Nathaniel Lichfield & Partners
Planning. Design. Economics.

Low Barugh, Barnsley: Design & Access Statement

September 2013
Revision C

Nathaniel Lichfield & Partners
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1.0
Introduction

1.0
Introduction

Foreword

1.1 This Design and Access Statement (DAS) accompanies an application for an outline planning permission made by Commercial Estates Projects and Hallam Land Management. The application is for residential development at land to the south of Dearne Hall Road, Low Barugh, Barnsley. All matters are reserved except access. The application seeks permission for the demolition of an existing dwelling on site and development for residential use (Use Class C3) with open space and landscaping, associated access and a new link road.

1.2 This Statement has been prepared by Nathaniel Lichfield and Partners (NLP) in accordance with the requirements of the DMPO (October 2010) and CLG Guidance on Information Requirements and Validation (March 2010). It describes the context and the way in which the proposals have been resolved through an understanding of setting, scale, massing, grain, relationship to the surroundings and spaces, external appearance, the interrelationship between old and new development, access and movement, architectural details and materials.

1.3 The purpose of this statement is to establish the design principles which will determine the design quality of the development based on an understanding of the site's context. These principles will guide future reserved matters applications.

1.4 Detailed design issues such as the layout of the development, the type of houses, the design of buildings and the type/ function of the open spaces will be determined later through the submission of reserved matters planning applications.

1.5 The Illustrative Masterplan that accompanies this statement illustrates the potential structure and built form of the layout, responding to the design rationale, the design objectives and to demonstrate the potential capacity for a low density development of some 175 dwellings.

Revision B

1.6 This revision to the DAS reflects discussions with the highways authority, amendments to the size and location of the drainage ponds, the opportunity to address comments made by the Design Review Panel of April 2013.



View towards Stancross



Revision C

1.7 Considering further the comments of the Design Review Panel, the residential market and to provide greater clarity on the form of development that could come forward, this revision reflects a review of the Illustrative Masterplan and the detailing of the layout.

1.8 The Illustrative Masterplan (IL21235-021 Rev A), demonstrates the capacity for a slightly higher density residential scheme on the site than previously discussed, having regarding the character of the surrounding area, street types and parking solutions. With a variation in the mix to include more small terraces within the development blocks, it is envisaged that the development could accommodate:

- Approximately 175 dwellings providing a mix of housing types, including affordable housing of a type and quantum assessed as viable;
- A green infrastructure network;
- Two accesses into the site; and
- A link road, which will connect the proposed access points and will ease traffic congestion in the surrounding area.

1.9 A programme of community engagement has been undertaken as a part of the development of the design proposals. The details are described within the Statement of Community Engagement.

1.10 The document comprises the following sections:

- Section 1: Introduces and sets out the framework for this DAS.
- Section 2: describes the site and design policy context.
- Section 3: sets out the constraints to and opportunities for the site's development
- Section 4: describes the design principles to be used for the site.
- Section 5: describes the design evolution.
- Section 6: describes the proposed amount, layout, access, scale, landscaping and appearance of the scheme.
- Section 7: concludes this DAS and provides an informative Building for Life Assessment.

1.11 This document should be read alongside the supporting submissions to this application.

2.0
Context

2.0
Context

2.1 Understanding a development's context is vital to producing good design and inclusive access. This section describes the site characteristics.

Location

2.2 The proposed development site comprises 10.25 ha of land to the south of Dearne Hall Road, Low Barugh.

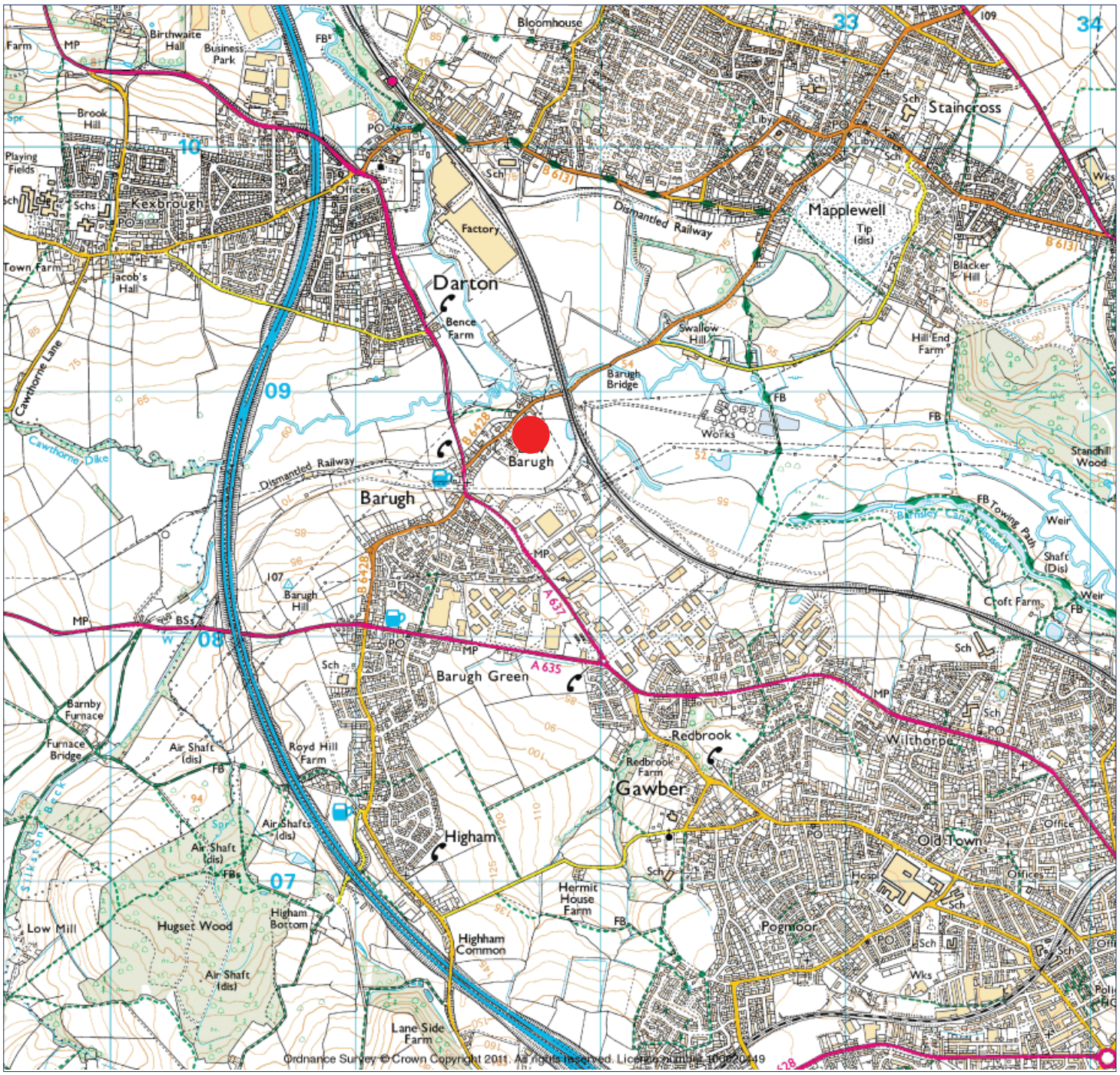
2.3 To the south of the site is Barugh and Barugh Green along Barnsley Road. To the north is Darton and to the north west, Staincross.

Access

2.4 The site can be accessed from the south off Barnsley Road and from Dearne Hall Road to the north.

Accessibility

2.5 The site is located within Urban Barnsley and is accessible on foot and by sustainable modes of travel. It lies within walking distance of the Core Public Transport Network.



