

**Thurnscoe Bridge Lane
Thurnscoe
Barnsley**



Design and Access Statement

November 2024

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01. [Introduction]

1.0 Introduction

1.1 DOCUMENT INTRODUCTION

This Planning Design and Access Statement supports a Full Planning Application for residential development on Land off , Barnsley.

1.2 PURPOSE

The purpose of this Design and Access Statement is to show by illustration and text, how the development proposals have been formulated, what has influenced the design and layout of the site and how the various development constraints have been dealt with.

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

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 touch upon the following factors.

- **Use** - What the land and buildings will be used for
- **Amount** - How much development can the site accommodate
- **Layout** - How the buildings and public and private spaces can be positioned and the relationship between them and buildings and spaces around the site.
- **Scale** - How big the buildings and spaces could be in terms of appropriate height, width and length.
- **Landscaping** - How open spaces could be treated to enhance and protect the character of the place.
- **Appearance** - What the building and spaces could look like The access element of the statement also includes two aspects of access to the development:

- **Vehicular and transport links** - Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.
- **Inclusive access** - How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

1.3 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 existing site.

- Employ innovations which are a model for environmentally sensitive development
- Create a scheme which is viable, sustainable and maintainable
- Be mindful of the aspirations for the site through the work already undertaken through the Local Plan process and site planning history.

1.4 ASPIRATIONS

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



1.1 Design Policy and Guidance

National Planning Policy Framework

The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Paragraph 8 states the overarching objectives of the planning system is to achieve sustainable development. The objectives are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) An economic objective to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) A social objective –to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
- c) An environmental objective—to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Achieving well-designed places

Paragraph 124 states in respect of achieving well-designed places that:

“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.”

Paragraph 127: Planning policies and decisions should ensure that developments:

- 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;

- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- 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);
- 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;
- 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;
- 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.

Paragraph130:-

Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision maker as a valid reason to object to development.

National Design Guide 2019

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and Development process should achieve. The



1.1 Design Policy and Guidance

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

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

- local authority planning officers, who prepare local planning policy and guidance and assess the quality of planning applications;
- councillors, who make planning decisions;
- applicants and their design teams, who prepare applications for planning permission; and
- people in local communities and their representatives.

The 10 characteristics of well-designed places:

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

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

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

General Design Guidance

A wide range of design guidance documents are available, giving a wide range of information and advice on issues relevant to the development of the site. Whilst a general familiarity with all relevant guidance has been important, a number of key publications have been identified as core documents which have, in turn, informed the development concept and illustrative masterplan and underlying principles. They include:

- The National Design Guide, 2019
- Building for a Healthy Life, 2020
- The Future Homes Standard
- Putting Health into Place
- TCPA Practical Guides
- Urban Design Compendium, Second Edition - English Partnerships and the Housing Corporation, 2007
- Safer Places: The Planning System and Crime Prevention ODPM, 2004
- By Design - Urban design in the planning system: towards better practice - Commission for Architecture and the Built Environment (CABE), 2000
- Manual for Streets - Department for Transport, and Community and Local Government, 2007

Building for a Healthy Life

Building for a Healthy Life (BHL) is the latest edition of - and new name for - Building for Life 12 (BfL 12). BHL updates England’s most widely known and used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within BfL 12 remain at the heart of BHL and have been adopted across the 3 new headings – Integrated Neighbourhoods, Distinctive Places and Streets For All - each comprising 4 considerations which cover the qualities of successful places and how these can be best applied to the individual characteristics of a site and its context.

National Model Design Code

The National Model Design Code provides detailed guidance on the production of design codes, guides and policies to promote successful design. The document sets out clear design parameters to help local authorities and communities decide what good quality design looks like in their area. The National Model Design Code expands on the 10 characteristics of good design set out in the National Design Guide.

02. [Site Context Analysis]

