

Design & Access Statement



BARUGH GREEN ROAD, BARNSELY

AUGUST 2020

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This Design and Access Statement (DAS) has been prepared by Countryside Properties. It supports a full planning application for 140 dwellings plus associated infrastructure, access and on site formal and informal open space on land at Baraugh Green Road, Barugh Green. This document explains the design process undertaken in the preparation of the application and considers issues that are specific to the site.

1.1 The development approach has been informed by and has followed a full contextual appraisal of the site; identification of constraints and opportunities; and pre-application consultation with Barnsley Council.

Purpose of the Statement

1.2 This Design and Access Statement has been prepared in accordance with the requirements of Part Three of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance. It is in response to the recognised need to deliver high quality, locally responsive and sustainable developments through the UK planning system.

1.3 The role of this DAS is to illustrate the process which have led to the proposed development and to justify the proposals in relation to their context in a transparent, legible and structured way. This approach is embedded and endorsed by the NPPF.

1.4 The purpose of this DAS is to demonstrate that the proposed development is responsive to its surrounding context and in accordance with relevant design policies. It should be read in conjunction with the full set of documentation submitted as part of the application.



Structure of the Statement

1.5 This DAS has been structured to reflect the sequence of key stages that have evolved through the Assessment, Evaluation and Design process which have been undertaken in the production of this application. This document is therefore structured as follows;

- **Context Appraisal:** Identifies the site within the wider area and describes the context of the site in terms of townscape, landscape and movement.
- **Site Appraisal:** This section focuses on the immediate site setting and identifies the constraints and opportunities of the site which will need to be acknowledged in the proposal.
- **Design Policy and Guidance:** A review of relevant national and local design policy and guidance which relate to the design and development of the proposals.
- **Design Evolution:** A sequence of guiding design principles for the development of the site are set out, together with early development options. This section also includes summary of consultation with the LPA and local community and how these discussions have influenced the proposals
- **The Proposals:** A detailed description of the proposed development in terms of use and amount; layout; access; scale; landscape; character and appearance.
- **Summary and Conclusions:** A summary of the key findings established in this DAS, including a Building for Life 12 Assessment

Social and Economic Context

1.6 New housing development can assist in encouraging social inclusion by ensuring that there is provision within the development to meet the varied needs of the community. The opportunity to achieve balanced communities can be maximized through the provision of a choice of house types, sizes and affordability.

1.7 This proposed scheme will provide much needed housing within reach of local amenities, facilities and with good transport links.

1.8 This is turn will encourage greater activity in the area to support the local economy. In addition, the development of this site will improve and enhance the appearance of the area and allow existing services to benefit from a larger neighbourhood population.

Evaluation, Vision and Principles

1.9 Our vision for the site includes;

- Demonstrating the development of a site that adheres to national and local planning and design policy.
- Creating active streets that prioritize the pedestrian while accommodating the car in creative ways.
- Providing defensible space to every home.
- Implementing landscaping that will add to the street scene, enhance the development and aid its integration into the existing surroundings.
- Relating new to existing residential development in terms of scale, massing and materials.

Design

1.10 Good design is a central part of planning policy and there are 10 core design objectives that require consideration:

- Character - Enhancing identity and sense of place.
- Safety & Inclusion - Ensuring places are safe, secure and welcoming.
- Diversity - Providing variety and choice.
- Ease of movement - Ensuring that places are easy to get to and move through.
- Legibility - Ensuring that places can be easily understood.
- Adaptability - Anticipating the need for change.
- Sustainability - Minimising the impact on our environment.
- Designing for future maintenance - To ensure ease of future maintenance .
- Good streets and space - Creating places with attractive outdoor space.
- Well designed buildings - Buildings designed to last and contribute positively to the streetscape.

These principles have informed the design process for the proposals at Baraugh Green Road All constraints and opportunities have been assessed using this framework and the context of local and national policy.

Countryside Properties has a proven track record of delivering the above objectives, this is supported by the numerous awards the company has achieved on varying developments. Countryside Properties is a 5* rated house builder.

The Site in Summary

2.1 The gross site area extends to 11.79 acres and is relatively rectangular in shape. It is currently used as agricultural grazing and has well defined boundaries.

2.2 The site is accessed off Barugh Green Road which forms the northern boundary to the site. A drainage ditch runs along this boundary within the site.

2.3 Hedgerows form the northern, western and southern boundaries with Claycliffe Avenue to the east.

2.4 Historical OS maps dating back to 1855 show the site to have remained undeveloped throughout its history.

2.5 The highwalls on the site are the unexcavated faces of the natural ground which would have been present at the outer edges of the opencast area. On completion of the mining works, the opencast area would have been backfilled, leaving a buried 'wall' of natural ground, with the backfill material re-engineered up against it.

2.6 The site is part of the Barnsley West MUI allocation. The site was allocated for mixed use development in Barnsley's Local Plan and will provide around 1,700 new homes and 42 hectares of employment land. The site will also provide:

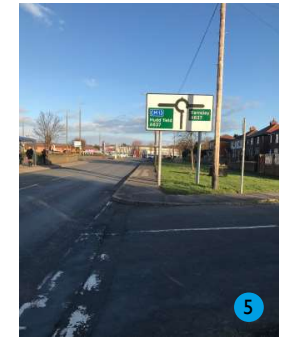
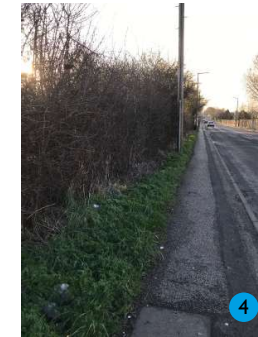
- a new primary school
- small scale convenience retail and community facilities
- brand new infrastructure, including an access link road
- open green space with wildlife corridors, watercourses and key pedestrian footpaths and cycleways.

2.7 Our site is under a separate ownership to the remainder of the allocation.





Location Plan and Key Views.



Site Context Appraisal

3.1 To ensure the development achieves physical, social and economic integration, an assessment of local facilities and movement patterns has been undertaken.

3.2 Aldi and The Chestnut Tree public house are located across the road from the site. A 5 minute walk west there is a doctors, pharmacy, primary school, one stop shop and takeaway. Barnsley centre is 2.4 miles south east of the site.

Education

3.3 There are a number of educational institutions within 3 miles of the site. These include the following schools:

- Barugh Green Primary School
- Wilthorpe Junior School
- Gawber Primary School
- Summer Lane Primary School
- Wilthorpe Primary School
- Sports College
- Queens Road Academy

Employment

3.4 There are a number of business parks and industrial estates situated within 2 miles of the site.

Movement Analysis

3.5 Access to public transport is readily available with bus stops available along Barugh Green Road.

3.6 Darton train station is located 2 miles north of the site, Dodworth is 2.5 miles south and Barnsley Interchange is 3 miles south east of the site.

