

Architecture
Planning
Urban Design
Landscape

Proposed Residential Development on land at
Doncaster Road, Darfield
Design and Access Statement

V: 01
July 2024

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Contents Amendment Record

Project: Doncaster Road, Darfield

Date of Issue	Rev	Notes	Status	Completed By	Designer	Landscape	Planner
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01 Introduction



1.0 Introduction

1.1 Document Introduction

This Design Document has been prepared by John R Paley Associates in support of a planning application for residential development.

The proposed development includes the erection of circa 467 dwellings across two areas/phases.

'Area 1' includes the northern and eastern part of the site and would deliver 260 dwellings. Permission for Area 1 would be sought in full.

An attenuation basin is proposed at the very southern part of the development, to the west of the houses on Alba Close. This land falls outside of the residential allocation and instead is partly washed over by Green Belt and partly falls within Safeguarded Land (Land North of Pitt Street). This will form part of the full application.

Area 2 includes the southern field, to the south and west of the woodland. Permission for this phase would be sought in outline, with only access details submitted.

1.2 Purpose

This Statement responds to the requirements of The Town and Country Planning (Development Management Procedure) (England) Order 2015 for applications of this type to be accompanied by a Design and Access Statement.

The aims of the statement are to ensure design is integral to the creation of this development as far as possible at this outline stage.

1.3 Content

The content of the design element of the statement aims to demonstrate how the physical characteristics of the scheme have been influenced by a thorough process. The process undertaken includes:

- Assessment
- Involvement
- Evaluation
- Design

The statement also seeks to address the following factors:

- Explain the design principles and concepts that have been applied to the development;
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explain how any specific issues which might affect access to the development have been addressed.

The access element of the statement also includes two aspects of access to the development:

Vehicular and transport links

Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access

How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

1.4 Brief

The following points summarise the brief at an early stage of the design process:

- Deliver a high quality design which is sympathetic to the existing property.
- Employ innovations which are a model for environmentally sensitive development
- Create a scheme which is viable, sustainable and maintainable

1.5 Aspirations

To achieve the brief through careful design and communication with the local authority without preconception of the possibilities for this site.



02 Development Framework

2.1 Planning Policy Context

National Planning Policy Framework, 2023

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Paragraph 8 states the overarching objectives of the planning system is to achieve sustainable development. The objectives are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

In achieving well-designed places the NPPF states:

Paragraph 132. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty

as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.

Paragraph 133. To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety.

Paragraph 134. Design guides and codes can be prepared at an area-wide, neighbourhood or site specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises, but may also choose to prepare design codes in support of a planning application for sites they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes.

Paragraph 135. Planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁵²; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 136. Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

Paragraph 137. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

Paragraph 139. Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Paragraph 140. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

The National Design Guide, 2019

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. The National Design Guide seeks to illustrate how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the

2.1 Planning Policy Context

separate planning practice guidance on design process and tools.

The focus of the design guide is on good design in the planning system, so it is primarily for:

- Local authority planning officers, who prepare local planning policy and guidance and assess the quality of planning applications;
- Councillors, who make planning decisions;
- Applicants and their design teams, who prepare applications for planning permission; and
- People in local communities and their representatives.

The 10 characteristics of well-designed places are:

Context – enhances the surroundings
Identity – attractive and distinctive
Built form – a coherent pattern of development
Movement – accessible and easy to move around.
Nature – enhanced and optimised.
Public spaces – safe, social and inclusive.
Uses – mixed and integrated.
Homes and buildings – functional, healthy and sustainable.
Resources – efficient and resilient.
Lifespan – made to last.

The design guide introduces 10 characteristics for well designed places as set out in the diagram and explained in depth in the design guide.

The Design Guide states that a National Model Design Code, will be published setting out detailed standards for key elements of successful design.

The National Model Design Code will set a baseline standard of quality and practice across England which local planning authorities will be expected to take into account when developing local design codes and guides and when determining planning applications.

Living with Beauty, 2020

This report proposes a new development and planning framework, which will:

- Ask for Beauty
- Refuse Ugliness
- Promote Stewardship

The report advocates an integrated approach, in which all matters relevant to place making are considered from the outset and subjected to a democratic or co-design process. The report advocates raising the profile and role of planning both in political discussions and in the wider debate concerning how we wish to live and what kind of a country we want to pass on.

The report aims for long-term investment in which the values that matter to people – beauty, community, history, landscape – are safeguarded. "Hence places, not units; high streets, not glass bottles; local design codes, not faceless architecture that could be anywhere. We argue for a stronger and more predictable planning system, for greater democratic involvement in planning decisions, and for a new model of long-term stewardship as the precondition for large developments."

The report advocates a radical programme for the greening of our towns and cities, for achieving environmental targets, and for regenerating abandoned places. The emerging environmental goals – durability, adaptability, biodiversity – are continuous with the pursuit of beauty, and the advocacy of beauty is the clearest and most efficient way forward for the planning system as a whole.

Barnsley Local Plan

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making.

The Local Plan was adopted in January 2019 and is also now accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027 or earlier if circumstances, require it.

The site is allocated for Housing under reference HS78 within Barnsley Metropolitan Borough Council's Local Plan.

Site HS78 Land to the south of Doncaster Road, Darfield Indicative number of dwellings 441

The development will be expected to:

- Retain and improve hedgerows running along the east and west boundaries.
- Retain and protect the small areas of woodland along the eastern boundary.
- The area of woodland/scrub and unimproved neutral grassland to the west of the site should be excluded from development;
- Provide appropriate access; and
- Provide off site road safety enhancements

The following Local Plan policies are relevant to this application proposal:

Policy SD1: Presumption in favour of sustainable development
Policy SD2: General Development
Policy H1: The number of new houses to be built
Policy H2: The distribution of new homes
Policy H6: Housing Mix and Efficient Use of Land
Policy H7: Affordable Housing
Policy T3: New Development and Sustainable Travel
Policy T4: New Development and Transport Safety
Policy D1: High Quality Design and Place Making
Policy CC1: Climate Change
Policy CC2: Sustainable Design and Construction
Policy POLL1: Pollution Control and Protection
Policy I1: Infrastructure and Planning Obligations
Policy BIO1: Biodiversity and Geodiversity
Policy I2: Educational and Community Facilities
Policy G11: Green Infrastructure
Policy GB1: Protection of Green Belt
Policy GB6: Safeguarded Land

Supplementary Planning Documents

The Council have adopted SPDs to provide further guidance about the implementation of specific planning policies in the Local Plan. The adopted SPDs should be treated as material considerations in decision-making and are afforded full weight. The following SPDs are relevant to this proposal:

Design of Housing Developments, July 2023
Residential Amenity and the Siting of Buildings, May 2019
Open Space provision on new housing developments, May 2019
Affordable Housing, July 2022
Biodiversity and Geodiversity, May 2019
Planning Obligations, November 2019
Sustainable Travel, July 2022
Section 278 Agreements, November 2019
Section 38 Agreements, November 2019
Parking, November 2019
Sustainable construction and climate change, July 2023





03 **Site Area and Analysis**

3.1 Site Area and Analysis

The site is located to the west of the Darfield settlement, with Doncaster Road / Barnsley Road bordering the site to the north. The site falls away southwards, with Doncaster Road at the highest level. The site is an unusual shape, wrapping around a central woodland belt and then extending southwards, to the woodland adjacent to Alba Close.

The site is irregularly shaped, with boundaries formed by watercourses to the west and southwest, Doncaster Road to the north and residential properties to the east. There is vehicular access from Doncaster Road along the northern boundary of the site and pedestrian access on the Southern boundary. The overall site area is approximately 17.55ha.