2.1 Red Line Boundary and Site Ownership

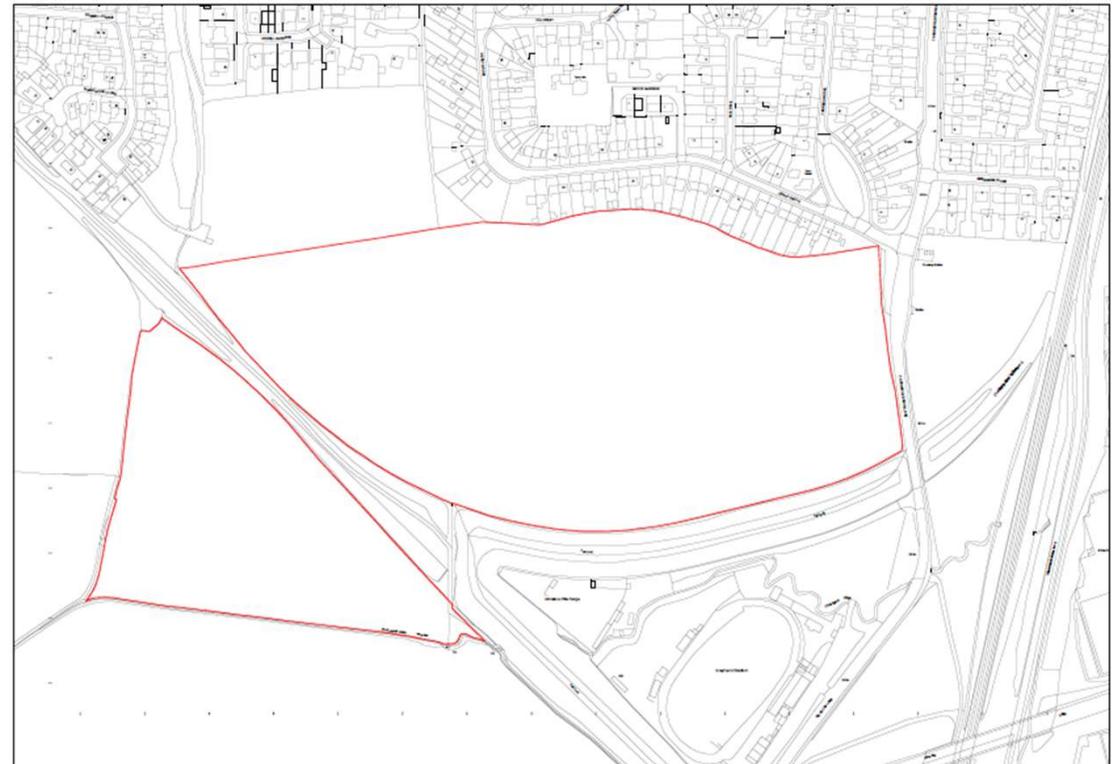
The plan opposite identifies the land under the applicant's ownership and forms part of this planning application.

The site is located off Thurnscoe Bridge Lane, in Thurnscoe, Barnsley South Yorkshire, and covers an area of approximately 13.7 hectares being approximately 8.6m east of Barnsley town centre and forming part of the (HS52) allocation within the Barnsley Metropolitan Borough Council Local Plan

The site is greenfield in nature having been used for agricultural use. The allocation parcel slopes from north to south as well as down towards the western boundary. The site is bounded by existing residential dwellings to the north and bounded by established trees on the West, South and eastern boundaries. A former railway embankment is present on the southern side of the main land parcel along the adjacent Thurnscoe Rifle Club, Wallis Metals and Highgate Stadium.

The southwestern triangular portion of the site (~3.7 ha) is proposed to be utilised in part for biodiversity mitigation being relatively flat in nature and bounded by Thurnscoe Dike to the south.

Access to the site is provided from the existing adopted highway running adjacent the eastern boundary; Thurnscoe Bridge Lane. A public right of way crosses the site North to South leading from the existing POS on Derry Grove linking through to the existing public bridleway on the Southern boundary.



Site Location

2.2 The Site

An analysis of the existing built form can provide inspiration for new development and design references for urban form, landscape treatment and architecture. Analysis of these aspects helps in the creation of a locally distinctive new place, which integrates with and benefits the character and identity of the wider community.

To identify the essence of local distinctiveness and provide potential references for the development, the following areas were analysed:

- Immediate context of the site
- Wider context and various developments within the locality

This would enable any proposed scheme to respond to the layout characteristics of the surrounding built form in terms of achieving an appropriate density and architectural style.

In the first instance however, the images below provide views of the development site.



2.3 Context Analysis – Immediate & Wider Context

The local area to the north and west of the site comprises of predominantly well-established residential development that has differing approaches to style, appearance, scale and space around dwellings

Although there is no specific or dominant single architectural style within the local area, generally the key characteristics to residential properties are:

- 2 and 3 storey dwellings with limited areas of single storey residential development .
- Medium / lower density areas comprising of detached or semi-detached housing.
- There is a small amount of terraced housing within the area.
- Within the locality there is a small proportion of bungalows (Hampole Drive) which are set back from the road with gardens and / or driveways.
- Detached and semi-detached properties are set back from the main road with front gardens and / or driveways.
- Varied in approach to elevation style however traditional materials such as brick, render with flat or profiled tiled roofing are generally used.

ROOFSCAPE

The most widely used roof form in the town is a simple pitched roof covered in concrete pantiles. These tiles vary slightly in scale and form reflecting the variety of sources used to build up the characteristic roofscape of the settlement. Immediately surrounding the site, the roof materials are varied with hip roofscapes and some protruding gable details to offer variety to the street scenes.

FRONT BOUNDARIES

The boundary treatments of hedges, walls and fences create a range of different characters to individual streets throughout the area. Properties are set back from the street scene at various depths.

PARKING

Parking is usually on plot, serviced from the road with some detached garages private driveways and on street parking (Derry Grove).



Immediate context analysis photographs.