Built Context

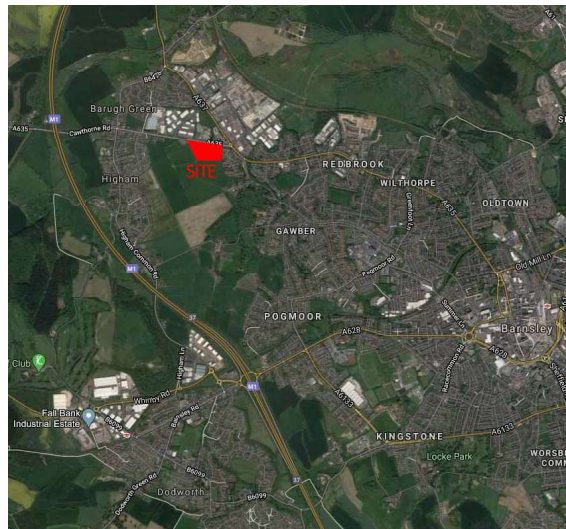
3.7 The site is located on the western edge of Barugh Green and is surrounded by a mix of built form, including early and late 20th century detached, semi-detached and terraced properties.

3.8 The residential properties are of a medium density, predominantly two storey and most have a clear public/private definition with houses fronting the road with private rear gardens. There are some dormer bungalows in the area.

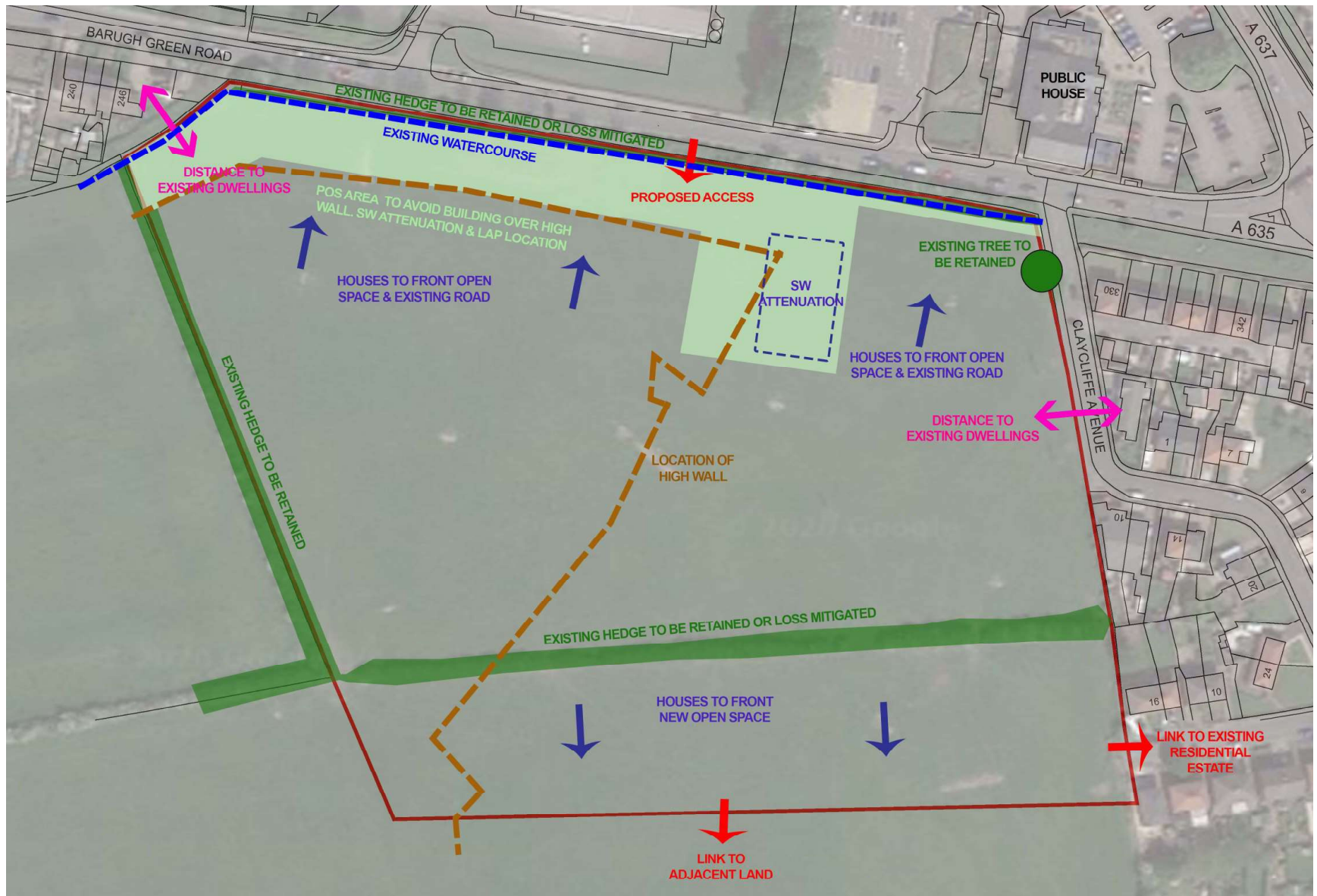
Architectural Analysis

3.9 The use of red brick is most dominant where red, brown and grey roof tiles are used to compliment the brickwork and render finish of the properties.

3.10 No predominant architectural style can be found within Barugh Green.



4. Opportunities and Constraints



Planning Policies

5.1 The relevant planning policy guidance is provided within the National Planning Policy Framework (NPPF), South Yorkshire Residential Design Guide, Barnsley Local Development Framework and the Barnsley West Masterplan Framework.

National Planning Policy Framework

5.2 The revised NPPF was updated by the Government on 19th February 2019. The NPPF sets a positive role for planning and there is an emphasis on enhancing rather than just protecting and maintaining the assets that contribute to sustainability.

5.3 At the heart of the NPPF is a presumption in favour of sustainable development. Sustainable development has three dimensions 0 being economic, social and environmental - and planning should therefore perform each of these roles.

5.4 Good design is another key aspect of sustainable development, and the Government considers it important to plan positively for the achievement of high quality and inclusive design for all development. This DAS demonstrates that the scheme has been carefully designed to a high quality taking account of the surrounding area and providing a safe and attractive residential development that people will want to live in.