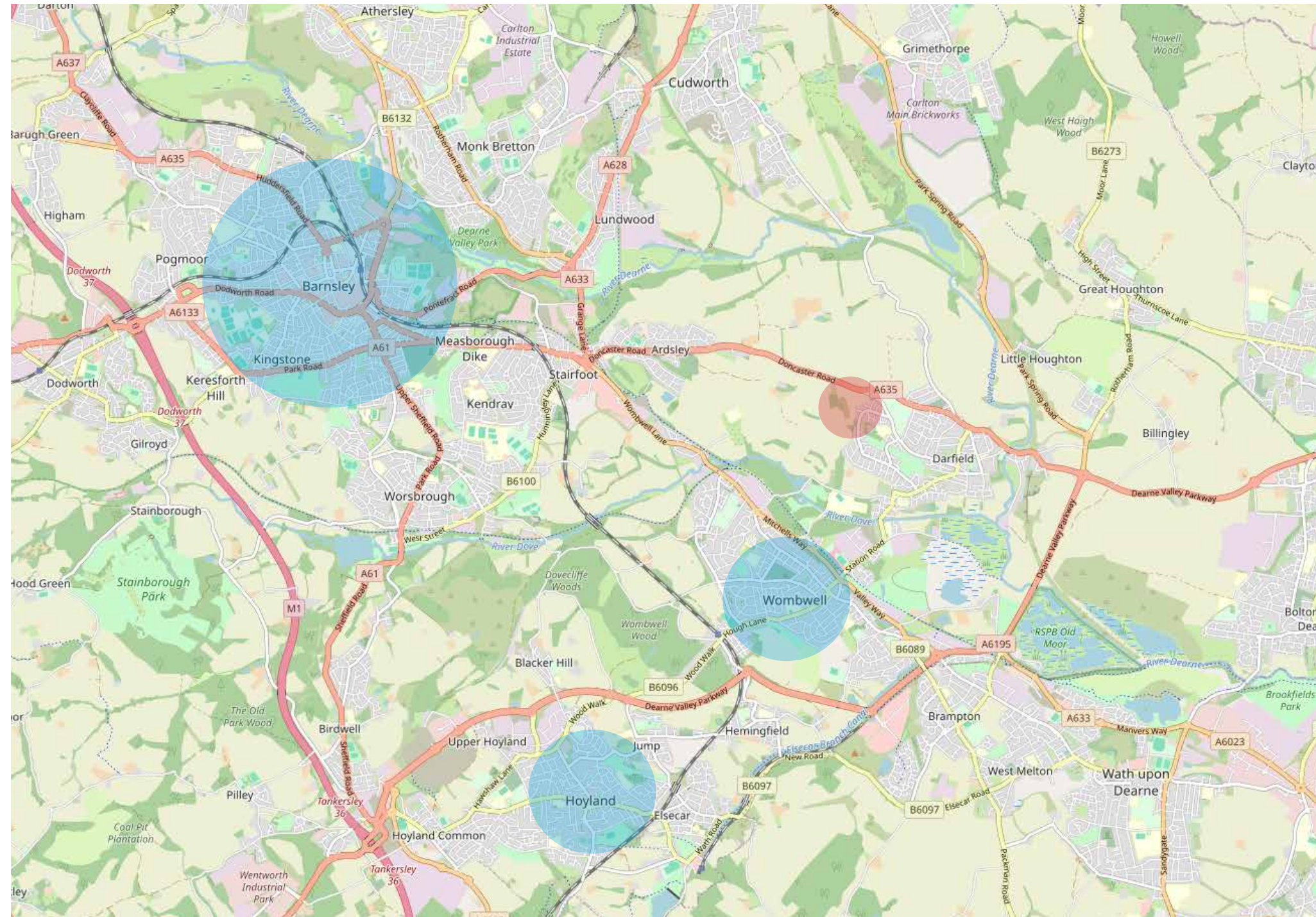
The site primarily consists of two grassed fields separated by an overgrown former quarry area and small overgrown embankment which is partially tree lined. The north western corner of the site is an area of short grass. An occasionally tarmacked access track between the two grassed fields is present at the southern tip of the northern field. Several overhead electric lines cross the site from north to south and west to east with supporting poles located within the fields on site. An oil pipeline crosses the north western corner of the site.

A watercourse runs along the western and southern boundary of the site. An existing PROW (Path No: 3) runs from Doncaster Road along the edge of the woodland and southwards through the centre of the centre.

Overgrown watercourses extend along the western boundary of the southern area of the site. These are occasionally bridged to connect the footpath links between the fields.

A cluster of detached dwellings are positioned to the north-west of the site.

Residential houses/gardens adjoin the eastern boundary of the site.



3.1 Site Area and Analysis



View from Doncaster Road towards the eastern boundary. Existing houses are positioned at a lower level to the development site.



View towards the site from Doncaster Road towards the northern boundary. Existing hedgerows and trees to be retained where possible as part of the development.



Existing hedges along the northern boundary to be retained as part of the development.



View of the existing PROW towards Doncaster Road.



View along Doncaster Road towards the site. Pedestrian / cycle route provided opposite.



View from within the site towards Doncaster Road. Road upgrades would be required to allow pedestrian routes to the development side of the road.

3.1 Site Area and Analysis



View looking across the centre of the site towards Upperwood Road, showing



Public footpath adjacent to former Sandpit



Former sandpit



View from public footpath looking south

3.1 Site Area and Analysis

Sustainability and Integration

It is important that when considering the design solution that an understanding of how the existing area functions in terms of place is carried out. This enables the proposed connection points and linkages to be identified, both within and from the site, so that important desire lines are achieved.

This process ensures that the new development enhances the existing movement framework of an area rather than disrupting or severing it.

The information provided opposite identifies the position of the site in relation to local services.

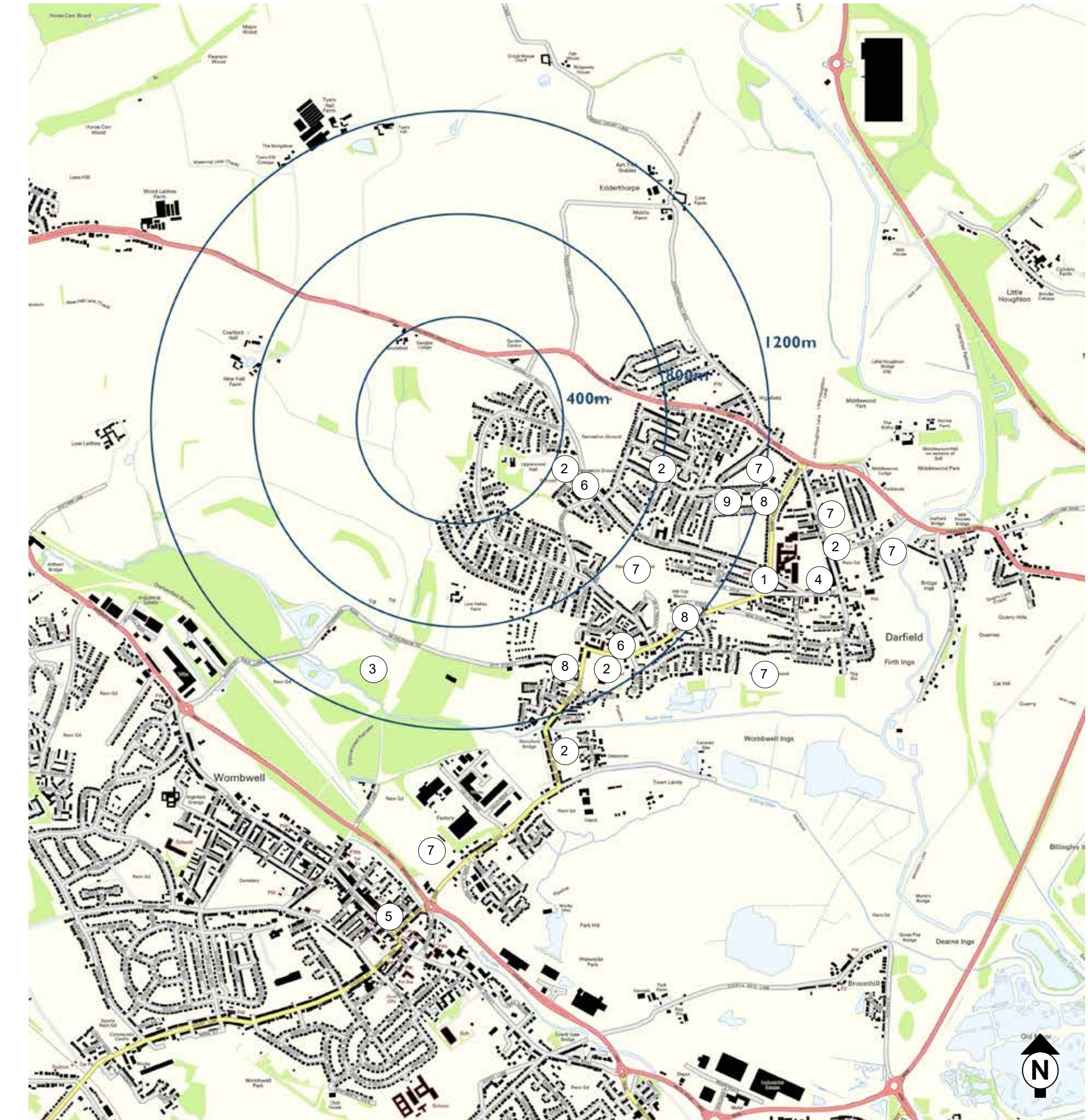
The site is a sustainable location. A bus stop is within a short walk of the site, giving direct access into Barnsley Interchange. A Primary School is close by within 800m with a post office and community rooms within walking distance.

The site is within close proximity to major employment at Wentworth Park, Hoyland and Barnsley.

It is therefore considered that there are a range of local facilities including education, health care and convenience shopping within the area surrounding the proposed development site that would be accessible by a range of modes other than the private car.

Key

- ① Post Office
- ② Primary School
- ③ Secondary School
- ④ GP Surgery
- ⑤ Pharmacy
- ⑥ Supermarkets
- ⑦ Sports/Recreation Ground
- ⑧ Public House



3.1 Site Area and Analysis



The vast majority of the adjacent properties are 1970s style detached bungalows, though some have extended into the roof space / erected dormers.

The settlement to the north-east consists of low density detached bungalows with spacious gardens and greenery along the frontages and on corner plots. The green verges along Upperwood Road contribute to the spacious character.

To the south-east, the settlement has a slightly higher density, whereby the properties are positioned closer together and have smaller gardens. Nevertheless, these properties are still bungalows and the corner and end plots replicate the green and spacious character established at the settlement to the north. An area of public open space is positioned between the two estates on Upperwood Road, with protected trees defining the edge of the pre-application site.

There is no definitive vernacular or character to the area.

Area A - Developed Circa 1960's-1970's

Type	Plotting	Parking	Materials
Bungalow	Semi-detached & Detached	Driveways	Brick, render, art stone, boarding

Area B - Developed Circa 1960's-1970's

Type	Plotting	Parking	Materials
Bungalow, 2 storey	Semi-detached & Detached	Driveways	Brick, render, art stone, boarding

Area C - Developed 1900-2000

Type	Plotting	Parking	Materials
Bungalow, 2 storey, 2.5 storey	Apartments, Terraced, Semi-detached & Detached	Driveways, Parking Bays & On street	Brick, render, art stone, boarding

3.1 Site Area and Analysis

AREA A



AREA B



AREA C



A dark, abstract geometric pattern consisting of various shades of blue and green triangles and squares, creating a complex, layered effect on the left side of the page.

