Design and Access Statement

For a Full Planning Application

Cross Street, Monk Bretton, Barnsley

Issue 1| May 2015



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Client – Bellway Homes

Architect – STEN Architecture Ltd

Planning Consultant – ID Planning

Landscape Architect – FDA

1.0 | Introduction

1.0 | Introduction

This Design and Access Statement has been prepared by STEN Architecture on behalf of Bellway Homes Ltd (Yorkshire Division) in support of a full application for planning permission for residential development on land off Cross Street, Monk Bretton in Barnsley.

This document has been prepared in accordance with the Department for Communities and Local Government (DCLG) 'Planning Practice Guidance' (March 2014).

The statement seeks to explain the design principles for the development, based upon an understanding of what is appropriate for the site, determined through an analysis of the surrounding context. These principles are based upon good practice as set out in national planning and urban design guidance.

The document has the following functions and purpose:

- Identify the existing context of the site
- To provide a description of the key issues, constraints and opportunities afforded by the site, and the evaluation that has informed and led to the proposed form of development;
- Identify the key development principles and framework which has informed the detailed design of the scheme; and
- To provide appropriate information on the development in terms of layout, scale, amount, landscaping, appearance and access.

The ethos of the design is to:

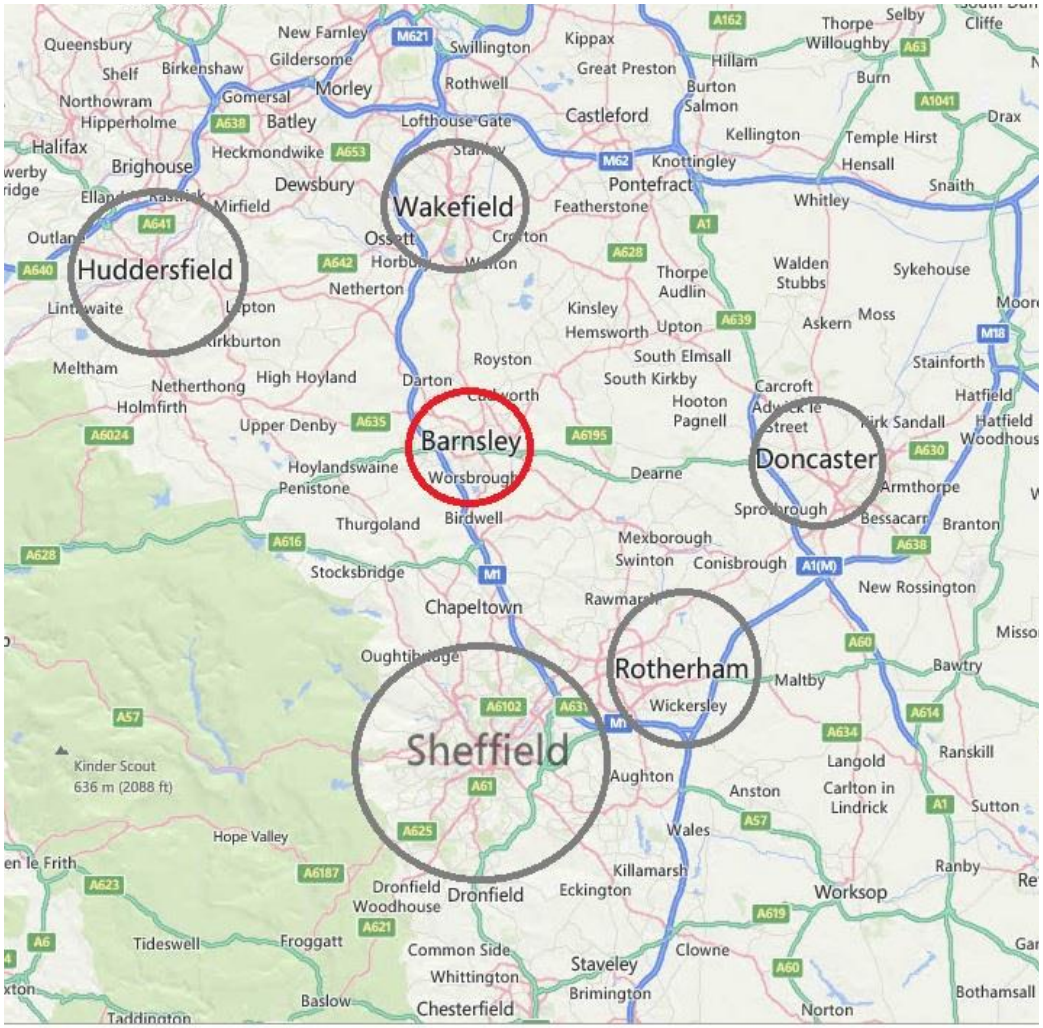
- Create a sustainable residential development that supports the existing community and respects the positive features of the site
- Create a legible and attractive place with a sense of identity
- Create a high quality living environment
- Provide a well planned layout and the creation of pleasant and well designed streets and spaces.

2.0 | Site Location

2.0 | Site Location

The site lies approximately 2km north east of Barnsley town centre in the settlement of Monk Bretton. The settlement is separated from the town centre by the River Dearne and existing residential suburbs, with access to the centre being provided by the bridge crossing on Old Mill Lane. Barton Road and the A633 Rotherham Road are the principal streets linking the settlement into the arterial road network. The traditional centre of the settlement occupies an elevated position on a ridge line overlooking the town centre to the south west across the Dearne Valley.





3.0 | Design Policy Context

3.0 | Design Policy Context

The application is supported by a Planning Statement, which provides a comprehensive assessment of the proposed development against relevant planning policy. This section reviews key national and local design policy and guidance.

National policy

The National Planning Policy Framework aims to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. The underpinning thread of the NPPF is sustainable development and paragraph 56 states:

"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."

With regard to design NPPF states in paragraph 58 that developments should: function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; *and are visually attractive as a result of good architecture and appropriate landscaping.*

National design guidance

There are numerous best practice documents relating to design including 'By Design' (DETR and CABE), The Urban Design Compendium (English Partnerships and Housing Corporation), and 'Better Places to Live By Design' which all outline the importance of good urban design and provide advice for the design of residential areas. All of which will provide the underlying principles on which the development for this site is designed. There is general consensus over the principles of good design, although different terminology is sometimes applied. The core factors contributing to good urban design which underpin all of the above best practice include the following principles:

Character – somewhere with a sense of place and local distinction

Legibility – a place, which is easy to understand and navigate

Permeability – achieving a form of layout, which makes for efficient pedestrian and vehicular movement

An articulated townscape – creating an interesting, locationally responsive townscape utilising building height, scale and massing all of which should be human in scale

Human scale – the arrangement of building forms, which are easy for the human eye to read and provide a sense of scale and perspective

Security, natural surveillance – creating places, which are properly overlooked and make effective passive and active policing

Detailing, richness and interest – promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment

Quality within the public realm – promoting routes and spaces, which are attractive, safe and uncluttered

Continuity and enclosure – promoting the continuity of the street frontage and the definition of public and private space

Adaptability, robustness and sustainability – the layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage

CABE - By Design

National Planning Policy Guidance (NPPG)

The centrality of good design as an integral part of achieving sustainable development is reinforced from the NPPF. An emphasis is placed on good design making "the best possible use" of resources, including land, community, economic, infrastructure and other resources over the long as well as short term.

It suggests good design should:

- Ensure that development can deliver a wide range of planning objectives;
- Enhance the quality of buildings and spaces, by considering form and function, efficiency and effectiveness;
- Address the need for different uses sympathetically.

The NPPF's expectation that design will have a prominent role in plan making is reiterated by a reaffirmation that the plan making body will need to "evaluate and understand the defining characteristics of the area as part of its evidence base" as a means of informing appropriate design opportunities and policies. Once again, good design is identified as indivisible from good planning, and should be at the heart of the plan making process.

A clear attempt is being made to demystify 'good design' by establishing sound, clear and easy to follow design policies and processes. This provides the foundation for assessment by use of expert advice from appropriately skilled in house staff or consultants. However, it is clearly stated that design should not be the preserve of specialists and it is important to seek the views of local communities, emphasising the importance of the consultation process.

It is recognised that although design is only part of the planning process it can affect a range of economic, social and environmental objectives. Planning policy and decisions, of which design is a part, are identified as needing to support these objectives and should therefore consider matters relating to: local character (including landscape setting); safe, connected and efficient streets; a network of green spaces (including parks) and public places; crime prevention; security measures; access and inclusion; efficient use of natural resources; and cohesive and vibrant neighbourhoods.

The outcomes of good design are to be benchmarked against 7 criteria or "qualities" typical of valued places, including: functionality; supporting mixed uses and tenures; successful public spaces; adaptability and resilience; distinctiveness; attractiveness; and ease of movement.

Notwithstanding that By Design: Urban Design in the Planning System (2000) and Better Places to Live By Design (2001) have been cancelled with the publication of the PPG, the central urban design principles that underpin good design and need to be considered are reiterated, including: Layout, Form, Scale, Detailing and Materials.

Which planning processes and tools can we use to help achieve good design?

The promotion of good design is identified as being relevant to all stages of the planning process, from the development plan stage through to planning applications.

For the latter stage a series of 'established ways' are identified in which good design can be achieved:

- Pre-application Discussions;
- Design and Access Statements;
- Design Review;

- Design Codes;
- Decisions on Applications;
- The Use and Implementation of Planning Conditions and Agreements.

The guidance recognises that the qualities of well designed places are similar across most developments but articulates what this can mean for housing design, town centre design, and street design and transport corridors.

Housing Design

Themes consistent with the NPPF are in evidence with functional, attractive, sustainable and adaptable criteria being singled out as underpinning well designed housing. Affordable housing provision is also highlighted as needing to be tenure blind and not 'banished to the least attractive part of the site' in well designed places.

In recognition that comparatively small items can have a significant influence on the success of places, bin and bike storage, access to meter boxes, spaces for drying clothes and space for deliveries are identified as requiring particular consideration with a duty placed on local authorities to ensure that each dwelling is carefully planned.

The Manual for Streets influence is evident in the principles identified for successful streets, with an integrated approach 'where buildings and spaces and the needs of people, not just of their vehicles, shape the area'. The rigid application of highway engineering standards are condemned as delivering a 'sense of sprawl and formlessness and development which contradicts some of the key principles of urban design'. Imaginative and context specific design is advocated with a requirement for each street to be considered as 'unique', responsive to its character and location. The quality of streets, the integration of public transport, the removal of street clutter, the legibility of the place are all also highlighted as strong contributory factors in supporting social, economic and environmental goals by encouraging people to walk and use streets.

