition of existing structures and erection of residential dwellings with associated infrastructure and open space. All matters reserved apart from access into the site.

The application was granted at appeal on the 1st August 2025 under reference APP/R4408/W/25/3359917

It is under this remit that a Reserved Matters application is being applied for (layout, scale, appearance and landscape) for the erection of 173 dwellings, open space and associated infrastructure.



3.1.1 Site Area and Analysis

The images below provide views of the existing site proposed for development.



This section of the Design and Access Statement reviews the existing form and architectural styles found within the wider locality of the site as a means of informing the design solution. A review has been undertaken of the homes within the wider locality in six different locations. Those locations are identified opposite.

3.1.2 Site Area and Analysis

A Hemingfield Road

This is a development comprising of semi detached and short terrace dwellings. The dwellings are 2 storeys in height and are set back slightly from the road frontage. Small front gardens and steps have been utilised to account for the topographical changes in the area. Materiality is red brick or render with brick detailing.

Stone heads and cills are generally utilised on the brick types. Single height splay dormers, exposed rafter feet and chimneys are common features.

Parking is provided in a mix of integral garages, front spaces on street and side drives.



B Melwood Grove

A small development of large detached dwellings. Horizontal emphasis to the elevations and window styles.

Heights vary with a mix of bungalow and two storey homes.

Materiality wise, red brick is the main facing material. Simple elevations with no head and cill details however more detailed canopy styles are provided with side lights to the entrance doors.

Parking is on plot in driveways and garages.

Public and private spaces are defined by a variety of treatments with landscape, low wall/railing or low hedges.



C Briery Meadows

A development of mainly 2 storey detached homes. The styles of the dwellings vary in respect of architectural detailing and materiality. Red brick forms the base material however elements of buff brick, render, timber boarding, tile hanging are present.

Arched head detailing and limited use of stone heads are present. Horizontal emphasis to the elevations and window styles.

Parking is on plot in driveways and garages.

Buildings are generally set back with no defined boundary treatment but where these are provided, these are generally low walls.



3.1.3 Site Area and Analysis

D Garden Grove

Development of predominantly 2 storey terrace homes with some limited bungalows. Terrace forms with regular set back from the street.

Vertically emphasised homes constructed of red brick with arched brick heads and and stone cills.

Parking is provided either on street or within front gardens which have been adapted to driveways.

Boundary treatments vary with low walls, fences and hedges, provided by the respective owners / occupiers of the properties as opposed to a regularised treatment.



E Ella Court

This is a development with varied styles. The homes are 2 storeys detached in form. Materials are generally red brick and brown roofs.

Architecturally, the homes vary in style and form. Examples include stone heads and cills, arched feature windows, eaves detailing, brick detailing

Parking is off street, within driveways or garages.



F School Street, Woolscroft View

Varied forms of development with single and 2 storey homes.

Buildings are typically red brick and buff brick. Stone heads and cills or stone quoins are also present. Stone front elevations are also present along School Street.



Character Summary

Following a review of the surrounding developments, there are some common characteristics.

These dwellings have the following characteristics

- Local brickwork which is typically red brick
- Concrete roof tiles
- A mixture of curved and straight street designs. On straight roads, build lines are consistent. On curvy roads, development is set at angles with varied front garden sizes.
- Simple detailing to elevations
- Development is predominantly 2 storey however there are examples of bungalows.
- White windows



04 **Design Evolution**

4.1 Opportunities and Constraints

Taking into account the technical findings and the recommendations, the plan opposite identifies the potential opportunities and barriers to development which must be considered as part of the design development.

-  The site will be served via one vehicular access point from Hemingfield Road. This is in line with the outline planning consent.
-  Existing trees and hedgerows to be considered as part of any development proposal. To be retained wherever feasible. This is particularly relevant to the boundaries of the site.
-  Noise sources as identified within the accompanying noise assessment - mitigation required.
-  Existing services / utilities to be retained and appropriate easements accommodated for as part of any detailed development proposals.
-  The topography of the site should be fully considered both within the site and in context of the surrounding highway network
-  Existing public Right of Way / Bridleway to be retained and included as part of any development proposal. Access to be retained to the existing property through the site.
-  Amenity of existing resident to be fully considered as part of any design solution.
-  Low part of the development site - opportunity for drainage solutions.