04 **Design Evolution**

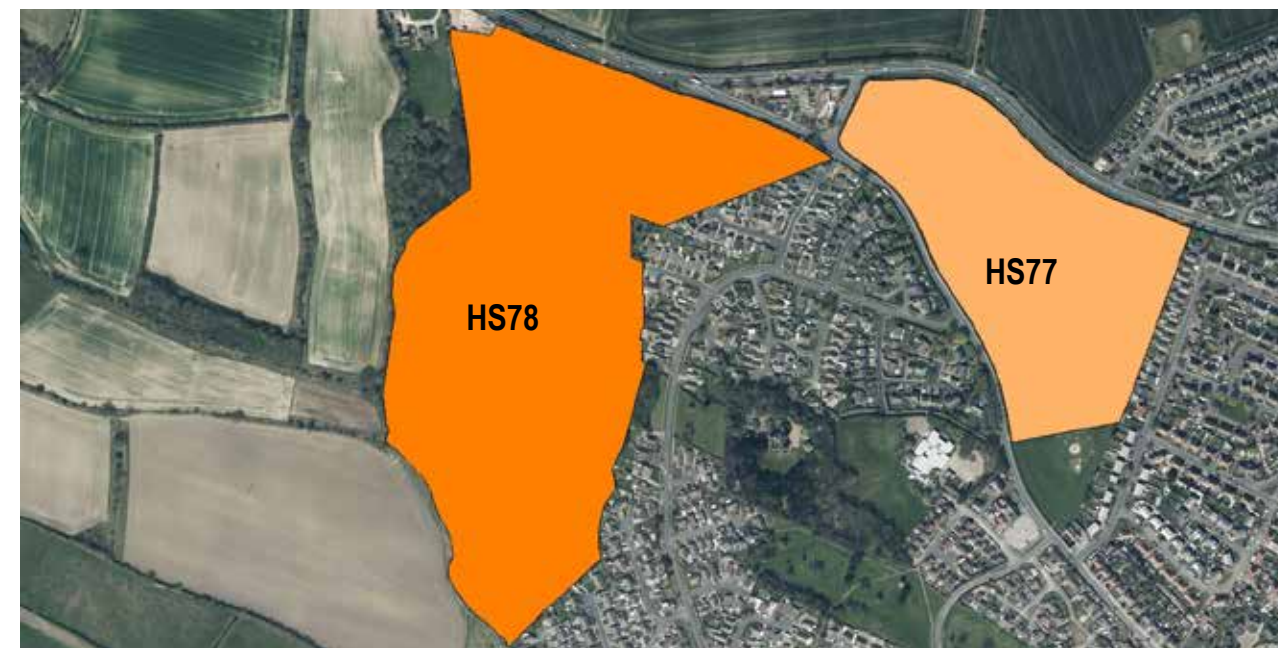
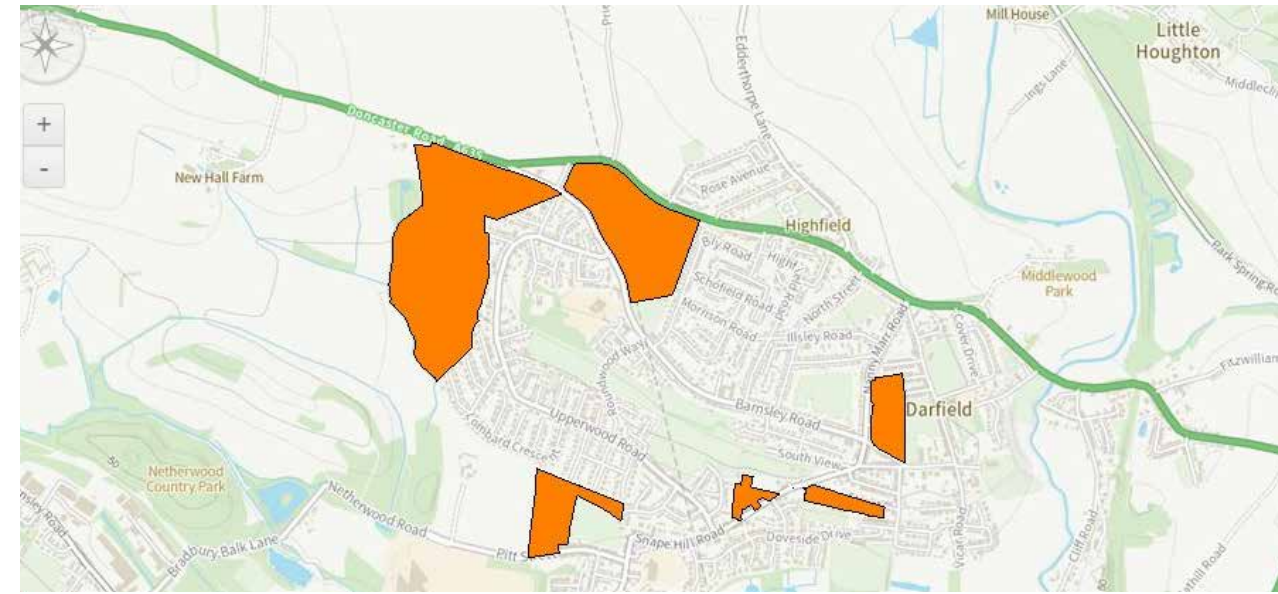
4.1 Site Allocation and Requirements

This site is one of 6 allocated for housing development within the Barnsley Borough Council's Local Plan.

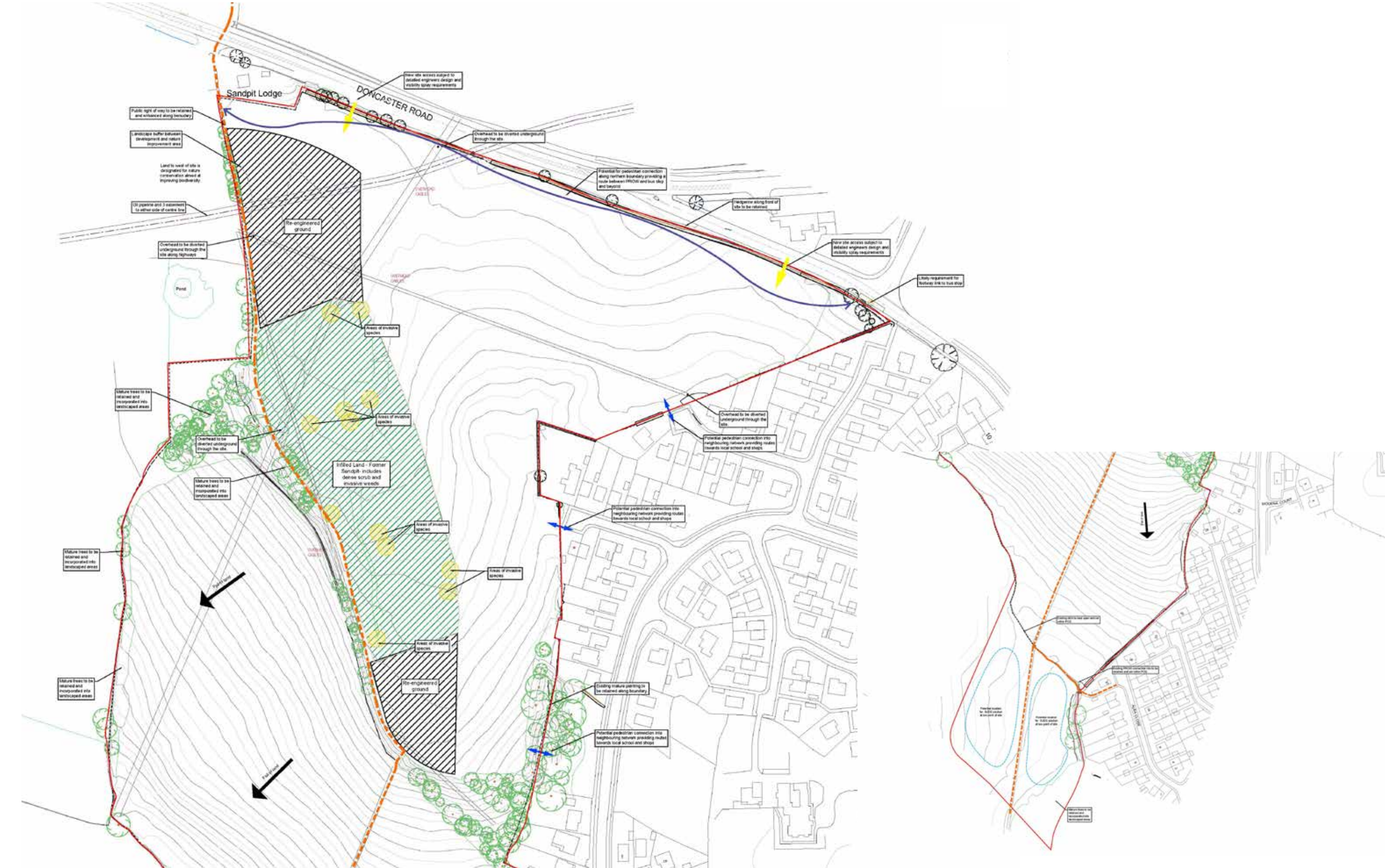
The site is allocated under reference HS78. This is known as Land to the south of Doncaster Road, Darfield and has an indicative number of dwellings as 441.

The Local Plan advises that as part of the allocation, the development proposals will be expected to:

- Retain and improve hedgerows running along the east and west boundaries.
- Retain and protect the small areas of woodland along the eastern boundary.
- The area of woodland/scrub and unimproved neutral grassland to the west of the site should be excluded from development;
- Provide appropriate access; and
- Provide off site road safety enhancements



4.1.1 Opportunities and Constraints



4.2 Initial Concept Plan

The layout identified opposite was evolved and issued to the Local Authority for pre-application discussions. The proposal demonstrates the hybrid approach to the application with Area 1 being applied for in full and the remainder (Phase 2) being applied for in outline only.