Relevant Local Policy and Guidance

Barnsley Core Strategy (adopted September 2011)

Policy CSP2 'Sustainable Construction' states that development will be expected to demonstrate how it minimises resource and energy consumption, compared to the minimum target under current Building Regulations legislation, and how it is located and designed to withstand the longer term impacts of climate change. It requires all new dwellings to achieve at least a level 3 rating under the Code for Sustainable Homes or equivalent. The requirement will rise over the plan period and by 2013 new dwellings should achieve at least level 4, rising to level 6 by 2016. However policy CSP2 predates government policy changes which have since removed the Code for Sustainable Homes

Policy CSP3 'Sustainable Drainage Systems' requires all new developments to incorporate SUD's, giving consideration as to how this can be incorporated into the overall design and layout.

Policy CSP5 'Renewable energy in developments' requires developments of 10 or more dwellings to incorporate decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce the development's carbon dioxide emissions by at least 15% for applications submitted up to 2015, rising to 20% for applications submitted thereafter subject to such measures being practicable and not unacceptably prejudicing the viability of the development.

Policy CSP14 'Housing mix and efficient use of land' expects new developments to include a broad range of house size, type and tenure to help create balanced communities, with reference to local needs assessments. Density targets are given in the policy which includes a minimum density of 40 dwellings per hectare rising to 45 per hectare where there is good public transport provision.

Policy CSP25 'new development and sustainable travel' sets out a number of transport related design objectives. It expects new development to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than

the maximum number of car parking spaces set out in a Supplementary Planning Document.

Policy CSP29 'Design' sets out a number of design principles and objectives and suggests major residential developments should achieve a 'good' rating using Building for Life. It suggests new development should be high quality and respect / enhance key distinctive features of Barnsley including:

- topography, Green Infrastructure assets, important habitats, woodlands and other natural features,
- views and vistas to key buildings, landmarks, skylines and gateways,
- heritage, townscape and landscape character including the scale, layout, building styles and materials of the built form (particularly in certain key areas of which Monk Bretton is not covered).

The policy states that development should contribute to place-making, transform run-down areas and those lacking in distinctiveness, and help create attractive, healthy, safe and sustainable environments for all members of the community.

Policy CSP35 'Green space' seeks to protect areas of existing green space and sets out a number of criteria as to when it may be appropriate to develop green space. This includes where there is an over-provision of a certain type of green space and where replacement open space of equivalent community value can be provided to off-set any loss.

Policy CSP36 'Biodiversity and Geodiversity' expects new developments to conserve and enhance biodiversity and geodiversity by maximising opportunities in and around new developments.

Relevant Supplementary Planning Documents (SPD) and Design Guidance

Designing New Housing Development (Adopted March 2012) sets out key design principles and standards for new residential development and represents a condensed version of the South Yorkshire Residential Design Guide (see below). The SPD supports policy CSP29 in relation to residential developments and seeks to create a good level of residential amenity for new and existing homes. It includes separation distances and minimum garden sizes as well as design principles relating to street layout, parking, boundary treatments and landscaping. It suggests the design of all new development must be based on an appraisal of the townscape of the site and surrounding area and it's relation to topography and be designed as a considered response to these issues, with the analysis set out in the DAS.

South Yorkshire Residential Design Guide (2011) sets out more detailed design guidance in support of the SPD and technical requirements in relation to highways and street designs. It sets out overall design principles for new housing developments with an emphasis on appreciating the existing context of the site and facilitating integration between new development and existing neighbourhoods. It incorporates the principles of Building for Life. Detailed technical guidance is provided in the appendices in relation to highway design, parking approaches and street typologies which are considered to be acceptable. The highways guidance represents a local interpretation of the Manual for Streets approach.

Open Space Provision on New Housing Development (adopted March 2012) offers guidance to those submitting a planning application for residential development on what will be expected in terms of open space provision. The SPD states that a minimum of 15% of the gross site area of new major housing development (over 20 units) must be open space of a type appropriate to the character of the site, its location and the layout and nature of the new housing and adjoining land uses. Where it is impossible to make such provision on land either within or immediately adjacent to the site in a satisfactory and acceptable manner, or where the Council deem it appropriate, suitable off-site open space facilities, remote from the development may be acceptable. The SPD sets out the types of open space that may be required with each site considered on its own merits taking account of local considerations and existing provision. The SPD refers to the South Yorkshire Guide in terms of open space design and sets out a number of key design principles which include making sure open space areas are accessible, well defined, overlooked and incorporate existing landscape features where possible. It states buffer zones should be provided from play areas to residential properties- at least 20m from the nearest curtilage. A contributions schedule is included at appendix 2 for off-site open space provision.

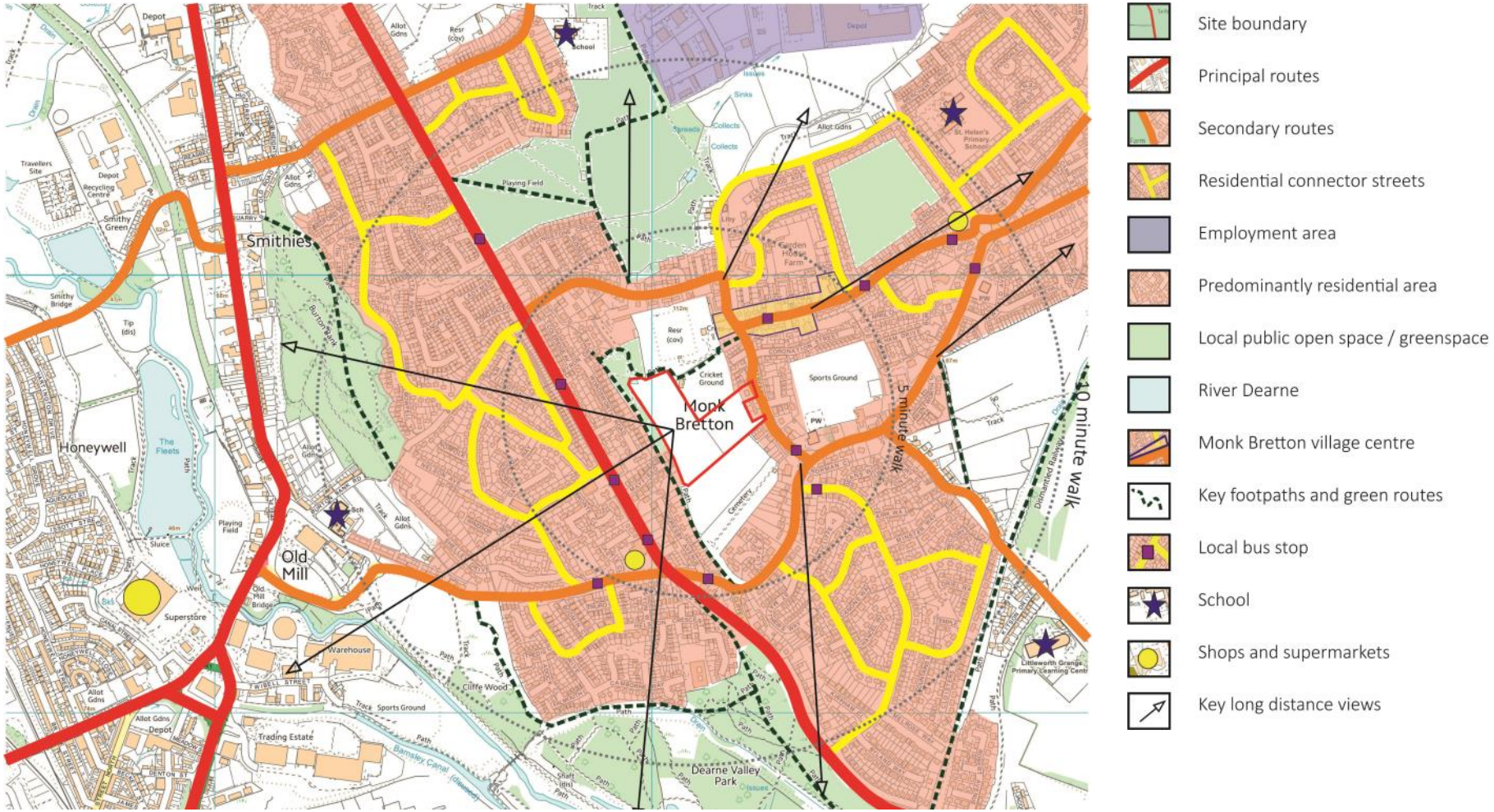
Parking SPD (adopted March 2012) sets out vehicle and cycle parking standards for different types of development. It also includes design principles for residential parking with reference to the SY design guide. The following standards are set out for housing:

- 1 space for 1 or 2 bed properties,
- 2 spaces for properties with 3 or more bedrooms.