4.2 Initial Design Concept

In line with the outline planning consent, Planning Condition 18, states the following:

Any application(s) for the approval of reserved matters shall be submitted in broad accordance with the approved Parameter Plan 2344.PP.01 Rev A, dated December 2023.

The approved parameter plan is identified opposite.

-  Primary vehicular and pedestrian access from Hemingfield Road (Refer to detailed access drawing)
-  Indicative movement framework
-  Existing public rights of way to be retained
-  Existing pedestrian access points to be retained
-  Indicative new pedestrian access point
-  Potential vehicular access points for future development (location shown indicatively and to be determined via detailed application)
-  Residential development zone to include residential development, access, circulation, and incidental areas of green space, open space, and landscaping
-  No development within this area – area for public open space, biodiversity and amenity areas only
-  Areas of open space and landscaped areas
-  Existing hedgerow to be retained
-  Line of existing sewer and easement



4.3 Initial Design Concept

The initial Site Layout for the site is identified opposite and proposes the erection of 173 dwellings.

- Primary access to the development is taken from Hemmingfield Road. This is in line with the outline planning consent and the approved access details.
- The new homes proposed are of mixed size to form secure blocks and attractive street scenes that provide enclosure to the public realm. This is reflective of the wider built form found within the locality of the site.
- A hierarchy of streets and spaces are created that provides a legible, connected and comfortable public realm for all users.
- A multi-functional network of open spaces and planting has been created throughout the site that provides community uses and opportunities for recreation and play.
- Development positively addresses public open spaces where possible and informal landscape areas throughout the development. The levels of the site have been a challenging element and require retaining features / orientation and positioning of roads to achieve a workable design.
- House types vary across the development in response to the hierarchy of street types and specific locations such as corner plots and to terminate views.
- A variety of property types are established within the scheme in terms of form and size with a mix of 1, 2, 3 and 4 bedroom properties. Detached, semi detached and masionettes are proposed which will provide accommodation for a wide range of population.
- A variety of parking solutions have been established dependant upon the type of property and character of street being developed. Where possible, parking is within the curtilage or to the front of the property being served.



05 Design Proposal

5.1 Proposed Site Layout

The proposed Site Layout for the site is identified opposite and proposes the erection of 173 dwellings.

- The new homes proposed are of mixed size to form secure blocks and attractive street scenes that provide enclosure to the public realm. This is reflective of the wider built form found within the locality of the site.
- A hierarchy of streets and spaces are created that provides a legible, connected and comfortable public realm for all users.
- A multi-functional network of open spaces and planting has been created throughout the site that provides community uses and opportunities for recreation and play.
- Development positively addresses public open spaces where possible and informal landscape areas throughout the development.
- House types vary across the development in response to the hierarchy of street types and specific locations such as corner plots and to terminate views.
- A variety of property types are established within the scheme in terms of form and size with a mix of 1, 2, 3 and 4 bedroom properties. Detached, semi detached and small terraced forms are proposed alongside maisonnettes which will provide accommodation for a wide range of population.
- A variety of parking solutions have been established dependant upon the type of property and character of street being developed. Where possible, parking is within the curtilage or to the front of the property being served.



Summary of Development

Number of dwellings
173

Bed Range:
1, 2, 3 and 4

Storey Heights:
2, 2.5 and 3 storeys

Types of dwellings:
Detached, semi detached, short terraces and maisonnettes

5.2 Urban Design Principles

The key design elements which have been considered as part of this Reserved Matters scheme are highlighted below.

Dual Aspect dwellings

These are provided to key corners to ensure activity and surveillance and visual interest.

Vista Plots

These plots are carefully positioned to provide focal points or stops at the end of key views as you navigate the site.

Key Views

A number of key views would be experienced within the scheme and these should be considered in terms of vista stops.

Key Surveillance

The use of dual aspect dwellings and framing of where the key pedestrian routes are within the site creates activity and helps to encourage their use.



5.3 Landscape and Green Infrastructure

The landscape strategy for the site aims to achieve the following:

- Provide an attractive and distinctive environment for residents through the use of ornamental tree, hedge and shrub planting on internal streets and in front gardens
- Retain and enhance existing trees, hedges, except for where removed to provide access

LANDSCAPE TREATMENTS

TREE PLANTING

Extensive planting of semi mature and extra heavy standard and standard trees are proposed throughout the development to create a structure to the new housing which is in keeping with the scale and context of the development and helps to filter views into the site, breaking up the rooflines of the housing when viewed from a distance. Planting at the site entrance, the public open space areas and focal points will aid navigation within the scheme and complement the existing mature trees and hedgerows on site.