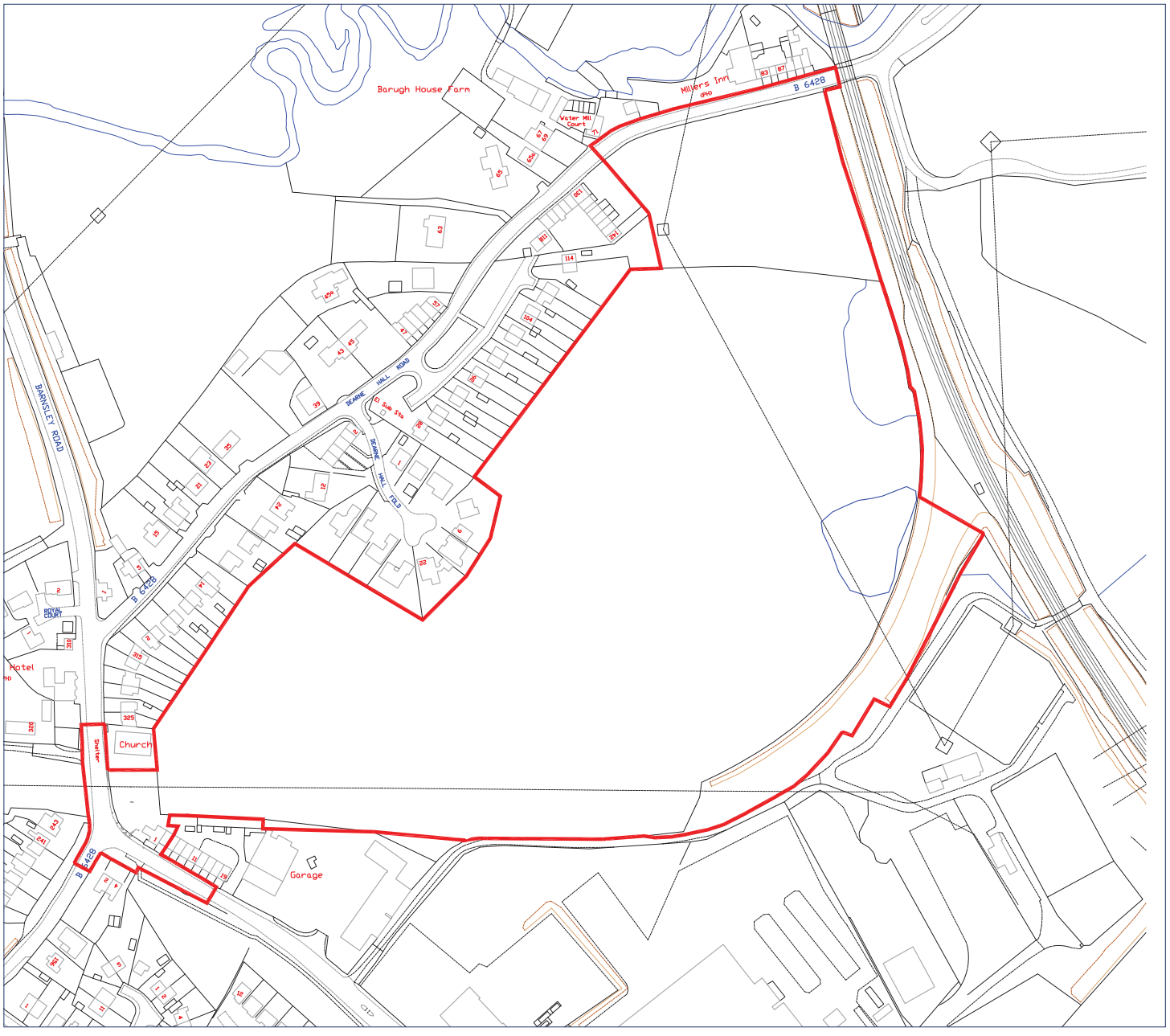
Site Plan

2.6 There are public houses and a church within 400m of the site. Furthermore local services and open space are present in Barugh Green, within 1km of the site.

Site Boundaries

2.7 The site is bounded:

- To the north and north west by Dearne Hall Road and the rear gardens to residential dwellings on Dearne Hall Road, beyond which lies agricultural land;
- To the north east and east by the railway line, beyond which lies agricultural land;
- To the south and south east by an industrial site, electricity substation and housing; and
- To the south and south west by a church and Barnsley Road, beyond which lies residential properties and a hotel.



Application Site Plan

2.0
Context

Landscape features

2.8 To the north there is the landscaped embankment of the railway line and a line of poplar trees which cross the site.

2.9 To the south and south east along the boundary there is a woodland edge and a stream. The boundary becomes more open to the south approaching the industrial estate.

2.10 The site comprises a large field, which is partly used for agricultural purposes with the remaining land undeveloped and two properties (1 & 3 Claycliffe Road) which are required to facilitate access.

2.11 Within the site there are former cooling ponds and railway embankments/cuttings. An electricity pylon is located in the north east of the site and a power line runs across the site in a north-south direction and along the southern boundary.



Aerial Photograph of Site

Levels and flooding

2.12 There is a general drop in levels from the south west to the north east from 71m AOD to 56m AOD along the railway line embankment.

2.13 The majority of the site lies within Flood Zone 1, however, there is a small area of land in the north-eastern part of the site which lies within Flood Zone 2.

Ground Conditions

2.14 A Ground Conditions assessment has found that:

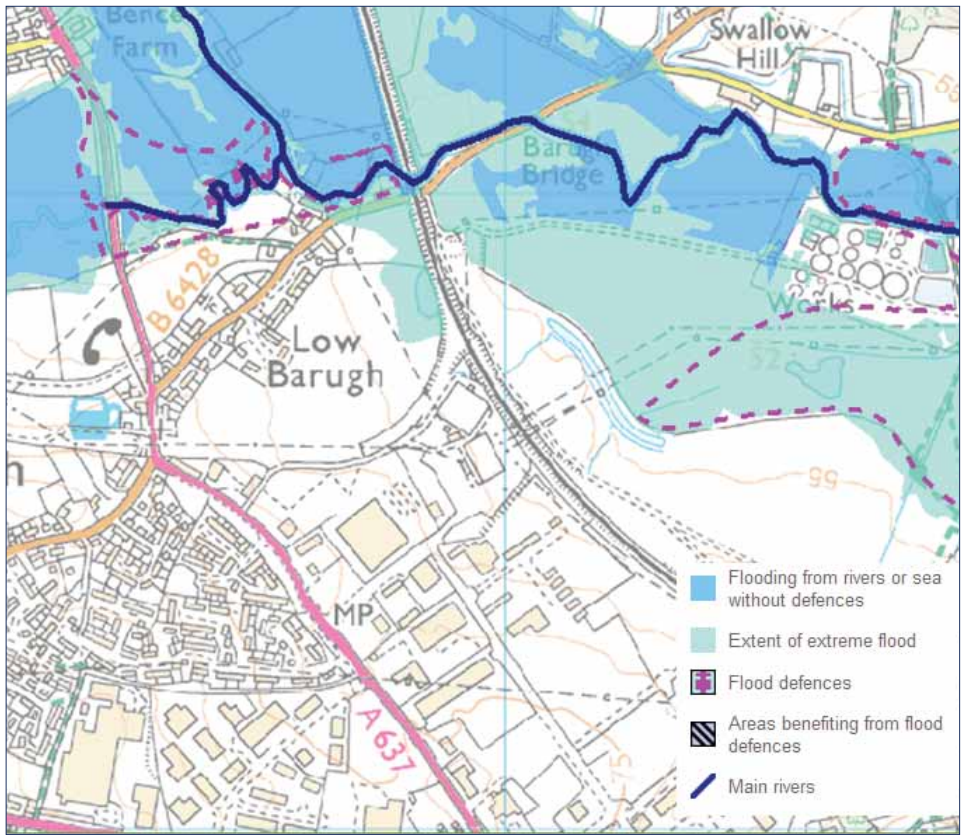
- Workings on a local coal seam are within sufficient distance of the central southern part of the site to cause potential issues.
- The depth of any workings in the eastern and northern most part of the site are considered likely to be too deep to affect surface stability.
- Elevated concentrations of organic and inorganic contaminants have been recorded in the made ground in both the backfilled railway cutting and the embankment in the southern most part of the site. These are considered to pose a moderate risk to end users and a low risk to controlled waters and will need to be assessed further.

2.15 Ground gases from both on and off site sources are considered to pose a moderate to high risk to end users and will need to be assessed further.

Ecology and landscape

2.16 The application has been informed by a supporting Arboricultural Statement and Ecology Report.

2.17 Features identified include the key tree groups within the site (the group of poplars of fair condition and those along the south eastern boundary identifies a wet ditch to the east of the site, ponds to the north, semi-mature broad leaved woodland on the railway embankment, and semi-mature broad leaved woodland with areas of neutral grassland is located on the section of disused railway at the southeastern site boundary.



2.18 With reference to the Ecological Report, the arable habitat area - the bulk of the site - is considered to be of low intrinsic ecological value; the marshy grassland and swamp habitats are of potential value to a range of protected species. The site contains great crested newts and suitable aquatic and terrestrial habitat.

2.0
Context

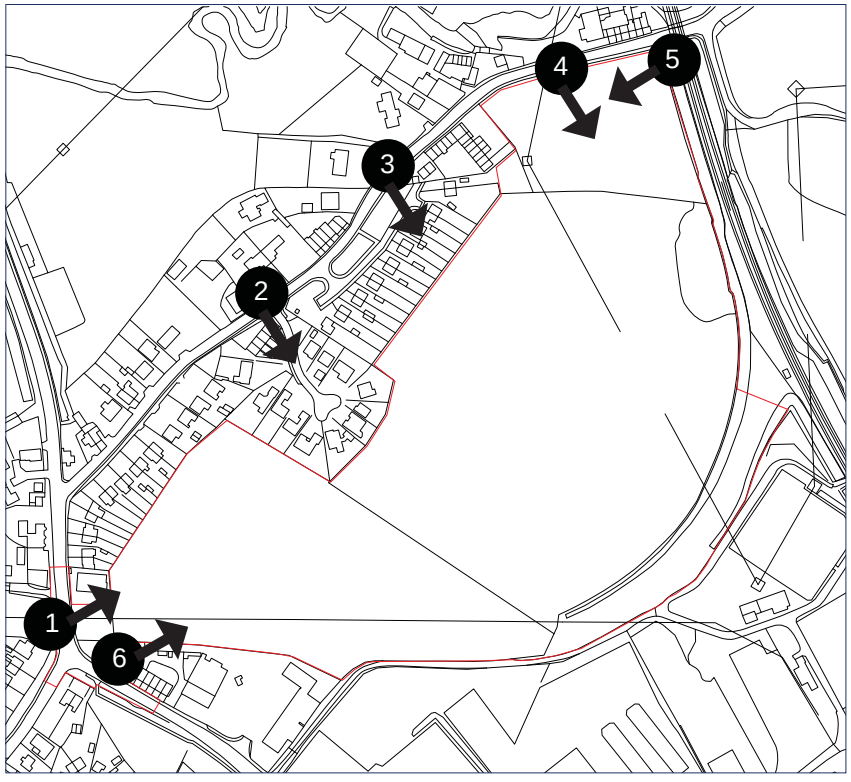
Views

2.19 There are publicly accessible views into the site from the northern boundary and from the southern boundary. There are views across the site from the backs of houses on Dearne Hall Road and Dearne Hall Fold.