South Yorkshire Residential Design Guidance

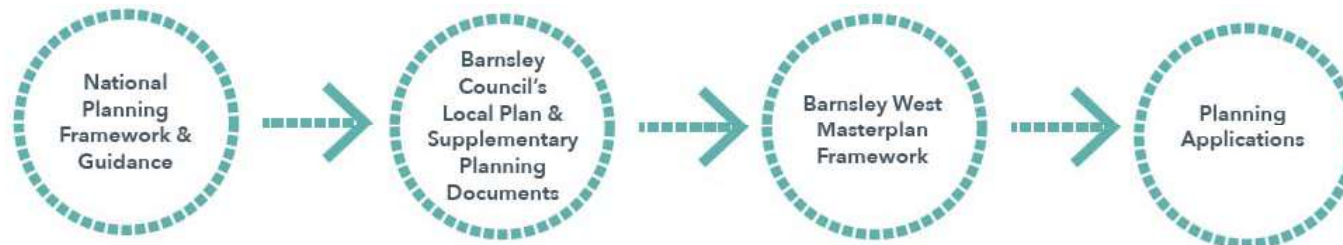
5.5 The guide complements and supports the policies in the Development Plan Documents of the Local Development Frameworks of each of the local authorities. It has been prepared in accordance with Regulation 17 of the Planning Regulations 2004.

5.6 It sets out the detailed design guidelines, principles that each of the Local Authorities will expect proposals to follow to meet the criteria. Technical requirements are also stated which expands on the design guidelines.

Barnsley West Masterplan Framework

5.7 The council's Local Plan was adopted in January 2019. This Masterplan Framework is a requirement of the Local Plan policy MUI in order to guide the development and make sure that policy objectives are met in the plan period and the site can be developed in a comprehensive manner, taking into account all of the infrastructure requirements. The Masterplan Framework will guide the development of the site to achieve its full potential and secure sustainable and inclusive growth, helping to achieve the council's priorities of achieving a thriving and vibrant economy through creating more and better jobs, good business growth and more and better housing.

5.8 The Masterplan Framework is a strategic document that should be read in conjunction with the adopted Design Code and sits alongside Supplementary Planning Documents. The Masterplan Framework and Design Code are material considerations in the determination of planning applications on the site.



Description of Proposals

6.1 This section of the statement provides a comprehensive description of the development proposals for the site and provides information on use, amount, scale, layout, appearance, landscape, drainage and access and circulation.

6.2 The detail provided within the development follows the principles and justification established within the master plan. Consideration has been given to matters of scale / height, landscape / open space, linkages and movements.

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

6.4 The simplified plans on the following pages support the understanding of the design approach that underlies the detailed site layout.



7.1 Based on our working knowledge of the South Yorkshire housing market, its demographics we have looked to create a medium density development which has in turn provided a wide range of units. This ensures that we meet the affordability criteria for the area.

7.2 We therefore believe that the mix for this development is the best balance to meet the need and the Local Authority's aspirations together with making the best use of the land that is available given the authority's HA requirements.

7.3 The mix for the proposed dwellings we are proposing will give the opportunity for good sized 2, 3 and 4 bed family accommodation, thus allowing us to accommodate a variety of household types.

7.4 This will provide a hierarchy of dwellings from detached and semi detached properties through to terraced forms, allowing for variety in the proposed streetscape.

7.5 For a schedule of the accommodation please see the proposed site plan which forms part of the application submission.



Design Development

8.1 This sketch was produced before the Design Code Master Plan was issued out.

8.2 The site was maximised at 129no dwellings with a mixture of 3 and 4 bedroom properties. It equates to 33 dwellings per hectare and provides 12.8% of the gross site area as POS.

8.3 16% of the site is provided as affordable housing.

8.4 No links to adjoining land is provided.



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8. Layout

8.5 The access and POS location remain the same as the initial sketch.

8.6 This layout provides links to the remaining allocation to the south and also a link to the existing residential estate to the east.

8.7 Coverage was reduced slightly to 32 dwellings per hectare with a total of 126 dwellings with a similar mix.

8.8 Properties were flipped to face the southern boundary in accordance with the Master Plan.



8.9 Once the Design Code and Master Plan were issued and a pre-application meeting with the Council had been undertaken, a block plan was produced in accordance with all comments.

8.10 The key principles of the design are a central stretch of POS running south through the site along with the original stretch along the northern boundary.

8.11 The large Oak tree is to be retained and protected through out the construction.

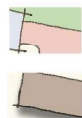
8.12 Vehicular and pedestrian links are to be provided to all boundaries.



PRIMARY ROUTE



SECONDARY ROUTE



SHARED PRIVATE DRIVEWAY



RESIDENTIAL BLOCKS



DUAL ASPECT PROPERTIES



POS



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Block Structure and Form

8.13 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.

8.14 The design provides a cohesive development whilst the streets have individual and differing characters of their own, as described in the Proposed Movement and Access section.

8.15 The layout has been designed in perimeter blocks serving a primary route feeding off Barugh Green Road. Dwellings front onto the existing road, all be it set back, and the proposed road network. This creates a legible layout with public frontages and private rear areas.

8.16 Different house types and sizes have been placed appropriately to the development's street hierarchy. The dwelling clusters and those which line the boundary edges are also appropriate to the street hierarchy that serve the dwellings. These housing clusters are a combination of terraced houses, detached and semi detached houses which have been designed to present positive and attractive elevations to the streets and private drives that they front.

8.17 Continuous building lines have been introduced as they provide definition to, and enclosure of, the public realm.

8.18 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, bays and additional windows to habitable rooms which ensure that blank gables to the street are avoided. This assists in pedestrian way finding through the scheme and the creation of a sense of place.

8.19 Dual aspect units (eg: Rydal house type) have been introduced to ensure all elevations make a positive contribution to the public realm and junctions.

8.20 The scheme proposals promotes a mix of both wide and narrow frontage plan forms with the wide frontage buildings allowing for a greater opportunity of variation along the street, whilst a narrow frontage approach establishes a run of linked dwellings and continuous frontages. The continuity assists in promoting an active streetscene and helps to create a safe and attractive environment

8.21 The Main Street character is defined by its role as principal access into and through the site from Barugh Green Road. The urban form is linear, providing a continuous frontage to the street; carrying residents from that entrance along the eastern boundary to the central areas of the site.

8.22 The development plots will be defined by a range of boundary treatments including walls and hedges, depending on their location, in order to clearly define public and private spaces.

8.23 High quality landscaping between the dwellings and the highway edge will complement the dwellings and enhance the quality of the street scene.

8.24 The detailed block and street layout is arranged to provide a series of attractive views and vistas. The blocks will provide a varied sequence of connecting views allowing views of the open space from the main street through the incorporation of open ended vistas.

Public and Private Space

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

8.26 The adjacent diagram 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.

8.27 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.