This approach demonstrates how the development of Phase 1 would not prevent the development of Phase 2 coming forward at a later stage considering means of access, levels, open space provision.



4.2.1 Initial Concept Plan



Strong frame created to the entrance around a gateway POS - opportunity to distinguish a character through materials and landscape design to create a different and legible space



Dwellings designed to create a strong backdrop to this key area of Public Open Space. Symmetry and increased heights are utilised here which can be further enhanced through materiality.



The existing Public Right of Way has been fully considered due to the orientation of the properties.



KEY BENEFITS

This diagram below shows the analysis of the local area and how the development can enhance the area.

- Enhance existing footpaths and ensure properties provide surveillance to those routes. This will ensure they are utilised but would avoid antisocial behaviour.
- Protection of the amenity of existing residents through increased separation and orientation of plots.
- Strong frontage to Doncaster Road with a segregated pedestrian link within a green route with enhanced planting to the site frontage.
- The development responds to the scale, grain and character of the local area.
- Improved vehicular access into and around the site - Highway improvements proposed to Doncaster Road include a right turn lane to incorporate a pedestrian cycle crossing to link existing network opposite.
- Integration with on-site public bus service connectivity.
- Enhanced area for biodiversity and ecological enhancements through tree planting. The scheme also retains the existing trees and hedgerows within the site.
- Provision of a wide range of accommodation including 1, 2, 3 and 4 bedroom properties.
- Provision of affordable homes on site.

4.3 Pre-Application Comments

Initial pre-application comments obtained from Barnsley Council are provided below as a means of further evolving the design solutions for the site and considering the concerns that have now been raised towards the proposals.

Materials

The external finished materials would be expected to reflect those used at the adjacent development, so that this smaller development appears in-keeping with the wider area.

Number of Dwellings

The planning policy for site HS78 gives an indicative number of dwellings of 441. The proposal is for a total of 467 plots. It is suggested that any forthcoming outline application for the housing shows the plot boundaries and parking arrangements of all the housing units (including 'area 2') so an indication can be made by the council as to whether the site can contain the number of dwellings proposed whilst meeting the requirements of the SPD 'Design of Housing Development' (2023) and the SPD 'Parking' (2019). Clearly the number of dwellings affects the economics of the development and so gaining some comfort on the housing figure from the council at an early stage is beneficial both for the applicant and the council.

Hierarchy of Roads

In terms of connectivity, the proposal includes a hierarchy of roads, with a line of trees on a highway verge running on one side of the main spine roads, reaching well into the centre of the development. In terms of the NPPF requirement for new streets to be tree lined, in area 1 most streets look to be well covered, however there is a block to the west of the main spine road (plots 53 to 93) that require tree planting, especially to help in reducing the visual impact of parking. The highway verge running from the western entrance of the development is shown as continuously grassed, however it is believed that this will need to be crossed by drives from the adjacent dwellings. This needs to be clarified.

Connectivity (Vehicle and Pedestrian)

There is a good number of road loops, with the development not being over dominated by cul-de-sacs. I note the pedestrian connections towards the existing residential development to the east and the set-back footpath running parallel to Doncaster Road. I also note the considerable distance of footpath provided running from the north-western corner of the site, running south and then east towards the adjacent existing residential development. However, I would suggest that a road connection could be considered running east/west between areas 1 and 2 (roughly where the rear boundaries of plots 70-73 are shown). As currently shown, cars from the northern end of area 2 currently would have to travel quite a distance south before turning back north to reach Doncaster Road.

Location of Public Open Space

The SPD 'Design of Housing Development' asks for open space to be located towards the centre of development (rather than towards the edges of a development). This has the advantage of making it accessible for all the dwellings of the development, well overlooked and visible from dwellings and it also helps to create a focal point of the development, enhancing the character of the development.

The proposed gateway location for the triangle of public open space by Doncaster Road creating an entrance feature to the development, the open space running parallel to Doncaster Road and the open space & tree planting on the boundary to the green belt to the west of the site is appreciated. It is also recognised that the existing landscaping or constraints has influenced the layout of the remaining open space (an opportunities and constraints plan provided within any design and access statement would help with this understanding).

However, the vast bulk of the open space is shown in Area 2, (which is assumed to be the later stage of the development), located away from the centre of the development as a whole. The open space located towards the southern end of the site is split up by several roads, leading to the creation of 'pockets' of segregated open spaces, which are less practicable for the purposes of recreational use. It is suggested that the bulk of this open space is more focussed toward the centre of the overall development.

Overdominance of Front of Dwelling Parking

All the paths at the front of the housing to the access roads need to be shown on any plans- for some dwellings they are, for some dwellings they aren't. For those that aren't there is a question mark as to whether the soft landscaping shown separating car parking will be further reduced in width.

Visitor Parking

There is no visitor parking shown in area 1. The SPD 'Parking' requires 1 visitor space per 4 dwellings subject to layout. Flexibility for visitor parking will be considered on a site by site basis.' From past experience it is better to consider visitor parking at an early stage of the design and discuss this with highways at an early stage rather than be forced to retrofit it at a later date, as the latter can compromise the design quality of the development.

Internal Spacing Standards

From the information provided in appendix 1 of the pre-application supporting statement the overall internal areas of the proposed dwellings meet the minimum space standards set in the SPD 'Design of Housing Development' section 5.

Quad House Types

The Urban Design Officer is not supportive of the one bedroom 'quad' house types, (plots 145-148, 157-160 and 161-164) within the red line boundary of Area 1 on the Consultation Masterplan drawing.

Quarter house one bedroom dwellings give a poor quality of internal and external residential amenity. With regards to internal residential amenity they can be rather claustrophobic inside and they do not give sufficient cross-flow air ventilation. Externally they have no 'defined' / secure amenity space, reducing the occupant's amenity and making the dwellings more prone to burglary where windows and doors are not facing other properties. Furthermore, there is no defined storage space for wheelie bins (Barnsley currently has four wheelie bins per property). Therefore, there is a risk that the wheelie bins will be permanently stored by the roadside.

Plots 157 to 164 especially feel like they have been 'parachuted' in, isolated from neighbouring properties and more prone to external antisocial behaviour and burglary.

Trees

Having looked at the tree survey and the indicative masterplan in the main trees appear to have been considered as part of the proposal. There are some areas of concern however, there are a group of trees (G14) in the northeast corner which will be heavily impacted upon and largely removed. Likewise G113 which is largely scrub woodland is also to be removed.

This appears to be to be almost a pioneer woodland and although the specimens in it are in the main category C it is considered that through natural succession this could become of greater value in the future. The protected trees in general appear as though they will be retained and it is imperative that these remain unaffected by any proposals, likewise it is expected that any impacts on trees are kept to an absolute minimum and that trees are retained wherever possible.

4.4 Pre-Application Comments -Evolved Design



4.5 Evolved Concept

In response to pre-application comments, the scheme has been evolved and is demonstrated opposite.

The overall proposals have been reduced from 267 dwellings to 260 on Phase 1.

The comments identify the areas which have been revised in order to address the concerns raised.

Further discussions with highways have led to an altered design to Doncaster Road. This demonstrates the right turn lane and widening proposed along the frontage. The footpath has also been provided to the back of the carriageway as opposed to within the site.

Further assessments in respect of the trees and sufficient distance provided. Further tree planting to be considered as part of the landscape proposals.

Car parking provision considered throughout with landscape areas separating blocks of 4 spaces. Visitor parking also identified on the development proposals.



4.5.1 Evolved Concept





05 **Design Solution**

5.1 Proposed Site Layout

The layout opposite identifies the proposed scheme to be considered as part of Phase 1 of the application.

Legibility is paramount in any scheme going forward and as such, the following principles have been considered as part of this detailed scheme.

- Buildings are positioned to create focal points, which guide the visitor through the site and create visual stops.
- Developing a clear distinction between public and private spaces avoiding confusion. Taking inspiration from the wider locality this would be achieved through careful landscape treatments and / or appropriate boundary treatments.
- Entrances to properties are located along the main elevations and clearly visible making it easier for residents and visitors to find their way around and to ensure the creation of active streetscenes
- Clear paths along desire lines help to lead pedestrians across the site with minimal effort, vehicle speeds are kept to a minimum via the use of highway design, this gives more time for motorists to locate their routes in a clear and safe manner.
- Gables are appropriately treated with windows to ensure surveillance and true dual aspect dwellings should be employed at key corners

The outward facing development allows natural surveillance to the areas of green space. These dwellings are looser in form and provides a soft edge to the scheme, increasing in density as you progress towards the centre of the site.

Adequate space between dwellings has been achieved ensuring a high quality environment for future residents. This is also the case where the development is located close to existing residential uses such as the eastern boundaries.

Rear gardens are primarily sited against other rear gardens ensuring the creation of secure, defensible private amenity space. These are further emphasised through a careful boundary treatment solution.

Although the buildings are reflective of their residential use, the spaces and design allows future conversion, adaptation and extension in order to address future needs of occupants.

Buildings are orientated to ensure that there is sufficient light to habitable rooms and gardens and occupants have a pleasant outlook

Development Summary

No. of Dwellings: 260
House Type Mix: detached, semi-detached and short terraces and quarter houses
Bedroom Range: 1, 2, 3, 4 bedroom properties



5.2 Regulatory Plan Compliance

The Local Plan advises that as part of the allocation, the development proposals will be expected to:

- Retain and improve hedgerows running along the east and west boundaries.
- Retain and protect the small areas of woodland along the eastern boundary.
- The area of woodland/scrub and unimproved neutral grassland to the west of the site should be excluded from development;
- Provide appropriate access; and
- Provide off site road safety enhancements

The highway improvements to be included as part of the development is as follows:

Ghost Island Arrangement with right turn lane, including traffic island and pedestrian refuge island that can accommodate cycles.