2.20 Views within the site are contained by the backs of gardens to the dwellings on Dearne Hall Road, the railway embankment and landscaping along the edge to the industrial estate and sub station to the south and south east.

2.21 The line of Poplar trees are a strong visual feature of the local landscape and are visible from Dearne Hall Road.

2.22 From within the site views are largely contained by existing built and landscape features. There are long views across the top of adjacent properties to the north towards Staincross.





2. Dearne Hall Fold east.



1. Church hall.



3. Housing estate to north west on Dearne Hall Road.



4. Northern Boundary to Dearne Hall Road looking south across site towards line of poplar trees and pylon.



5. Terrace of cottages to northern boundary



6. Southern boundary beyond the church car park looking due north across the site towards Stancross.

2.0
Context

Historic context

2.23 The greatest concentration of development within modern day Low Barugh / Barugh Green lies to the south of the site off Barnsley Road where there are large post war housing estates.

2.24 With reference to the historical maps, Low Barugh was originally a linear village, stretched out along Dearne Hall Road, before merging into Barugh Green.

2.25 Development of the hamlet has been largely concentrated along Dearne Hall Road, spreading north and south along the road up until the present day.

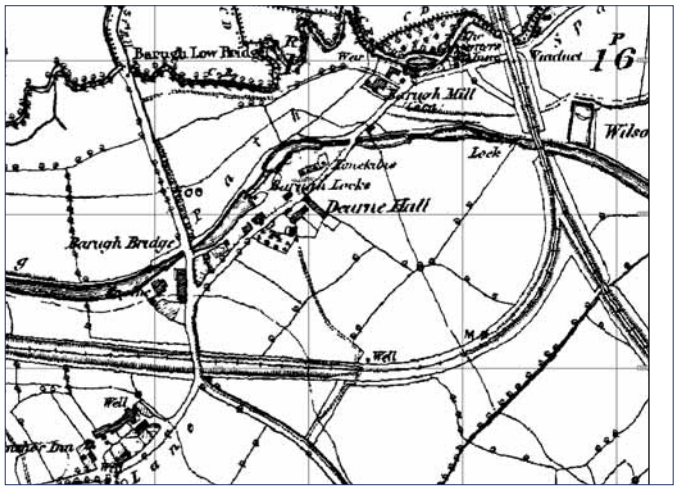
2.26 As evident by the historic maps the site is clearly defined by the railway line to the north - still in use - and the now disused branch line to the south east and west.

Townscape

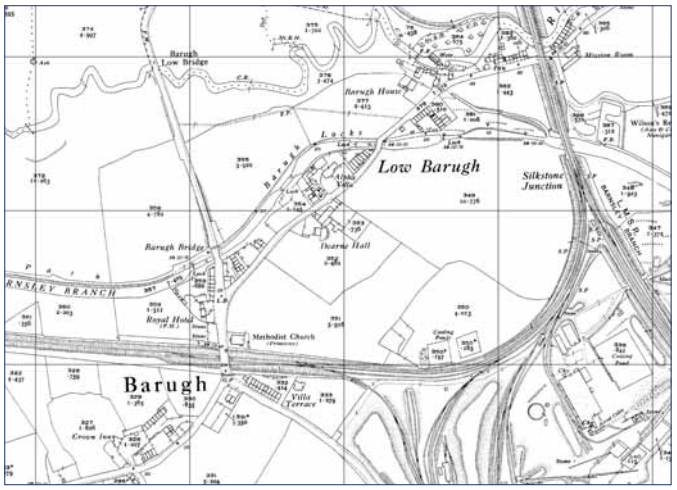
2.27 The following paragraphs describe the character of the surrounding area.

2.28 The majority of the development adjacent to the site is of relatively

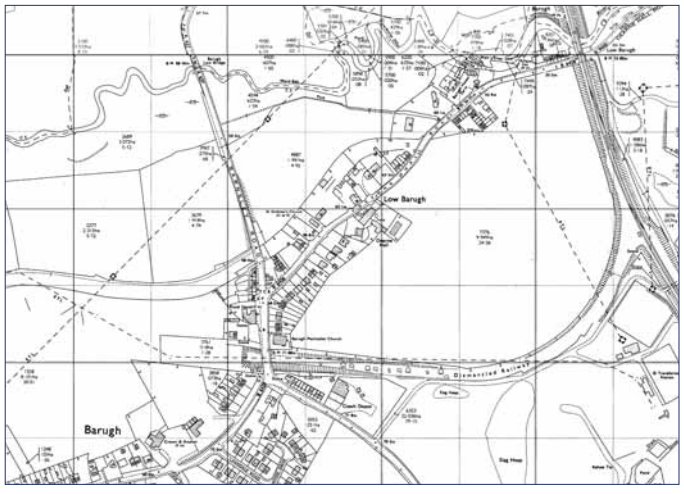
1855



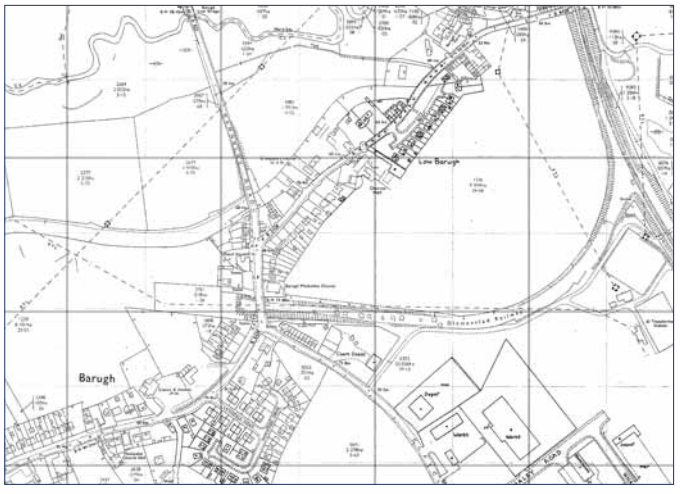
1931



1974



1978-1984



Historic Plans

recent construction, a mixture of late 1970s semi detached and detached 2 storey houses with much later infilling of single and 2 storey houses at Dearne Hall Fold. Densities are relatively low, around 20dph.

2.29 The more characterful older properties are a mixture of mid to late 1800s cottages and 1930s individual dwellings.

2.30 Buildings are typically of two storeys and of a mix of local buff stone, dark red brick and light render.













2.0
Context

Design Policy Context

National Planning Policy Framework (NPPF) (March 2012)

2.31 The NPPF recognises that high quality and sustainable design is important and that there is a role for local and national design review to ensure high standards of design are formalised. Planning decisions should aim to ensure that developments:

- Will function well and add to the quality of the area;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live;
- Optimise the potential of the site to accommodate development;
- Respond to local character and history and reflect the identity of local surroundings;
- Create safe and accessible environments; and
- Are visually attractive as a result of good architecture and appropriate landscaping.

2.32 Developments should:

- Function well and add to the overall quality of an area;
- Establish a strong sense of place, be attractive and comfortable;
- Optimise the site potential;
- Respond to local character; and
- Have good architecture and appropriate landscaping

Adopted Development Plan

2.33 At the time of writing, the Development Plan for the Low Barugh area comprises the:

- Barnsley Core Strategy (2011); and
- Saved Policies of the Barnsley Unitary Development Plan (UDP) (2000).

Barnsley Core Strategy

2.34 The application site lies within the area defined within the Core Strategy as 'Urban Barnsley'. relevant design policies include:

2.35 Policy CSP14 states that a minimum density of 40 dwellings per hectare will be expected and lower densities will only be supported where it can be demonstrated that they are necessary for need, viability or sustainable design reasons.

2.36 Policy CSP29: Design Principles states that high quality development will be expected, that respects, takes advantage of and enhances the distinctive features of Barnsley including:

- 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

2.37 The Policy further states that development should:

- Contribute to place making and be of a high quality, that contributes to a healthy, safe and sustainable environment;
- Help to transform the character of physical environments that have become run down and are lacking in distinctiveness
- Enable all people to gain access safely and conveniently, providing, in particular, for the needs of families and children, and of disabled people and older people.
- Contribute towards creating attractive, sustainable and successful neighbourhoods
- Achieve a Building for Life assessment rating of 'good' or equivalent as a minimum, in developments of 10 or more dwellings (based upon the old assessment pre 2012. This DAS appraises the scheme under the amended guidelines of 12 points).

Barnsley Unitary Development Plan (UDP)

2.38 The application site is allocated on the Proposals Map as 'Urban Land to Remain Undeveloped' (Policy BA11). It also lies adjacent to a 'Housing Policy Area', an 'Employment Policy Area' and a Strategic Highway Network and Strategic Highway Proposal.

2.39 UDP Policy BA11/1 specifically relates to the application site (Dearne Hall Farm, Dearne Hall Road). It states that:

"This is an area of land valued locally as open land which may nevertheless in the future be required to meet longer term development needs for either employment, housing, community or open space or a combination of these uses. It will be subject to a technical assessment and public consultation when the Plan is reviewed if consideration of the respective development requirements at that time indicate that additional land is needed"

Emerging Local Development Framework: Development Sites and Policies DPD

2.40 The emerging Development Sites and Policies DPD identifies the application site as a housing allocation. It should:

- a) demonstrate that the site can be adequately access through the development of a new spine road through the site and that any access and road layouts will enable the development of the entire site for residential purposes; and
- b) provide proposals and interventions to encourage public transport use by residents.