2.4 Sustainability and Integration

It is important that when considering the design solution that an understanding of how the existing area functions in terms of place is carried out. This enables the proposed connection points and linkages to be identified, both within and from the site, so that important desire lines are achieved. This process ensures that the new development enhances the existing movement framework of an area rather than disrupting or severing it.

The site is located to the west of Thurnscoe Bridge Lane, approximately 1.1km south of Thurnscoe and 1.5km north of Goldthorpe. The site is bound by residential development to the north, Thurnscoe Bridge Lane to the east, a scrap metal facility to the south and agricultural land to the east. The site location is shown on the aerial extract opposite.

The site will be designed to encourage and facilitate trips by active travel modes, particularly to/from facilities in the local village centre. The Transport Assessment provides an overview of nearby facilities, which will help to facilitate trips on foot/by bike, rather than prospective residents relying on the private car.

The site access has been designed to incorporate a pedestrian crossing, made up of dropped kerbs, tactile paving and a pedestrian refuge island in order to facilitate access to the bus stop located to the east of Thurnscoe Bridge Lane.

The existing public right of way which runs through the site, north-south, will be maintained as part of the proposals, provided through the proposed green corridor, as can be seen on the indicative site layout attached previously within this document.

The site is in a sustainable location well related to existing services and facilities and is an appropriate location for a new housing development.

The nearest bus stops are located opposite the site access along Thurnscoe Bridge Lane, where you can catch services too Barnsley and Doncaster every hour.

The surrounding area has a range of facilities and services which could be accessed by future residents of the site. These are shown on the adjacent plan.



Site Location and Local Area.

3.0 [Design Evolution]

3.1 Opportunities and Constraints

Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation.

The key considerations are as follows:-

Vehicular Access – The site access arrangement provides a right turn ghost island priority T-junction from Thurnscoe Bridge Lane. The access has been designed in line with DMRB and has been positioned to minimise the impact on the bus stop and layby to the east of Thurnscoe Bridge Lane.

The access is to be 6m wide with 2m wide footways to both sides of the carriageway. There will be 6m kerb radii on entry and the right turn ghost island will have a width of 3.3m with running lanes of between 3.5m and 3.7m. In order to provide for pedestrians accessing the bus stop to the east of Thurnscoe Bridge Lane, a pedestrian crossing with central refuge, tactile paving and dropped kerbs will be provided to the south of the access. To the north, a footway will be provided connecting with existing footways adjacent Derry Close.

The existing public right of way which runs through the site, north-south, will be maintained as part of the proposals, provided through the proposed green corridor, as can be seen on the indicative site layout.

Topography – The northern field generally slopes to the south at a gradient of around 1 in 10 to 1 in 14, with the western quarter sloping to west at a gradient of around 1 in 6.

Thurnscoe Dike runs along the southern boundary of the southern field. A second drainage ditch is present on the western site boundary. Existing Yorkshire Water sewers are present on site running parallel to the western boundary running in a north – south orientation, no diversion anticipated. Yorkshire Water mains are also known to cross the site and recorded as cast iron 6” and 9” diverted as part of the development.

Public Open Space – POS areas will be provided across the site frontage, central, western and southern areas within the site as denoted on the indicative site layout.

Enhancing biodiversity by the retention of existing trees and hedgerows and the enhancement and provision of new landscape features within the site.



Constraints and Opportunities Layout showing initial offsite attenuation to South.

3.2 Design Development

Avant Homes submitted a pre application enquiry to Barnsley Metropolitan Borough Council in April 2024 and have also undertaken community consultation.

Avant Homes submitted the pre application based on the site layout shown adjacent. There were various discussions with the council, their main concerns being;

1. Produce a masterplan covering the entire site
2. Trees and hedgerows around the site, particularly on the southern boundary should be retained and this needs to be demonstrated within supporting tree surveys and assessments.
3. Needs to demonstrate 40dph.
4. 15% open space is required with equipped areas of play and formal recreation provision.
5. Intended use of the wider area is not clear – cannot be used for POS but could be used for BNG. Attenuation basin in the green belt.
6. Need to provide crossing points that can accommodate cyclists given that there is a shared footway/cycleway on the opposite side of the carriageway to the site. Pedestrian refuge islands should be a minimum width of 3m with the appropriate lining offset thereafter. 3m wide footway provision – cycle links.
7. Separation distances of at least 21m. First floor level windows should be at least 10m from shared boundaries. Overdominance of front of dwelling parking – of the 340 dwellings only 57 have side of dwelling parking – vast majority are in front of the dwellings. The pre-app layout shows 23 stretches of overdominance of front of dwelling parking. Look at the appendix.
8. 1 space for 2 bedroom dwellings – the proposal shows two spaces. Visitor spaces – should be 1 space per 4 dwellings – there are only 6 shown at the moment which is not enough.
9. Would prefer the POS to be in the centre of the development.
10. Rear garden sizes – 2 bedroom dwellings need to be a minimum of 50sqm and 3 bedroom and above a minimum of 60sqm.
11. 26% should be M4(2) and 6% M4(3)

We have taken the comments above on board when designing the submitted scheme. All separation distances meet the requirements of the SPD and the South Yorkshire Residential Design Guide, along with the garden sizes.