Traffic Calming measures such as red surfacing and SLOW markings

Footway across the site frontage to assist connectivity.





Woodland to the west of the site retained and incorporated as part of the development proposals.


Existing trees and hedgerows retained as part of the development wherever possible along the eastern and western boundaries of the site.

5.3 Urban Design Principles

This plan identifies some of the key urban design principles established as part of the design proposals.

 True dual aspect dwellings positioned at key corners. This will ensure activity and surveillance to all public spaces. Streets and open spaces.

 Focal dwellings positioned at the end of vista stops. Assists in legibility which can be further emphasised through careful choice of materiality.

 Active frontages - demonstrates the primary frontage to the properties are orientated.



5.4 Landscape Design

It is important to ensure that landscape including all external works from the building envelope to the site boundary, and the setting of the development in the context of the surrounding environment is considered fully from the outset as part of site layout planning and design development. Amongst other considerations, it is important that proposals demonstrate biodiversity gain; maintain, extend and enhance green infrastructure; and help plan for climate change.

It will be important to establish what the scheme is trying to achieve and how it will deliver this. The indicative layout aims to:

- Make the most of existing landscape, vegetation or habitat, and topography;
- Integrate the development with its surroundings in a sympathetic manner and be appropriate to the character of the area, contributing to local identity;
- Promote biodiversity;
- Enhance the setting of the development, and/or provide screening to lessen visual, noise or other impacts;
- Add to the market value of the site or plot.
- Create a quality environment in which to live and play. Where landscapes for recreation are concerned, the needs of users and local residents should be a key consideration in the choice of site and its design;
- Plan for management and maintenance, ensuring this is affordable and that the benefits of the scheme can be sustained in the long-term.

Elements which would be considered when undertaking the detailed designs for the scheme are as follows: -

Biodiversity - The design of all new development must be based on an appraisal that identifies existing vegetation and habitat on the site and its surroundings and assesses the advantages and disadvantages of retention

Existing vegetation - Existing trees and vegetation can help to create a high quality environment and add value to a development. Incorporating existing vegetation, natural habitats or features within site and landscape proposals will give schemes an instant maturity and assist their integration into the local area.

Secured By Design - The provision of high quality landscape settings for new development and refurbishment, where external spaces are well designed and well integrated with the buildings, can help create a sense of place and strengthen community identity. It will be important to consider the relationship between open space and houses, roads, open water etc, as well as the layout of planting, footpaths and play areas within open spaces

Species selection and spatial requirements - Landscape considerations must inform site layout planning to ensure that the areas allocated for planting or other treatments are fit for purpose

Responding to Climate Change

The detailed landscape proposals for the site will be developed to respond to climate change adaption initiatives. The impacts of climate change for the coming century have been established through comprehensive research, these include:

- Hotter, drier summers
- Warmer, wetter winters

An increase in the frequency of some extreme weather events such as prolonged dry spells, higher winds and increased precipitation.

All aspects of landscape at the detailed design stage will be designed to withstand these expected impacts. Responses may include:

- Species carefully selected to reduce water demand and withstand expected drier spells
- Species carefully selected to withstand higher winds
- Species carefully selected to withstand longer cold spells, including prolonged periods of frost and lying snow
- Use of alternative grass mixes and differential mowing regimes suited to prolonged dry or wet spells (where appropriate or desirable)



5.4.1 Landscape Design

The landscape strategy for the site aims to achieve the following:

- Provide appropriate buffers and screening to mitigate the visual impact of the development on surrounding open land
- Provide an attractive and distinctive environment for residents through the use of ornamental tree, hedge and shrub planting on internal streets and in front gardens
- Provide mitigation for the loss of vegetation through the planting of new meadows, hedgerows, specimen trees, woodland and scrub areas.

GREEN INFRASTRUCTURE

Primary Street Tree Planting

Trees are to be planted within highway verges to create tree lined streets. Species to include Lime, Field Maple & Whitebeam.

Gateway Pos

Open space area to form a verdant entrance to the site. The space is to be enclosed by existing and proposed native hedges, closely mown grass will be complemented by spring bulb planting to provide additional seasonal interest.

The space has the potential to include play facilities, subject to requirements being confirmed with the local authority.

Northern Boundary

The northern boundary of the site abuts Doncaster Road & Barnsley Road. The road is lined by a large, mature native species rich hedge which will be retained along with occasional hedgerow trees. Small sections of the hedge will need to be removed to allow access and visibility splays. Where this is the case a new hedge of the same species composition will be replanted to the rear of the visibility splays. Informal groups of native trees will be planted to the rear of the hedge to provide a further buffer and break up views of the proposed built form. Dwellings will be set back by approximately 20m from the site boundary and typically 25m from the road, further reducing the impact of the built form and allowing the hedge to provide effective screening.

A green corridor is created to the rear of the hedge with a continuous pedestrian route. Dwellings will face this open space with a consistent building line, providing surveillance and ensuring that rear gardens are not exposed.

Pocket Park

A seating area will provide an opportunity for a rest and social interaction. The space is to be enclosed by a native hedge, varied mowing regimes will create wildflower meadows to the margins of the space with closely mown grass to the centre.

Southern Open Space

Centred around a large swathe of mature existing trees and hedgerows, this space has a more ecological focus with large areas of wildflower meadow. A level change through the space will add drama and effectively create 2 separate areas.

The space has the potential to include play facilities, subject to requirements being confirmed with the local authority.

Existing Tree Belt And Public Footpath

A belt of trees runs alongside the public footpath in a north-south direction. This forms the site boundary to the north and then runs between two areas of development further south. It coincides with a change in level, falling from east to west along the edge of what was the former sand pit/quarry. Existing vegetation will be retained, managed and strengthened where possible to filter views of the development from the adjacent open land. Creating a soft development edge, maintaining landscape character and biodiversity. Loss of vegetation will be mitigated with new tree and hedgerow planting across the open space.

Contour Planting

The development will be visible in long range views, a key element of reducing visual impact is to break-up views of the roofscape. The planting of medium or large trees along the contours of the site provides relief. Tree planting is within streets and within rear gardens.

South Western Boundary

The south western boundary is formed by a small stream which falls to the south. Development will be set back from this stream with a buffer of native tree and scrub planting, typically 10m in width. The buffer will provide partial, screening and filtering of views from the south and west.

Attenuation Basin

Centred around a large surface water attenuation basin, this space has an ecological focus with large areas of wildflower meadow, wetlands, native trees and scrub. It will provide enhanced biodiversity.

Green Links

A network of pedestrian routes will be created within the central open space and Green Links to provide key connections to the existing facilities within the local vicinity and between streets. Paths are lined by avenue tree planting and private boundaries defined by hedge planting and fencing.

LANDSCAPE TREATMENTS

TREE PLANTING

Extensive planting of extra heavy standard and standard trees are proposed throughout the development to create a structure to the new housing which is in keeping with the scale and context of the development and helps to filter views into the site, breaking up the rooflines of the housing when viewed from a distance. Planting at the site entrance, the public open space areas and focal points will aid navigation within the scheme and complement the existing mature trees and hedgerows on site.

Where practical there will be an emphasis of native species which are locally provenant and trees will be procured and planted in accordance with BS8545:2014.

Over the area of each planting pit, the true topsoil shall be removed and set to one side for re-use. Pits for Extra Heavy Standard shall be excavated to 1000 x 1000 x 750mm. Pits for Standard trees shall be excavated to 800 x 800 x 600mm.

Trees shall have a sturdy, reasonably straight stem and a well-balanced head with a clearly defined straight and upright leader and no main branch crossing the crown. They shall be in a healthy condition with a strong fibrous root system and of a normal habit for the particular species.

All extra heavy standard trees shall be guyed underground using a Platipus rootball disc system (available from Platipus Anchors Ltd) or other form of approved deadman anchor system with frame suitable for the purpose. All other trees, Heavy Standard and smaller, shall bedouble staked using two short stakes (1.5-1.8 metres long) driven into the ground to leave approximately 1 metre above ground and a cross rail secured across the top. Trees shall be firmly secured to the cross member with ties and spacers with a minimum life expectancy of 4 years. The stakes are to be placed to prevent damage to the trees. The stake must not cause rubbing of the tree trunk. All planting ties, cushions etc should be from sustainable sources and plastic free e.g. Green -tech : Natural tree tie is made entirely of natural fibres and is fully bio-degradable.

The tree pits must include an irrigation tube with a cap. All trees to receive a minimum of 60 litres watering at time of planting.

SHRUB PLANTING

A mix of evergreen and deciduous shrubs/ climbing plants and herbaceous perennials will be planted throughout the site to give enclosure and structure to the development and all year round interest. This follows the same principles as previously approved.

Medium/ large species will be planted against screen fences and walls where space permits and medium / low mixes will be planted into front gardens, mews courts and around parking areas.

ORNAMENTAL HEDGE PLANTING

Beech and Hornbeam hedges are proposed in various locations throughout the site to define plot frontages. Lower growing evergreen hedging is proposed in situations where demarcation between public and private space is required without the need for tall enclosure. Deciduous hedging will be planted as a double alternate row of 60-80cm transplants, or larger. The evergreen hedges will be planted in various sizes according to species availability.