2.41 The allocation reference: BAR 32 notes that the site could be capable of delivering an element of low density housing.

Supplementary Planning Documents (SPDs)

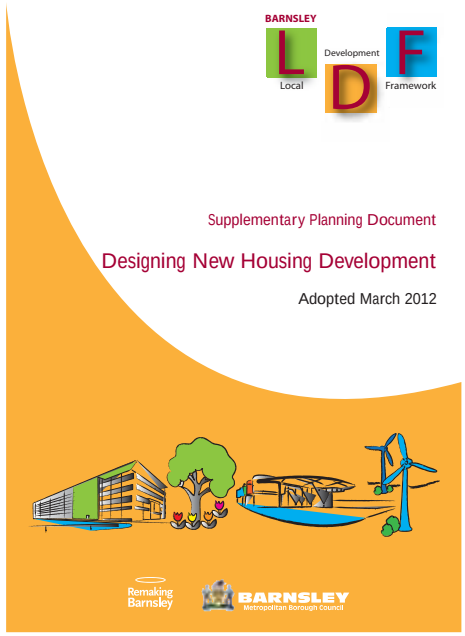
2.42 The following SPDs have been taken into account in the preparation of the application:

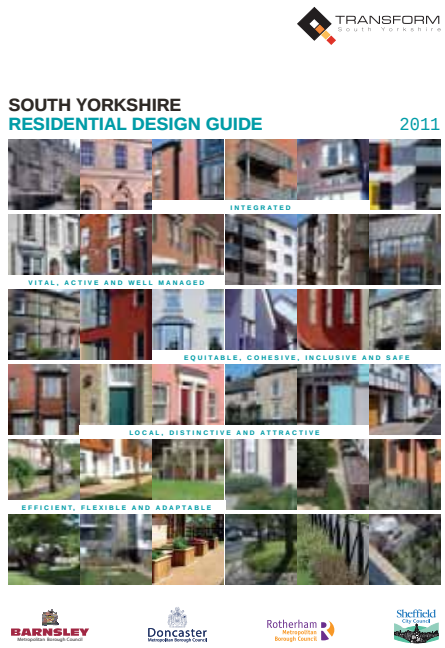
- SPD: Open Space Provision on New Housing Development (March 2012); and
- SPD: Designing New Development (March 2012)

2.43 The SPD Designing New Development primarily supplements Policy CSP 29 and sets out the principles that will apply to the consideration of planning applications for new housing development.

2.44 In addition a variety of design guidance and advice has been published which emphasises the need for high quality design, including:

- Manual for Streets, DFT/DCLG/CABE (2007);
- Manual for Streets 2, DFT/DCLG/CABE (2010);
- By Design - Urban Design in the Planning System: Towards better practice, DETR & CABE (2000);
- By Design: Better Places to Live. A companion Guide to PPG3, DTLR & CABE (2001);
- Urban Design Compendium, English Partnerships & The Housing Corporation (2000); and
- Urban Design Compendium 2, English Partnerships & The Housing Corporation (2007).





3.0
Constraints and Opportunities

3.0
Constraints and Opportunities

3.1 Constraints and opportunities assess the characteristics of a site and help to establish parameters and guidelines for development.

3.2 The following physical constraints and opportunities have influenced the design rationale and development of the scheme.

Sustainability

3.3 The site lies within a sustainable location with access to public transport and services. There is the opportunity to deliver a mix of housing and tenure, that achieves the best balance between meeting the landscape and environmental constraints and the opportunity to deliver much needed new housing.

Access

3.4 Barnsley Road and Dearne Hall Road are busy classified roads. Access into the site is limited to the south west and northern edges. Access through the site presents an opportunity for the development to deliver a bypass to take some traffic away from Dearne Hall Road.

3.5 Junction improvements will be required to the Barnsley Road roundabout to the south and a new junction off Dearne Hall Road.

3.6 There is the potential to create an attractive feature at the entrance to the housing area to signal the transition from Dearne Hall Road and Barnsley Road, this could be a combination of landscape elements and built form

Noise

3.6 There are potential noise constraints with regard to the adjacent industrial estate, the railway and the sub station.

Landscape and Visual Appraisal

3.7 The majority of the site is within an agricultural landscape that has few features of intrinsic value. Notable landscape features can be retained within views, including the prominent poplar trees. There is the potential to retain these to provide green corridors and a framework for the open space through the site.

3.8 The site is well-contained visually. The north western corner of the site is the most open with the potential for buildings to be seen in the context of existing buildings.

Ecology

3.9 There are no statutory wildlife sites within the site. The agricultural land is of limited ecological value. The marshy grassland and swamp habitats are of potential value to a range of protected species (as discussed in the Ecology Report). The creation of areas of managed open space will present an opportunity to achieve significant biodiversity gains.

3.10 Areas of habitat value will be retained where possible.

3.11 Protected species have been recorded within and close to the site (including, bats and great crested newts) and can be relocated or their habitats enhanced and re-created. Linking ecological design with engineering and landscape design at an early stage means that appropriate mitigation and enhancement can be provided.

Ground Conditions and Drainage

3.12 Built development will be situated outside the floodplain.

3.13 A sustainable drainage system will be incorporated into the development.

3.14 The development of the site will need to consider the changes in levels and have regard to the findings of the Ground Conditions Report.

Utilities

3.15 Existing overhead cables cross the site which restrict the developable area.

Heritage Assets

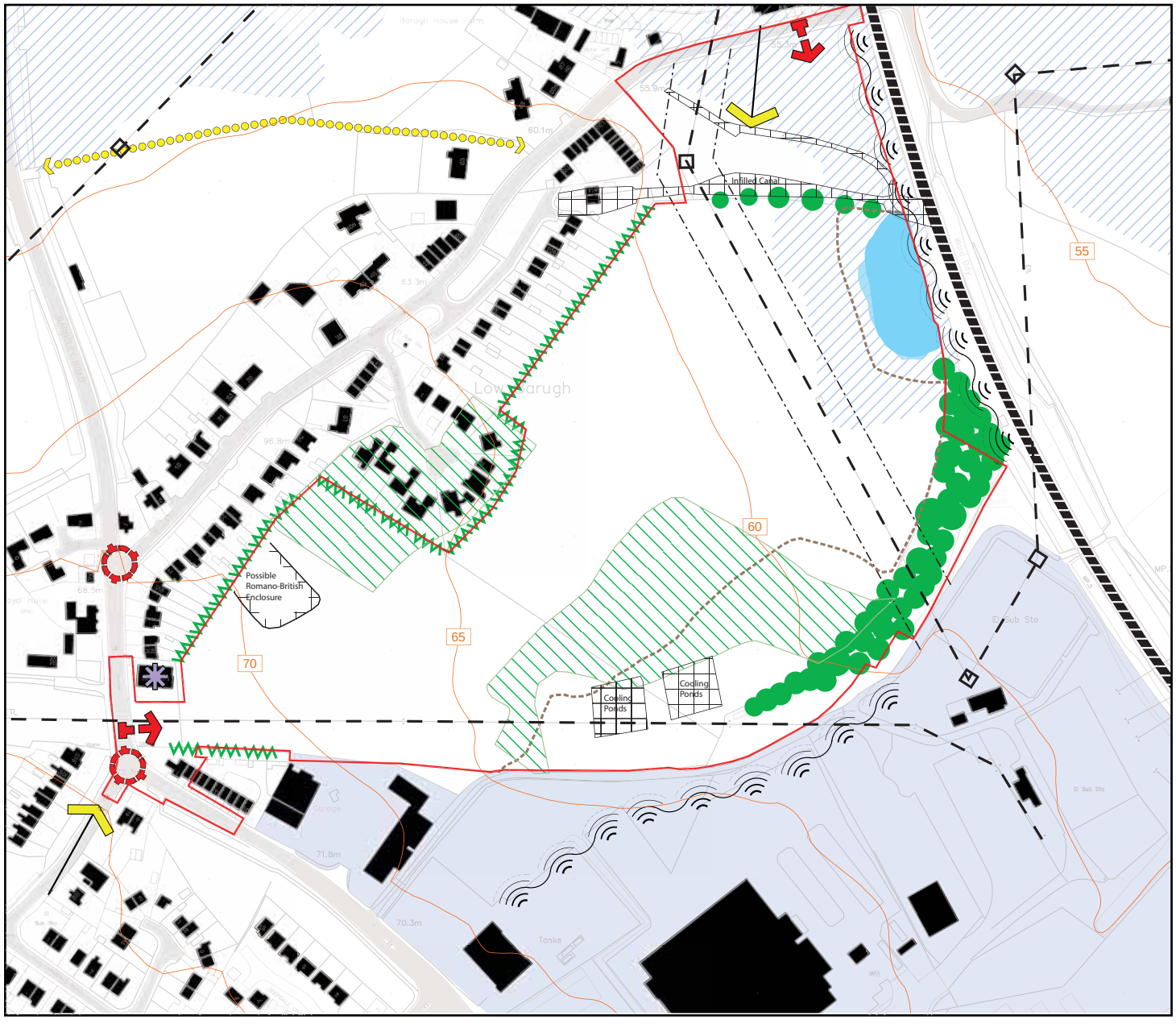
3.16 Non-designated heritage assets recorded within the vicinity range in date from a possible Iron Age or Romano-British enclosure to 20th-century industrial structures.