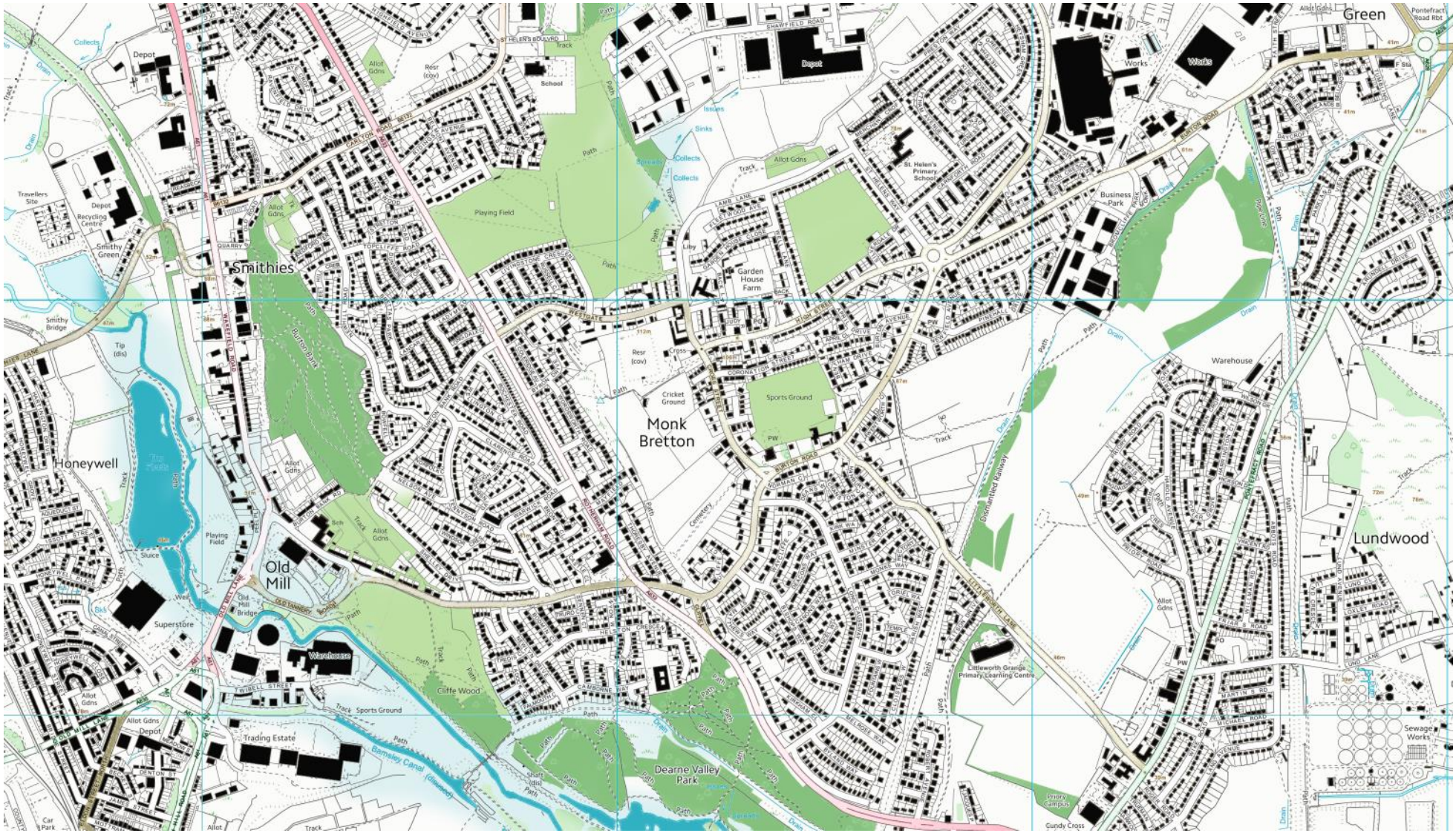
4.0 | Area and Site Analysis

4.0 | Area analysis: wider context

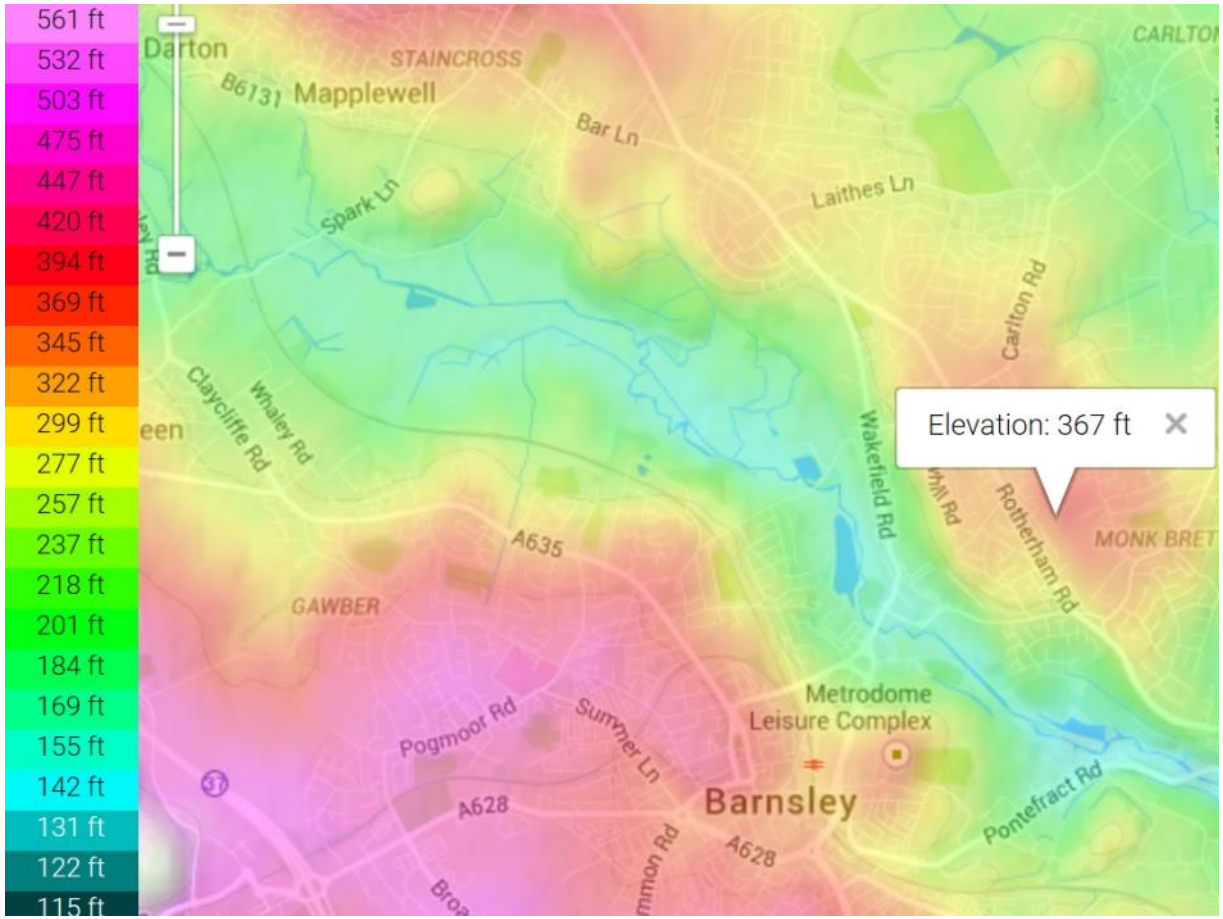
The site is located adjacent to the established settlement centre which contains a number of small businesses a pub, post office community centre, library and place of worship. Other pubs supermarkets and places of worship are located a short walk on the settlement periphery. The area is well served in terms of public open space with the large park to the north, playing fields off High Street and informal areas of open space. A network of public footpaths link residential streets to the open spaces and provide pleasant walking routes to local facilities. This includes links to the Dearne Valley country park to the south which follows the river along the valley floor. A number of bus stops exist within easy walking distance of the site. The settlement's elevated position affords a number of long distance views from several locations and intermittent views from residential streets in the neighbourhood. The site's location within the established neighbourhood means new residents will have access to, and support, a good range of services and facilities.

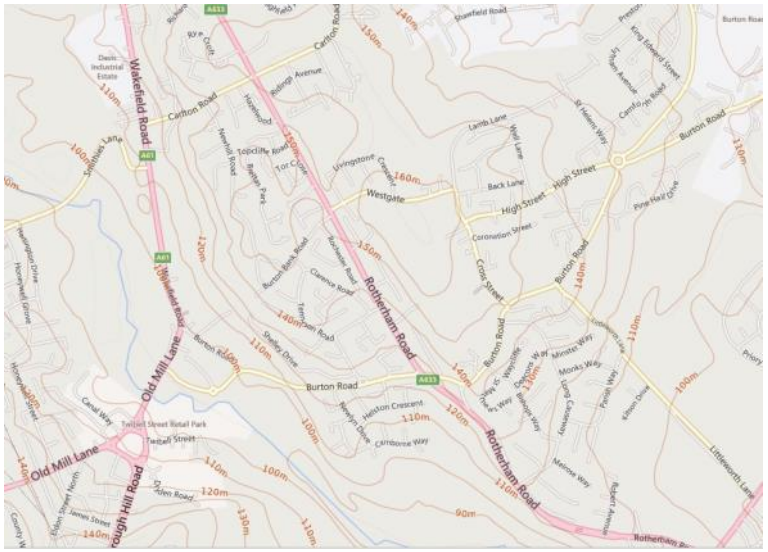



Monk Bretton Park
5 minute walk
10 minute walk
Rotherham Road
Burton Road
Westgate
Coronation Street
Church Street
Cross Street
Club Street
Vine Close
Orchard Close
Back Lane
Well Lane
Garden House Close
Fleetwood Avenue
Livingstone Crescent
Browning Close
Russell Close
Ladymead
Longdale Croft
Quaker Lane
Coleridge Avenue
Byron Drive
Wellington Close
Burton Bank Road
Rochester Road
Wordsworth Road
Clarence Road
Gainsborough Way
Cromwell Close
Warwick Road
Mayfield
Tennyson Road
Windsor Crescent
Sheridan Court
Skelley Drive
Bronte Close
Castle Close
Thornsby Avenue
Lanyon Way
Cliffe Court
Deacons Way
Long Causeway
Kirk Way
Minster Way
Monks Way
Oriel Way
Littleworth Lane
Hanbury Close
Cranston Close
Deans Way
Norman Close
Spring Gardens
Judy Row
High Street
April Drive
April Close
Bentham Drive
Buxton Avenue
Newfield Avenue
Pinehall Drive
Silverdale Drive
Lowlands Close
Fish Dam Lane/Burton Road
Burton Road/Fish Dam Lane
Sainsbury's Local
Petrol Station
St Paul's Church
The Full House
Woody's Fish & Chips
A633


Smithies
Monk Bretton
Honeywell
Old Mill
Lundwood
Green
Warehouse
Cricket Ground
Sports Ground
Playing Field
Cemetery
Garden House Farm
Business Park
Dearne Valley Park
Cliffe Wood
Trading Estate
Barnsley Canal
Dismantled Railway
Littleworth Grange Primary Learning Centre
Sewage Works
Superstore
Depot
Recycling Centre
Tip (dis)
Sluice
Old Mill Bridge
Burton Bank
Shaft (dis)
Gundy Cross

Barnsley's dramatic topography defines it's urban and landscape character. The site is located in an elevated position to the north east of the town centre on the top of the ridgeline. The topography falls sharply away from the western boundary of the site toward Rotherham Road and the Dearne, before rising again toward the town centre. This position affords the potential for spectacular views across the town. The view from the site / Monk Bretton toward Barnsley Town Centre is highlighted as a key view (view 3) in Barnsley's tall buildings study (see image below right).







4.0 | Area analysis: topography and views



The panorama above shows the site to the left and the steep drop in levels from its western edge down the valley side. The position on the ridge affords the opportunity for long distance views across the valley toward the town centre. The images below capture some of the views from the site in a westerly direction. The image bottom left shows suburban development of the ridgeline on the opposite side of the valley and how this flows with the undulating topography. The centre image shows the existing area of housing immediately to the west and the treed area of scrubland which separates it from the site. The image bottom right shows the visual relationship between the site and the town centre.