Urban Design Principles

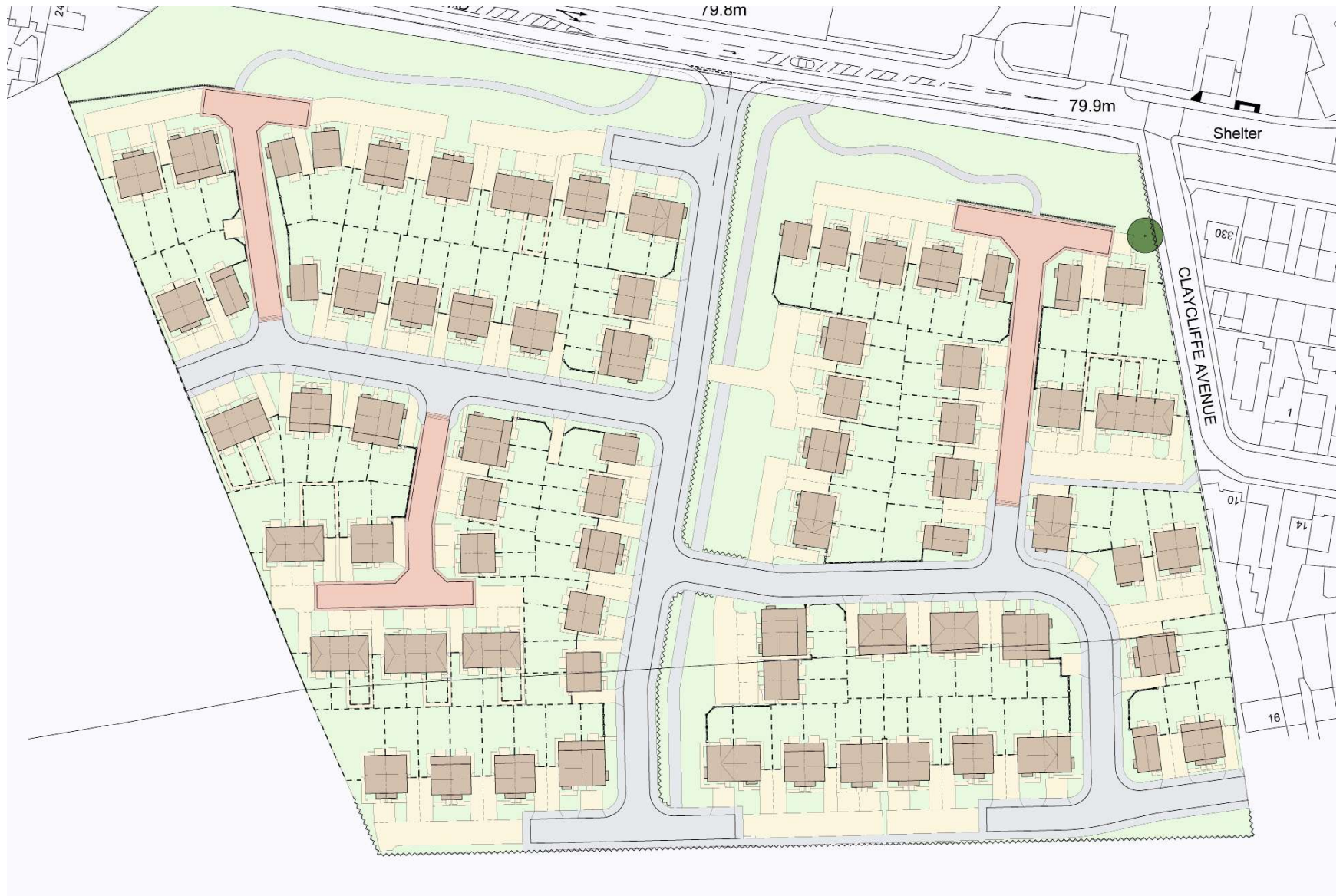
8.28 This diagram illustrates the good practice urban design principles that the proposed layout is based upon.

8.29 In most areas of the site, corner buildings will be dual aspect to promote passive surveillance and ensure that public spaces aren't bound by blank gable walls.

8.30 Dwellings will face onto public space, keeping the backs of private space away from public realm. promotes the passive surveillance, making the public spaces feel safer and promoting the potential for the community to adopt some sense of ownership over their respective spaces.

8.31 Key nodal areas create a sense of place within the development and aid legibility within the development. Vista stop dwellings further promote the uniqueness of these spaces and can be seen from a number of view points within the development.

8. Layout



Proposed Layout

8.32 Unit types have been distributed evenly across the site without creating an overbearing relationship to highways and overshadowing of surrounding areas. The primary road has a strong continuous building line, with focal corner buildings.

8.33 Across the scheme as a whole, dwelling frontages face out onto the street. This helps to enliven and define the public realm as well as improving safety and security by encouraging natural surveillance. Blank gables have been avoided as we feel they would be a negative impact on the streetscene.

8.34 Where possible the blocks of terraces will be hipped, which is in keeping with the surrounding residential development.

8.35 The spaces between the front of the dwelling and the 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.

8.36 The layout has been designed to accord with the Council's separation distances in order to create a quality environment for future and existing occupiers. The layout is respectful to existing residents and creates adequate separation.

8.26 In our scheme proposals we felt it important to create a network of well defined streets that are logical and convenient. We have also ensured that new routes and spaces integrate well with the existing context as this enables people to find their way around more easily and conveniently, it also allows better access to existing local facilities and public transport links making places more sustainable. This can be seen with the 3m wide pedestrian/ cycle link through the site.