NATIVE HEDGE PLANTING

All existing hedgerows have been retained except for where access to the site is required. Native species hedging will be planted into frontages on the outward facing parts of the development to extend and continue the existing hedgerows. Native hedgerow will also be planted in selected areas of the site to gap up existing sections of hedgerow and introduce additional habitat value within the site.

5.4.2 Landscape Design

GRASS TREATMENTS

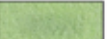

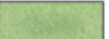









A variety of grass treatments are proposed throughout the site to define different areas of space and use:

Amenity Turf




Front gardens will be turfed with a quality amenity turf. Areas indicated on the plan will be seeded with native wildflower-rich seed mixtures. These will create an attractive backdrop to the development, as well as provide a source of shelter, nectar and pollen for a wide range of insect life, and in turn, will attract the animals that prey upon them, such as birds and bats.

Species Rich Meadow Mixes

EL1 - Flowering Lawn Mixture
EM8 Meadow Mixture for Wetlands
EM1 - General Purpose Meadow Mixture
Seed mixtures supplied by Emorsgate Seeds - <https://wildseed.co.uk/mixtures> or similar

	AMENITY LAWN TURF TO FRONT GARDENS
	AMENITY LAWN TURF TO REAR GARDENS
	FLOWERING LAWN TO ALL VERGES AND OPEN SPACE AREAS (EXCEPT THOSE SHOWN AS MEADOW)
	SPECIES RICH MEADOW - GENERAL PURPOSE MIX
	SPECIES RICH MEADOW - WETLAND MIX
	SEMI-MATURE TREE (20-25cm GIRTH)
	EXTRA HEAVY STANDARD TREE (14-16cm GIRTH)
	STANDARD TREE (8-10cm GIRTH)
	EVERGREEN HEDGE
	DECIDUOUS HEDGE (INCLUDING NATIVE MIXED)
	ORNAMENTAL SHRUBS
	NATIVE SCRUB AND WOODLAND PLANTING

PUBLIC RIGHTS OF WAY KEY:

	EXISTING PUBLIC RIGHT OF WAY - ROUTE RETAINED
	EXISTING PUBLIC RIGHT OF WAY - TO BE DIVERTED
	PUBLIC RIGHT OF WAY - PROPOSED DIVERSION



5.4.2 Landscape Design



Ecological Considerations

Whitcher Wildlife have been commissioned and are working with the applicants in order to mitigate the impact of the development.

Whilst the main enhancements to the site should be achieved by habitat management, enhancement and creation, all of which will contribute towards biodiversity net gain, there will also be an expectation to provide biodiversity enhancements for fauna on the site, which will not contribute directly, but instead provide qualitative benefits. The site offers opportunities for this and it is encouraged that these are explored further to increase the ecological value of the site. These include, but are not limited to, the following:

- Creation of log, stone and soil piles around the site to provide habitat for reptiles, amphibians and small mammals.
- The inclusion of integrated bat boxes within all new properties.
- The inclusion of integrated bird boxes within all new properties.
- The inclusion of integrated bee bricks within all new properties.

General Biodiversity Gain Condition (GBGC) has been submitted with the application. This includes the pre-development value of the onsite habitat on the date of application using the statutory biodiversity metric.

Further discussions will be welcomed through the course of application in order to agree the strategy to allow the requisite 10% biodiversity net gain.

5.5 Amount of Development

Within the detailed phase of development, 260 dwellings are proposed. The area of land being utilised is 8.14 Ha.

Given the size of the site and the amount of development demonstrated, a density of 30 dwellings per hectare is achieved.

The form of development provides a wide mix of accommodation which ranges from detached, semi detached, small terraces and quarter houses.

Adequate space about dwelling distances have been achieved ensuring the creation of a high quality environment with high amenity value for future residents.

It is therefore considered that the amount of development provided is appropriate for this site.

Policy HS78 gives an indicative number of dwellings of 441, this compares to the proposed 260 Phase 1 and circa 200 on Phase 2. It is noted that the overall yield (circa 30 dph) falls below the 40 dwellings per hectare figure set out in Local Plan Policy H6 'Housing Mix and Efficient Use of Land' which is expected in Urban Barnsley and principal towns. However, policy H6 goes on to state lower densities will be supported where it can be demonstrated that they are necessary for character and appearance, need, viability or sustainable design reasons. The development requires the retention of existing trees to boundaries and also considers additional constraints such as gas mains and the desired set back from Doncaster Road. Given that the quantum of development already sits above the 441 anticipated quantum, then it is considered that the density of development is considered appropriate.

Housing Mix is identified below:

The specific type of housing being proposed as part of the detailed site are as follows: -

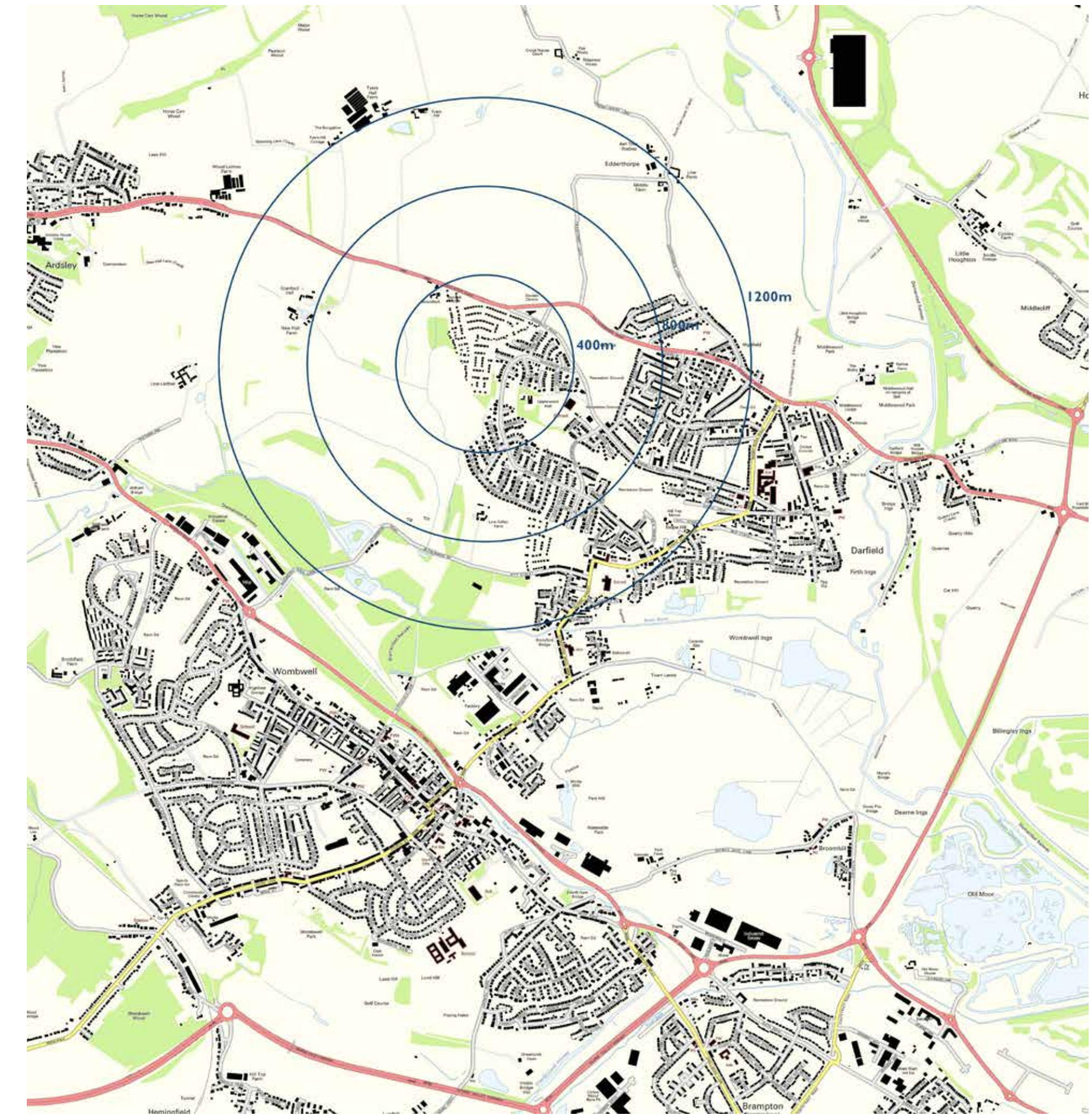
Phase 1

1 Bedroom Dwelling:	5%
2 Bedroom Dwelling:	17%
3 Bedroom Dwelling:	55%
4 Bedroom Dwelling:	23%

The proposed mix has been informed by the Strategic Housing Market Assessment (SHMA) and as such, it is considered to provide a broad mix of house size, type and tenure, in line with policy H6.

The application is also accompanied with detailed floorplans for each property type proposed which demonstrate compliance with the South Yorkshire Residential Design Guide, as such, the amenity of future residents would be acceptable. This is in respect of NDSS standards.

In respect of accessible buildings, 64% of dwellings comply with the M4(2) standard. Out of the 260 dwellings on Phase 1, 6% of the dwellings (16 Units) are compliant with M4(3) requirements.



5.6 Scale of Development

Following an assessment, the prevailing character of surrounding development is two-storeys and that would be considered the most appropriate scale for new housing as part of this development. However, there are scenarios within the scheme where additional height would assist in creating character and legibility.

As the plan opposite demonstrates the majority of the development is two storeys which is reflective of this locality.

-  3 storey development
-  2.5 storey development
-  2 storey development

The use of higher development (2.5 and 3 storeys) are limited and proposed at key locations such as vista stops, framing key spaces or focussed to the central areas of the site / lower sections.

A maximum of 2 storey development is positioned against existing residents.