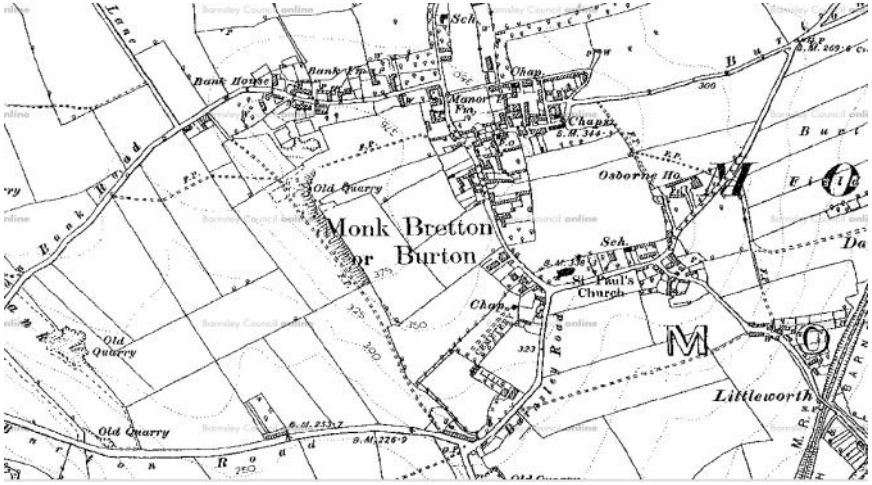




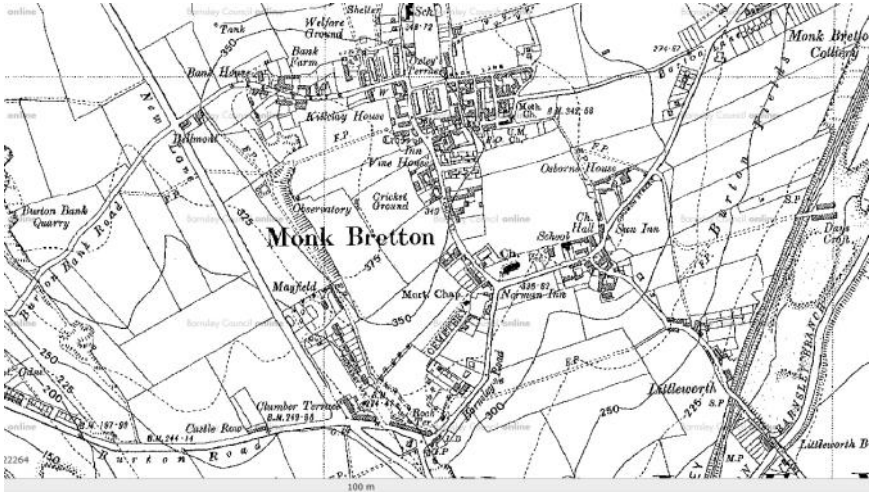
Looking toward the site from Warwick Road (image above) and further away at the corner of Old Mill Lane / Eldon St North (image below), the blue lines show the approximate extent of the site. The tree lined western edge of the site will soften the edge of the development and the roofline will be staggered against the skyline.

Considered within the context of existing housing along the ridge and below the site on the valley side, development for low-rise suburban housing will sit comfortably within the wider landscape and accentuate the topography in a sympathetic manner.





1895



1948

Monk Bretton has been a settlement since medieval times and was originally known as just 'Bretton'. The medieval village cross, stands at the junction of High Street and Cross Street. The cross may have had a social as well as a religious function, a place to meet and hear news. The village park also shows traces of medieval ridge and furrow cultivation. In 1801, Monk Bretton had a population of 480. By the 1870s, this had grown to just over 1900, and besides its church, Monk Bretton had three Methodist chapels, as well as a national school and six alms-houses. Monk Bretton Colliery opened in 1870, extracting coal from the Barnsley Seam. The colliery was modernised on nationalisation and pit head baths, which still stand today, were opened. A village Miners' Welfare Hall was opened in Cross Street on the site boundary. The colliery was closed in 1968. The Working Men's Club on Cross Street was founded in 1888. It is said to be the oldest Working Men's Club left in the county still to be in its original building. Two of Monk Bretton's pubs, the Pheasant Inn on High Street and the Sun Inn on Burton Road, are marked on Ordnance Survey maps from 1855.

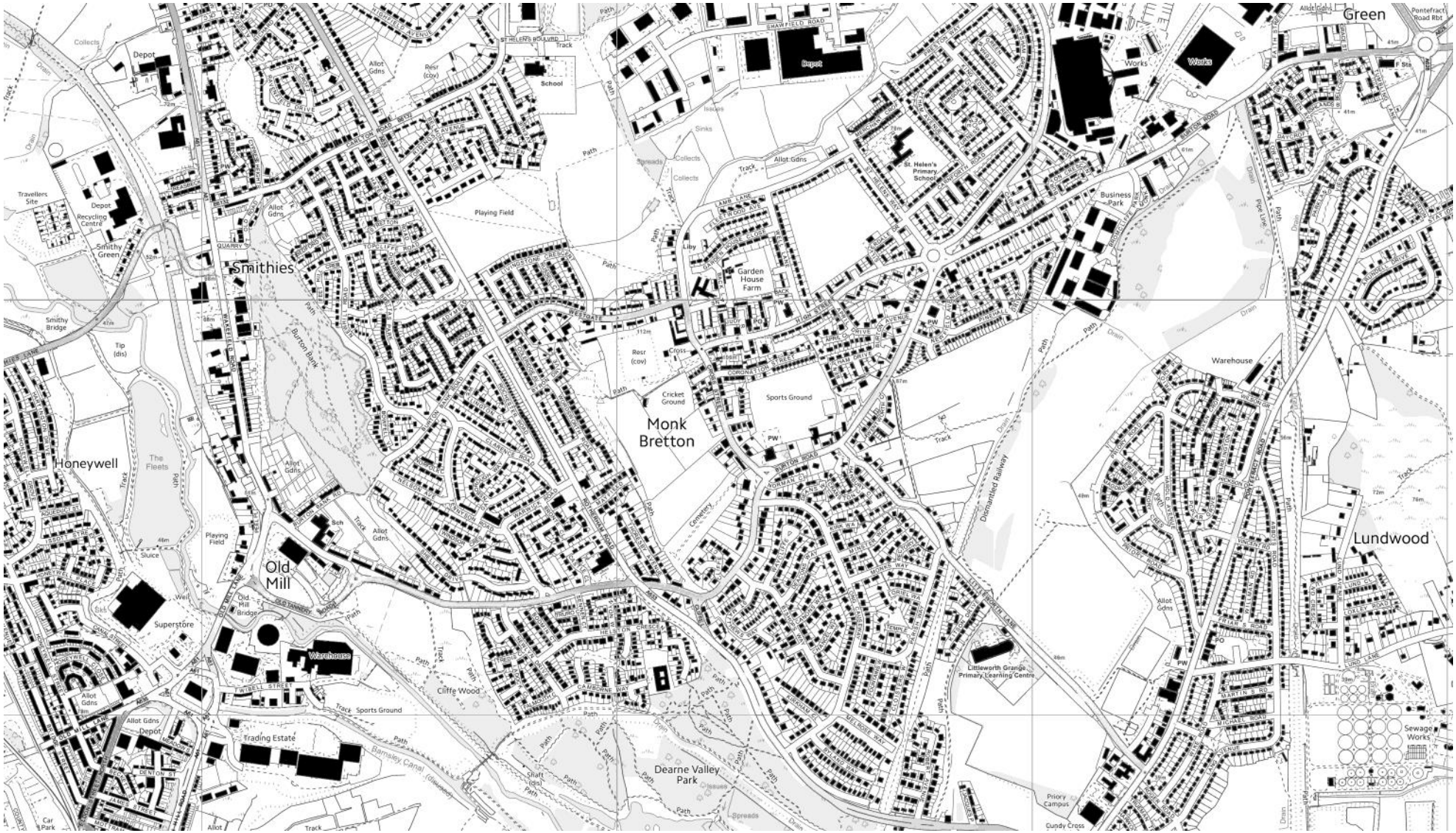
The Ardagh Glass plant, previously Redfearns Glass, lies at the edge of the village and was formerly the largest glassworks in Europe. Traditionally it provided much of the village's employment. A war memorial stands on Cross Street, consisting of a paved area and two large pillars bearing the names of Monk Bretton's war dead from the Great War. Monk Bretton once possessed some of the most historic buildings in the Barnsley area, but these were never preserved. The Manor House and several other interesting structures on Cross Street and High Street disappeared in the 1960s. The 1960's and 70's saw the village rapidly enclosed and surrounded by suburban housing estates which along with more modern housing has infilled the traditional street pattern and given rise to the strong suburban character we see today. The village greatly expanded with the building of new housing estates, so that today Monk Bretton more or less merges into nearby Lundwood, Carlton, Athersley and Smithies (see overleaf).



Working men's club on Cross Street



Pheasant Inn and Buttercross


Green
Smithies
Monk Bretton
Honeywell
Old Mill
Lundwood
Dearne Valley Park
Garden House Farm
Business Park
Warehouse
Sports Ground
Playing Field
Trading Estate
Cliffe Wood
Dismantled Railway
Barnsley Canal
Burton Bank
Littleworth Grange Primary Learning Centre
Sewage Works
Superstore
Depot
Works
School

2015

4.0 | Area analysis: key heritage assets

Manor Farm includes a cluster of listed buildings to the north of the site separated by the Cricket Club and reservoir. The farm remains, and the oldest structure still standing is a 17th-century barn at the junction of Cross Street and Westgate, belonging to the farm. The medieval village cross, today known as the 'Butter Cross', still survives, standing at the junction of High Street and Cross Street. St Pauls Church is located on the corner of Cross Street and Burton Road with its steeple being a prominent feature in the village and surrounding landscape. The Grade 2 listed Dovecote at Cricket Farm is located adjacent to the proposed site access and consists of a mid 18th century 3 storey coursed rubble limestone building with slate roof.