3.17 The proposed development site lies within an agricultural field which contains cropmark evidence of a possible Iron Age or Romano-British enclosure, which is of regional significance.

3.18 The northern end of the site contains the infilled remains of an early 19th century canal, including at least two locks, and a mill tail-race, which are of local significance. The site is bounded to the south by the course of a former branch railway dating to 1850.

Built form

3.19 There is the potential to create attractive frontage development to overlook the Access Road - a characteristic of the local context - and to have an aspect over green corridors within the site.



KEY

- Site boundary
- Busy junction
- Church (local landmark)
- Railway
- Impact on existing residents
- 5m contours
- Potentail noise from industrial uses and railway
- Industrial estate
- Public footpath
- Trees
- Pond
- Pylon/ETL (& 30m wayleave)
- Potential access
- Extent of 100 year flood risk
- View across site
- Optimal terrestrial newt habitat
- Ridge and furrow
- Archaeological site

Constraints and Opportunities Plan

4.0
Urban Design objectives

4.0
Urban Design Objectives

Placemaking

4.1 Successful place making is dependent upon achieving an appropriate relationship between the vision, objectives, good urban design practice and local conditions.

4.2 The design objectives seek to achieve contextually appropriate development that delivers communities affording a mix of homes and open spaces. The objectives do not seek to over exploit the potential for delivering new homes on the site, or to introduce a scale and form that would be alien. Rather, to create places that work within the landscape and draw from the best of the existing character, while optimising the use of this site.

4.3 The overall design concept will be to work with the landscape character of the site to enable development to integrate comfortably within its setting, responding to cues given by existing landscape features and the positive characteristics of development in the surrounding areas. The response to the site characteristics and surrounding context will inform the design and layout of development to create an appropriate and distinctive

Objectives

4.4 The analysis and site context has informed the following site objectives:

Ease of movement: a place that is easy to get to and move through

4.5 The design and layout of new residential streets will reflect the principles of Manual for Streets. Priority will given to the pedestrian and cyclist while taking necessary account of the inevitable demands of the private car and service access and the provision of the bypass.

4.6 Getting around by foot within the scheme will be easy, with the structure of the spaces providing safe, attractive and alternative routes which will conveniently connect the scheme with the surrounding footpaths.

Legibility: a place that has a clear image and is easy to understand

4.7 The design will provide a framework for views and vistas within the development. Public spaces will be addressed by the principal building frontages.

Landscape and ecology

4.8 The development will respect the local context ensuring that the proposed development enhances the local characteristics of the built form and landscape.

4.9 The development will provide a range of landscaped spaces that will afford both amenity for residents, habitat creation and drainage areas. Existing good quality trees and hedgerows will be integrated into the development as far as possible.

4.10 New planting will be integrated at key locations to create an attractive entrance into the site, provide an attractive setting for dwellings whilst providing opportunities for enhanced biodiversity.

Continuity and enclosure: a place where public and private spaces are clearly distinguished

4.11 The layout and design of new housing development will ensure that high standards of privacy, light and outlook are provided for existing and proposed residents

4.12 The layout will promote natural surveillance and a clear indication as to whether a space is private or public.

Quality of the public realm: a place with attractive and successful outdoor areas

4.13 Streets and spaces the public realm will be designed as an integral part of the built form, reinforcing character and a sense of place with regard to the requirements of vehicular accessibility.

4.14 The spaces between buildings and landscape will be expected to accommodate carriageway and footpaths/cyclepaths, shared surfaces, and where appropriate, parking.

4.15 The development will be built to modern Lifetime Homes Standards and therein flexible to meet the needs of future occupiers.

Character and built form

4.16 Providing a framework for the character, the layout will be informed and the appraisal of the existing landscape and settlement character and draw from the positive aspects identified.

4.17 The scheme will provide a mix of housing types and sizes and reflect the applicant's understanding of the local housing market.

4.18 Housing types will have regard to the character of built form within the area.

Sustainability

4.19 High standards of sustainable design and construction will be achieved to improve environmental performance and to adapt to the effects of climate change over the scheme's lifetime.

Density and mix

4.20 The density of development will consider matters of accessibility, sustainability and the quality of the scheme - in terms of living environment and amenity with regard to the standards set by Policy and design guidance. At paragraph 9.78, Policy CSP14 notes that it is important that the density of development is appropriate to the site, and that the mix of housing on a site should also be appropriate to the scale and context of the development and the character of the area.

Height, scale and massing

4.22 Development should be predominantly 2 storeys. Where taller buildings are proposed they should minimise their visual impact by using the physical characteristics of the site to best advantage; and should provide interest and articulation.

4.23 With regard to the surrounding context, the scale of residential development should provide a mix of terraced, detached and semi detached houses.

Landscaping

4.24 Landscape and infrastructure will be of high quality, having a clear purpose.

4.25 The proposals will have regard to the environment by protecting/ managing biodiversity, promoting green living and designing-in resilience to climate change.

A safe and secure environment: relevant to crime prevention.

4.26 There are seven attributes of sustainable communities that are particularly relevant to crime prevention, the principals of which will inform the detailed design:

- Access and movement: Delivering places with well defined routes, spaces and entrances that provide for convenient movement without compromising security;
- Structure: Designing places that are structured so that different uses do not cause conflict;
- Surveillance: Ensuring that all publicly accessible spaces are overlooked;
- Ownership: Promoting a sense of ownership, respect, territorial responsibility and community;
- Physical protection: Design places that include necessary, well-designed security features;
- Activity: Ensuring that the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times;
- Management and maintenance: Designing places with management and maintenance in mind, to discourage crime in the present and the future; and
- The use of perimeter blocks enables more intrinsically secure building types with 'active' fronts to streets and public spaces and secure private backs for gardens. Where appropriate defensible space would be provided along the front edges of blocks with private gardens. Blocks surrounding private rear spaces will reduce the opportunities for graffiti in blank facades such as gable ends.

5.0
Developing the Proposals

5.0
Developing the Proposals

5.0 The evolution of the initial design concept has sought to balance the principles behind creating sustainable places with the landscape setting of the site and the relationship to the edge of Low Barugh. Our initial design concepts can be found on the opposite page.

5.1 The key design parameters that informed the initial concepts included:

Ease of movement: a place that is easy to get to and move through

- The accommodation of the access road through the development area as an integral part of the scheme, rather than a feature that causes severance.

5.2 A major road thoroughfare with fast moving traffic will sever pedestrian and cycle links from the new community and provide an unattractive edge to the development and outlook for those properties along it.

5.3 A more appropriate 'Manual for Streets approach' of slower, more integrated road where the focus is on pedestrians and cyclists rather than vehicle speeds will provide a better integration and promote safer, sustainable transport.

5.4 Our initial concepts (far right) explored both an access road drawn along the far south of the scheme and through the centre, resolving that a more integrated central route was preferred that would reduce vehicle through speeds.

5.5 Following from the Design Review Panel and discussions with the highway authority the character of the access road was further revised to a more sweeping design which was considered to be more appealing and appropriate from a highways perspective.

Legibility: a place that has a clear image and is easy to understand

- The accommodation of the access road through the development area as a central spine from which there are links into adjacent development areas and open space.

5.6 As the principal route, the access road will provide the setting for the development as experienced by most visitors and residents. From it there will be a hierarchy of spaces connecting through and into the residential areas.

5.7 The retention of existing landscape features and the integration of the former railway line landscape corridor into the scheme provide a legible, connected, sequence of open spaces.

5.8 The extent of the development area that could deliver the housing, has been determined by the landscape.

5.9 Development north of the pylons and against the ponds was dismissed at an early stage owing to the potential flood issues and wildlife habitats associated with the ponds.



Concept plan - southern access road



Concept plan - central access road

Development area

Open space

Habitat open space

SUDS /drainage

Access road



Concept plan - central access road amended post design review

5.0
Developing the Proposals

Landscape and ecology

- Working within the existing landscape to create meaningful areas of open space

5.10 Our initial concepts provided for connected green corridors along the edge of the site that provided the optimum resource for amenity, wildlife and drainage. Linking the spaces along the southern and northern boundaries provides for an extended wildlife habitat adjacent to existing landscape.

5.11 The design strategy uses the constraints of the pylon, flooding, drainage and habitat areas to inform the pattern of open space which provides a soft edge to the inner development area.

5.12 The ‘nature recreation space’ serves a dual function as both public open space and an enhanced protected habitat for Great Crested Newts (‘accessible habitat open space’). It is envisaged that the ‘nature recreation space’ will involve the incorporation of a boardwalk through part of the terrestrial habitat to provide a recreation area for the general public. Interpretation signs will be used to increase public awareness of the presence of great crested newt and promote the conservation of this species. Fencing will be positioned sensitively in order to protect the newt habitat from disturbance by users whilst maintaining the views across the habitat. Both the aquatic and terrestrial habitats created for great crested newts will be managed to ensure their long-term suitability for breeding great crested newt and to provide optimal terrestrial habitat.

Continuity and enclosure: a place where public and private spaces are clearly distinguished

- The relationship to adjacent development with regard to noise and overlooking from adjacent houses

5.13 The built areas of development are located adjacent to the existing built edge, and are sufficient in depth to safeguard the amenity of existing residents through the siting of individual buildings and plots.

