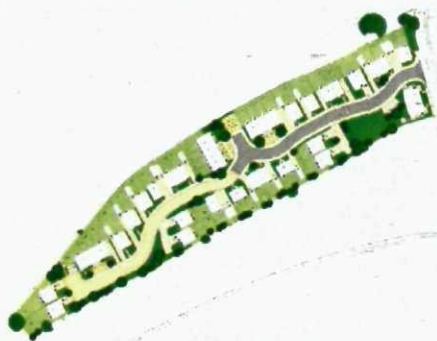


Redrow Homes Yorkshire
September 2012



Higham Lane, Dodworth
Design and Access Statement

Design and Access Statement Higham Lane, Dodworth Contents

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Introduction

1.0 The Role of the Design and Access Statement

- 1.1 This Design and Access Statement has been prepared by Redrow Homes Yorkshire in support of the full planning submission for a residential development on land at Higham Lane, Dodworth. The application seeks planning permission for residential development comprising of 41 properties, together with associated infrastructure, parking arrangements and open space.
- 1.2 The Statement has been prepared in response to requirements set by the Planning and Compulsory Purchase Act 2004 which requires a statement addressing design concepts, principles and access issues to be submitted with an application for planning permission. It prohibits a Local Planning Authority from entertaining an application unless it is accompanied by a design statement and an access statement when these are required by the Act.
- 1.3 The Town and Country Planning (General Development Procedures) (Amendment) (England) Order 2006 sets out the detailed requirements for these statements and further advice is provided in the 'Guidance on Information Requirements and Validation' published by DCLG in March 2010 and in 'Design and Access Statements' published by CABE in 2006. These require one statement to cover both design and access, allowing applicants to demonstrate an integrated approach that will deliver inclusive design and address access requirements throughout the design process.
- 1.4 This Statement is intended to conform to these requirements, providing the Local Planning Authority and other interested parties with a better understanding of the analysis which underpins the development proposals and how it has informed the development of the design.

National and Local Planning Policies

- 1.5 As part of the Full Planning Application a separate Planning Statement has been produced. This document should be referred to for the national and local planning policies for the development.

Brief

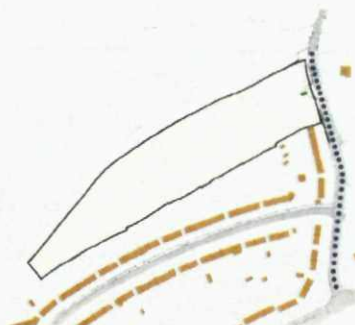
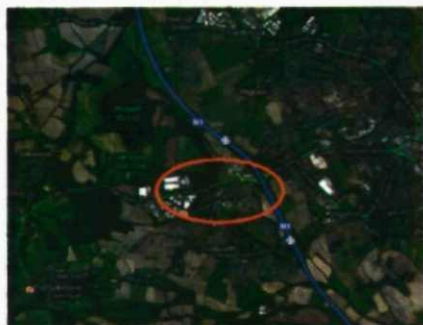
- 1.6 The following points summarise the brief at an early stage of the design process:
- Deliver quality built form and spaces which are image enhancing
 - Enable the local community to have a meaningful influence on the schemes design from an early stage
 - Create a scheme which is deliverable and viable.
 - Create a sustainable and energy efficient development

Aspirations

- 1.7 To deliver a residential development with design quality which is both sustainable and secure. We aim to achieve this vision through careful design and communication with the Local Planning Authority and residents.

This Design and Access Statement supports a Full Planning Application for the residential development of 41 houses on land at Higham Lane, Dodworth.