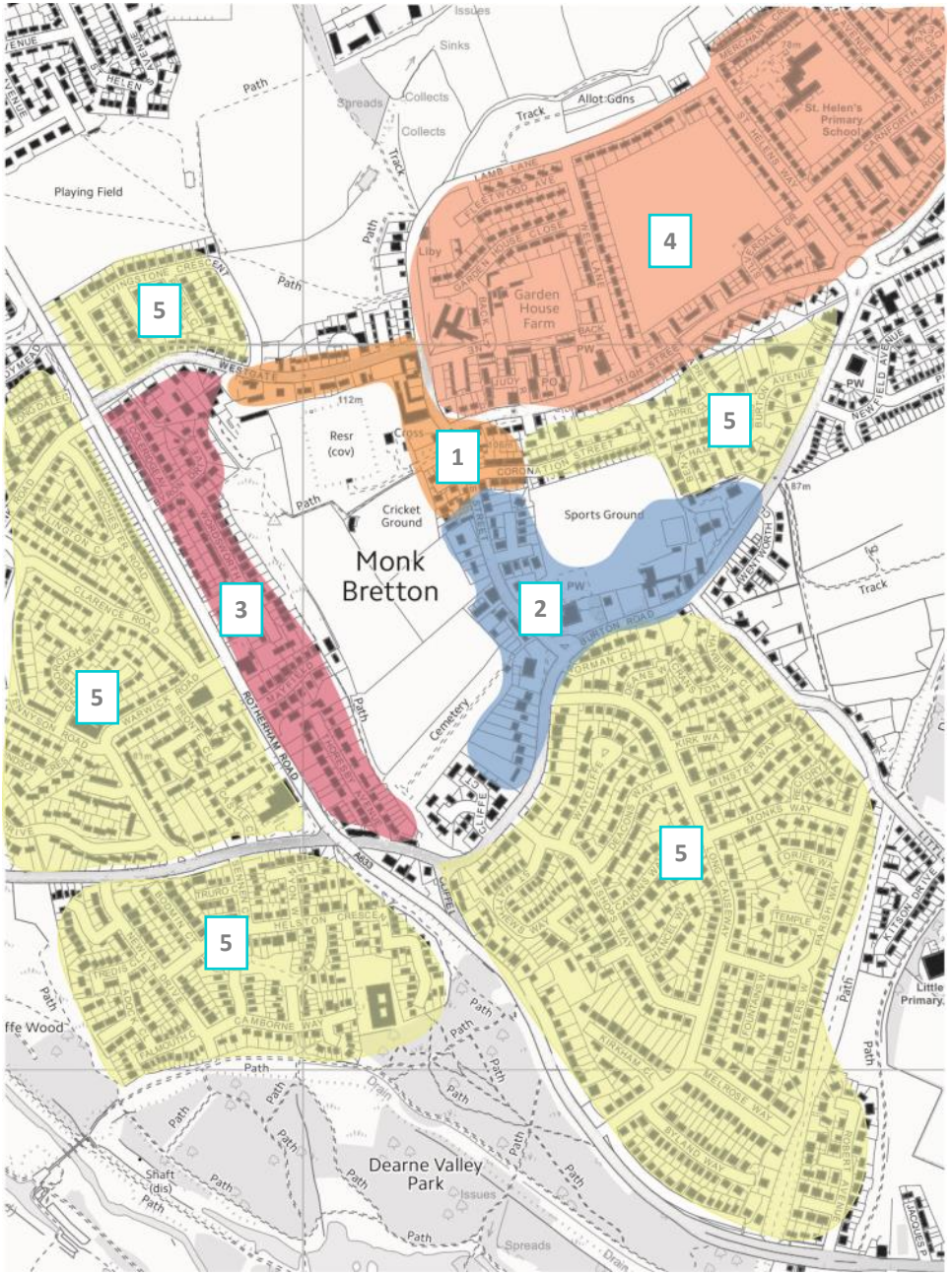
Listed buildings and structures close to the site

4.0 | Area Analysis: key character areas

The following pages include an overview of the key characteristics of surrounding residential areas to inform the layout. The key character areas are highlighted on the plan opposite. Those areas closest to the site and within a similar context at the have the most relevance, and are therefore considered in further detail over the following pages.

1. Historic village
2. Cross Street / Burton Road
3. Wordsworth Road / Thoresby Avenue
4. Late 20th century municipal suburbs
5. Late 20th century private suburbs





Historic village. The northern section of Cross Street and Westgate contain some of the older traditional stone buildings in the form of cottages, inns and farmsteads tight to the street with stone boundary walling a continuous feature. There is a finer grain of buildings with a higher degree of terraced properties and cottages situated at right angles to the street. The informal village settlement has been infilled over time with more modern homes which have introduced front gardens and a greater degree of formality, gradually eroding the original semi-rural character and give the village centre a more suburban appearance.

Cross Street / Burton Road. The southern end of Cross Street and the northern side of Burton Road contain a greater proportion of larger properties set within more spacious grounds with mature tree plantings around properties which provides a green backdrop to the church which provides a landmark at the junction with Cross Street, and softer aspect to that side of Burton Road. Properties are generally set back from the street behind front gardens, with stone walls predominantly defining the boundary. The exception is the two runs of traditional stone cottages at the south western end of Cross Street which relate back to the historic village character.





















Wordsworth Road / Thoresby Avenue. The area to the west of the site consists of streets which run parallel with the ridge line following the contours of the hillside. Post-war private detached, semi-detached and bungalow homes give the area a suburban character. House-types on the east side of the streets are elevated within interesting split level typologies in places which respond to the steep slopes and create sloping front gardens / driveways. Front boundaries are generally defined by low walls and hedges, with parking on driveways to the front of properties. The narrow carriageways struggle to accommodate visitor parking resulting in parking issues and a cluttered street-scene.

Late 20th century municipal suburbs. This planned estate consists of semi detached houses and runs of bungalow properties arranged in a formal elongated grid layout. Repetitive use of a small number of simple form, flat fronted house-types with consistent plot patterns and building lines, along with consistent use of red brick, creates a strong identifiable character. Parking is largely accommodated along conventional streets and within front driveways. Front boundaries predominantly consist of low walls and medium height hedges which help to soften the street-scene whilst providing clearly identifiable semi-private space. Open areas are located within the blocks of housing north of High Street.












Late 20th century private suburbs. The 1960's-1980's saw the traditional village surrounded on all sides by large areas of new suburban housing. The area to the south of Burton Road consists of an estate which is predominantly detached bungalows with some two storey semi-detached properties. West of Rotherham Road the private estate is predominantly semi-detached homes with a smaller proportion of bungalows. The street patterns consist of conventional residential estate loop roads serving shorter mews and cul-de-sacs. There are a number of small greens and amenity areas within the estates, however most areas of open space are located to the edges. The sloping topography affords long distance views over roof tops in places, and intermittent views along streets and between properties. This provides an attractive backdrop to the estates and aids way-finding which can be problematic due to the similarities in character along streets. In these areas properties tend to be simple in form, with flat elevations and gable roofs. Red and light buff / grey brick predominate with hanging tiles at upper levels being a common feature. Grey and brown concrete roof tiles are commonplace. Private parking tends to be to the front or side of properties on driveways with visitor parking in carriageway. Front gardens are prevalent with boundaries generally consisting of low brick walls and hedgerows with some open plan units and minimal tree planting.





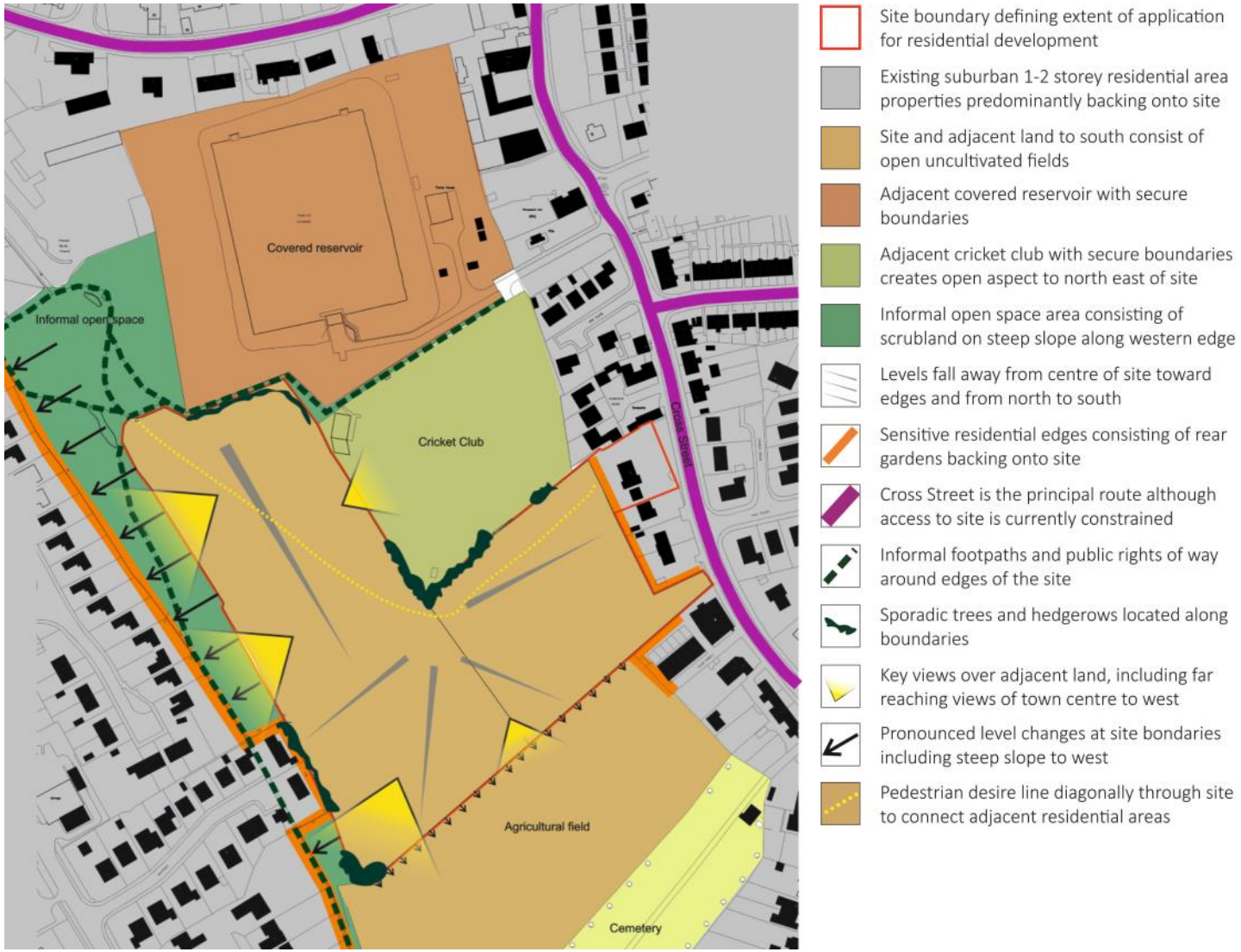







The site forms an 'L' shaped parcel of land located between Cross Street and Rotherham Road on the hill top close to the village centre of Monk Bretton. It currently consists of open uncultivated fields. A private cricket club and covered reservoir are located to the north east and northern boundaries respectively. These uses create relatively open aspects In these directions, along the secured boundaries. A public footpath runs along the northern edge of the site linking Cross Street to the residential areas to the west via an informal network of routes. The land falls away steeply to the west with an area of scrubland separating the site from the rear boundaries of adjacent residential homes situated at a lower level. A couple of properties along this boundary toward the southern end are located at a higher level closer to the site.

The elevated position affords long distance views toward the town centre to the west. The ground slopes outward from the centre of the lower part of the site, and in a north to south direction . The southern edge of the site steps down to an adjacent uncultivated field, with the cemetery at a lower level in the adjacent land. Residential properties located along Cross Street back onto the site on the eastern edge, this includes a number of detached bungalows, a pair of semi-detached homes and a row of terraced houses, with their rear boundaries forming this edge. One of these bungalows falls within the site boundary in order to provide a vehicular access from Cross Street which currently does not exist. Insignificant sporadic trees and hedges can be found dotted around the perimeter of the site.