Where practical there will be an emphasis of native species which are locally provenant and trees will be procured and planted in accordance with BS8545:2014.

Over the area of each planting pit, the true topsoil shall be removed and set to one side for re-use. Pits for Extra Heavy Standard shall be excavated to 1000 x 1000 x 750mm. Trees shall have a sturdy, reasonably straight stem and a well-balanced head with a clearly defined straight and upright leader and no main branch crossing the crown. They shall be in a healthy condition with a strong fibrous root system and of a normal habit for the particular species. All semi mature and extra heavy standard trees shall be guyed underground using a Platipus rootball disc system (available from Platipus Anchors Ltd) or other form of approved deadman anchor system with frame suitable for the purpose. All other trees, Heavy Standard and smaller, shall be double staked using two short stakes (1.5-1.8 metres long) driven into the ground to leave approximately 1 metre above ground and a cross rail secured across the top. Trees shall be firmly secured to the cross member with ties and spacers with a minimum life expectancy of 4 years. The stakes are to be placed to prevent damage to the trees. The stake must not cause rubbing of the tree trunk. All planting ties, cushions etc should be from sustainable sources and plastic free e.g. Green -tech : Natural tree tie is made entirely of natural fibres and is fully bio-degradable.

The tree pits must include an irrigation tube with a cap. All trees to receive a minimum of 60 litres watering at time of planting.

Adequate soil volume is one of the most critical aspects of the design. Soil volume requirements are proportional to the mature size of tree species. The source method of calculating soil volumes is the research by Lindsey and Bassuk, (1991) and Urban (1992). This calculation is based on the potential crown projection combined with nutritional and water requirements to produce a specific volume of soil. Crown projection is equivalent to the area under the tree's drip line.

SHRUB PLANTING

A mix of evergreen and deciduous shrubs/ climbing plants and herbaceous perennials will be planted throughout the site to give enclosure and structure to the development and all year round interest. This follows the same principles as previously approved.

Medium/ large species will be planted against screen fences and walls where space permits and medium / low mixes will be planted into front gardens, mews courts and around parking areas.

ORNAMENTAL HEDGE PLANTING

Beech and Hornbeam hedges are proposed in various locations throughout the site to define plot frontages. Lower

growing evergreen hedging is proposed in situations where demarcation between public and private space is required without the need for tall enclosure. Deciduous hedging will be planted as a double alternate row of 60-80cm transplants, or larger.

The evergreen hedges will be planted in various sizes according to species availability.

NATIVE HEDGE PLANTING

All existing hedgerows have been retained except for where access to the site is required. Native species hedging will be planted into frontages on the outward facing parts of the development to extend and continue the existing hedgerows. Native hedgerow will also be planted in selected areas of the site to gap up existing sections of hedgerow and introduce additional habitat value within the site.

The landscape masterplan established at the outline has been considered and the principles taken forward as noted below and opposite.



5.3.1 Landscape and Green Infrastructure



5.4 Amount of Development

The layout demonstrates that the site can accommodate 173 dwellings. The site is 4.5 Hectares in size (nett) which equates to a density of 38 dwellings per hectares.

This is considered an acceptable quantum of development based on the quantum established at the outline stage.

The development also takes into account all technical matters whilst delivering an efficient scheme.

The development proposes a wide range of accommodation types with detached, semi detached, short terraces and maisonettes.

The development provides the following breakdown in respect of bed numbers: -

This provides the following percentage breakdown overall:

- 2.3% 1 Bed
- 12.1% 2 bed
- 46.2% 3 bed
- 39.3% 4 bed

In line with the approved Section 106 Agreement, the proposed scheme provides the following breakdown in respect of the affordable tenure:

60% Affordable Homes for Rent
40% Affordable Home ownership

A separate Affordable Homes Statement has been completed and accompanies the detailed submission.

All homes proposed at NDSS compliant.