Quality of the public realm: a place with attractive and successful outdoor areas

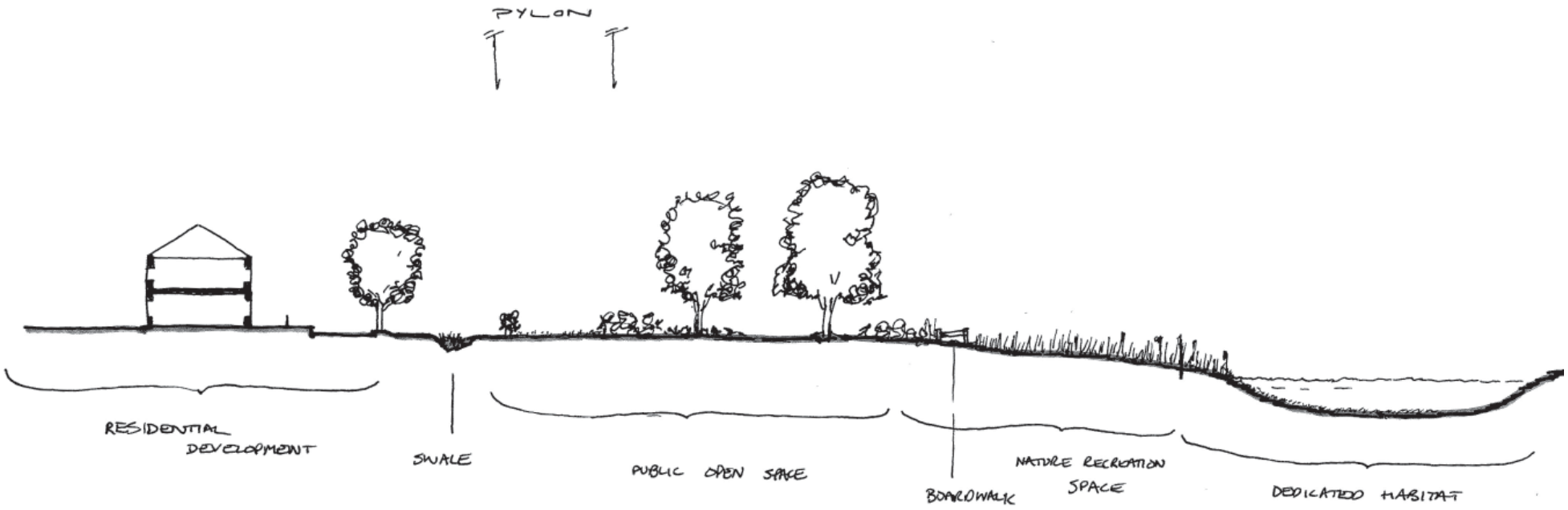
- Achieving usable and attractive open spaces

5.14 The design strategy proposes a significant area of open space beneath the Pylons. The National Grid’s Design Guidance sets out the requirements for open space provision close to and underneath high voltage pylon and states that general recreational use of land beneath and alongside high voltage overhead lines is possible where appropriate safeguards are implemented.

New Homes

5.15 The scheme will provide high quality homes, structured around the valuable environmental features of the site such as existing trees and hedgerows and the newly created wildlife corridors and woodlands, which will provide links between houses and landscape.

5.16 The exact number of units and the mix will be determined at the detailed design stage. The objective will be to develop mixed neighbourhoods and a mix of house types that meet the varying needs of the community and reflects the prevalent character / pattern / grain and density of development.



Design strategy for open space beneath the pylons

6.0
The Proposals

6.0
The Proposals

6.1 This section provides a description of the illustrative scheme and how it has been informed by the analysis contained in earlier sections.

6.2 The Illustrative Masterplan provides an indication of the potential form of development across the site, predominantly a perimeter block development addressing the principal streets and open spaces with dwelling types familiar to the surrounding context (mostly detached and semi detached houses with gardens). Parking to meet policy guidance is provided principally on plot with some areas of mews, on street parking and secure parking courts.

6.3 Through the scheme runs a tree lined access road which is fronted by large dwellings which sets the character for the scheme. Off the access road are lower tier streets, homezones and lanes.

6.4 The principle accessible open spaces are proposed to the east.

6.5 The following pages describe the parameters for the development.


Indicative dwellings and gardens


Indicative garages / rear parking courts


Homezone / shared space


Tree lined access road


Accessible open space


Southern habitat area with indicative woodland planting


Retained trees


Existing and proposed ponds


Landscape garden buffer to existing houses



Illustrative Masterplan

6.0
The Proposals

Amount

6.6 The proposed development could accommodate approximately 175 dwellings at an average density of 26 dph (residential area including useable open space).

6.7 With regard to open space and landscaping, the proposals will include:

- 0.5 ha of accessible habitat/ open space to which the public will have access for passive recreational activities, a transitional area to the dedicated habitat space;
- 1.1 ha of dedicated public open space designed for recreational uses appropriate beneath the pylon corridor (i.e. prohibiting activities such as kite flying);
- 2.0 ha of dedicated habitat space - areas which are excluded from active amenity but will provide a visual amenity and setting for the development. These include the existing pond to the north and a landscape buffer to the south; and
- Dedicated drainage ponds of approximately 0.35 ha.

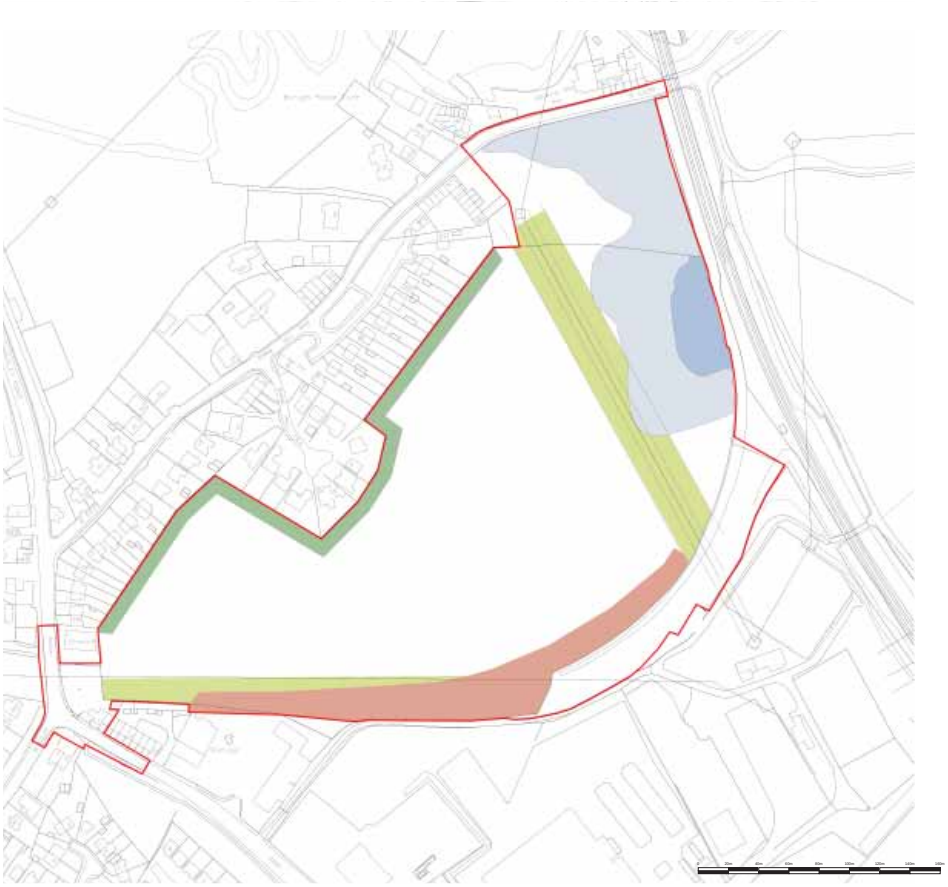


Land Use Parameter Plan

Layout and siting

6.8 The layout has been informed by the earlier analysis and development of the design concepts.

6.9 In addition to the access points and the proposed linking access road, the indicative location of land uses as described by the land use plan has been informed by the parameters plan right, which interprets the analysis with regard to constraints of flooding, noise, the pylons and allowance for a privacy separation from existing dwelling.



Constraints Parameters Plan

- Landscaped buffer separation area from adjacent houses (10m+)
- Flood zone
- Existing pond (wildlife habitat)
- Overhead pylons and powerline wayleaves
- Noise

6.0
The Proposals

Block structure

6.10 It is envisaged that the development will take the form of perimeter blocks with frontages orientated to address the surrounding public street and open spaces where possible (see figure right).

6.11 Development would be sited to provide overlooking of the public realm including all roads, footpaths and open space. Development where it adjoins existing rear gardens will be sited to protect privacy and amenity.

Blocks

6.12 It is considered that consistent with the character of the local context, the built form will consist of a balance of semi detached and detached dwellings with groups of short terraces generally arranged within perimeter blocks.

6.13 The layout of the streets and spaces and the way in which the blocks relate to them will convey a strong and positive sense of place, retaining site features and creating visual links along streets, open spaces and footpaths.



Indicative Block Structure and Legibility Plan

6.14 The layout will generally seek to provide continuity in building frontages, noting that continuity can be achieved through walls and garages. The block layout will seek to remove parking from the streetscene, either within the blocks, using small parking courts, or behind the building line.

Legibility

6.15 A simple, legible layout is anticipated. The key determinant will be to respond to the site's natural features which afford the best opportunity to integrate the scheme into its landscape context with regard to noise and utility constraints.

6.16 Approaching the development from Dearne Hall Road, there is a junction on the site frontage which would create a new landscaped arrival into the scheme, framed by the existing poplars. The alignment of the access road through the trees has been determined to retain as much of this existing feature as possible. Existing mature trees will be retained where possible to reinforce the legibility and contribute to the character of the site, particularly where they can be retained along the edges of public spaces or routes.