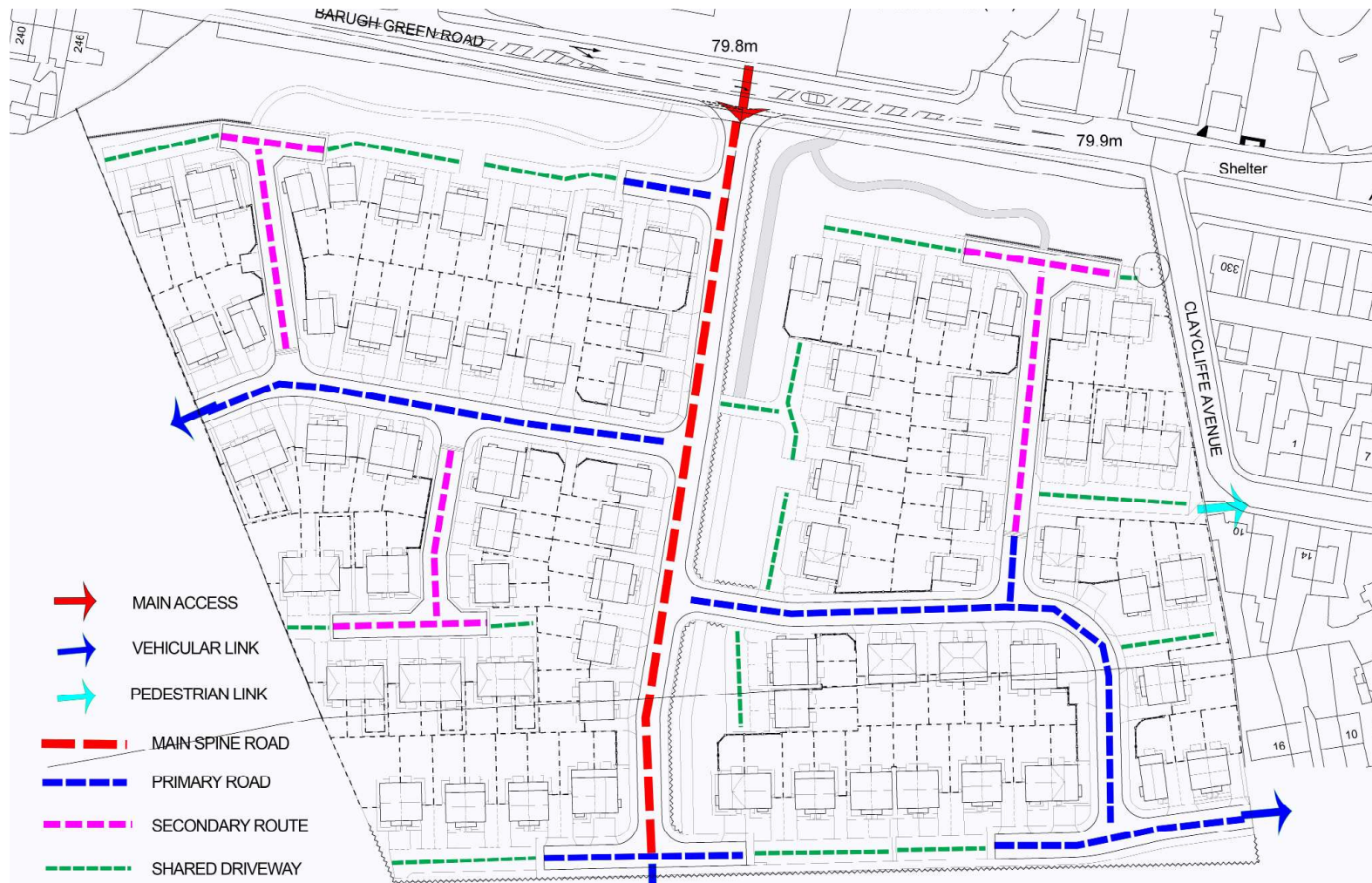
Parking

8.27 Parking is in curtilage for the majority of dwellings and follows the principles of manual for streets. An element of up-front parking has also been proposed. Parking provision meets the requirements of Barnsley Council both in terms of quantum and size.

8.28 Side parking is used to reduce the widths of adjoining footway crossings, which can be both unsightly and detrimental to pedestrian and cycle safety.

8.29 Individual parking bays are generally just set back from the building line to allow ease of access. The visual impact of parking on the street will be broken up by limiting this to small groups of bays. These groups will be separated by planting and street trees.

8.30 The positive effects of street parking within this scheme is that it adds activity to the street and is typically well overlooked. It also provides improved security, whilst acting as a useful buffer between pedestrian and moving vehicles.



Proposed Movement and Access

9.1 Vehicular access is proposed via Barugh Green Road, via a 5.5m carriageway and 2m footways provided on both sides which will tie into the existing footway networks, thus providing a safe continuous walking route for residents.

9.2 The site layout plan provides a well connected movement network, accessible by all users, which helps to ensure that all areas of the development are easy to navigate, safe and secure. The movement hierarchy clearly defines the main route and helps to achieve a permeable layout. The hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function.

9.3 The importance of each of the street types in terms of its movement and place function varies within the hierarchy. Streets are defined by the building layout, so that buildings rather than roads dominate.

9.4 Vehicular links are proposed to the existing residential estate to the east, along with the remainder of the allocation to the south and west. Pedestrian links are also provided to these areas.

9.5 A separate cycle path is provided through the site.

Natural Surveillance

9.6 The front elevations of the development face public highways. As mentioned in the Urban Design Principles, care has been taken to keep natural surveillance over the public realm to the maximum. Building design offers little opportunity for concealment, thus promoting a sense of security for the community and visitors. Doors and windows in gables overlook public areas providing further natural surveillance.

Lighting

9.7 Good lighting provides clear and safe access through the development for pedestrians up to the private front doors of dwellings. The lighting has also been designed to be considerate and respectful of ecology on site.

Maintenance of Spaces

9.8 Private gardens are well defined. Public open space will be well maintained by a management company. Trees will be pruned to a height no lower than two metres, and shrubs pruned to a height no greater than 1 metre, thus providing a clear window of surveillance at all times.

Boundary Treatments

9.9 Care has been taken to ensure that all boundary treatments provide clear and well defined public and private spaces.

9.10 The submitted plans show a mix of boundary treatments consisting of brick screen walls, timber fencing, metal railing and various forms of planting, all of which will provide a physical barrier.

9.11 The boundaries, whilst providing privacy where required, will not obstruct the requirement of maintaining maximum, natural surveillance.

Crime Prevention

9.12 The layout has referenced the principles of good urban design guidance and has considered aspects such as well connected and well lit streets and natural surveillance.

Inclusive Design

9.13 The built environment and how we interact with it has a profound effect on our quality of life whether it is our working, living or recreational environment. Well designed places ensure variety and ease of use for all members of the community.

9.14 The proposals at Dawley Road have been developed and take regard of CABE's publication The principles of Inclusive Design (CABE 2006) which sets out 5 key principles:

- Inclusive design places people at the heart of the design process
- Inclusive design acknowledges diversity and difference
- Inclusive design offers choice where a single design solution cannot accommodate all users
- Inclusive design provides for flexibility in use
- Inclusive design provides buildings and environments that are convenient and enjoyable to use for everyone.

9.15 These key principles should lead to development that is inclusive, responsive, flexible, convenient, accommodating, welcoming and realistic.

9.16 The proposals at Cochrane Road meet these aspirations for the reasons set out below.

9.17 The proposed residential development offers choice and variety for all groups within the community and aims to appeal to a multitude of people with differing lifestyles and social backgrounds. The housing types designed with a flexible approach to varying lifestyle choices and providing a sound base for future adaptation.

9.18 The built form provides a clear distinction between public and private space, with the use of clear boundary treatments utilising varying materials. Corners and vista stops have also been carefully considered to assist with way finding and ease movement and create the sense of a distinctive environment.

9.19 All houses will be built using timber frame construction giving the units flexibility for future adaptation.



10.1 The height and massing of the proposed development varies across the site. Two storey units make up most of the residential development however differing ridge heights are used to provide variation in roof levels also creating key locations in providing distinctiveness in the streetscene. Two storey room in the roof properties make up the rest of the development

10.2 In studying the storey and ridge heights in and around the local area, they were found to vary slightly, so whilst the extent of variation has not been designed into the scheme, we felt it important to create some.