Part 1 The Development Site

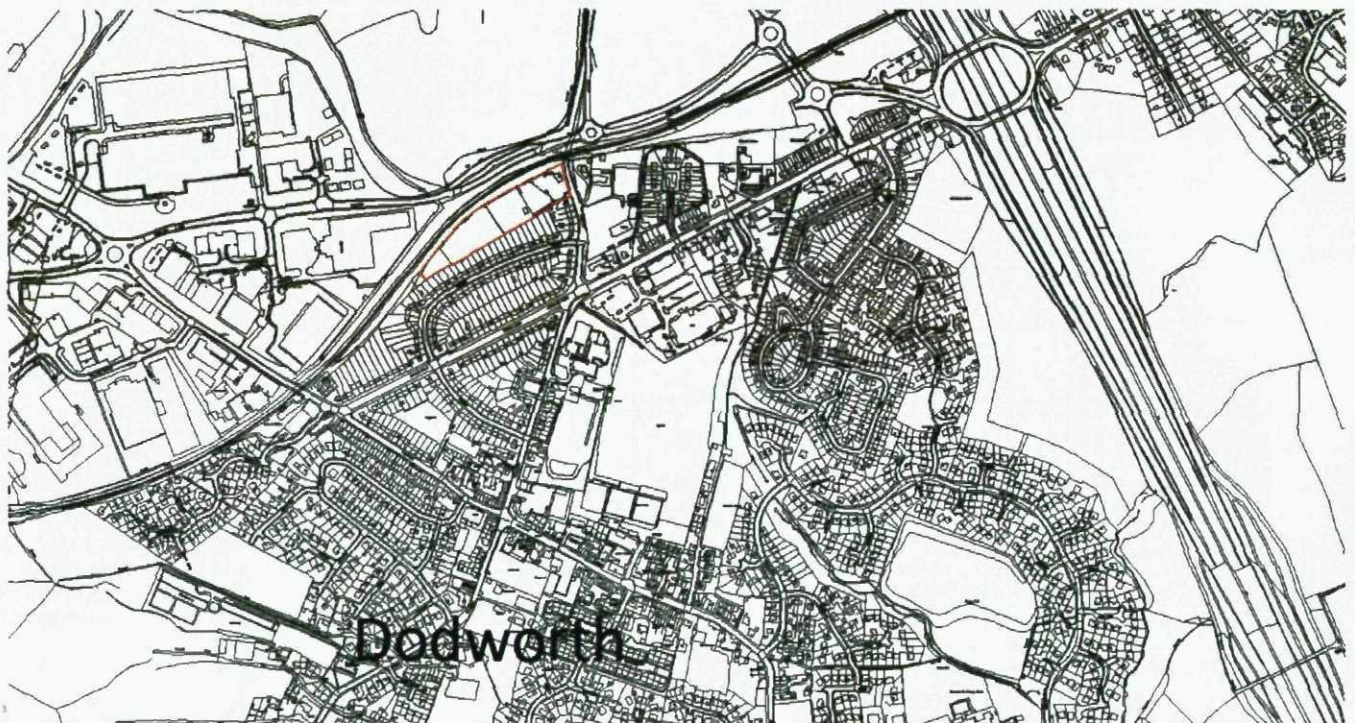


This part of the Statement considers the background to the application.

The Site and Surroundings

2.0 Location

- 2.1 Dodworth is a former coal mining village located to the west of Barnsley, 1 mile west of junction 37 on the M1 motorway.
- 2.2 The site is located on Higham Lane which stretches north to south between the A628 Winby Road and B6449 Barnsley Road.
- 2.3 The site is currently occupied by a detached bungalow along with various outbuildings with the remaining area laid out as informal garden space stretching to a total site area of 1.11 Hectares.
- 2.4 Current access to the site is via two entry points onto Higham Lane which runs parallel with the eastern site boundary.



The Site and Surroundings

- 2.5 The site is bounded to the north by the Barnsley to Dodworth railway line with the A628, Whinby Road beyond.
- 2.6 To the south the site abuts the existing residential properties of Hawthorne Crescent