Section 6 of Barnsley’s Design of Housing Development SPD sets out the required accessibility standards for new housing developments. This requires that as part of this development, 26% (4 homes) should be M4(2) compliant and 6% (10 home) should be M4(3)(2)(B) compliant.

The development proposals demonstrate that as part of the affordable homes offering, 7 of the homes are M4(2) compliant and 10 are M4(3)(2)(a) compliant. This provides a percentage of 41% affordable M4(2) and 35% affordable M4(3)(2)(a).

Although the M4(3) properties are not M4(3)(2)(b) compliant in line with local policy, it is considered that given the overall quantum of accessible homes significantly exceeds the policy requirement, further discussions could be held through the course of the application.



Affordable Homes

Bed No.	Amount
1	4
2	7
3	6

Open Market

Bed No.	Amount
2	14
3	74
4	68

5.5 Noise Mitigation

Environmental Noise Solutions Ltd (ENS) has been commissioned by Homes By Honey to undertake a noise impact assessment for the proposed residential development.

The noise environment at the site was observed to be dominated by road traffic on Dearne Valley Parkway and Hemingfield Road, with no other significant noise sources noted.

A scheme of sound attenuation works (enhanced glazing/ventilation) and boundary treatments has been developed to protect the proposed residential development from the ambient noise climate.

This is identified opposite and will be included as part of this detailed design proposal.



Element	Required Sound Reduction (dB)	Indicative Specification
	Weighted $R_w (R_w + C_{w1}) /$ $D_{n,w} (D_{n,w} + C_{tr})$	
Specification 1		
Glazing	35 (30)	10/12/4 Thermal double glazing
Ventilation	48 (44) (open position)	Duco Silenzio SR AK wall ventilator
Specification 2		
Glazing	32 (28)	6/12/4 Thermal double glazing
Ventilation	48 (44) (open position)	Duco Silenzio SR AK wall ventilator
Specification 3		
Glazing	32 (28)	6/12/4 Thermal double glazing
Ventilation	40 (37)	Titon SF X V75 / C75 acoustic trickle vent
Specification 4		
Glazing	32 (28)	6/12/4 Thermal double glazing
Ventilation	32 (31) (open position)	Standard Trickle Ventilator Titon Trimvent Select Xtra S13 & XC13 Canopy

5.6 Scale and Appearance

Following an assessment, the prevailing character of surrounding development is two-storeys and that would be considered the most appropriate scale for new housing as part of this development. Some higher storey buildings within the site provides visual interest in the roofscape.

- 3 storey development
- 2.5 storey development
- 2 storey development

All of the homes are designed to be of sufficient size.

The proposed development includes for accessible and adaptable homes in its offering. This includes M4(3).

It is therefore considered that the scale of development at this site would reflect the character of the locality being typically 2 storeys in height.

This ensures the proposal does not have an unacceptable impact on existing uses in the surrounding area.



5.6.1 Scale and Appearance

The images below provide some key streetscenes from within the development. This identifies the style of dwellings proposed and how they knit together to create a high quality environment.



Care has been taken to ensure sufficient spacing between dwellings. This ensures that privacy is maintained.

The streets show variations in plot widths. This is clearly demonstrated on the above streetscenes.

Space has been created down the side of dwellings and appropriate access created for the short terraces provided.

The primary elevation has been designed to front the street. This includes the front door and windows on all levels.

Windows align vertically through a centre point. No window exceeds the width or height of the window on the floor below.

5.6.2 Scale and Appearance

The images below demonstrate the challenges faced in respect of the levels across the site. This explains the design solutions now put forward. The orientation and selective positioning of the plots help to minimise the impact of retaining features.



5.6.3 Scale and Appearance

The images below provides details on the type of materials to be used as part of this development.



It is important that materials follow the prevailing colour, size, and texture of materials to create a cohesive palette. Materials must fit those used in the surrounding area.

As the images demonstrate, the homes within the wider locality are a mix of red and buff shade brick. Roof tiles are generally brown or red. Some newer developments have utilised grey.

The palette of materials proposed on this development is therefore reflective of the local character and will provide a development which sits harmoniously within the local area.

5.7 Access and Movement

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

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

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

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

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

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

Policy

At a national level, National Planning Policy Framework (March 2012) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.29).

Paragraph 32 requires that “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. “ Paragraph 39 states that a key tool will be a Travel Plan.