SUDs Attenuation has been relocated within the main allocation parcel and the POS has been repositioned more central to the development.

Parking has been provided in varying ways, such as upfront parking, side parking and within garages.

Visitor parking has been provided around the full site.



Figure 1: Pre-Application Sketch Layout Proposal showing offsite attenuation to South

4.0 [Design Proposal]

4.1 Land Use

The Proposal is for residential development of 296 N° new build dwellings and associated infrastructure. The scheme is supported by an evidence base of documents that have been prepared to support the development of the site.

These documents cover highway matters, ecology issues, landscape, flood risk, drainage and heritage assets. The main technical matters are summarised in this section.

The pattern of land use is derived from the evaluated constraints and opportunities and the development concepts and principles.

For a development to be truly permeable and legible it is important that all the spaces within the development are clearly defined as public (green) or private (yellow). Ambiguous spaces which could be either can cause confusing spaces within developments.

The diagram below illustrates the parcels of land that are to be publicly or privately managed. It also demonstrates the areas to be allocated as public open space.

There is added value for the residential dwellings to face public open space where possible. This creates an attractive outlook and a focal point for way-finding.



4.2 Amount of Development

The proposed development offers a wide range of house types which will help meet the housing needs in the area and most importantly broaden the market base to enhance the diversity, affordability and scope of the housing offered within Thurnscoe.

The accompanying layout demonstrates how the site could comfortably allow 296 N° new build dwellings as part of this development.

This quantum has been based upon the creation of an informed scheme which considers all specialist technical requirements including ecology, highways and visual impact whilst also being compliant with Local Planning Policy.

The land under the applicant's ownership which is proposed to be developed equals 24.51 Acres (9.99 hectares) However the nett area is 15.97 Acres (6.46 hectares).

Based on the nett area, the scheme achieves a density of 19 dwellings per acre / 46 dwellings per hectare. Given the sites location and the application mix proposed it is considered that the density achieved is appropriate for this site.

The proposed scheme takes into careful consideration the comments received from the community and Local Authority through pre-application discussions. It also considers local and national planning policy, alongside the existing pre-determined site constraints.

All proposed dwellings are two-storey in height which reflects the general character of the local area. Some dwellings having a room in the roof with no changes in the roof design.

10% of housing will be provided as affordable housing, in line with the Local Authority's Policy with a mix of one, two, three and four bedroom properties.

All houses meet the National Described Space Standards and South Yorkshire Residential Design Guidance.

House Type	Proposed Application No.	Proposed Application Mix
1 Bedroom	28	10%
2 Bedroom	109	36%
3 Bedroom	130	44%
4 Bedroom	29	10%

4.2 Amount of Development



Proposed plan showing the amount of development and dwelling type

4.3 Proposed Layout

The proposed development has been designed in connection with the site's opportunities and constraints and is in line with local and national policies.

The nature of the scale of the development and its distinctive arrangement of dwellings ensures a legible, safe and convenient environment for residents and visitors.

The design provides a cohesive development whilst the streets have individual and differing characters of their own. Continuous building lines have been introduced as they provide definition to, and enclose off, the public realm.

Feature buildings provide focal points, and vista stops at key junctions within the development. All dwellings face onto the street with articulation of corners achieved by the use of distinctive materials and dual aspect units, ensuring all elevations make a positive contribution to the public realm and junctions.

The spaces between the front of the dwelling and footway have been designed to effectively mark the transition from the public to the private realm. The clear use of boundary treatments creates a legible layout with public frontages and private rear gardens, which safeguards the amenities of the proposed and existing residents.

The layout has been designed to accord with the Council's separation distances and garden sizes in order to create a quality environment for existing and future occupiers.

Parking is in curtilage for the majority of dwellings and follows the principles of manual for streets. Parking provision meets the requirements in terms of quantum and size.



SUMMARY OF DEVELOPMENT

Number of Dwellings: 296 dwellings

Dwelling Type: Detached, Semi Detached, Terraced, & Bungalows

Bedroom Range: 1, 2, 3 & 4 bedroom

4.4 Scale of Development

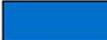
Scale is the height, width and length of each building proposed within a development in relation to its surroundings. This relates both to the overall size and massing of individual buildings and spaces in relation to their surroundings, and to the scale of their parts. It affects how a space can be used and how it is experienced. The relationships between the different dimensions of a building or component are known as its proportions.

The existing residential development adjacent to the site comprises single, 2-storey and 3-storey dwellings with a variety of detached, semi-detached and terraced houses.

The height and massing of the proposed development varies across the site, with two storey units making up most of the residential development, with differing ridge heights to provide variation within the street scene. Two storey rooms in the roof properties have been used across the site to add interest.

The adjacent plan identifies the variation across the scheme.