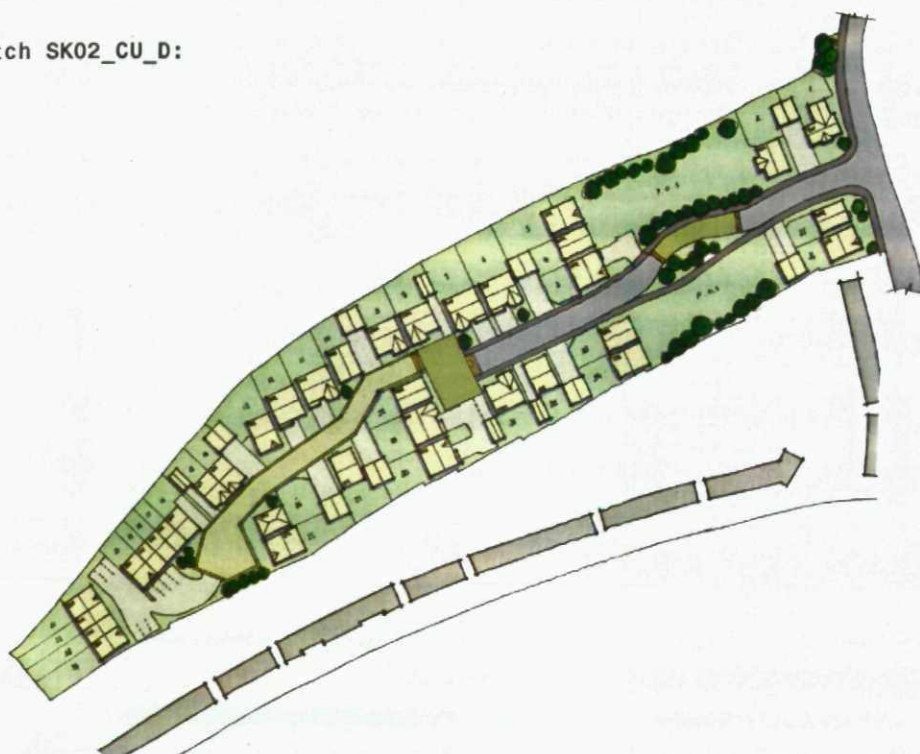


The Development Site

3.0 The Background to the Application

- 3.1 In October 2010 a pre-application meeting was held between Redrow Homes and Barnsley Metropolitan Borough Council officers to discuss the potential development of the application site.
- 3.2 The scheme discussed, SK02_CU_D, is shown below and consisted of 36 plots ranging from 2 bedroom terraces to 4 bedroom detached properties with on-site public open space provision located toward the entrance of the development.
- 3.3 Formal feedback was received on the development proposals in early November 2010. The key design points can be summarised as follows:
- The preliminary green-space needs an assessment to be carried out to indicate whether it would be preferable to upgrade existing public open space facilities off site, rather than meet the UDP Policy H.
 - To the east of POS the development is very 'hard' in nature; soft landscaping to alleviate this.
 - The street scape does not feel harmonious with too many sharp twists and turns in the orientation of buildings, several sections of rear garden fencing facing directly onto the spine road.
 - Rear gardens are to meet SPG2 – three and above bedroom dwellings need to be a minimum of 60sqm.
 - Tight dimensions of housing facing across spine road – plots 3 & 8; 14, 15 & 26; 21, 22 & 20.
 - Residential amenity of plots 21-24 should be improved as they are facing car parking and the side of plot 20. One suggestion would be to replace plots 20-18 with a pocket of soft landscaping.
 - Parking provision should be a maximum of 1.5 spaces per dwelling
 - Dwellings (on southern boundary) to be set in further from the boundary if possible to reduce height dominance.

Sketch SK02_CU_D:



Part 2 Analysis

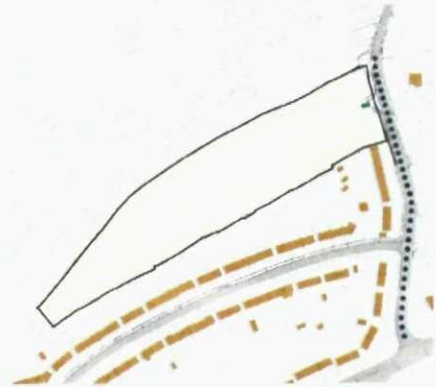


This part of the Statement looks to understand the context of the site and analyses the physical constraints and opportunities that are presented.

Analysis

4.0 Site Locality

- 4.1 The site is bounded to the north by the Barnsley to Dodworth railway line with the A628, Whinby Road beyond.
- 4.2 To the south the site abuts the existing residential properties of Hawthorne Crescent.
- 4.3 To the east of the site there is a commercial vehicle service and repair centre and to the west of the site lies an industrial estate.
- 4.4 The site is mainly rectangular in shape and approximately 55m wide. As the site extends west it narrows to approximately 17m wide.
- 4.5 The residential estates to the south of the site along Hawthorne Crescent and the estates to the rear of the commercial vehicle service and repair centre are of a similar character to Hawthorne Crescent comprising of properties built circa 1930. These are served by estate roads from Mitchelson Avenue and Barnsley Road which run parallel with the southern site boundary.



Analysis

5.0 Locality Plan

- 5.1 The plan below shows the site in its wider urban context. Illustrated are some of the various amenities within the locality of the development site.



6.0 Local Facilities

Local Shopping

- 6.1 Barnsley City Centre is 10 minutes away and Sheffield Town Centre is 25 minutes away.
- 6.2 Dodworth High Street has a host of facilities including a good selection of shops for every day needs including a post office, pharmacy and a supermarket.