6.17 Travelling south into the site the view would be of open space framed by the existing terrace, before drawing the eye line due east along the proposed line of open space beneath the pylons.

6.18 Travelling north from Barnsley Road ,the views are contained by an arrival space at the existing church hall before following the access road through the site to the north.

6.19 To aid the creation of a sense of place and assist legibility the layout can accommodate a number of focal key spaces and arrival points defined by keynote buildings. The buildings would reinforce the character of views, entrances or spaces and reinforce key routes and open spaces. Indicative locations are highlighted.

Density and built form

6.20 A mix of homes and buildings of different types and tenures will support a range of household sizes, ages and incomes potentially including affordable housing.

6.21 At 175 dwellings, a scheme would achieve a low density of approximately 26 dph - a net density of 34 dph on the 5.1 ha of developable land.

6.22 The Illustrative Masterplan demonstrates how the density of development could vary across the site. There are lower density edges to the existing housing area along Dearne Hall Road to the north, along the access road and to the southern habitat areas (as defined by predominantly detached or semi detached houses); and higher density areas (as defined by more terraces) within the site and along the open space.



Extract: Illustrative masterplan - low density edge to existing houses

Height scale and massing

6.23 The scale and character of the development will respect the existing built character of the area.

6.24 It is anticipated that the prevalent scale of development will be 2 storeys (circa up to 8m ridge height), albeit that taller development of 2.5 storeys (circa 9m ridge height) could be incorporated where visual emphasis is required in the layout or to create a legible character. Variation across ridge and eaves height will be encouraged.



Extract: Illustrative masterplan - higher density density areas

6.0
The Proposals

Access and accessibility

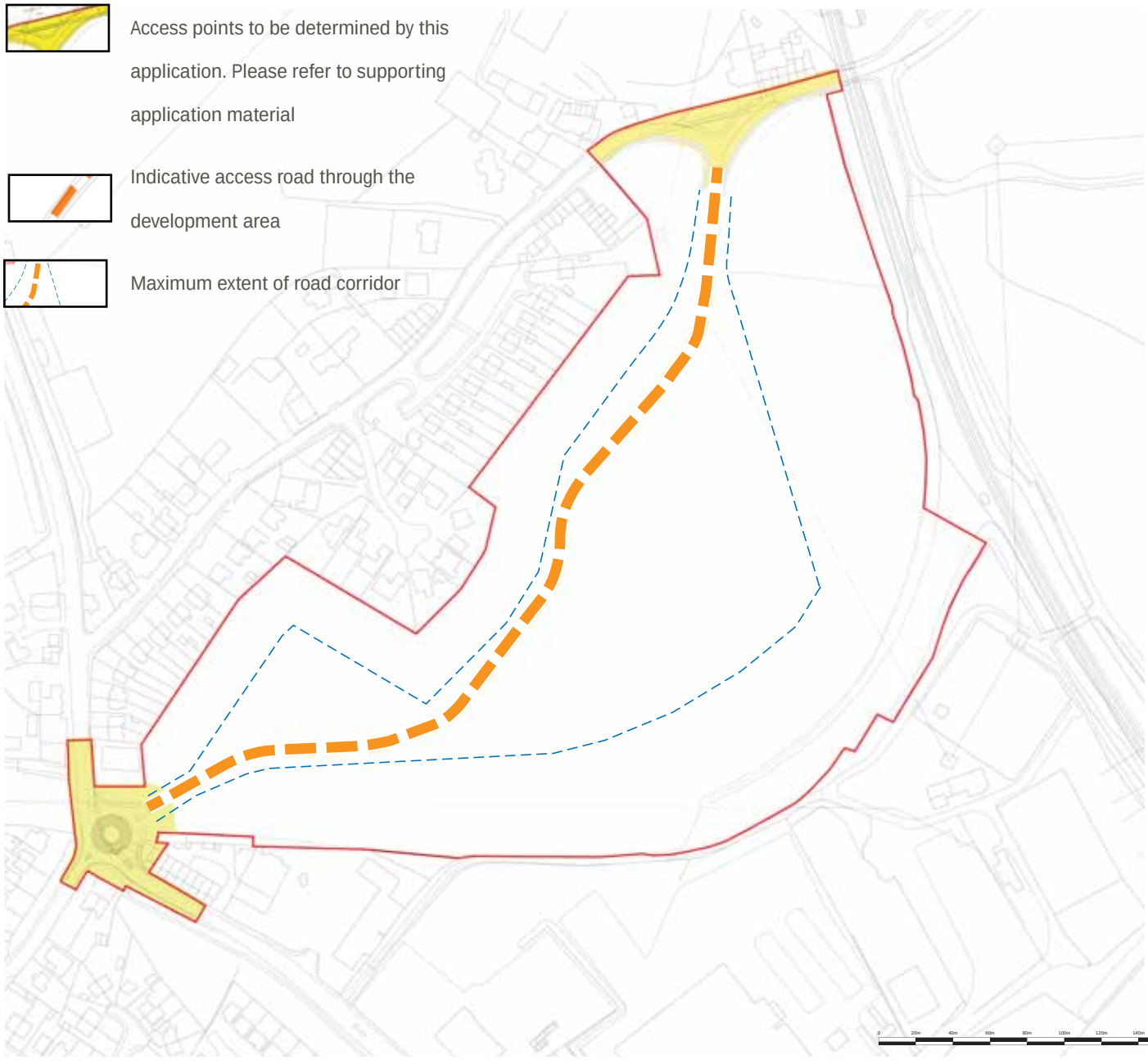
6.25 The scheme will be well-connected and accessible to the existing footpath/ cycle connections and public transport infrastructure. Key proposals include:

- Access from Dearne Hall Road designed to prioritise traffic towards the new road
- Access from a new roundabout junction with Barnsley Road.

6.26 Within the scheme the internal layout of roads and footpaths will be structured from the new access road to provide a network of connected spaces.

6.27 There will be a hierarchy of streets that will help to:

- Provide a legible and permeable framework;
- Ensure that vehicles and pedestrian routes are both well overlooked and busy;
- Design in and manage traffic speeds through traffic calming; and
- Accommodate a certain amount of on street parking, which brings activity to the street scene and helps traffic calming



Access Plan

Street space reference images



Dedicated cyclepath alongside access road



Shared street space



Lane



Street space

6.0
The Proposals

6.28 Vehicular routes within the site will be designed to have low vehicle speeds with appropriate traffic calming integrated within the layout.

Parking

6.29 The illustrative layout and arrangement of blocks can support a variety of parking solutions that can reinforce a particular character or street scene. It is envisaged that car parking will be accommodated in accordance with 'What Works Where' and include:

- on plot parking
- within secure and overlooked parking courts that serve a limited number of dwellings
- on street parking for visitors

6.30 To prevent parked cars dominating the street scene, garages and parked cars would be generally set behind the building line unless landscaping (hedgerows and trees) can mitigate the visual impact of parked cars.

6.31 Parking will achieve the relevant design standards of the Supplementary Planning Document: Parking.



Indicative Road Hierarchy

Refuse and recycling

6.32 The block structure will accommodate refuse collection in accordance with the relevant standards incorporating convenient and accessible collection points for general domestic waste and recycling as required. Such areas will not be prominent in the streetscene.



On plot behind building line



On plot



Courtyard/ shared space parking



Integral parking



Rear courtyard parking / shared space

Parking reference images

6.0
The Proposals

Landscape

6.33 The landscape framework comprises the areas of landscaping to the southern and northern boundaries and around the entrance to Dearne Hall Road. These areas provide for a range of habitat and accessible recreational open spaces that flow through the site boundary, using existing landscape features where appropriate.

Public open space

6.34 There are two types of public open space proposed within the layout: open space with the potential to accommodate play equipment for recreational use; and informal amenity green space.

6.35 The public open space is generally located to augment the proposed habitat areas to the north and east of the site. A dedicated LEAP as indicated would be within 400m walking distance of the dwellings, while other dedicated play areas could be accommodated within the residential area.

6.36 The provision of 1.10 ha exceeds the requirements of the Open Space Provision on New Housing Developments SPD based upon 15% of the gross developable



Indicative Landscape Plan

area including all access roads and drainage but excluding the peripheral habitat areas (an area of 8.25 ha).

Habitat space

6.37 The proposed development will retain the great crested newt breeding pond within a green corridor along the eastern edge of the site. The green corridor will be designed to provide additional high quality aquatic and terrestrial habitat for great crested newts and will incorporate existing optimal aquatic and terrestrial habitats.

6.38 The new landscaping will comprise swamp habitat, marshy grassland and hibernacula, and the creation of two new drainage ponds. These ponds will fall at the latter stages of the SuDS treatment and will, therefore, be largely protected from the indirect adverse impacts that could result due to changes in hydrology and pollutants in surface water runoff. The ponds will contain an element of permanent water and will be profiled to provide shallow margins of varying angles, which should be planted with native aquatic and marginal plant species to enhance their value to wildlife.

Open space reference images



Landscaping along access road



Woodland finish play space



Swales



Open space / habitat open space



Green edges to development overlooked by dwellings

6.0
The Proposals

6.39 The proposed drainage ponds potentially provide additional habitat areas. There will be no hydraulic links between the retained pond and the proposed drainage ponds. The existing/ retained pond will therefore continue to function as a great crested newt breeding pond.

