**From:** King , Nicholas (SENIOR URBAN DESIGN OFFICER) <[NickKing@barnsley.gov.uk](mailto:NickKing@barnsley.gov.uk)>   
**Sent:** Friday, July 26, 2024 1:38 PM  
**To:** Bennett , Laura (SPATIAL PLANNING PROJECT MANAGER) <[LauraBennett@barnsley.gov.uk](mailto:LauraBennett@barnsley.gov.uk)>  
**Subject:** 2024/0122 Land north of Hemingfield Road, Hemingfield

Hello Laura,

Here are the urban design comments for planning application 2024/0122, Land north of Hemingfield Road, Hemingfield. Apologies for the delay in sending.

Principle sources of guidance:

* SPD Design of Housing Development (2023)
* SPD Parking (2019)
* SPD Open Space Provision on New Housing Development (2019)
* SPD Affordable Housing (2022)
* South Yorkshire Residential Design Guide (2011)
* National Design Guide (2021)
* Building for A Healthy Life (2020)

The planning application seeks outline planning permission for the demolition of existing structures, and the erection of residential dwellings with associated infrastructure and open space. All matters are reserved apart from access into the site.

I don’t have any objections to this application but I do have some observations for any future reserved matters application.

I note the extensive supporting design and access statement, which clearly sets out the opportunities and constraints of the site and explains the design principles behind the proposals. I also note that a Building for a Healthy Life Assessment has been included at this early stage of the development proposals. Both of which are much appreciated.

I note that the design and access statement states (on page 9): ‘*it is difficult to define a style of home that can be described as a Hemingfield home. The diagrams highlight some common themes that influence the illustrative proposal. These cues include a close grain, consistent building line and traditional appearance.’*  In terms of terms of local character and placemaking where there is a variety provided I think that the design and layout of proposals should take inspiration from the best local examples. For example, in terms of front boundary treatment there is a strong local character of having low rise front walls (helping to give a clear definition of public and private realms and helping to reduce the visual impact of on-plot car parking) so I would expect any proposal to have front boundary treatments of walls or hedges for the residential plots.

I note that the design and access statement states on page 29 ‘*the variety of housing could include apartments, terraces, semi-detached and detached properties*.’ I would query whether this site is suitable for apartments if this means development of three storeys or above.

I note that no individual plots are shown at this stage. Internal spacing and external standards are given in the SPD ‘Design of Housing Development’. Rear garden access for wheelie bin storage is required, so where terraces of three or more dwellings occur this needs to be via a ginnel (the preferred solution) or else via the back of neighbouring rear gardens.

Regarding parking we wish to avoid an overdominance of front of dwelling parking. Further guidance is provided in the SPD ‘Design of Housing Development’ in section 12. I would suggest that the applicants have an early stage consultation with Highways Development Control about visitor parking. The SPD ‘Parking’ states the recommended standard (on page 6) for dwellinghouses of ‘*1 visitor space per 4 dwellings subject to layout. Flexibility for visitor parking will be considered on a site by site basis.’*  From past experience trying to retrofit visitor spaces at a late design stage can cause difficulties and take away from the positive design intentions of the layout.

I strongly support the proposal to *‘create a landscape led public realm,’* as stated in the design and access statement (on page 18). I note the splitting up of open space across the site, with a ‘gateway’ open space located by Hemingfield Road, and another large space by the drainage basin at the north eastern corner of the site. I note that a strong banding of soft landscaping is proposed to link the two through the development. I will especially be looking for this landscape link to remain a key feature of the proposals as the  layout and design is further progressed. For the gateway open space I think there may be a need for a guard rail by the edge of the highway for its southern exit, to reduce the risk of kids running out onto Hemingfield Road. I note the landscaped strips running along the two public rights of way crossing the site.

Initial sketches in the design and access statement infer that the road layout is going to be a permeable grid, but for vehicles it just seems to have turned into a series of cul-de-sacs. I appreciate the creation of non-traffic routes- the public right of way running north-south and the creation of a dedicated walking route (labelled number 3 and 10 respectively on page 19 of the design and access statement). However I would have expected at least one complete loop to the road system for vehicles. However one section of this loop is shown on the movement diagram (on page 21 of the design and access statement) as a shared surface space.

Documentation to be provided on reserved matters submission:

* An updated Building for a Healthy Life Assessment
* Cross sections
* Typical street scenes
* Table providing individual room sizes. This is so we can access the individual internal spacing of each dwelling as set out in the SPD ‘Design of Housing Development’ para 5.1.

thanks,

regards,

Nik King (He/Him)

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