Education

- 6.3 Dodworth has two primary schools, Keresforth Primary School, and Dodworth St. John the Baptist Church of England Primary School. Dodworth St John.
- 6.4 Local Secondary schools are The Kingstone School on Broadway, and The Penistone Grammar School in nearby Penistone.

Childrens Play Area

- 6.5 There is a childrens recreational play area just under a mile away on land off Station Road.

Analysis

7.0 Constraints and Opportunities

- 7.1 Following the assessment of the site and its surroundings a number of constraints and opportunities associated with the proposed development on the site have been identified. These are outlined below:

Constraints

- The existing water course running through the site and its associated wayleave.
- Existing trees, hedgerows and other landscape features.
- Protection of adjacent residential amenity.
- Buildings adjoining the southern boundary should be of a similar scale to existing properties and should aim to create a positive interface.
- Noise from nearby railway line.
- Narrow linear nature of the site.

Opportunities

- Provision of a sustainable development supported by amenity space and new infrastructure.
- Opportunity to connect to existing network links to Dodworth and the surrounding areas.
- Opportunity to create quality architecture that takes design cues from the immediate and wider Dodworth context.
- Making efficient use of land through the application of appropriate density.
- Provision of modern, energy efficient housing.
- Existing trees, hedgerows and other landscape features.

8.0 Ecology

- 8.1 A full ecological assessment has been carried out by Brooks Ecological and Environment which accompanies this application. The report's recommendations shall be implemented into the scheme to ensure any ecological impact of the development is minimised.
- 8.2 The site does not present any roosting opportunities with trees being in good condition with no holes, rot cavities or areas of peeling bark.
- 8.3 The watercourse running through the site has a constant flow, being more of a drain than a true stream, and lacks features attractive to spawning amphibians such as pools.
- 8.4 The site has the potential to support a limited range of common species. The value of the site to birds would be limited to the boundary scrub and mature trees within the garden, though no evidence of nests was observed during the survey.
- 8.5 No evidence of badgers could be found on the site. The site does not support suitable habitat for any other protected mammal species.
- 8.6 The site does not currently present good reptile habitat. This coupled with the sites previous use, lack of connectivity to good well established habitat and the absence of records in the area suggests that it is highly unlikely to be of value to this group.
- 8.7 The proposed development presents minimal risk of significant impacts on important, protected or designated sites.

Analysis

9.0 Access and Movement

- 9.1 Particular attention will be given to the needs of disabled people, older people and very young children and their carers. The scheme will comply with current legislation including the Building Regulations, and ensure that the obligations imposed by the Disability Discrimination Act 1995 will be met.
- 9.2 The vehicular access point to the site was discussed at the pre application meeting. Access is to be taken from Higham Lane, this being the sites only frontage to an existing highway. Visibility splays shall also be provided in accordance with the councils guidelines.
- 9.3 Parking is provided to all dwellings. Cars are generally accommodated with plot curtilages.
- 9.4 The site layout shall comply with Building Regulation B5 Access and Facilities for the Fire Service. Carriageways are at least 3.7m wide and vehicles will not need to reverse more than 20m to operate at the scene of a fire.



Analysis

10.0 Urban Context



Typical Hawthorne Crescent terraced property



Typical Hawthorne Crescent terraced property



Typical Hawthorne Crescent semi-detached property



Typical Barnsley Road semi-detached property



Typical Mitchelson Avenue semi-detached property

10.1 Dodworth and the surrounding area were studied and aspects of the architectural design, style, layout and form were identified that represent the local character and that could provide strong design rationale for the new development

10.2 The development site is located in an area of Dodworth that has a combination of land uses including residential, light industrial as well as green fields and open countryside.

10.3 Residential properties within the vicinity of the site are of mixed styles with little architectural merit. Walling materials utilised are render and red brick of varying quality. The majority of roofs are hipped with a mixture of red pan tile roofs and grey slate roofs. Window and door openings tend to have brick heads. There are small selections of properties that have projecting gables which add variation to the street scene. Properties are set back from the main carriageway behind front gardens with low hedges or small walls/ wooden fences.