Placemaking

6.40 The design concept seeks to enhance the established edge of town setting with a contextually familiar scheme that delivers an attractive mix of homes and open spaces. It does not seek to over exploit the potential for delivering new homes on the site, or to introduce a scale and form that would be alien. Rather, it seeks to create a form that draws from the best of the existing character, while optimising the use of this site.

6.41 The Illustrative Masterplan has been prepared to demonstrate the potential for the following character areas:









- The tree lined avenue: With gateway spaces at either end. The street space comprises large dwellings formally arranged along the street space;
- The open space edges: Formally arranged dwellings looking east across the open space;
- The northern edge: Lower density detached and semi detached houses with back gardens and garages adjoining the existing boundary. Houses set within the site to respect privacy and amenity of existing house; and
- The homezones and streets: Pockets of higher density areas within the development that afford a greater mix of dwellings. Connected street spaces afford the opportunity for links to be created to the open space.



Indicative dwellings and gardens



Indicative dwellings / garages / rear parking courts



Homezone / shared space



Tree lined access road



Accessible open space



Southern habitat area with indicative woodland planting



Retained trees



Existing and proposed ponds



Landscape garden buffer to existing houses



Illustrative Masterplan

6.0
The Proposals

Character and appearance

6.42 The intention is that the development is contextually relevant to its setting. Building forms should be appropriate to the local context including short terraces, semi-detached and detached houses.

6.43 Opportunities should be taken to define places, views and focal points through a variation in the built form, adding interest and improving the legibility particularly at the site entrance, junctions and at open spaces.

6.44 Overall, the appearance of buildings and the treatment of edges will need to be considered against a traditional aesthetic in relation to the best elements of the established architectural qualities.

Sustainability

6.45 The layout should be designed to achieve the optimum use of this undeveloped site.

6.46 At a macro scale, a connected layout of streets and spaces should support walking and cycling within a safe and attractive environment. It will be possible for residents to conveniently walk to local services and access the bus services rather than drive.

6.47 The efficient development of land at sustainable densities can also deliver sustainability and social benefits; the greater number of people who live there are able to support the necessary day-to-day local shops, transport and community facilities.

6.48 Complementing retained existing trees and landscape with biodiverse new planting, the provision of open space including amenity green space will, with other measures as appropriate, contribute to sustainability. Planting and the retention of mature trees will absorb pollutants and carbon dioxide and reduce surface water run off. Space for sustainable drainage is incorporated within the masterplan.

6.49 The detailed sustainability credentials of the scheme such as opportunities for recycling, use of sustainability sourced materials, resource efficient specification and potential for use of renewable sources of energy will all be reviewed at the reserved matters stage.

6.50 New homes within the development will be built to lifetime homes standards, resulting in an inclusive, flexible and adaptable development. A draft BFL Assessment can be viewed at Appendix 1 and demonstrates that the scheme scores highly.

Character reference images:

Drawing from the existing context right: the images far right of national and regional examples of modern houses reflect the prevalent colours, textures and character of the red brick, render and stone houses.

The architecture and materials as illustrated would be respectful and sympathetic to the identified architectural styles of Low Barugh. Buildings could carefully integrate with the local context and provide a high quality and positive addition to the town through the use of simple, domestic architectural features including simple pitched roofs, plain porches, conservative brick detailing and feature chimneys. Typically the materials palette will include light earth coloured renders (off white), and red brick with some stone.

The examples of the short terraced group reflects the traditional village form, while the use of detached dwellings interposes a greater landscape emphasis as also found along Dearne Hall Road. Within the street scene, there are opportunities to define places, views and focal points through a variation in the built form, adding interesting and improving the legibility of the layout. These include the site entrances, intersections and at the entrances to the open spaces.



























7.0
Conclusion

7.0
Conclusion

7.1 This Design and Access Statement describes how the proposed development seeks to deliver a highly sustainable, successful scheme that will contribute towards the design quality and character of the wider area.

7.2 The approach taken is context-led and seeks to positively respond to the opportunities and constraints presented by the site.

7.3. The site provides an opportunity to deliver a high quality development of houses and open spaces.

7.4 The proposal has been designed to follow the principles of spatial planning and as such, the design is fully considerate towards the sites context and seeks to integrate with surrounding land uses.

7.5 Matters relating to the landscape and visual context of the site have been particularly influential, notably in determining the location of buildings and the landscape framework.

1.0
Appendix

Building for Life 12 Assessment

7.6 DCCABE recommend that self assessments could usefully form the majority of the Design and Access Statement rather than local authorities insisting on a separate submission.

7.7 Based on a simple 'traffic light' system (red, amber and green) DCCABE recommends that new developments aim to secure as many 'greens' as possible, minimise the number of 'ambers' and; avoid 'reds'.

7.8 With reference to the guidance, the more 'greens' the better a development will be:

- A red light gives warning that an aspect of a development needs to be reconsidered.
- An 'amber' will mean either that the characteristics of the scheme make full compliance with one of the BfL 12 principles impossible, OR that further consideration is needed to improve the design. Where a proposal is identified as having one or more 'ambers', which would point to the need to rethink whether these elements can be improved, local circumstances may justify why the scheme cannot meet the higher standard expected of a green.
- Green' implies the principle has been fully met.

7.9 The following assessment has been prepared based upon the illustrative masterplan and supporting material prepared to demonstrate the delivery and appropriateness of the proposed quantum of development.

7.10 While an outline application with matters reserved except for access, this DAS and the illustrative masterplan have sought to provide the assurances that the development of the site through reserved matters application could achieve the expected design standard with regard to the site context and design policy framework.

7.11 It would be expected that a definitive Building for Life Assessment could accompany the reserved matters application.

Q1. 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?
Response: Green

7.12 The scheme promotes new links through the site to the north and to the south. While indicative, the connecting principal street provides a structure to the layout that can allow for buildings to clearly follow a street structure with housing entries facing the local streets.

7.13 Development is sited to respect the privacy of adjacent properties.

Q2. 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?
Response: Green

7.14 While no new community or commercial facilities are proposed, there are local facilities and schools nearby.

7.15 The layout of the site and open space would be such that play areas could be located to be accessible but sufficiently distanced from adjacent houses while remaining overlooked.

Q3. Public transport: Does the scheme have good access to public transport to help reduce car dependency?
Response: Green

7.16 There is good access to public transport - buses and access to Barnsley town centre.

7.17 The future principal street could accommodate a bus route or bus route extension, and the highway could be designed to accommodate this.

Q4. Meeting local housing requirements: Does the development have a mix of housing types and tenures that suit local requirements?
Response: Green

7.18 While the exact form of the housing will be the subject of reserved matters application, the quantum of development - the density of housing - has been informed by both context and an assessment of the local housing market.

Q5. Character Does the scheme create a place with a locally inspired or otherwise distinctive character?
Response: Green

7.19 The Illustrative scheme responds to landscape features that will give the site a distinctive sense of place.

7.20 The design is a contextual response to the qualities of the site and denstiy of the surrounding area.

7.21 Through reserved matters applications, the buildings would designed to contribute to, and reinforce the character of Low Barugh.

Q6. 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 and microclimate?
Response: Green

7.22 The layout responds to the landscape and topography to determine optimum drainage areas, the landscape strategy for habitats, and seeks to integrate existing features into the layout.

7.23 Through designing habitats and open spaces which marry with the existing landscape, the proposals improve the functioning of existing habitat areas. The electricity overhead lines define a landscape corridor which connects the northern entrance of the site to the newly created public open space.

Q7. 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?:
Response: Green

7.24 The indicative block structure provides enclosure to the street edges and landscape spaces. Buildings would turn corners to help define spaces and front doors could face the street rather than being tucked around the back or sides of buildings.

7.25 A pattern of road type would create a hierarchy of streets and consider their enclosure.

Q8. Easy to find your way around? Is the development designed to make it easy to find your way around?
Response: Green

7.26 There is a logical hierarchy of streets with a potential tree lined principal street through the development from which are lower order street spaces.

7.27 The scheme has a highly legible layout based upon a robust, traditional street block structure. All public spaces are addressed by the principal building frontages. Getting around by foot within the scheme is easy, with the structure of the spaces providing safe, and attractive routes.

7.28 Marker features, including corner buildings and landscaped spaces combine with smaller scale details such as bays could further enhance legibility.

Q9. Streets for all: Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
Response: Green

7.29 The design of the movement corridors for both parking and servicing has adopted the Manual for Streets approach.

7.30 The principal street could be traffic calmed to reduce through vehicle speeds and the use of shared spaces with traffic calming achieved by the siting of landscape, buildings and alignment of the carriageway.

Q10.Car Parking: Is resident and visitor parking sufficient and well located?
Response: Green

7.31 A range of parking solutions are shown that could be accommodated within the block structure at the proposed density of development.

7.32 Where provided, garages would be large enough to fit a modern family sized car and allow the driver to get out of the car easily.

Q11.Public & private spaces: Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?
Response: Green

7.33 Public routes are enlivened both by habitable rooms and entrances, with front doors accessed from street spaces to ensure good overlooking and a positive perception of public safety

7.34 New public spaces consist of

well designed landscaped areas. Details of management would be expected at the reserved matters application stage.

Q12. External storage and amenity space. Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?
Response: Green

7.35 The scheme could provide convenient, dedicated bin and recycling storage where bins can be stored out of sight from the public realm.

7.36 If terraced housing is proposed, there would collection points for refuse close to the parking courts.

Nathaniel Lichfield & Partners

Planning. Design. Economics.