The variety of roof scapes and styles of dwellings provide visual interest to the streetscene and this can be further enhanced by a varied choice of materials.



5.6.1 Appearance

Although much of the local context around the site has been developed during the latter half of the twentieth century, there are some traditional design clues in terms of plan form and materials.

Whilst the development does not advocate pastiche or historic solutions, it is important that the new development has some connection with local character and place making.

The design ethos for this site was to use complementary elevations that relate well to each other within the site, and that these elevations are simple and well proportioned.

The proposals are therefore for modern family homes, designed to reflect the needs and aspirations of modern families and their lifestyles. As such the architectural style and detailing used reflect these needs and aspirations.

Features to the properties proposed include heads and cill detailing, brick details to the eaves. Canopies are provided to the front doors and single bays help to provide articulation. The images opposite provide examples of the streetscenes and range of house types proposed as part of this development.

The layout of those dwellings do vary with the provision of front parking spaces resulting in a set back of the dwelling from the street. Other solutions include side driveways and rear parking and garages which allow a tighter grain and presence to the street. The variety results in different gaps and spaces between the built form. This, together with the varying roofscapes provides visual interest to the development.



5.7 Access and Movement

This section of the Statement will address access issues to the site, including the following aspects:

Policy – justification of the relevant national, regional and local planning Policies.

Site Circumstances – how any specific issues, which might affect access to the development, have been addressed.

Consultation – indicating who has been consulted in relation to access for all, particularly the disabled.

Vehicular and transport links - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

Policy

At a national level, National Planning Policy Framework provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.29).

Paragraph 32 requires that “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. “ Paragraph 39 states that a key tool will be a Travel Plan.

It directs that development should be located and designed (where practicable) to:

- Exploit opportunities for the use of sustainable transport modes
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

Manual for Streets, 2007

Manual for Streets supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement.

MfS provides a clear framework for the use of local systems and procedures; it also identifies the tools available to ensure that growth and change are planned for and managed in an integrated way.

MfS aims to assist in the creation of streets that:

- Help to build and strengthen the communities they serve; meet the needs of all users, by embodying the principles of inclusive design
- Form part of a well-connected network;
- Are attractive and have their own distinctive identity;
- Are cost-effective to construct and maintain; and
- Are safe.

Site Circumstances

The main site access is taken from the A635 Doncaster Road, with a secondary access located off Barnsley Road. Doncaster Road forms part of the A635 strategic highway, which is a primary route that links with Barnsley Town Centre to the west and the A638 on the outskirts of Doncaster Town Centre to the east. The route travels through the settlements of Marr, Hickleton, Goldthorpe, Darfield, Ardsley, and the Barnsley areas of Stairfoot and Kendray, providing subsequent access to other strategic routes including the A6133, A633, A6195 and A1(M) Motorway. Given the status of the road, the A635 is subject to heavy traffic flows throughout the day. Within the vicinity of the proposed site access Doncaster Road is a two way single carriageway with a wide verge provided on the south sides, and a shared footway/cycleway provided along the north side of the road.

Doncaster Road starts to widen as it meets the Barnsley Road junction, forming a right turn lane/ ghost island arrangement. From this point eastwards, the road changes in name to Salterbrook Road.

The main site access will be located off the A635 Doncaster Road, and will serve the main feeder road into the development and the majority of dwellings. A secondary access will be provided off Barnsley Road.

The main site access off Doncaster Road will include a new right turn lane arrangement situated over 160m west of the Barnsley Road/ A635 Doncaster Road junction. The A635 Doncaster Road access proposals includes widening Doncaster Road along the site frontage to accommodate the new right turn lane.

The right turn lane will include a traffic island on the west side complete with illuminated bollards and beacon. The right turn lane also includes a pedestrian refuge island to the east, which will be 3m in width to assist cyclists crossing Doncaster Road from the development to the north side shared footway/ cycleway. The pedestrian refuge will include illuminated bollards and refuge beacon. Tactile paving will also be provided on both sides of the road and within the refuge island.

The secondary access located of Barnsley Road will take the form of a simple priority junction with giveway arrangement and includes 6m radii on both sides with a carriageway width of 6.75m wide to enable future bus access.

Footway provision is already provided along the northern edge of Doncaster Road in the form of a shared footway/ cycleway that links Darfield to Stairfoot before providing further links to Barnsley town centre. A shared footway/ cycleway facility will be provided within the site and will connect to the north side shared facility.

The proposals include a footway along the south side of Doncaster Road and southwest side of Barnsley Road along the site frontage to provide improved connectivity with the local village amenities. Street lighting will also be provided as part of the works.

The proposals include an internal shared footway/ cycleway and links to existing cycle facilities along the local highway network.

The site is situated in easy reach of nearby services and amenities include a beauty salon, several convenience stores, a butcher, a public house, a restaurant, a café and a hot food takeaway. There are also two primary schools and a community centre located within walking distance, in addition to a wealth of independently owned and operated shops and businesses.

The site layout will comply with Barnsley Council’s SPD Parking adopted November 2019 meeting or exceeding 1 space for dwellings with 1 or 2 bedrooms and 2 spaces for dwellings with 3 or more bedrooms.

The site layout provides internal turning for a fire appliance and large refuse vehicle as appropriate in accordance with the South Yorkshire Residential Design Guide. The site servicing needs can be adequately catered for.

External Access

People are very different in their needs, and in the way they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone.

The principles of an inclusive environment will be:

- Easily used by as many people as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of
- High quality

Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings and the house types will be compliant with Part M of Building Regulations.

5.7.1 Access and Movement

This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc, are adhered to. Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings.

New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment.

By following good practice guidance on accessibility it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.

The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

Approach to Building

The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself.

Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

Entrances

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

Bin Storage and Collection

Providing convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight is essential in any residential development and further checks will be made with the local authority to determine exactly what space is required.

In order to establish a successful development

- The distance between storage areas and collection points should be minimised within the development.

- Where terraced housing is proposed, secure rear paths should be provided to the rear of properties allowing access to rear gardens for storage.

- Individual dwellings should have access to their garden to allow bins/ recycling to be stored safely in rear gardens.

References:

Approved Document M, Access and Facilities for Disabled People.

BS 8300 Design of Buildings and their Approaches to Meet the Needs of Disabled.

NHBC Foundation - Avoiding rubbish design: providing for bin storage on new housing developments - NF60



5.7.2 Access and Movement

The plan opposite demonstrates the movement framework and street hierarchy established site.

The design solution has sought to create a hierarchy of movement which transitions from Doncaster and Barnsley Road through a series of primary routes, secondary streets, shared surfaces and private drives.

As the plan demonstrates, a permeable and legible network of streets and pedestrian links can be achieved at this site, enhancing existing connections and providing easy and direct access to existing services and facilities within the wider locality.

- Primary route into the development
- Secondary Street
- Private Drives

Primary Street

This initial route includes a generous green verge in line with the street design guide, allowing for meaningful planting and clusters of larger trees. A two-way cycle track and a generous footway sit protected from vehicles by this verge and is positioned within the open space to avoid driveway crossings.

Secondary Street

The secondary routes maintain a verge however the streets have a 3m shared cycle and pedestrian links, The main pedestrian and cycle routes are more logically directed to areas of green space and away from the highway.

Shared-surface Tertiary Mews

These streets encourage slow movement of cars and give priority to pedestrians and cyclists to create a safe, residential environment. Tree planting is to occur within localised narrowing of the carriageway however care provided to ensure suitable turning manoeuvres and consideration for fire appliances.



5.8 Pedestrian and Cycle Connectivity

Footway provision is already provided along the northern edge of Doncaster Road in the form of a shared footway/ cycleway that links Darfield to Stairfoot before providing further links to Barnsley town centre. A shared footway/ cycleway facility will be provided within the site and will connect to the north side shared facility.

The proposals include a footway along the south side of Doncaster Road and southwest side of Barnsley Road along the site frontage to provide improved connectivity with the local village amenities. Street lighting will also be provided as part of the works. The plan opposite demonstrates the key pedestrian and cycle linkages that have been created through the site.

The primary Active Travel Route has been segregated from the bus loop through the provision of a 3m tree lined verge. This will ensure a more pleasant route for the user and will ensure no conflict.

As shown, the scheme creates key east west and north south connections which can be continued through into the design of Phase 2 when developed.

Additional footpath connections are created throughout the site linking to existing streets where possible and the existing Public Rights of Way.

Key

- Proposed footpath / cycle route
- Segregated footpaths
- Existing PROW
- Potential diversion to PROW



5.9 Car Parking Strategy

Car Parking Solutions

A strategy for the provision of car parking within the layout has developed as a fully integrated urban design component, rather than as a separate afterthought or 'add on' to the proposals of the site. Car parking is not only a requirement of most new urban development proposals, but can be a key urban design opportunity that can contribute to the character, function, vibrancy, sustainability and viability of a new urban district if treated with care.

On Plot Parking

On plot parking provides a secure solution within residential layouts. This solution ensures that the cars are sited off street and ideally, on this site, situated to the rear or side of the dwelling. These solutions have the benefit of high levels of natural surveillance whilst taking the car away from the street.

Off Plot Parking

This solution is considered appropriate where on street parking is not ideal or where terraced development is provided. All parking in blocks should be attractively and robustly landscaped and properly overlooked by the appropriate siting of dwellings and habitable rooms.

The amount of parking would vary dependant upon the size of the properties being served.

Visitor Parking

Visitor parking has been fully accommodated for within the development and the design of the streets have been done in a way which does not impede pedestrian movements by obstructing footpaths by the parking of vehicles.



A segregated parking solution has been employed to the properties to the south of Phase 1. This allows a strong form of development to this key edge which respects the setting of the existing trees, provides space around the properties, strong presence to the street and ensures key pedestrian movement without conflicting car movements.