10.4 Residential properties located on Barnsley Road from Station Road are predominantly 2 storey semi-detached units with a selection of 2 storey terraced rows. Walling materials are render and brick of varying quality. However a small number of the terraced properties have stone frontages with brick sides and rears. The materials for the roofs are a mixture of pan tile and slate roofs. Window and door openings tend to be of white UPVC with either brick or painted stone heads. There are selections of properties that have knee high brick wall boundaries to the front of their gardens.



A more modern Barnsley Road property

Analysis



Typical Barnsley Road detached property



Apartment block located on Barnsley Road



Typical Langford Close detached property

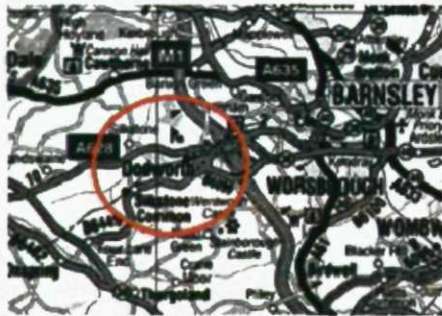


Typical Bowden Grove detached property

10.5 Further along Barnsley Road where the street meets with Mitchelson Avenue there are a large number of two-storey semi-detached properties with the same features as other semi-detached properties within the area. Heading towards Dodworth roundabout along Barnsley Road there are a small amount of detached properties which include more detailed features such as bay windows and tile hanging. Other similar characteristics include white UPVC windows, hipped roofs with grey slate materials and render.

10.6 The area surrounding Rosehill Cottages was built approximately 18 years ago by Longden Homes. The properties vary in style but a large majority are detached. Walling materials utilised are red brick however there is a small amount of render that has been used in key areas. Door openings tend to have brick heads and some properties have door canopies. The majority of the properties have projecting gables which add variation to the street scene. Properties are set back from the main carriageway behind front gardens and drives with either low hedges, small walls/ wooden fences.

Part 3 Design Parameters



This part of the Statement builds on the findings of Parts 1-2 and describes how the design solution has been formed.

Design Parameters

11.0 Detailed Layout

- 11.1 The development at Higham Lane will create housing choice and new amenity spaces for the existing and new community. The layout is founded on the very best practice in urban design, community integration and sustainable development, with strong links to the wider area.
- 11.2 In this context, the development will respect Dodworths local character but also move the area towards a more sustainable future, through a significant increase in housing choice. Development will accord with the principles of high quality design and best practice to create a streetscape that is rich, varied and sympathetic to its environment. The aim is to achieve a high quality development with a strong identity, activity and a strong 'sense of place'.
- 11.3 The development proposals will be achieved in the following way:
- Responding to comments made from the pre-application meeting.
 - The creation of an integrated residential community with a sensitive relationship to the existing settlement at the same time as creating its own character.
 - Promoting sustainable forms of transport by integrating the site into the local footpath network and connecting communities.
 - Providing a varied range of family housing with a mix of house types to give an attractive choice for families, skilled and professional workers and aspirational households alike. Properties shall range from 2 bedroom terrace to 4 bedroom detached properties.
 - Providing modern, energy efficient and easily adaptable properties.
 - Providing green spaces to soften the development whilst feeling safe by being well overlooked by dwellings.
 - Keeping of the landscape and structure.



Design Parameters

12.0 Accommodation

- 12.1 A total of 41 dwellings are proposed on the development ranging from two bedroom apartments through to four bedroom houses. The mix consists of:

House Type	No. of Bedrooms	Total
Type 1	02	02
Type 2	03	02
Type 3	03	02
Type 4	03	02
Type 5	03	04
Type 6	04	01
Type 7	04	08
Type 8	03	03
Type 9	04	07
Type 10	02	02
Type 11	02	04
Type 12	02	02
Type 13	03	02
Total units		41

13.0 Density

- 13.1 The proposal is intended to reflect the diversity of accommodation within the existing community, so that it meets the needs and aspirations of existing residents who wish to relocate within the area.
- 13.2 A range of house types, sizes and tenures are envisaged in order to accommodate a variety of household types. The scale of development provides the opportunity to incorporate a mix of housing styles in this location. A hierarchy of dwellings is proposed ranging from detached properties through to smaller terraced forms.
- 13.3 The development provides a total of 41 dwellings varying in size from 2 bedroom apartments of 575 SqFt to 4 bedroom houses of 1144 SqFt.
- 13.4 There are four key elements of the development of the detailed architectural treatment:
- The architectural style which will determine the form, scale, massing and proportion of the dwellings.
 - The specific features that are used to develop a distinct architecture: gables, bays, porches etc.
 - The constructional detailing: eaves, verges, heads and cills to openings, plinths etc.
 - The choice of materials and the way that these are used to develop the scale, texture and colour of the proposals
- 13.5 Decorative design features will help define the characteristics of the development. They will add a variety of richness to the dwellings to give a distinctive character appearance.
- 13.6 Typical features include:
- Canopies
 - Bay Windows
 - Brick Heads
 - Tile crease cills