4.0 | Site analysis: site photos– adjacencies



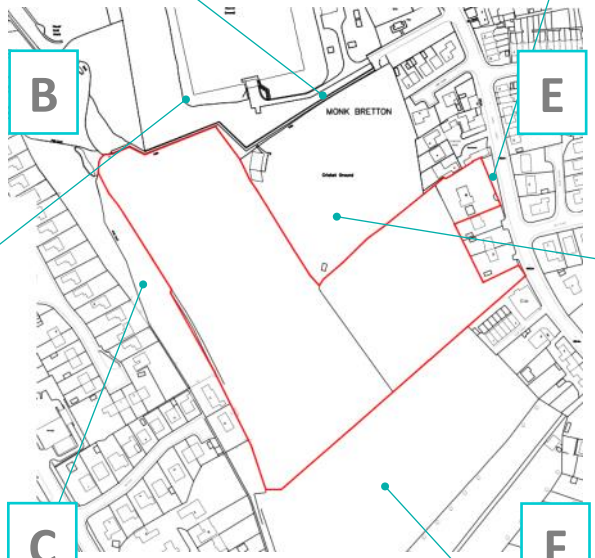
A



B



C



D



E



F



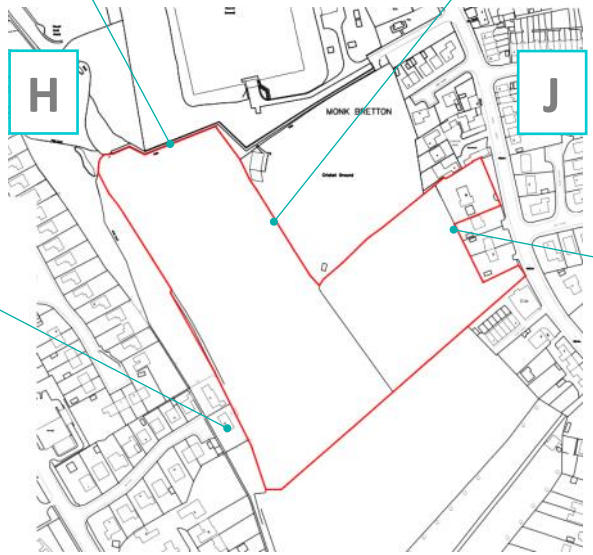
4.0 | Site analysis: site photos– site edges











4.0 | Site analysis: site photos

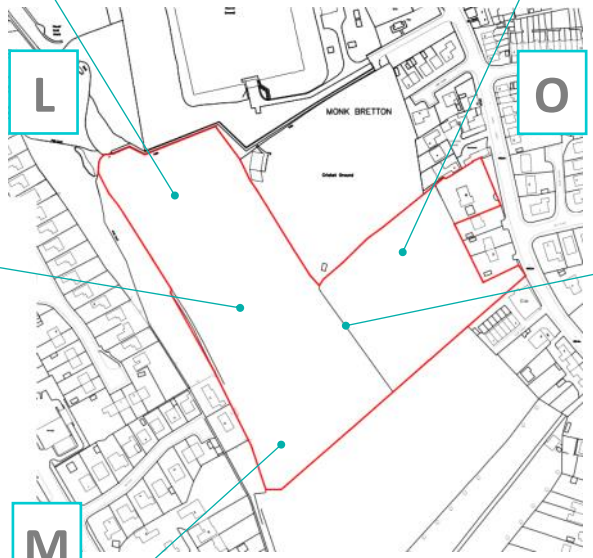




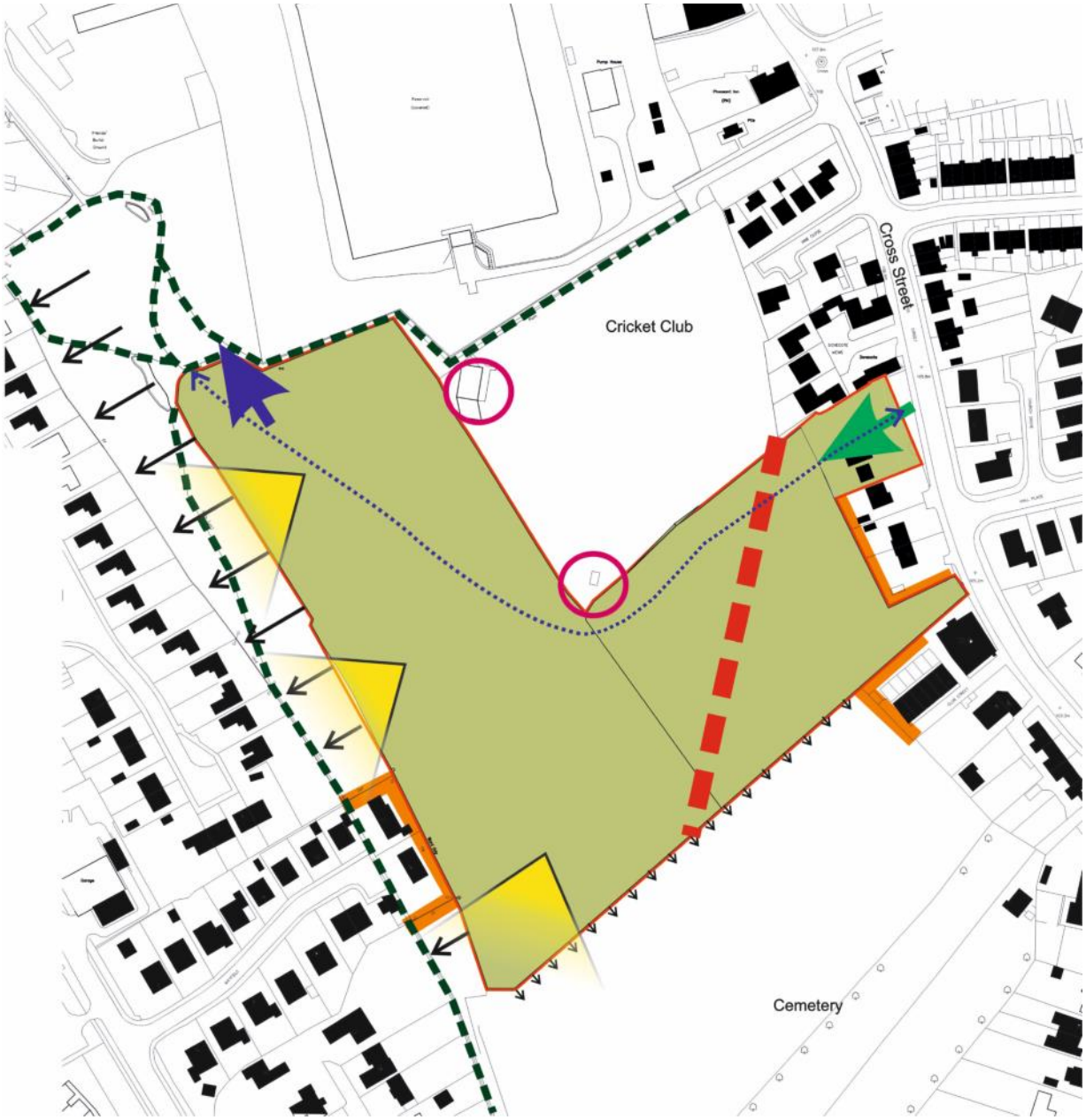








5.0 | Opportunities & Constraints



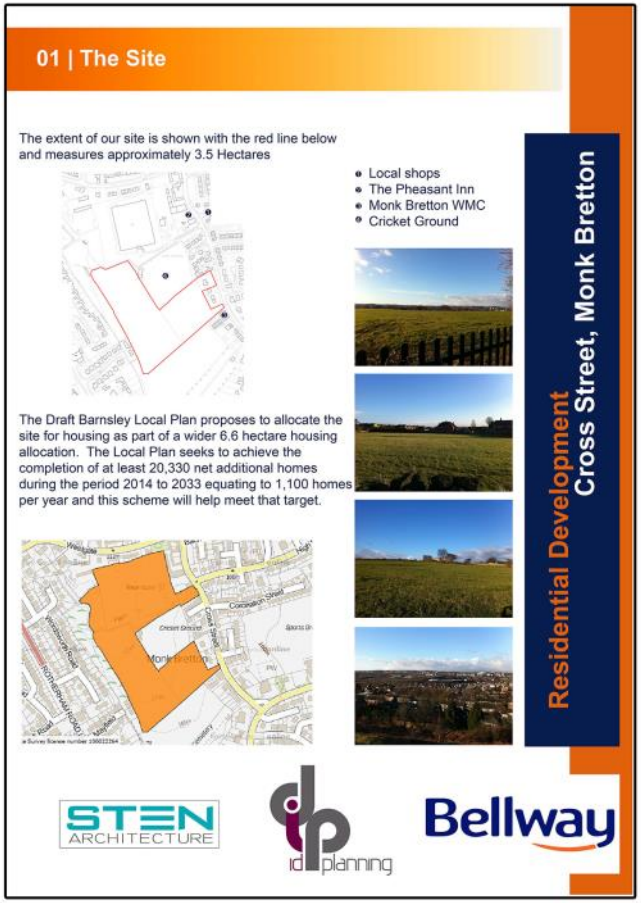
- Opportunity for new residential development and associated open space
- Potential future vehicular connection to land to north of site
- Water main running diagonally through lower portion of site
- Potential new vehicular access point from Cross Street
- Existing footpaths and public rights of way around edges of the site
- Cricket pavillion and cricket nets located close to site boundary
- Attractive far reaching views of town centre to west
- Pronounced level changes at site edges with steep drop to west
- Potential pedestrian connections through site from north to Cross Street