10.3 In terms of a variety in heights and massing of proposed dwellings, this is achieved through the use of a range of house types and sizes ranging from smaller terraced units to 3-4 bedroom semi detached and detached houses.

10.4 The proposed variation in our house types introduces a subtle variation in ridge line and perceived building heights which assists in allowing the scheme to fit in with the local vernacular.

10.5 The disposition and orientation of all buildings have been led by the constraints and opportunities of the site and have been designed to provide for a strong street frontage where variation of house types provide for variety along the street scene.

10.6 Dwellings sited on corners will have principle windows to all of the street elevations which further ensures that the dwellings address both road frontages. The architectural quality of the buildings in this scheme are displayed through their massing, proportions and materials.





Section B-B



Section C-C

Visual Appearance / Materials

11.1 Two of the key concepts of this development is to seamlessly link the new development with the existing neighbouring environment and the proposed dwellings are designed to closely match the surrounding dwelling footprint sizes. This generates the ability to provide massing and elevational appearances throughout the development in keeping with its local residential context.

11.2 The choice of materials used in the existing houses in the area are red/orange brick, white/cream render with predominantly grey and brown roof tiles. The proposed materials reference themselves to the local vernacular without being pastiche. The local context offers a mélange of building styles incorporating slightly different roof pitches, window types and entrances. The scheme attempts to extract features and elements of our observations of existing and encapsulate them within the new development design.

11.3 Each of the proposed dwellings will be of a traditional elevational design, whilst having a pleasing proportion which is realised by the size of the windows. Building projections will add diversity to house types located in close proximity to one another, and puncture the building line. All proposed street scenes will look to compliment this existing character whilst being careful not to replicate the form of existing residential stock that surround the boundaries of the site.

11.4 The architectural palette will consist of a light red brick and red multi brick with selected plots being partially or fully rendered (white) acting as focal points, or tile hanging to provide further variety within the street scene.

11.5 These facing materials will be further enhanced by the use of interlocking red and grey tiles.

11.6 Examples of the proposed palette of materials are shown on the next page, with samples being available on request. Furthermore, a materials plan has been submitted as part of the Planning Application. All the materials have been selected through a process of contextual understanding, their durability and aesthetic appearance. The proposed materials will use colour, texture and detailing coupled with quality workmanship to ensure the elevations are enlivened but with a tactile finish. In line with the materials traditional detailing will create a high quality build that is both durable and robust and will be achievable with modern methods of construction. The houses will have a range of differing details that will create diversity in the overall street elevations.

11.7 The introduction of dual fronted houses allows the turning of corners to be celebrated through active frontages.



Appearance

11.8 The purpose of this page is to provide simple design rules that acknowledge the important role that enclosures will have on the definition and character of the street scenes, including the interface between public and private realm. It demonstrates that high quality detailing will be a consistent theme throughout the development.

11.9 This should be read with the conjunction with the submitted plans which detail the location of specific boundary treatments. It is considered that exact locations for boundary treatments will be shown on the Boundary Plan drawing submitted with this application. The following designs will be followed with regards to boundary treatments:

Rear Gardens rear fence - Generally 1.8m high timber panel fence.
Rear Gardens side fence - Generally 1.8x1.8m timber panel privacy fence

Prominent Locations - 1800mm high brick wall

Boundary treatment to plot frontages will predominantly include lawned front gardens and substantial planting.



Dark Red Brick



Buff Brick



Grey Roof tile



Red Multi Brick



Tile Hanging



Red Roof tile

Landscaping

12.1 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. L

Landscape and Public Realm

12.2 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.

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

12.4 Please see the landscape masterplan for the main design principles.

Plot Frontages

12.5 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 (side parking) creates a high quality landscape with seasonal interest.

12.6 A detailed landscape package is included as part of the application submission package. A landscape maintenance programme will be adopted to ensure the long-term survival of existing and proposed features in order to enhance their biodiversity. The details of the landscape maintenance programme will be agreed with the local authority in due course.

12.7 The area to the front of the site has been carefully designed in accordance with the Design Code Master Plan and an indicative scheme can be seen on the next page.

Images on right indicate typical plot frontage landscaping proposals



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12. Landscaping



Form of Development

13.1 The final scheme design in respect of landform, layout, building orientation, massing and landscaping will aim to minimise energy consumption.

13.2 Street trees placed throughout the development will aid in climate change mitigation, projecting shade onto the buildings and limiting the heat island effect.

Water Conservation, Drainage and Sustainable Drainage Systems (SUDS)

13.3 Water conservation measures will be considered in the detailed design phase of the development.

13.4 As the site is being developed for housing, a large proportion of the surface area will become or remain undeveloped as garden areas. The detailed design prepared by the engineering consultants includes a SUDS solution for these latest proposals.

Biodiversity

13.5 Existing biodiversity assets will be preserved wherever possible including those trees indicated as being retained. New planting within the site will use native species and of local provenance that will encourage wildlife.

13.6 Where hedgerows are included within the detailed design, these will be protected and supplemented with new planting where appropriate to ensure the biodiversity value of these features is maximized.

Waste and Recycling

13.7 A Site Waste Management Plan will be produced to identify potential waste streams prior to development so they can be effectively managed, therefore reducing waste.

13.8 The design of all dwellings will need to accommodate space for separate external bins for the recycling of materials to accord with the Council's policy on refuse disposal and recycling.

Construction Materials

13.9 The use of locally sourced, sustainable, re-used or recycled building materials and aggregates will be used in the construction of the development where practicable.

Energy Statement

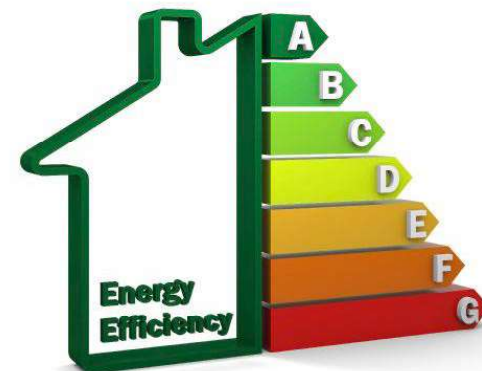
13.10 Our proposed dwellings are designed to achieve high levels of energy efficiency, by using our fabric first approach and maximising efficiency of the building. This is coupled with an efficient heating, ventilation and lighting strategy and each new plot is air tested to ensure strict air tightness requirements are adhered to.