It directs that development should be located and designed (where practicable) to:

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

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

A Transport Assessment (TA) was prepared by Bryan G Hall at the outline planning stage. Traffic surveys were undertaken at the Hemingfield Road Roundabout and the Briery Meadows/Hemingfield Road and Cemetery Road/School Street priority T-junctions to ascertain current traffic flows. Two 7 day automatic traffic counters (ATC) were also put in place on Hemingfield Road in the vicinity of the proposed site access to collect traffic and speed data. The safety and ability to access the site was therefore fully assessed at the outline stage and the access details into the site is therefore already approved. The designs being taken forward as part of this Reserved Matters application fully reflects those already approved details. To confirm:

- The site will be accessed by way of a new ghost island right turn priority T-junction on Hemingfield Road, at the western site boundary.
- Suitable visibility splays of 2.4 metres x 53 metres to the north and 2.4 metres x 43 metres to the south are achievable at the proposed site access junction, in accordance with highway guidance.

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 house types 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.

Approach to Building

The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself.

Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

Entrances

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration

should be given to signage, lighting, contrast etc. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

Bin Storage and Collection

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

In order to establish a successful development

- The distance between storage areas and collection points should be minimised within the development.
- Where terraced housing is proposed, secure rear paths should be provided to the rear of properties allowing access to rear gardens for storage.
- Individual dwellings should have access to their garden to allow bins/recycling to be stored safely in rear gardens.

References:

- Approved Document M, Access and Facilities for Disabled People.
- BS 8300 Design of Buildings and their Approaches to Meet the Needs of Disabled.
- NHBC Foundation - Avoiding rubbish design: providing for bin storage on new housing developments - NF60

5.7.1 Access and Movement

The layout has sought to create a hierarchy of movement which transitions from Hemingfield Road through a series of primary routes, secondary streets and private drives.

As the plan demonstrates opposite, a permeable and legible network of streets and pedestrian links can be achieved at this site, providing easy and direct access to existing services and facilities within the locality.

The primary route provides footpath immediately to both sides and provides a connection from Hemingfield Road into the development.

This is the key spine road which provides direct vehicular access to the wider housing allocation.

This then gives way to the Secondary Streets.

These are designed to be more angular and are reduced to having margins as opposed to footpaths. The reduction in speed is achieved through reduced visibility and allows pedestrians and vehicles to share this space safely. The change in environment is also further distinguished through a change in surface material.

Shared Surfaces
These are designed with a footpath to one side of the carriageway and a margin to the other.

The private drives are limited to serving 5 properties and again are designed for low traffic speed.

Pedestrian Links / Existing PROW

Each of the dwellings proposed will have one EV Car charging point as per Building Regulations Approved Document S



Traffic calming measures have been designed into the streets. This is achieved through the use of shared surfaces within the carriageway



5.8 Car Parking

A strategy for the provision of car parking within the layout 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.

Car parking within the locality varies however the majority are generally set within the curtilage of the dwelling either as integral or side detached garages and driveways either to the front or the side. There are however opportunities to introduce different car parking solutions depending upon the type and character of street being proposed. This would include detached / integral garages, front parking courts, rear car parking courts and side spaces.

On Plot Parking

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

All parking in blocks have been attractively and robustly landscaped and properly overlooked by the appropriate siting of dwellings and habitable rooms.

Parking for the dwellings is to be provided in line with Barnsley's SPD Parking which sets out:

- 1 space for dwellings with 1 or 2 bedrooms
- 2 spaces for dwellings with 3 or more bedrooms

For C3 dwellinghouses 1 visitor space per 4 dwellings subject to layout. Flexibility for visitor parking will be considered on a site by site basis.

Landscaping has been incorporated in order to reduce the visual impact of parking within the street.



All new residential units includes one cycle parking space. Cycle parking is within sheds and are therefore secure, accessible and covered.

Sufficient driveway widths are also created to allow pedestrian access to rear gardens.

06 Designing out Crime Assessment

6.1 Secured By Design

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

Validation requirements for planning and other applications submitted under the Town and Country Acts, states that, in respect of Design and Access Statements, crime prevention is an aspect to consider in relevant circumstances and it will be at the discretion of the Local Planning Authority to determine whether the absence of any reference to this will invalidate a particular Design and Access Statement at the outset. In any event, such information may be relevant to consideration of the application and applicants are strongly encouraged to show how measures to prevent crime and disorder have been incorporated.