STOREY HEIGHTS KEY:

	Single Storey Dwellings
	2 Storey Dwellings
	2.5 Storey Dwellings
	Garages & Electric Substation



Proposed Storey Heights.

4.5 Landscape

LANDSCAPE DESIGN STRATEGY

Careful consideration has been given to the landscape design, providing landscaped streets and planting which defines private and public spaces. The chosen species will be native to this part of the country and will blend into the local landscape.

LANDSCAPE AND THE PUBLIC REALM

The landscape proposals seek to retain and enhance the existing landscape resources where possible, whilst creating an attractive and high-quality landscape that offers diverse wildlife habitats and recreational opportunities.

The scheme has been designed to respect the existing landscape, topography and ecology of the site.

PLOT FRONTAGES

Plot boundaries are reinforced with evergreen and deciduous hedge planting to the front of plots, between plots, along exposed side gables and screen walls to clearly de-fine private space, whilst adding value; softening the street scene, creating visual and sensory interest, and improving the air quality and microclimate. A combination of low maintenance shrub planting and mown lawns to units which have front gardens creates a high-quality landscape with seasonal interest.

A detailed landscape masterplan is included as part of the application submission package.



Proposed Landscape Masterplan Design.

4.6 Appearance

Appearance is the aspects of a building or space within the development which determine the visual impression the building or space makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture. In the case of a space, its landscape also influences its appearance.

An assessment of the local vernacular has been undertaken and is documented earlier within this Design and Access Statement.

The vernacular is generally mixed; materials range from red and buff brick to white render with detailing under red or grey roofs. The proposed external appearance will be treated to match both the local well-proportioned and the materials utilised within the surrounding development and the use of good quality brickwork to the elevations.

Roof finishes are proposed to reflect the local vernacular. The use of high quality coloured concrete tiles throughout the development will help to form a visual link between the differing house types and visually tie the scheme to the existing development. Rainwater goods and brick eave details shall be in keeping with the surroundings.

A further assessment of the immediate and wider locality has been undertaken and is identified within Section 3 of this statement.

The design ethos for this site was to use complementary elevations that relate well to each other within the site and provide simple and well proportioned elevations.

The development proposals are inspired by the use of materials and proportionality rather than any architectural period. We believe that it would be inappropriate to simply copy previous architectural styles or “adapt” or “incorporate” these details.

The proposals are for modern family homes, designed to reflect the needs and aspirations of modern families and their lifestyles. As such the architectural style and detailing used reflect these needs and aspirations.

Features to the properties which are found within the wider locality include heads and cills, brick details to the eaves, which we are proposing on this site. Cuts into the roof provides variation and interest, canopies provided to the front doors and single bays provide articulation.



Typical CGI Street-Scene



Typical CGI Street-Scene

4.6 Appearance



STREET SCENE A-A 1:200 - View Along Site Access

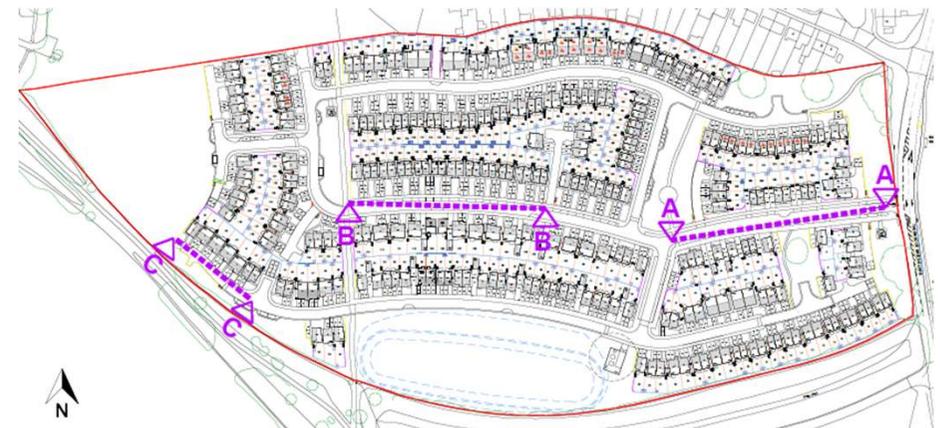


STREET SCENE B-B 1:200 - View Along Central Primary Avenue



STREET SCENE C-C 1:200 - View Fronting South Western Bridleway / Open Space

Street Scene Key



4.6 Appearance

MATERIALS

There is not at this stage a detailed materials palette available, but this is expected to include a range of brick and tile materials that are reflective of the location and that can provide an appropriate colour palette for this edge of the urban area location.

The materials used for this development will be a matter to be dealt with through the course of the application. However, it is acknowledged that there is a need to be consistent with the area and pay homage to the existing and approved dwellings located within the proximity of the site. As such, a complementary mixture of brick finishes has been proposed to all dwellings. These finishes are included in the drawing key and materials plan.