Design Parameters

14.0 Proposed Materials Palette

- 14.1 A materials plan has been produced and submitted as part of the Full Planning Application. The materials that are proposed for the site have been based upon the materials that were identified within the analysis. For all locations of the materials detailed below please refer to drawing 4707-16-02-03 Proposed Materials Plan.

Brick Palette



Ibstock: New Sandhurst Stock.



Ibstock: Weston Red Multi Stock.

Contrasting Brick Palette



Ibstock: Leicester Red Stock

Render



Monocouche Weber: Chalk

Roof Tiles



Russell Highland
Mock Bond Slate Grey



Russell Highland
Mock Bond Cottage Red



Russell Heritage
Cottage Red
Plain Tile

Design Parameters

15.0 Character and Appearance

15.1 Following an assessment of the immediate context to the site, the area is mixed in character with residential properties of differing ages and design. From this a number of areas have been defined within the development that will help to achieve the creation of a successful place and also provide design cues for architectural style and design that will all come together to create a unique, distinctive and memorable place.

15.2 The proposed character areas for the development are as follows:

- Area 1: Main Entrance
- Area 2: Green Area
- Area 3: Core of the site
- Area 4: Southern boundary

15.3 The designation of the four areas has taken into account a range of factors relating to the site itself and the layout objectives. These specifically include:

- The proposed landscape structure and linkage of the site.
- The provision of a sustainable development with a well-defined street hierarchy.
- The relationship between the proposed movement network and built form.

Area 1: Main Entrance

15.4 Accessed from Higham Lane, this is the principle entrance point into the development; the buildings will be set within a strong building line, close to the back edge of the pavement and will front on to Higham Lane. The buildings will be 2 storey detached or semi-detached in form and created in a similar character identified along Higham Lane which includes hipped roofs, the use of both brick and render for elevation treatments and splayed window heads with tile crease cills.



Architectural detailing along
Higham Lane



Architectural Detailing proposed on
plot 1 located on Higham Lane

Design Parameters

Area 2: Green Areas

- 15.5 In response to the pre-application meeting comments regarding the site being 'hard in nature' the proposals now incorporate green pockets of land to soften the development. These areas will include some trees with buildings fronting on to these areas to provide natural surveillance and a sense of arrival, the buildings are 2 storey detached or semi-detached in form and created to define new characteristics within the site which includes the introduction of gable features to front elevations and the use of both brick and render for elevation treatments. The buildings accessed from the principle road will have parking adjacent to the dwelling forming a strong build line. The parking for the buildings from private drives incorporate an integral garage with additional parking to the front.



Detached Integral dwelling on Bowden Grove



Proposed Detached Integral dwelling on plots 36 & 37

Design Parameters

3: Core of the site

- 15.6 Approaching the centre of the site a mixture of building forms have been created in response to the pre-application comments regarding 'sharp twist and turns' when travelling through the site. Plots 13-16 have been orientated to allow the principle road to gently sweep from right to left to give the feel of a shorter road. It is at this point of the site when the boundary widths begins to reduce impacting on the plot depths. Shallower house types have been utilised here to maintain the suitable separation distances to existing properties. From this the principle road gently curves to one side of the site to allow for generously sized single sided development, where an additional green space has been designed to both protect existing residents amenity and also provide relief to the street scene.



Character Area 4: Southern Boundary

- 15.7 The pre-application comments regarding the position of dwellings on the southern boundary have been considered and the dwellings in this area are now set further from the boundary in order to reduce height dominance on existing buildings along Hawthorne Crescent. The buildings are set within a strong building line and are accessed from the principle road. Parking will be adjacent to the dwelling to continue to form a strong build line.



Comments made on the southern boundary pre-application layout



Proposed layout indicating amendments to pre-application comments

Design Parameters

16.0 Green Spaces

16.1 A green space shall be provided on entry to the development. The creation of a green space would enhance the legibility of the new scheme. This element has also been designed to provide a soft approach into the development and its location also allows for the 6m easement to the existing surface water sewer to be maintained.