NPPF states at paragraphs 92 that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- (a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other*
- (b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion*
- (c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.*

The application seeks full planning approval for residential development and a detailed layout accompanies the submission.

As this section demonstrates, designing out crime has been an important element in the development of this scheme and as such, the measures and approaches taken forward in this detailed design in order to design out crime are outlined opposite.

- Proposed and existing footpath links within the site has been clearly and logically positioned to ensure surveillance and promote the use of these links. This provides a sense of security for residents and visitors.
- Parking solutions vary as previously demonstrated. No matter what the solution, all areas are adequately overlooked by the siting of surrounding dwellings.
- Public and private spaces are clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This is achieved through a well-designed and sensitive landscaping scheme and change in material, or through the careful choice of boundary treatment which delineates the public from the private realm particularly to the dwellings fronting the public open space. This ensures the creation of a high quality and attractive environment. The use of higher treatments have been employed where the rear / side garden boundaries abut the highway to ensure privacy for future residents. The use of robust boundary treatments typically 1800mm high fencing to the rear boundaries of dwellings with fencing sub-dividing plots ensures the creation of defensible space and achieves privacy for future residents.
- Rear gardens have generally been plotted against other rear gardens in order to minimise the possibility of unwanted access. Any rear access paths provided have been kept to a minimum and have been provided with gates preventing casual intrusion.
- The use of defensive planting maintains clear visibilities and allows 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 respond to the street with outward facing development. Front doors are clearly visible and located in a logical relationship to the accessible routes that serve them to ensure the creation of an active street scene. Gables have also been appropriately treated with additional windows to ensure surveillance and dual aspect dwellings have been employed at key corners. The plan below demonstrates how this has been achieved at this site by identifying the key frontages to the plots.
- Gates - These have been positioned as close as possible to the front of the building lines
- Cycle sheds are provided to properties to ensure secure storage of cycles.
- The communal waste bins to the apartments are stored securely within 45 metres of a suitable collection point on the highway.

6.1.1 Secured By Design





07 **Design Quality**

7.1 Design Quality

The basis upon which this assessment is made is on the Building for a Healthy Life (BHL). The Building for a Healthy Life (BHL) document updates England’s most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of this updated BHL.

Taking each of the key considerations in turn, this document assesses the design proposals and assigns either a green, amber or red award. The key sections for consideration are identified opposite and below: -

Red = Stop and rethink

Amber = Try and turn to green

Green = Go ahead



As the initial assessment advises opposite, in our opinion the scheme is currently achieving green lights to 5 criteria. The relevant sections within this Design and Access Statement backs up 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.

14	INTEGRATED NEIGHBOURHOODS
Natural connections	
Walking, cycling and public transport	
Facilities and services	
Homes for everyone	

38	DISTINCTIVE PLACES
Making the most of what’s there	
A memorable character	
Well defined streets and spaces	
Easy to find your way around	

62	STREETS FOR ALL
Healthy streets	
Cycle and car parking	
Green and blue infrastructure	
Back of pavement, front of home	

1	NATURAL CONNECTIONS Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.
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Vehicular access to the proposed development will be provided by way of a new priority controlled simple T junction with Woolley Colliery Road, at the western site boundary

There are two existing PRoWs which pass through the site. The first PRoW (Footpath No. 17) traverses directly through the proposed development site along a north to south alignment. At the northern site boundary, Footpath No. 17 passes under the A6195 Dearne Valley Parkway via an underpass.

This provides an alternative pedestrian access route to Wombwell to the north of the site and Cortonwood Retail Park to the east, via other connecting PRoWs. Both existing PRoWs through the site are to be retained along their current alignment.

Parking and turning spaces within the site are proposed to allow all vehicles to enter and leave the site in a forward gear. Pedestrian routes through the site will follow natural desire lines and will allow pedestrians to connect with the existing footway network, providing access to local schools, services and amenities, as well as retail and leisure opportunities.

The pedestrian and vehicular connections ensures this development is not isolated and allows the safe movement both within, through and around the site. The links identified are direct and overlooked The design of the streets allows a pleasant low traffic environment around people’s homes whilst still allowing pedestrian movement.