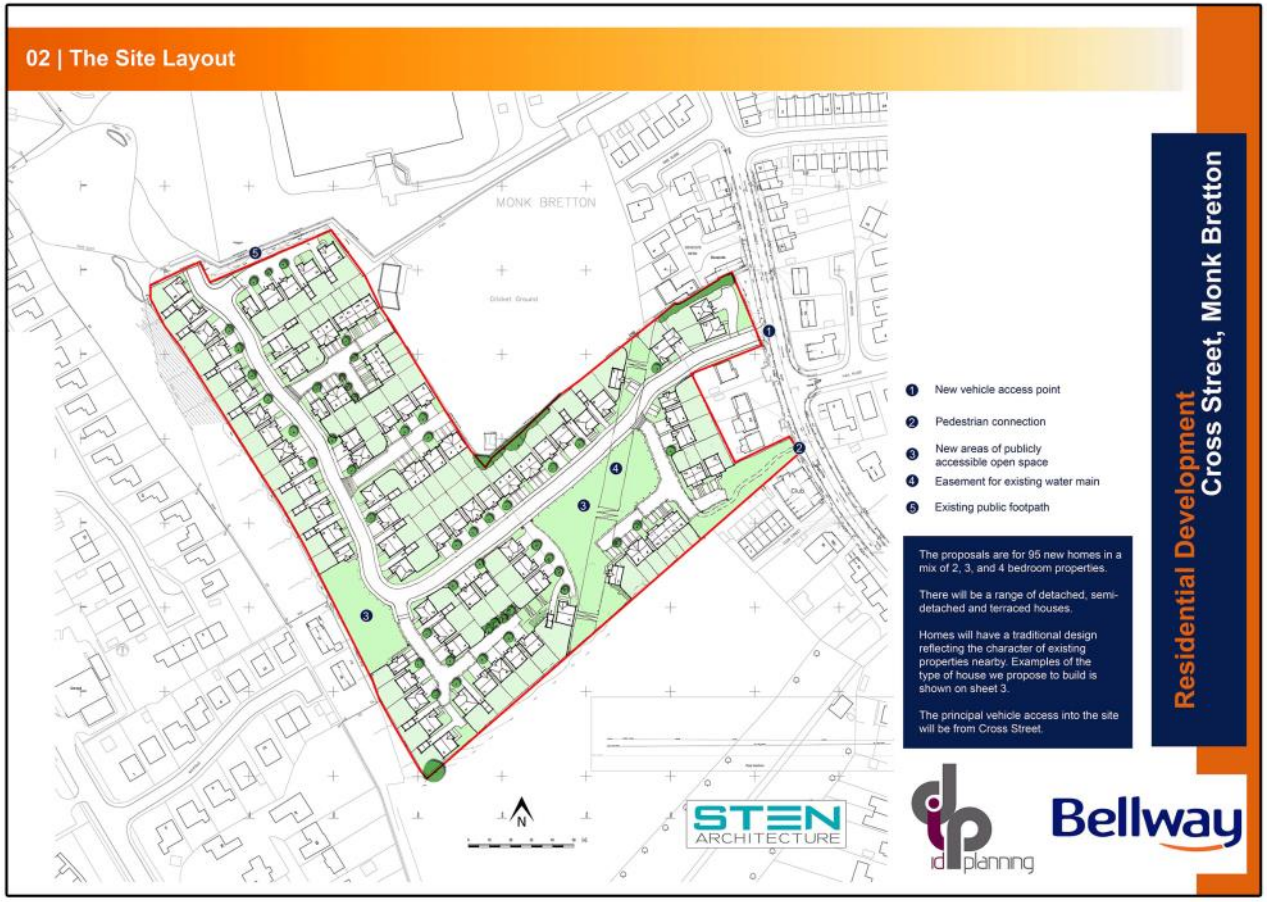
6.0 | Community Consultation

6.0 | Community Consultation

A public consultation event took place at the Monk Bretton Community Centre on 25th March 2014 from 4.30 until 7.30pm. There were representatives from Bellway Homes, ID Planning and STEN Architecture to answer any queries. It was well attended by both local residents and Councillors. A Statement of Community Involvement which gives a detailed summary of the event will accompany the application.

2 of the boards used for the presentation are shown below:





7.0 | Design Solution & Evaluation

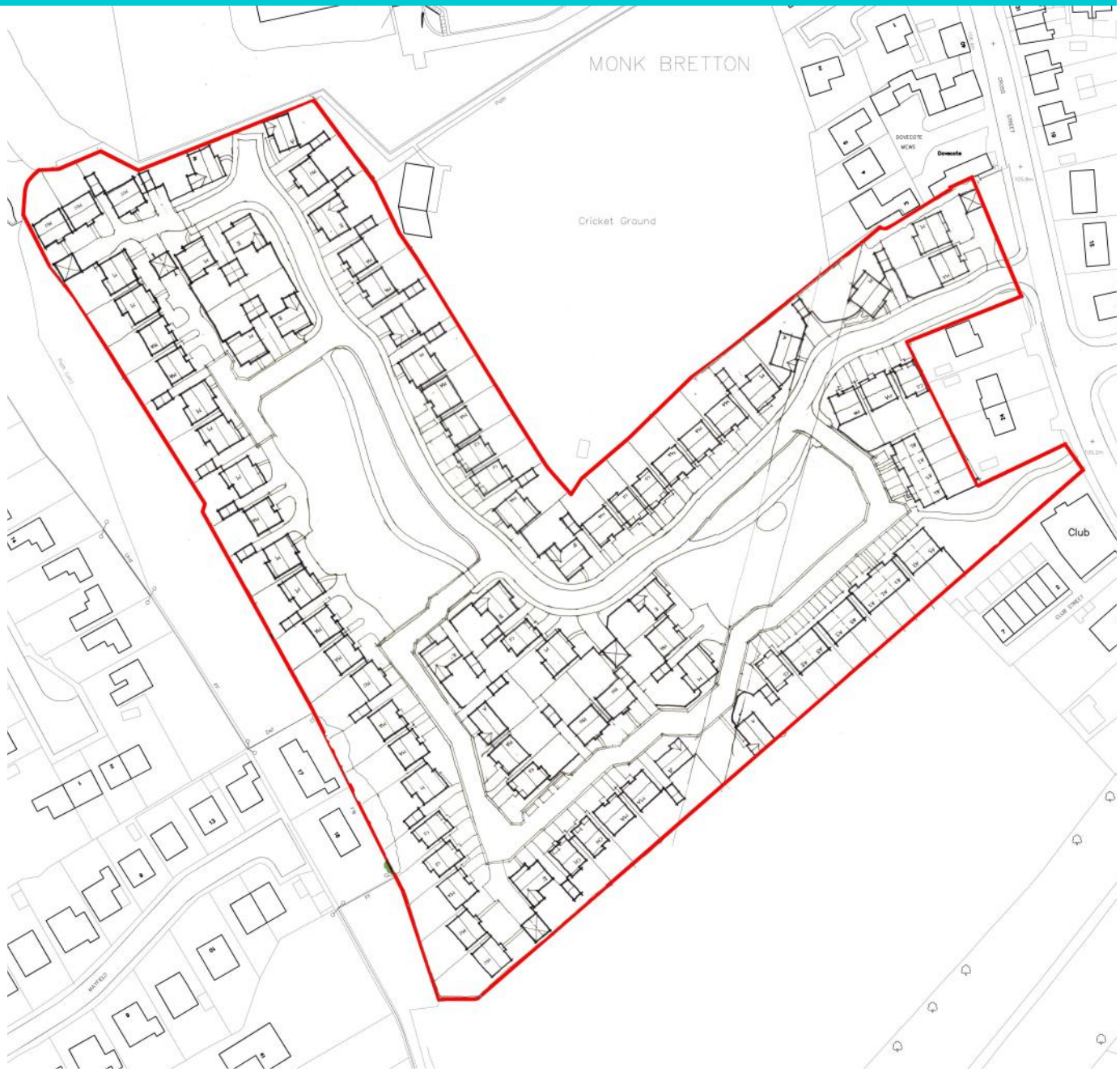
Pre-application meeting

On the 28th October 2014 a pre-application meeting was held at Barnsley MBC. Those present from Barnsley MBC were Planning Officer Steve Kirkham, Urban Design Officer Nick King, Also present were Sarah Mustill and Adam Simpson from Bellway Homes and Ben Simcox from STEN Architecture.

The adjacent plan was issued in advance of the meeting

Below is a summary of the key design points raised:

- An attractive 'gateway' feature should be made of the entrance . The detached garage would detract from the street scene
- The access road should extend to the northern boundary
- Potential to extend the second open space to western boundary to provide connection to adjacent open space
- Over-dominance of front of dwelling parking. These areas should be separated to avoid concentrating them in one group
- Increase the range of housing type and size



Pre-application meeting

On the 10th April 2015 a second pre-application meeting was held at Barnsley MBC. Those present from Barnsley MBC were Planning Officer Steve Kirkham, Urban Design Officer Nick King, Also present were Sarah Mustill from Bellway Homes and Ben Simcox from STEN Architecture.

The adjacent plan was issued in advance of the meeting and concerns had been raised in relation to the following:

- The open spaces no longer feel integral to the development.
- There is still a dominance of front of dwelling parking.
- The road layout is now monotonous compared to before.
- consideration perhaps needs to be given to reducing the overall numbers.

The above points were discussed at length and rationale for the design changes was explained. The outcome was to look to try and address the following:

- Increase the size of the POS to the western boundary
- Look at the POS adjacent to Cross St—potentially remove if it meant more by western boundary
- Group frontage parking more to allow meaningful areas of landscaping
- Demonstrate how the POS will be designed



The adjacent layout shows the proposed design solution.

Since the pre-application discussions there has been an evolution of the design:

- The areas of Public Open Space have been increased in size to ensure they are of a sufficient size to be useable and safe.
- The footpath connection to the south-east has been removed due to concerns regarding the surveillance.
- Frontage parking has been reduced, and grouped together to allow for more meaningful landscaping

Over the course of the next few pages the layout will be evaluated to break down the various components to help demonstrate that the appropriate design solution has been reached.



Accommodation



4 Bedroom dwelling



3 Bedroom dwelling



2 Bedroom dwelling

The adjacent diagram shows how the 2, 3 and 4 bedroom dwellings have been distributed throughout the site.

There are a range of dwellings, from a 2 bedroom bungalow and 2 bedroom starter homes through to 4 bedroom family homes.



Active Frontages



Active Frontages



Key frontages with positive outlook over public spaces

The adjacent diagram demonstrates how the individual plots have active frontages ensuring good natural surveillance. It also highlights how the public spaces are well over-looked.

Key corner plots have either dual frontage, or the potential for additional windows to the side elevations.



Storey Heights



2 Storey Dwelling



Single Storey Dwelling



Single storey garage

The layout is almost completely 2 storey with the exception of a single bungalow, which is positioned to mitigate the impact of the proposals on adjacent existing properties.



Green Infrastructure

A detailed landscape masterplan will be prepared during the course of the application, but the adjacent image gives an indication of the green infrastructure.

The Public Open Spaces are well sized, sensibly located and easily accessible.

The variety of parking solutions ensure that a large amount of dwellings will have potential for landscaping.





Public Open Space A



Public Open Space B

In support of this application FDA Landscaping have produced some POS proposals, extracts are shown here and more information can be found in the planning application pack.

Access , movement and parking

It is important that the development's streets are functional and that they cater for the needs of pedestrians and cyclists as a priority, but also for vehicle users to include refuse, recycling and emergency vehicles. The detailed design of streets will not be overly engineered, but designs do need to consider how vehicles move around the site in a safe, calmed manner, to ensure that streets are accessible for all.

Access to the site is proposed from the secondary streets in the movement hierarchy

The principle is that vehicle speed should be calmed by design, and it is expected some, or all of the following methods will be used.