16.2 A separate landscape layout accompanies the application which provides further detail on structure planting for the scheme and how the above principles have been developed further.

Green Space Management

16.3 Landscape treatments within greenspaces and alongside the principal road network will be designed to be visually effective and easily managed. Redrow Homes Yorkshire will make appropriate arrangements for the long term management and maintenance of these areas.

Landscape Strategy

16.4 The landscape treatment and approach to the site aims to integrate the development into the site and general environs as well as creating an attractive area in which to live.

16.5 Within the development tree planting would generally include trees of more modest stature suitable for planting near houses without creating future problems associated with large trees close to properties. The species selection would include flowering species to provide interest and colour within the scheme and an initial degree of shrub planting would be undertaken to enhance the scheme, the species selection generally being ornamental in composition. Trees would be planted at Heavy standard size and the shrub planting at densities which would result in an early knitting together of the beds.

Design Parameters

17.0 Engagement with the Community

- 17.1 A total of 46 letters were sent to local residents on the 9th August 2012 notifying them that we are submitting a residential scheme for the scheme. As well as the consultation letter, residents were also sent an indicative layout plan, a location plan, some photographic evidence of Redrow dwellings and a feedback response form.
- 17.2 The accompanying Statement of Community Consultation can be referred to for feedback received from the local community.

18.0 Conclusion

- 18.1 In conclusion, the statement demonstrates that the proposals:
- Are consistent with National Planning Policy Guidance.
 - Evolve from a considered assessment of the site, and make an appropriate response to its physical context.
 - Reflect a clear understanding of the opportunities and constraints presented by the site.
 - Respect and respond to the local context, preserving the character and appearance of the area.
 - Provide appropriate convenient and safe means of access for vehicles, cyclists and pedestrians.
 - Include the range of measures to ensure the sustainability of the proposed development.

This statement provides a comprehensive overview of the way in which the proposals underlying the application for planning permission for residential development at Higham Lane, Dodworth have evolved.

In doing this, the statement demonstrates that the proposals provide a sound basis for the development of the site in conformance with national planning guidance and recognised best practice, such that planning permission should be granted.

Appendix 1

BUILDING FOR LIFE



The Building for life criteria is a series of 20 questions which are used to evaluate the quality of new housing developments.

Environment and Community

1. Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafes?

As detailed within section 2 of the Design and Access Statement, the new development would be well related to existing services and facilities. The local community is served by a number of primary and secondary schools with the Barnsley University Campus located within Sheffield City Centre.

The proposals are within walking distance to a range of local retail and service provisions; the site is also within close proximity to a children's play area.

Given the above, we conclude that the site is well related to shops, services and local facilities.

2. Is there an accommodation mix that reflects the needs and aspirations of the local community?

The local community's needs and aspirations have been carefully examined as part of Redrow Homes market research and this information has been used to inform the brief for the development proposals.

Subject to viability appraisal, affordable housing will also be provided within the development

We conclude that proposals will provide an accommodation mix that reflects the needs and aspirations of the local community.

3. Is there a tenure mix that reflects the needs of the local community?

The proposed development will include a range of house types and tenure of housing reflecting the composition of the existing communities which surround it. A range of properties from 2 bedroom apartments to 4 bedroom houses have been provided in line with detailed market research.

We conclude that the proposal will provide an accommodation mix that reflects the needs and aspirations of the local community.

4. Does the development have easy access to public transport?

There are several public transport links within walking distance of the site, the nearest bus stop being located approximately 100 metres away from the site on Michelson Avenue. These services provide travel to the surrounding areas.

Rail travel is provided at Dodworth Railway Station situated with 1 mile of the site. Services from the railway station are provided 7 days a week and are frequent throughout the day to a number of destinations.

On the basis above, we conclude that the proposals will have easy access to public transport links that will connect to the wider area.

5. Does the development have any features that reduce its environmental impact?

The Energy Statement that accompanies this application discusses the development features that reduce its environmental impact

We conclude that the proposals will have features that reduce its environmental impact.

Character

6. Is the design specific to the scheme?

The layout has been developed in response to the opportunities and constraints that are presented by the site, and this statement explains how the design will

draw on the local vernacular and sets out the measures that will be taken to root the development in the locality.

We believe the design will be specific to the scheme.