2	WALKING, CYCLING AND PUBLIC TRANSPORT Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions
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There are numerous opportunities for sustainable travel to and from the proposed development site, which is compliant with the objectives of local and national transport planning policy.

It is considered that the site is well located to promote trips on foot to local amenities. The provision of the cycle link under the A6195 Dearne valley Parkway to the north-west of the site and NCN Route 67 to the south-east will also help to encourage cycling journeys.

Regular bus services are provided from bus stops within a short walking distance of the centre of the site, providing services to key leisure, employment and transport hubs, such as Barnsley Interchange and Cortonwood Retail Park. Wombwell Railway Station is located within an approximate 4 minute cycle ride or 850 metre walk from the site, which offers a range of local rail services, and an opportunity to connect to national services.

The evidence provided in the Transport Assessment completed at the outline stage demonstrates that the site is accessible using sustainable modes of transport, including walking, cycling and the use of public transport.

7.1.1 Design Quality

3	FACILITIES AND SERVICES Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.
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This site is well positioned in terms of benefiting from good public transport links and services including local shops, schools, employment opportunities and health/leisure facilities.

There are a number of local amenities which are within the preferred maximum walking distance of 1,200 metres. It also shows that The Ellis CE Primary School is within the desirable walking distance for school journeys of 500 metres.

The nearest Secondary Schools to the site are the Netherwood Academy and the Kirk Balk Academy. The Netherwood Academy is located within around 3.2 kilometres walking distance to the north-east of the site.

The site provides two key areas of open space within easy access to all properties within the development.



4	HOMES FOR EVERYONE A range of homes that meet local community needs.
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The development proposals demonstrates the site can accommodate 173 dwellings.

The development proposes a wide range of accommodation types with detached, semi detached and short terraces.

The development provides the following breakdown in respect of bed numbers:

- 2% 1 bed
- 12% 2 bed
- 46% 3 bed
- 39% 4 and 5 bed

The mix is in line with local need and ensures a wide range of accommodation types both in terms of form and scale. The scheme proposes a mix of 1, 2, 3 and 4 bedroom dwellings which are detached, semi detached and small terraces..

This variety would provide a wide choice and variety for a wide demographic. Generous gardens and spaces have also been created which would allow potential in the future for adaptation alongside residents growing needs.

Affordable homes are provided in line with the approved S106 agreement with 17 homes.

5	MAKING THE MOST OF WHAT’S THERE Understand and respond
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The proposed layout has been designed following sound urban design principles and guidance whilst maximising the sites opportunities and giving due regard to site constraints. It is considered that the scheme proposed creates a place that has its own identity whilst respecting its surroundings and being part of the wider community.

- Existing utilities - These have been retained and relevant easements have been considered as part the design
- Existing landscape features have been retained where possible and RPZ’s / buffer zones have been established through survey work.
- Surrounding noise sources have been considered and the design solution mitigates those sources to ensure a high quality residential environment
- Strategic highway designed through the si which will provide sufficient access to the adjace... allocation for future housing.
- Consideration of the existing public Rights of Way.



6	A MEMORABLE CHARACTER Create places that are memorable.
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The objective was to create a high quality residential environment that respects the wider context of the site.

There is no one particular style or type of development from which to draw inspiration for this scheme. This will therefore seek to create its own identity. The development proposals are inspired by the careful use of materials and proportionality rather than any architectural period. The use of brick with elements of render for this development are reflective of the locality and are taken forward. Simple elevation styles are a reflection of existing styles.

The use of dual aspect dwellings, careful choice of materiality, symmetry and the framing of streets help to create spaces that are legible and memorable.



7.1.2 Design Quality

7

WELL DEFINED STREETS AND SPACES
Create a network of streets and spaces that are well enclosed, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces

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 services and facilities within the wider locality.

Traffic speeds would be greater along the main primary routes and therefore a segregation of pedestrians to the vehicle assists in the safe movement.

The primary routes give way to a series of secondary shared surface streets where vehicles and pedestrians share those spaces. Here speed would be naturally slowed by the design and material of the highway. Private drives are the lowest in the hierarchy of street types within the development and would be used to serve no more than 5 properties.

Irrespective of its type, all streets are designed with active frontages and cohesive building lines as demonstrated within the layout. Dual aspect dwellings are provided to all key corners to ensure interest, activity and surveillance.