- Red facing Brick
- Multi Brick
- Buff Brick
- Render – Off-white

These finishes have been appropriately varied across the site to create a diverse, contrasting identity between dwellings which helps to create individual sense of place and ensure intrigue and interest across whole street scenes.

The materials have been set against a carefully selected palette of roofing materials which again draw from the existing area material palette.

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

Porches and Entrance Canopies will employ similar finishes to all Roofs and provide articulation to the elevations.



Example material palette

4.7 Access

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

- **Policy** – justification of the relevant national, regional and local planning policies.
- **Site Circumstances** – how any specific issues, which might affect access to the development, have been addressed.
- **Vehicular and transport links** - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.
- **Inclusive access** - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

POLICY

At a national level, National Planning Policy Framework (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

Vehicular and pedestrian access for all vehicles to the site will be taken directly from Thurnscoe Bridge Lane via a new site access and internal road network which will be constructed to local highway adoption standards.

Junction capacity assessments have been undertaken at key junctions across the village of Thurnscoe to consider the impact that the development will have on the surrounding roads. The key junctions have been modelled using industry standard software (JUNCTIONS 9) to assess their operational capacity with and without the predicted traffic associated with the proposed development. This has been assessed across a five year period (2024) to assess a robust future year scenario. The findings from the modelling demonstrate that all the junctions currently work within capacity and the proposed residential development will have a negligible impact on the surrounding highway network.

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, accessibility,, accessible toilets etc, are adhered to.

Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice guidance on accessibility, it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.

The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents.

Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

APPROACH TO BUILDING

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

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

ENTRANCES

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc.

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

BIN STORAGE AND COLLECTION

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

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

The dwellings on the site all have access to their garden to allow bins / recycling to be stored safely in rear gardens.

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

REFERENCES:

Approved Document M, Access and Facilities for Disabled People

BS 8300 Design of Buildings and their Approaches to Meet the Needs of Disabled

4.7 Access - Movement Network

A well-designed movement network defines a clear pattern of streets that:

- *Is safe and accessible for all;*
- *Functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;*
- *Limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;*
- *Promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and*
- *Incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.*

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

The design solution creates a hierarchy of movement which transitions from the primary access road with a series of secondary streets and private drives off this main route.

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

PRIMARY ROUTE

This route provides footpath/cycle to both sides and provides a main access into and through the site from Thurnscoe Bridge Lane. Traffic speeds would be potentially greater along this route, therefore a segregation of pedestrians to the vehicle assists in the safe movement of pedestrians.

SECONDARY STREETS

These streets are of a typical 5.5m wide carriageway with some being of a shared surface nature. These streets are shorter in length and as such, encourage lower traffic speeds. The desire for pedestrians and vehicles to share spaces also encourage slower speeds.

PRIVATE DRIVES

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



Proposed access routes around the site.

4.8 Car Parking Strategy

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.

The development proposals achieve a minimum of 2 spaces with the larger 4 bedroom dwellings achieving a greater level. The parking provision is achieved through the following:

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.

WITHIN BUILDING PARKING SOLUTIONS

Garages provide a secure off street parking solution and can be integral, detached or situated to the side as shown. Direct access can be provided from the garage to the property if integral or can be attached to neighbours' garages also. Garage doors have been well designed and do not dominate the building façade.

CYCLE PARKING

The Travel Plan advised that the scheme would encourage cycling as an alternative mode of travel by implementing a number of initiatives, including the provision of cycle storage for residents in accordance with local authority guidelines.



Variety of Typical Off-Road parking arrangements.

5.0 [Designing out Crime]

5.1 Designing out Crime

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

Validation requirements for planning and other applications submitted under the Town and Country Acts, states that, in respect of Design and Access Statements, crime prevention is an aspect to consider in relevant circumstances 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.

The NPPF states that developments “should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.”

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 below and opposite.

- The single vehicular access point proposed is considered acceptable as it keeps permeability at an appropriate level. This will make it more difficult for offenders to enter the area and move around without being conspicuous and not challenged.
- Proposed footpath links within the site have been clearly and logically positioned to ensure surveillance and promote the use of these links. This provides users of the footpath with a feeling of security and deters criminal and anti-social behaviour.
- Parking solutions vary, as previously demonstrated, in terms of driveways and garages within the scheme. No matter what the solution, the majority are located within the curtilage of the dwelling or in a highly surveyed position close to the properties they serve. This ensures secure spaces are created with high levels of natural surveillance and no casual access.
- Public and private spaces are clearly defined in order to minimise the possibility of crime/antisocial behaviour going unchallenged. This is achieved through a well-designed and sensitive landscaping scheme and 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 i.e. 1800mm high fencing to the rear boundaries of dwellings with fencing or hedge planting subdividing plots ensures the creation of defensible space and achieves privacy for future residents. To streets facing open space, hedges are utilised which allows clear definition between the public and private realm but also allows a degree of natural surveillance to the front of the development.