7. Does the scheme exploit existing buildings, landscape or topography?

The layout works with the topography and takes full advantage of the opportunities to use the topography and the existing boundaries to structure the development. Where possible existing vegetation on site and will be enhanced by new planting.

We believe the development will partially exploit existing buildings, landscape or topography.

8. Does the scheme feel like a place with distinctive character?

We have suggested the incorporation of distinct areas within the proposals and these are detailed within section 3 of the Design and Access Statement.

The intention of the proposed layout and resulting areas is to create a sense of arrival when entering the site from Higham Lane and to create a varied built form within the proposal that both reflects the local character of Dodworth and creates an attractive environment in which to live.

We believe the development could feel like a place with distinctive character.

9. Do the buildings and layout make it easy to find your way around?

The different character areas detailed in this statement the proposals within the scheme. One of the functions of these areas is to help create a distinctive and legible environment.

We believe the buildings and layout will make it easy to find your way around.

10. Are streets defined by a well-structured building layout?

The site layout indicates a pattern of development that clearly defines and separates the private from the public realm through the positioning of buildings within plots that create defensible space to the rear and surveillance of the public realm to the front.

The design of the development proposals are based on the principles of perimeter blocks which aim to maximise continuous frontages to the public realm, particularly along the principal street and overlooking public open spaces.

Development plots will be defined by a range of boundary treatments to help clearly define public and private spaces within the development.

We believe the streets will be defined by a well-structured building layout.

Streets, Parking and pedestrians

11. Does the building layout take priority over the streets and car parking, so that the highways do not dominate?

The scheme has been designed so that buildings take precedence within the street scene over the presence of car parking which for a large majority of the plots is proposed to be on a driveway adjacent to the dwelling.

We believe the building layout will take priority over the roads and car parking, so that the highways do not dominate.

12. Is the car parking well integrated and situated so it supports the street scene?

There will be a range of parking typologies responding to changing street scenes throughout the development. The majority of parking is located on plots set back from the primary frontage and on street parking is limited.

We believe the car parking will be well integrated and situated so it supports the street scene.

13. Are the streets pedestrians, cycle and vehicle friendly?

The scheme aims to incorporate shared surfaces, variations in carriage way width and other traffic calming measures to calm the flow of traffic and provide a greater priority for pedestrians within the development. By incorporating traffic measures at regular intervals will not only create a safer pedestrian environment, but will also ensure that the road network is safe and convenient for cyclists.

We believe the street structure is pedestrian, cycle and vehicle friendly.

14. Does the scheme integrate with existing streets, paths and surrounding development?

The scheme has been designed to integrate with the existing highway network from Higham Lane. Section 2 of the Design and Access Statement explains how the pedestrian, cycle and vehicular routes have been designed to integrate with the existing street and footpath networks.

We believe the development will integrate with existing roads, paths and surrounding developments.

15. Are public spaces and pedestrian routes overlooked and do they feel safe?

All public spaces and pedestrian routes have been designed so that buildings front onto and overlook them, therefore creating passive surveillance to these areas.

We believe the public spaces and pedestrian routes will be overlooked and will feel safe.

Design and Construction

16. Is public open space well designed and does it have suitable management arrangements in place?

The green space has been carefully located to the front of the site and against the southern boundary to protect amenity, to provide a sense of arrival to the site. The space will be managed and maintained by a management company.

We believe the green space is well designed and a suitable management arrangement is to be agreed at a later stage.

17. Do the buildings exhibit architectural quality?

Section 3 Of the Design and Access Statement states how local assessment has informed the design of character areas within the proposals and how these will influence the architectural style within.

Proposed building materials will be based on those already in existence within the immediate context and the use of architectural features such as bay windows and gables will add interest to the scheme and will enhance the aesthetics.

We believe our proposals exhibit architectural quality.

18. Do internal spaces and layout allow for adaption, conversion or extension?

The house plans will incorporate the inherent flexibility that will be needed for them to adapt to the different lifestyles or different occupants.

We believe the internal spaces and layout will allow for adaption or extension dependant on different lifestyles.

19. Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness?

The Energy Statement that accompanies this application addresses Barnsley Metropolitan Borough Council requirements of 15% of the developments predicted CO2 to be replaced through renewable sources.

We believe the scheme has made use of advances in construction or technology that enhance its performance, quality and attractiveness.

20. Do buildings or spaces outperform statutory minima, such as building regulations?

The accompanying energy statement details how the building outperform statutory minima.

We believe the buildings and spaces outperform statutory minima.