Our dwellings energy efficiency is helped by the following:

- Fully Compliant with 2013 Building Regulations.
- Improvement on required U-values.
- A rated appliances (when fitted).
- A rated boilers with weather compensators and zone controls.
- 100% energy efficient lighting.
- Water consumption of 100 lppd (Building Regs 125 lppd).
- Air leakage target at 4 (Building Regs 10).
- Positive Input Ventilation systems.
- Reduced site material and energy waste through off site manufacturing in the form of timber frame construction and prefabricated components (ie. porch canopies).

13.11 Combinations of high fabric performance and good natural day lighting within the proposed development will create significant benefits in terms of reduced electrical use for lighting, and reduced space heating consumption, as a result of maximising solar gains.

13.12 In accordance with our fabric first approach and high levels of energy efficiency the scheme does not propose any specific renewable energy technologies as this will impact on the overall viability of the scheme.





Introduction

Building for Life is the industry standard, endorsed by Government, for well designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.

Re-designed in 2012 Building for Life 12 is based on the new National Planning Policy Framework and has been published by the Building for Life Partnership which is made up of Cabi at the Design Council, Design for Homes and the Home Builders Federation these three organisations are supported by Nottingham Trent University.

The 12 questions reflect the vision of the Building for Life Partnership and it is therefore appropriate to assess the proposals for the Land off Baraugh Green Road against these 12 questions.

The 12 questions are broken down into three categories each with four questions. The three categories are;

- **Integrating into the neighbourhood**
- **Creating a place**
- **Street and home**

The questions operate a simple traffic light system. Developments should aim to achieve as many greens as possible, minimise the amount of ambers and avoid reds. Local circumstances and constraints of individual sites may mean that schemes cannot achieve 12 greens and justification should be given in these situations.

Integrating into the neighbourhood

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 new access is proposed off Barugh Green Road which provides a separate pedestrian, vehicular and cycle access. The provisions are underpinned by a set of key movement principles which are to integrate the development with both the existing and emerging communities. They provide good quality pedestrian and cycling connections to existing networks serving the nearby employment areas and community facilities, whilst also prioritising movement within the development for pedestrians and cyclists and to facilitate access to local public transport services. (Green)

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 site is located less than 2 miles away from a range of local facilities including shops, schools and community uses, which are all within short distance. The local area is well served by the bus services, supporting its status as a sustainable settlement. (Green)

3) Public transport

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

There are bus stops within 400m of the site and there are currently a number of bus services that operate within close proximity of the site. (Green)

4) Meeting local housing requirements

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

The scheme provides a mix of two, three and four bedroom private for sale homes along with two and three bedroom affordable homes. The mix was derived following an extensive period of market research in the area with regards to housing need. The broad mix of housing will also provide an opportunity for individuals or families to move locally and within the development as lifestyles and aspirations change. (Green)

Creating a place

5) Character

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

The properties will be elevated to complement and enhance the existing environment. A simple, traditional elevational theme is proposed utilising a variety of high quality materials which, when used in conjunction with variations in building height, provides the scheme with a distinctive character of its own. The layout and green infrastructure for the scheme responds well to its context and provide a distinctive character. (Green)

6) Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

The site has been designed to respect the topography of the site, taking advantage of views where possible. It has been designed around the engineering constraints.

Existing vegetation within the site is to be retained and enhanced where possible and buildings are to be orientated as far as possible to capitalise on the benefits of passive solar gain. (Green)

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?

All dwellings face onto the street with articulation of corners achieved by the use of distinctive materials, bays and additional windows to habitable rooms which ensure that blank gables to the street are avoided.

A comprehensive landscaping scheme has been prepared, incorporating semi mature trees within the development where possible. Plot frontages will be defined by the use of landscaping, railings, walls and fences where required.

The design creates clear definition between the public and private realm and follows the principles of Secured by Design. High quality landscaping between the buildings and the highway edge will complement the buildings and enhance the quality of the street scene. (Green)

8) Easy to find your way around

Is the scheme designed to make it easy to find your way around?

The layout follows a simple approach with a distinct 5.5m road which acts as the 'Spine Road' with more organic shared accessways off this along with private drives, allowing residents and visitors to easily find their way around. The relationship with the green infrastructure would allow easy orientation. (Green)



Street and home

9) Streets for all

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

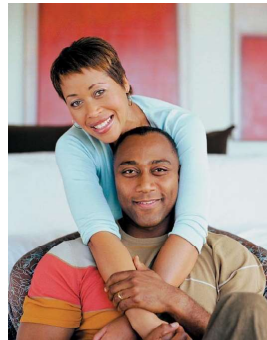
All streets have been designed to accommodate the requirements of the local highway authority. Variations in plot frontages assist in natural traffic calming to slow traffic speeds which enhance the environment for pedestrians and cyclist. Streets are well lit and benefit from natural surveillance promoting social interaction. (Green)



10) Car parking

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

Parking is in curtilage and follows the principles of manual for streets. Parking provision meets the requirements of Barnsley Council both in terms of quantum and size. (Green)



11) Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

All dwellings face onto the street with articulation of corners achieved by the use of distinctive materials, bays and additional windows to habitable rooms which ensure that blank gables to the street are avoided. This assists in pedestrian way finding through the scheme and the creation of a sense of place. (Green)



12) External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Some plots are provided with garaging that could be used for secure cycle storage. Hardstanding is provided within the rear gardens for the storage of bins in accordance with the refuse policy of Barnsley Council. (Green)

The Vision for the Site

The master plan states the vision for the whole MUI site is 'to provide a new sustainable community, combining high-quality new homes with new jobs, facilities and open space, available to new and existing residents - to enjoy for living and working.'

The site plays an essential role in providing housing and employment for Barnsley over the next 15 years.

Our site is located at the front of the allocation fronting Barugh Green Road and leads the way in to the remaining site. As part of our vision for the site we aim to

- make the best use of the land;
- provide a high standard of design;
- deliver high quality homes;
- help create a modern place which is landscape led;
- deliver a permeable road layout which provides links into the wider masterplan area;
- deliver axial views looking north-south through the site;
- provide pedestrian and cycle links within the proposed open space.

Our site is under separate ownership to the remainder of the allocation and the site can come forward and deliver an initial phase of the master plan.

Site Context

For the wider site allocation the context has been researched thoroughly for the master plan and it was decided where best in the new site to locate the residential, commercial and educational aspects.

Our parcel has been allocated for housing with some public open space provided alongside this.

Our proposals will set within the existing and also proposed context. The new houses will relate well to the existing residential estate adjacent to the site.

Vehicular and pedestrian links will be provided to facilitate access in to the wider master plan.

There will be a mixture of 2 and 2.5 storey properties, with the taller properties located at key focal areas.

Quantum of Development

The proposals have been described in detail earlier in this statement.