8

EASY TO FIND YOUR WAY AROUND Use legible features to help people find their way around a place

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

Buildings are positioned to create focal points, which guide the visitor through the site and create visual stops.

Entrances to the properties are located along the main elevations making it easier for residents and visitors to find their way around.

Clear paths along desire lines lead pedestrians across and around the site with minimal effort, vehicle speeds are being kept to a minimum via the use of highway design, this gives more time for motorists to locate their routes in a clear and safe manner.



9

HEALTHY STREETS Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease.

One of the key feature of this site is the ability to create safe pedestrian routes through and around the site. Those routes are provided through high quality areas of public space and landscape features which exist or are enhanced as part of the development proposals. The design of the highway prioritises the pedestrian and provides key visual links from within the main body of the site to the areas of POS.

Pedestrian footpaths would also be integrated within the street with high quality lighting and surveillance. The streets have short distances between junctions and turns to ensure 20mph design speeds can be achieved.

Parking has been varied within the streets and this variation allows landscape features to be provided in front gardens minimising the impact of the car within the street. This will add to the sensory richness of the development.

The open space is directly linked by the pedestrian routes and these provide spaces for residents to sit, space to chat or play.



10

CYCLE AND CAR PARKING Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene

The orientation and position of dwellings will provide natural surveillance to all routes.

All dwellings have space within the garden to accommodate a dedicated cycle storage shed.

The housing layout is designed with consideration of not only the amount of parking but how and where it is accommodated, ensuring that ad-hoc on-street parking is minimised.

The treatment of parking for the site varies according to the buildings it serves, and always with a view to creating an attractive and safe environment. Individual parking has been designed to be situated close to the dwelling it serves for convenience and surveillance. A range of parking solutions create variety and landscaping is then used to break up parking to help settle parked cars into the street.

The direct and convenient nature of the proposed pedestrian links, their separate nature from the main vehicular streets



Bin and cycle facilities Dwellings overlook key routes

particular to the open spaces will encourage their use to access the many local services available and encourage more sustainable forms of travel.

7.1.3 Design Quality

11

GREEN AND BLUE INFRASTRUCTURE
Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of well-being and offer an interaction with nature.

Proposals will need to consider the NPPF hierarchy of Avoid - Mitigate – Compensate in minimising any loss of biodiversity.

The green infrastructure proposed is multi-functional, delivering biodiversity, amenity, aesthetic and drainage benefits, and also forms continuous corridors for wildlife movement.

Installing roosting, nesting or hibernation features for fauna will be beneficial and garden fences will be permeable so that hedgehogs can have access through the Site. New trees are identified to be planted within the scheme as part of the landscape proposals.

The link between usable open green space and mental well being is well established and the desire to create direct links for recreation and social interaction within the development is a core principle we are trying to create. This scheme achieves this by integrating development with the open space.



12

BACK OF PAVEMENT, FRONT OF HOME
The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes

Appropriate boundary treatments are designed within the scheme which would assist in the creation of a safe and defensible scheme. This establishes a clear definition between the public and private realm which can be tailored to match its setting in terms of type and design. Within the locality, most are open with no treatment though some residents have added low walls, hedges or railings. Here hedges are proposed to key properties and corners to avoid ambiguity between public and private realm.

Providing convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight is essential in any residential development. In order to establish a successful development, the following principles are established in order to accommodate the required bin provision:

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

The dwellings on the site that are detached or semi-detached have access to their garden to allow bins/recycling to be stored safely in rear gardens. Where terraced forms are provided, rear access paths are designed to middle houses with gates preventing casual intrusion to allow bins to be stored away from the streetscene.

These design principles will ensure that waste containers can be left out for collection without unduly blocking the footway or causing an unnecessary obstruction to pedestrians.

Varied property types and parking solutions provide varied set backs within the street which provide the opportunity for garden spaces and opportunities for social interaction. The doors to all dwellings face the street and provide activity and surveillance.

Care is also taken to ensure all areas of the scheme are well defined avoiding confusion or ambiguity in terms of use or ownership.

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

This detailed 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.

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

Development Summary

Number of dwellings:
173 dwellings

Bedroom Range:
1, 2, 3, 4 bedroom properties

Storey Heights:
2, 2.5 and 3 storeys

Property Types:
Detached, Semi Detached, Small terrace blocks