- Rear gardens are generally 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 are provided with gates at the street scene in order to prevent casual intrusion.
- The use of defensive planting within the scheme will help to minimise the impact of the development, maintain clear visibilities and allow natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.
- The proposed fenestration of the dwellings have been designed to respond to the street with outward facing development. Front doors are designed to be clearly visible and located in a logical relationship to the accessible routes that serve them to ensure the creation of an active street scene. Gables are also appropriately treated with windows to ensure surveillance and true dual aspect dwellings achieved to key corners. The plan overleaf further demonstrates how these considerations have been achieved at this site. These features strengthen community resilience to crime and disorder
- Public open space is provided with good levels of natural surveillance from nearby dwellings, to offer a sense of guardianship and deter criminal and anti-social behaviour. Details of how the Public Open Space areas are to be maintained and who is responsible for this is shown on the accompanying landscape proposals.
- The scheme has been carefully designed to avoid the creation of ambiguous spaces. All spaces created offer public or private use or value and are designed to support biodiversity through additional planting.
- New planting is proposed to separate main footways from private footpaths, parking bays and to provide dwelling frontages. This planting is substantial enough to deter casual intrusion onto private frontages.
- The development has been designed so that gable ends do not abut public space. They are enclosed within the boundary of the properties private space.

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

5.2 Active Frontages



Proposed plan showing the active frontages of the designed scheme to help design out crime.

6.0 [Building for a Healthy Life]

6.0 Building for a Healthy Life

Building for a Healthy Life is a Design Code to help people improve the design of new and growing neighbourhoods. Taking each of the key considerations in turn, this assesses the design proposals and assigns either a green, amber or red award.

Red – Stop and rethink Amber – Try and turn to green Green – Go ahead

Question	Score	Summary
Integrated Neighbourhoods		
<p>1. Natural Connections Create places that are well integrated into the site and their wider and natural built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.</p>		<p>The proposed development can demonstrate a suitable safe access to the site taken from Thurnscoe Bridge Lane..</p> <p>Connected street patterns are provided which work best by including straight streets, with material changes and cul-de-sacs to ensure rat runs aren't created. Pedestrian and vehicle links ensure the site is not isolated and allows safe movement both within, through and around the site, with the links being well over looked.</p>
<p>2. Walking, Cycling and Public transport Short trips of up to three miles can easily be made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.</p>		<p>The site is well connected to the surrounding urban area of Thurnscoe and benefits from easy access to public transport and strategic highway links within close proximity of the site. The scheme allows direct pedestrian links to these key connections and would encourage future residents of the site to choose sustainable forms of travel. Routes throughout the scheme are well overlooked by the proposed new dwellings with corner plots having dual aspect buildings wherever required.</p> <p>A new link to the existing public right of way to the north - south will be provided.</p>
<p>3. Facilities and Services Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.</p>		<p>As established under section 2, this site is well positioned in terms of benefitting from good public transport links and services.</p> <p>The proposed development is within the 2km catchment being the preferred maximum walking distance for Schools, sports pitches, a post office, super markets, pub/restaurant and fast food outlets, all located within Thurnscoe. The site is also located within the 2km walking catchment which encompasses a large suburban area of Barnsley, including parts of Thurnscoe, Goldthorpe and Bolton-upon- Dearne.</p> <p>As part of the proposals, numerous areas of public open space is to be provided on site for use by new residents and the wider community. This landscaped areas are well overlooked by the siting and orientation of the dwellings and each have been designed to have a clear function both in terms of amenity type and biodiversity value.</p>
<p>4. Homes for everyone A range of homes that meet local community needs.</p>		<p>The scheme submitted identifies the provision of a wide range of property types ranging from 1, 2, 3 and 4 bedroom properties, providing a total of 296 number new houses, with a mix of housing types and tenures to suit the needs of the local community, including first time buyers, family homes and those down sizing.</p> <p>10% of the housing will be affordable units in line with the Local Planning Policy requirements. The proposed design offers all occupiers access to private outdoor space, an important factor for people's mental and physical health and wellbeing.</p> <p>All of the proposed homes will meet the NDSS minimum internal space standards. With some M4/2 and M4/3 availability.</p>