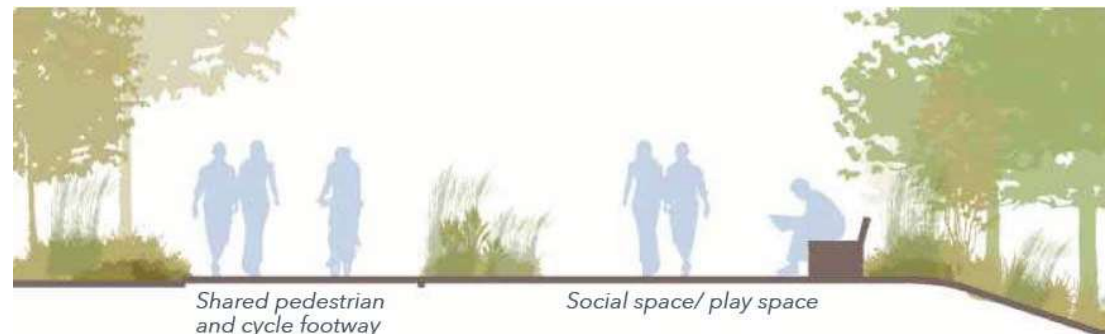
We propose to deliver in total 140no dwellings which comprises of 28no affordable plots and 112no dwellings to be sold on the open market. The open market plots start at 759ft² 2 bedroom semi detached house up to 1131ft² 4 bedroom detached properties.

The nett density of the scheme accords with the Local Plan Policy and makes the most effective use of the site.

The quantum of development is appropriate for this parcel of land and ensures that landscaping is provided in accordance with the master plan vision.

Public Realm

Within our scheme we are providing two main areas of open space. One will be provided along Barugh Green Road which will comprise a planted orchard and path routes through the open space. A second strip of open space is provided north to south along our proposed spine road which will provide a separate cycle and pedestrian route through the site and out to the remainder of the allocation. We are also proposing to provide a LEAP on site.



Health & Wellbeing

The built environment has long been recognised as an important factor towards health and wellbeing. Encouraging physical activity and a healthy lifestyle is one of the most impactful measures that can be taken to reduce chronic diseases, obesity and mental ill health.

The layout provides a landscape-led scheme that promotes a strong connection for the new dwellings to the proposed open space. Primary spaces are designed to face out on to the landscaping.

The layout engages with the local community with orchard planting provided for all to use along with a locally equipped play area. These will also provide places to meet, socialise and play.

Cycling and walking are encouraged through the layout with separate pedestrian routes provided through the site and to the surrounding lands. A cycleway is provided running south through the site providing connection to the existing network and also into the remaining site allocation.

The layout has been designed with security and surveillance in mind. All public areas are well overlooked with dual aspect properties used on corners to ensure an active frontage throughout.

The use of locally sourced, sustainable, re-used or recycled building materials and aggregates will be used in the construction of the development where practicable. Our proposed dwellings are designed to achieve high levels of energy efficiency, by using our fabric first approach and maximising efficiency of the building. This is coupled with an efficient heating, ventilation and lighting strategy and each new plot is air tested to ensure strict air tightness requirements are adhered to. Combinations of high fabric performance and good natural day lighting within the proposed development will create significant benefits in terms of reduced electrical use for lighting, and reduced space heating consumption, as a result of maximising solar gains.

A sense of place and identity will be created by the new development with houses relating well to the proposed open space and the existing surroundings. A distinctive design will be followed throughout with all houses relating well to one another.

Landscape

Public Open Space

The wider Landscape Framework within the Barnsley West Design Code has shown the development site to be part of the Glades and Greens landscape type. In response to this the layout of the development has been designed to provide a generous area of informal Public Open Space along the frontage of Barugh Green Road. Avenue planting along the road frontage will create a strong sense of place and, along with feature entrance planting, a sense of arrival into the development. Large semi-mature trees will be planted to create instant impact. Hedging along the pavement to the north of the site will enclose the space and screen the main road from the interior of the development. In line with the Landscape Framework, two areas of orchard tree planting have been included within the POS, with wildflower meadow sown underneath. The meadow and fruit from the trees will be an excellent food source and habitat for wildlife, as well as well as providing a community resource for residents to use. The rest of the mown grass area can be used for informal play, dog walking etc.

The Landscape Framework also identifies the requirement for pedestrian and cycling links through the development from Barugh Green Road to the future developments to the south. In line with this, a wide cycling and pedestrian route has been provided along the main north/south spine road. This is set within a generous landscape corridor and is separated from the road by a knee rail and tree planting. This provides cyclists and pedestrians with a pleasant, safe, off road route through the development, linking to future developments. Trees will be planted at regular intervals either side of the path to create a distinctive 'boulevard' character to this route.

Plot Landscaping

Tree and evergreen hedge planting are used within the private curtilage of the properties to provide structure and create privacy for the residents. Different species and sizes will be used to define the character areas and street hierarchy.

A mixture of shrub and herbaceous species will be planted within front gardens to create texture, colour and year round interest. The character areas and street hierarchy will be further emphasised by the colours of flowers and foliage of the species selected for different areas. A variety of flowering species will be incorporated to encourage insects and birds.

Character Areas

The application site is located within the 'Community Hub' character area. The application proposals have sought to deliver the key characteristics which define this character area. This includes the delivery of 60% of the dwellings fronting onto open space and the inclusion of gateway buildings.

The road layout has been designed to be more 'grid' like and provide connections throughout the site into the wider area. The net density of the scheme is considered to be appropriate for this character area and makes the most effective use of the site.

It is noted that this character area includes the delivery of a 'secondary heartspace'. However, given the delivery of the central area of open space within the application scheme it is considered that a secondary heartspace would be more appropriately delivered within the wider 'community hub' character area.

There are opportunities within the proposed landscaping areas to deliver the landscaping palette for this character area. This will be shown on the accompanying Landscape Masterplan.

It is noted that the masterplan identifies a potential 'edge parameter' along the eastern boundary of the application site. The masterplan text states that proposed dwellings within edge parameters should be set lower than existing dwellings where possible. Given that the site level in this area is the same as the adjacent existing properties it has not been possible to deliver an edge parameter in this area. The proposal to lower levels and set dwellings back would significantly impact on the scheme layout and sterilize a large part of the site.

Sustainability

The NPPF sets out a presumption in favor of sustainable development. The application site is within a sustainable location and is within walking distance to public transport links and local services and facilities.

The application proposals includes large areas of open space which offer the opportunity for landscaping and planting which minimises the ecological impacts of the scheme. The scheme incorporates footpaths and cycleways within the proposed landscaping promoting the reduction of car dependency. The accompanying Energy Statement provides details of the scheme.

This DAS has illustrated the design principles and concepts that have underpinned the application proposals.

The development at Baraugh Green Road will provide an attractive, high quality designed environment to live. The scale and character of the proposals will ensure that the scheme will contribute to and enhance the immediate and surrounding area.

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.

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