- Locating homes so that they are close to the street edge or carriageway;
- Where practical, the use of some tight junction and corner radii;
- The introduction of feature spaces that act as 'visual incidents' along the street;
- Changes in the carriageway surface with the use of 'unexpected' road surfaces such as paving setts as rumble strips for example;
- The narrowing of the carriageway and/or the street to create 'pinch points';
- Positioning buildings that act as 'pinch points' or 'gateways'
- Where appropriate the removal of the traditional footway-kerb-carriageway arrangement and the use of well designed 'shared surfaces';
- Carefully restricting forward visibility through street alignment, the arrangement of buildings and landscape treatment;
- The use of well placed street trees and/or street furniture; and
- The occasional use of on-street parking.
- Care will be needed to ensure that some methods, such as 'shared streets' for example, are inclusive in their design in terms of materials and demarcation.

Inclusive access within the layout will provide for ease of movement by all social groupings and will meet the standards for disabled access for such items as steps, ramps, door widths, etc. The 'approach' to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will have 'accessible' paths and drives , taking into account the topography of the site. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

Parking

There will be a range of parking solutions. The emphasis of the design approach has been to create attractive streetscapes by reducing the visual impact of parked cars and ensuring there is a considered approach to visitor parking integrated into the design.

Movement Framework



Primary Street



Shared Surface



Private Drives



Pedestrian Route

This diagram demonstrates how the hierarchy of roads is created and shows the key pedestrian routes and connections



PLOT 30—20



PLOT 4—10



PLOT 81—77



PLOT 12—15

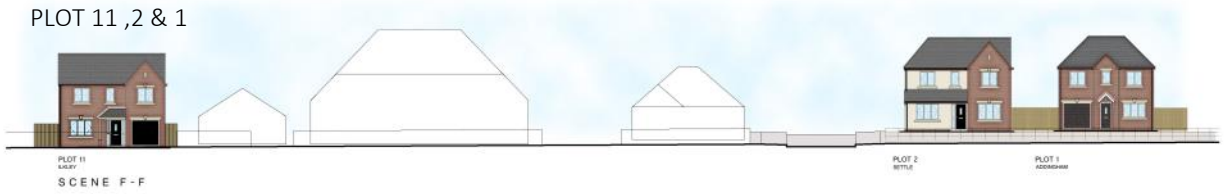


PLOT 77-75, 63-61, 52-49





PLOT 11 ,2 & 1



The adjacent street scenes illustrate how good use of render and variation in roofscape has helped to break up the street scene and provide much visual interest to the street.

7.0 | Design Solution & Evaluation: appearance

The images on this page show examples of the house types for use on this development.

These examples show the scale and appearance of the house types will look

Further details can be found in the accompanying drawing pack.



Hambleton



Shipley



Acacia



Beswick



A2

Designing out Crime

All new developments should create pleasant environments for residents where they feel safe and quality of life is not undermined by crime or the fear of crime. To this end opportunities for criminal activity should be recognised and designed out where possible. The following considerations have been taken into account when planning the scheme layout;

- Well defined routes for cars and pedestrians which are well overlooked.
- Car parking overlooked, no rear courtyards.
- Structured places with no conflict between uses.
- All publicly accessible spaces overlooked.
- Well defined defensible spaces and the use of suitable planting.
- Management scheme to ensure landscaped areas are well maintained.
- Layout designed to minimise vulnerable rear and side boundaries
- Robust 1.8m high fences and lockable gates provided.



8.0 | Solar study

8.0 | Solar Study

SOLAR STUDY

During the public consultation process concerns were raised over the overshadowing of the cricket pitch from the new development.

The adjacent images demonstrate the solar analysis for 2 occasions during the year. A mid summer evening and a late summer evening. The images show the existing over-shadowing, and the over-shadowing that will be created by the development.

While it is clear that the dwellings will overshadow part of the pitch in the evening, the overshadowing should not reach the wicket and therefore not interfere with play.

Existing Conditions - Mid Summer Evening



Existing Conditions - Late Summer Evening



Impact of Proposals - Mid Summer Evening



Impact of Proposals - Late Summer Evening



9.0 | Sustainability

9.0 | Sustainability

Sustainability Appraisal

The proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being. Section 4.0 shows how well the site is located in terms of access to existing community facilities and services (with a range located within a 5-15 minute walk) supporting the walkable neighbourhood concept. The proposals therefore have the potential to support the existing community facilities and local businesses through an increased population living nearby.

Sustainability Objective	How the proposals help deliver the objective
Education	The site will help support the local educational facilities through an increased population of families in the area.
Health	The site has good access to local healthcare facilities located within walking distance. The improvements to public access to open space and recreational facilities will help to encourage outdoor activities and play.
Crime	The scheme has been designed to incorporate the key principles of Secure by Design. Increased population of residents living on the site 24/7 will improve the security and ownership of the area through enhanced activity and surveillance.
Culture, leisure and recreation	The proposals will enable access to new open space and recreational opportunities for the wider community.
Housing Community cohesion	The site would contribute to a well-balanced mixed community. It provides the opportunity for a housing mix, including the potential to provide homes for the elderly and affordable housing.
Greenspace	The development site would provide the opportunity to deliver a meaningful new green-space. This also provides the potential to enhance public access to the wider countryside and network of recreational routes subject to further consultations.
Biodiversity or geological interests	Existing bio-diversity and natural features, which would be enhanced through an appropriate mitigation scheme.
Flood risk	The development platform is located outside the flood zone and the proposals will incorporate appropriate sustainable drainage measures.
Transport network	The site has good access to local facilities. Its development near to existing bus stops will enable easy access to public transport and support the development of bus services.
Maintain and enhance landscape quality	The design of the proposal gives due care and consideration to the existing site landscape to ensure that it includes measures to mitigate any potential impact and enhance landscape quality.
local distinctiveness Preserve the historic environment	The site is located away from the conservation area, the setting of the listed buildings will be respected. The intention is to contribute to local distinctiveness by developing a layout and architectural vernacular which gives the site its own identity but which is appropriate to the wider area, has as been ascertained through the analysis process.

10.0 | BFL12 Assessment

10.0 | BFL 12 Assessment

1. Connections
Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, whilst also respecting existing buildings and land uses along the boundaries of the development site?



The layout provides overlooked streets and spaces which plug into the existing neighbourhood at a number of points around the site boundary. This includes the main vehicular access from Cross Street and a potential future vehicle connection to the north. These direct and convenient connections will facilitate movement to neighbouring areas and across the site and the wider area generally. The proposals are sympathetic to existing residential development. Further to extensive public consultation, the rear to rear distances of the properties that back on to existing dwellings on Cross Street are well in excess of the minimum requirements. Also, some Public Open Space with hedge boundary has been sited to the rear of bungalows that back onto the site to the west to mitigate any loss of privacy.

2. Facilities and services
Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?



The analysis on p.14 demonstrates the site has good accessibility to a range of services and facilities within a 5-10 minute walk. Generous new areas of Public Open Space will be provided as part of the proposals, available and accessible to existing and new residents.

3. Public transport
Does the scheme have good access to public transport to help reduce car dependency?



The site has good access to local bus stop facilities via the proposed network of streets and footpaths which connect into the existing neighbourhood. The bus service provides good access to Barnsley town centre in 20 minutes.

4. Meeting local housing requirements
Does the development have a mix of housing types and tenures that suit local requirements?



The development will provide for a range of housing opportunities, from starter homes to medium and larger size family dwellings, including an element of affordable housing. This diversity of homes and tenures will help to create a balanced and sustainable community over time.

5. Character
Does the scheme create a place with a locally inspired or otherwise distinctive character?



The design approach is to create a positive identity for the site which helps improve local distinctiveness, whilst being sympathetic to the prevailing mixed suburban character, in terms of scale, materials and detailing. A co-ordinated approach to the architectural treatment of individual properties within the site will ensure there is a common distinctive architectural aesthetic across the scheme. Variety to key plots will aid legibility and place-making.

6. Working with the site and its context
Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation & microclimate?



The site has an elevated position with long distance views to Barnsley Town Centre. The proposed POS to the western boundary retains open views for the public, and the properties that back on to this boundary will have the benefit of the views.

7. Creating well defined streets and spaces
Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?



The plots provide a clear distinction between public space (the street) semi-private space (front gardens) and secure private space (homes and rear gardens). The orientation of dwellings ensure active frontages relate to the street and maximise surveillance. The proposed scheme consists of a clear hierarchy of streets and spaces which are well defined by buildings and landscape.

8. Easy to find your way around
Is the scheme designed to make it easy to find your way round?



The proposed movement and street network provides a clear hierarchy of street types which will aid legibility and way-finding. The street hierarchy and variation within development plots will aid localised navigation and ensure it is easy for people to find their way around the development. Key prominent plots, corner locations and vista stopping homes will have slightly contrasting design approaches from neighbouring properties to provide subtle way-markers throughout the scheme

9. Streets for all
Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?



The main street includes speed restraint measures such as horizontal deflections and tight corner radii. Lower hierarchy streets have been designed to encourage low vehicle speeds through narrower carriageways, shared surfaces and the positioning of homes to create more intimate streetscapes. Whilst many of these lower order streets are to be shared space, and therefore offer more scope for informal activity, the design approach has been to create good access to open spaces throughout the development as key locations for social interaction.

10. Car Parking
Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?



Sufficient allocated parking and spaces for visitors have been provided throughout the scheme. There are a mix of parking solutions proposed, with the underlying objective being to reduce the dominance of the car within the street-scene. In response, garages have been set back from the building line in the many cases with parking to the side, in locations where the parking is to the front area, of landscaping help break up runs of frontage parking.

11. Public and private spaces
Will public and private spaces be clearly defined and de-signed to have appropriate access and be able to be well managed and safe in use?



All residential streets will benefit from active frontage and natural surveillance from the new homes that enclose them. Front gardens will be clearly defined by changes in surface, landscape and/or boundary treatments to provide clearly defined public and semi-private space. Rear gardens are locked together to form secure private spaces with robust and attractive boundary treatments to public areas and between plots. The open space focal points each have a specific function and have been located as to provide easy access for residents, and high levels of natural surveillance from surrounding properties, passing pedestrians and motorists.

12. External storage and amenity space
Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?



Proposed homes have sufficient private amenity spaces for the storage of bins away from the front of properties in rear gardens, with easy access to the street. Homes have sufficient allocated parking and in most instances garages are provided which can store cycles. Where garages are not available (e.g. terraced and some semi-detached units) sufficient amenity space has been provided to enable sheds to be erected.

11.0 | Summary

10.0 | Summary

This statement seeks to establish the most suitable design solution for the development of the site.

Below is a summary of the scheme proposals:

Scheme Parameter	Detail
Gross Site Area	3.49 Ha
Net Developable Area	2.88 Ha
Public Open Space	0.43 Ha
Total Number of residential units	95
Net Density	33 d/h
Storey Heights	1 to 2 storeys
Means of access	Access from Cross Street



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