6.0 Building for a Healthy Life

Distinctive Places		
<p>5. Making the most of what's there Understand and respond to the site and wider context. Does the scheme take advantage of existing topography, landscape features, wildlife habitats, existing buildings, site orientation and micro-climates?</p>		<p>The proposed layout has been designed following sound urban design principles and guidance whilst maximising the sites opportunities and giving due regard to the sites constraints. The key features to be considered as part of the scheme includes the existing landscape tree features, existing public rights of way, ecological enhancement, land uses surrounding the site and the desire to strengthen the sustainable connections.</p> <p>The proposed layout offers the opportunity to create differing character areas informed by existing and proposed landscaping, density of built form and space between dwellings. Sensitive transitions have been considered towards the design between existing and new development so that building heights, typologies and tenures sit comfortably next to each other.</p> <p>The aim is to protect and enhance the existing habitats where possible, failure to achieve this new habitats will be in accordance with arboricultural advice.</p> <p>Existing topography creates opportunities for a dry detention basin to the southern parcel of the site.</p>
<p>6. A memorable character Create places that are memorable. Does the scheme create a place with a locally inspired or otherwise distinctive character?</p>		<p>The design ethos for the overall site was to use complementary elevations that relate well to each other within the site. The development proposals are inspired using materials and proportionality rather than any architectural period. It was considered inappropriate to simply copy previous architectural styles or “adapt” or “incorporate” these details. The proposals provide for modern family homes, designed to reflect the needs and aspirations of modern families and their lifestyles. As such the architectural style and detailing used reflect these needs and aspirations.</p> <p>Tree lined streets have been encouraged through the design and a range of street types utilised to create differing character areas, along with the use of shared private drives.</p> <p>The design solution section demonstrates where greater prominence can be achieved and where careful consideration has been given to character areas to create a legible and memorable environment.</p>
<p>7. Well defined streets and spaces Create a network of streets and spaces that are well enclosed by buildings and or structural landscaping taking care to ensure that front doors and the principal façades of buildings face streets and public spaces.</p>		<p>As the site layout demonstrates, a permeable and legible network of streets and pedestrian links can be achieved on this site.</p> <p>A clear hierarchy of streets have been established within the scheme with primary conventional routes, shared surfaces and private drives. All streets are adequately framed through the siting of dwellings and dual aspect dwellings assist in creating visual interest and additional surveillance to the street particularly at key corners. The setbacks to the street vary within the development.</p>
<p>8. Easy to find your way around Use legible features to help people find their way around a place.</p>		<p>The design solution creates a hierarchy of movement which transitions from the primary access road with a series of secondary streets and private drives. This approach in different spatial characteristics, building to street relationship and landscape strategies, promotes ease through the site.</p> <p>Clear paths along desire lines lead pedestrians across and around the site with minimal effort, vehicle speeds are 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.</p> <p>Buildings are positioned to create focal points which guide you through the site and create vista stops.</p> <p>Landscaping and boundary treatments are used to define public and privates spaces to avoid confusion, with the dwellings curtilage relating well to the property.</p>

6.0 Building for a Healthy Life

Streets for All		
<p>9. Healthy Streets Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced along and across streets with ease. Activity in the street is an essential part of a successful public realm.</p>		<p>The scheme proposes a clear hierarchy of streets which are easy for the user to move around. Street trees along the perimeter highway loop, frame views and reduce forward visibility and traffic speeds. Secondary routes are short lengths of shared surface which will keep traffic speeds low. Similarly, parked visitor vehicles provide passive traffic calming for the development. Footpaths are direct, well connected and overlooked, making these safe for users.</p> <p>The street network allows for pedestrians to move safely, with traffic calming and surface material changes to keep vehicle speeds as low as possible.</p> <p>The layout also provides good access for refuse and emergency vehicles.</p>
<p>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. Well designed streets will also provide sufficient and well integrated car parking.</p>		<p>The layout has been 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.</p> <p>Car parking has been provided to all dwellings and will be accommodated in a mixture of side drives and frontage parking. Landscaping bays will be provided in the latter parking arrangement to ensure the street is not dominated by hard standing. All parking is designed to be situated close to the dwelling it serves for convenience and surveillance.</p> <p>Where garages are not provided, rear garden sheds will afford secure cycle parking.</p> <p>Visitor parking will be on street and unallocated.</p>
<p>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. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.</p>		<p>A variety of green spaces will be created. There will be formal areas with ornamental garden species to provide settings for terraced homes, as well as informal and natural spaces with native species to enhance biodiversity.</p> <p>There will be a range of sustainable drainage solutions including a dry detention basin.</p>
<p>12. Back of pavement; front of home Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.</p>		<p>Appropriate boundary treatments have been 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 is tailored to match its setting in terms of type and design.</p> <p>Where rear gardens abut the public highway, 1800mm high brick walls and piers are provided. In other locations within the perimeter block, 1800mm high timber fences are provided to rear boundaries.</p> <p>In order to create distinctive green character areas within the development, a variety of landscape treatments will delineate front boundaries, from hedges to perennial shrubs. Varied property types and parking solutions provide varied set backs within the street which provide the opportunity for garden spaces. Doors to all dwellings face the street and provide activity and surveillance.</p> <p>Hardstanding is provided within rear gardens for bin storage with rear access being provided to all properties, including terraced units.</p>

7.0 [Summary]

8.0 Summary



Proposed Site Layout.

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

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

The careful consideration of the structure, massing, streetscape, landscaping and materials ensures that the development is in context with the adjacent area, creating an attractive, distinctive and aspirational scheme.

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

Summary of development

Number of Dwellings: 296 dwellings

Dwelling Type: Detached, Semi Detached, Terraced

Bedroom Range: 1, 2, 3 and 4 bedroom and Bungalows