Parking is set to the sides but with high levels of surveillance from the siting and orientation of other properties.

The use of landscape design helps to minimise the impact of the parking.



Side driveways help to pull cars away from the streetscene,

The use of side driveways helps to increase levels of landscape features within the streetscene and also allows a variation in build lines to create interest.

The position of those parking areas are close to the properties they serve and benefit from surveillance for security.



Parking spaces to the front of the properties are utilised within the scheme as a third type of parking solution. These are maintained within the curtilage of the properties.

06 Designing out Crime

6.1 Designing Out Crime

In order to comply with the National Planning Policy Framework, developments should create safe and accessible environments where opportunities for crime are designed out.

Validation requirements for planning and other applications submitted under the Town and Country Acts, states that, in respect of Design and Access Statements, crime prevention is an aspect to consider in relevant circumstances and it will be at the discretion of the Local Planning Authority to determine whether the absence of any reference to this will invalidate a particular Design and Access Statement at the outset. In any event, such information may be relevant to consideration of the application and applicants are strongly encouraged to show how measures to prevent crime and disorder have been incorporated.

NPPF states at paragraphs 92 that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- (a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other**
- (b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion**
- (c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.**

As this section demonstrates, designing out crime has been an important element in the development of this scheme and as such, the measures and approaches taken forward in this detailed design in order to design out crime are outlined opposite.

Surveillance: residents must be able to observe the areas surrounding their home. Surveillance can be facilitated by ensuring that front doors face onto the street, that areas are well illuminated, and blank walls are avoided.

Movement control: opportunities for unnecessary access, egress and through movement should be avoided. High levels of through movement allow offenders to access and egress an area; permits identification of targets and increases anonymity.

Management and maintenance: processes are in place to ensure that a development is free from signs of disorder. This signals that the area is cared for.

Defensible space: the ownership of space in a neighbourhood should be clearly defined. For example: public (e.g. pavement); semi-public (e.g. front garden); semi-private (e.g. rear garden) and private (e.g. inside the home).

Key Principles developed into the detailed design

- Proposed and existing footpath links within the site are designed to be clearly and logically positioned to ensure surveillance and promote the use of those links.
- Parking solutions vary as previously demonstrated in terms of driveways, spaces and garages. No matter what the solution, the majority are located within the curtilage of the dwelling or in highly surveilled positions close to the properties they serve. This ensures secure spaces are created with high levels of natural surveillance and no casual access.
- Public and private spaces are clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This is achieved through a well-designed and sensitive landscaping scheme and change in material, or through the careful choice of boundary treatment which delineates the public from the private realm particularly to the dwellings fronting the public open space. This ensures the creation of a high quality and attractive environment. The use of higher treatments are employed where the rear / side garden boundaries abut the highway to ensure privacy for future residents. The use of robust boundary treatments i.e. 1800mm high fencing to the rear boundaries of dwellings with fencing or hedge planting sub-dividing plots ensures the creation of defensible space and achieves privacy for future residents.
- Rear gardens are generally be plotted against other rear gardens in order to minimise the possibility of unwanted access. Any rear access paths provided are kept to a minimum and be provided with gates in order to prevent casual intrusion.
- The use of defensive planting within the scheme will help to minimise the impact of the development, maintain clear visibilities and allow natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.
- The proposed fenestration of the dwellings responds to the street with outward facing development. Front doors are designed to be clearly visible and located in a logical relationship to the accessible routes that serve them to ensure the creation of an active street scene. Gables are also be appropriately treated with windows to ensure surveillance and dual aspect dwellings employed at key corners.



This detailed plan demonstrates how the good design principles have been evolved and included in Phase 1 and can be utilised into the next phase of the development.

- Active frontages with dual aspect dwellings employed to key corners.
- Parking solutions provided within the curtilage or directly relating to the properties they serve.
- Rear gardens abut other rear gardens creating defensible space.
- High quality boundary treatments are provided to delineate the public and private realm.
- All footpath links are overlooked and integral to the design





07 **Design Quality**

7.1 Design Quality

The basis upon which this assessment is made is on the Building for a Healthy Life (BHL). The Building for a Healthy Life (BHL) document updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of this updated BHL.

Taking each of the key considerations in turn, this document assesses the design proposals and assigns either a green, amber or red award. The key sections for consideration are identified opposite and below: -

Red = Stop and rethink

Amber = Try and turn to green

Green = Go ahead



Under the new assessment system the LPA is encouraged to work with us in order to achieve as many green lights as possible, and to avoid any reds and we welcome those discussions through the course of the application.

These proposals will avoid any red lights and are fully capable of being further refined to deliver positively against all the new Building for Life test.

14 INTEGRATED NEIGHBOURHOODS
Natural connections
Walking, cycling and public transport
Facilities and services
Homes for everyone

38 DISTINCTIVE PLACES
Making the most of what's there
A memorable character
Well defined streets and spaces
Easy to find your way around

62 STREETS FOR ALL
Healthy streets
Cycle and car parking
Green and blue infrastructure
Back of pavement, front of home

1			✓	2			✓
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1	NATURAL CONNECTIONS Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.
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The majority of the application site falls within a 'housing allocation' (ref: HS78) as defined in the adopted Local Plan. Local Plan Policy H1 states that at least 21,546 new homes to are to be built during the plan period (2014 – 2033). Local Plan Policy H2 states that 1370 new houses are to be developed within the Wombwell area.

The principle of developing the site with residential development is therefore established subject to the proposals meeting the wider local plan policy requirements. This would be considered through the course of the application process. As the development team explained at the event and demonstrated through the Barnsley Council Housing Allocation map, housing allocations are being progressed elsewhere within the District and this is not just in Darfield.

Care has been taken to ensure that this development fits within the wider context of the site, retaining existing lanscape features where possible and ensuring high quality pedestrian connections to wider existing streets. This will ensure sustainable movement through the site and out to the wider locality.

2	WALKING, CYCLING AND PUBLIC TRANSPORT Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions
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The development is landscape led, seeking to retain and enhance the best aspects of the existing landscape and ecology through a network of open spaces with a variety of uses, creating a mosaic of habitats. Residents will have easy access to these green spaces, which will also accommodate walking and cycling routes, making active travel the preferred choice and promoting health and wellbeing.

This is achieved within the site through a series of green links. Key active travel routes are located throughout the site and offer walking, cycling and wheeling routes to key destinations and homes.

There are suitable public transport links available to a wide range of destinations. It is evident that the site benefits from being in close proximity to these links for travelling around the area via sustainable means, with plenty of scope for multi-modal travel.

The development would include a bus route within the site if required. It is envisaged that the internal loop road that connects Doncaster Road and Barnsley Road access points would satisfy this requirement. Any bus stop infrastructure and internal routing would be agreed with South Yorkshire PTE and the LPA.

7.1 Design Quality

3			✓	4			✓
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3	FACILITIES AND SERVICES Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.
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This site is well positioned in terms of benefiting from good public transport links and services including local shops, schools, employment opportunities and health/leisure facilities.

The site provides high quality areas of open space within the site and will provide key locations for people to come together.

The layout and position of the open spaces have responded to the existing natural features and the dwellings have been orientated to provide a maximum benefit from views over the open spaces and landscaped areas.



4	HOMES FOR EVERYONE A range of homes that meet local community needs.
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The development proposals demonstrates the site can accommodate 260 dwellings on Phase 1. An indicative quantum of 200 is suggested for Phase 2.

The housing mix is in line with local need and ensures a wide range of accommodation types both in terms of form and scale. The scheme proposes a mix of 1, 2, 3 and 4 bedroom dwellings which are detached, semi detached and short terraces and quarter houses. This variety would provide wide choice and variety for a wide demographic.

Generous gardens and spaces would also allow potential in the future for adaptation alongside residents growing needs with room for extension should they wish to do so.

A proportion of the homes would be identified as affordable housing. The scheme also provides a level of M4(2) and M4(3) properties.

5			✓	6			✓
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5	MAKING THE MOST OF WHAT'S THERE Understand and respond
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The proposed layout has been designed following sound urban design principles and guidance whilst maximising the sites opportunities and giving due regard to site constraints. It is considered that the scheme proposed creates a place that has its own identity whilst respecting its surroundings and being part of the wider community.

The scheme exploits the existing landscape and topography. The topography of the site allows sustainable drainage techniques to be utilised.

Key features of the site includes:

- Consideration of the existing surrounding uses, namely the amenity of the existing properties along the site boundary to the east.
- Existing landscape features are retained where possible.
- Public rights of way have been considered and a comprehensive network of pedestrian and cycle linkages have been created to integrate to the locality.
- Existing sections of existing ditches will remain open and are integral within the site.
- The existing Gas Pipeline has been retained with no built form above
- Building lines and scale of development reflected as part of the design to ensure it respects its setting. This includes a set back from Doncaster Road, retaining the hedgerow.
- Focal points and key vistas have been considered and the design altered to ensure high quality design principles are taken forward.

The design solution considers the above matters and have adapted and evolved the scheme accordingly as the evolution section of this statement documents.

6	A MEMORABLE CHARACTER Create places that are memorable.
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In respect of architectural detailing, variations are created dependant upon the position within the scheme.

Use of landscape design, vistas, gateways and dual aspect dwellings assist in legibility and the creation of memorable spaces.

This is further emphasised through landscape design and the different treatments of the open spaces created within the development.

7.1 Design Quality



7 WELL DEFINED STREETS AND SPACES

Create a network of streets and spaces that are well enclosed, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces

As the plan demonstrates, a permeable and legible network of streets and pedestrian links can be achieved at this site, enhancing existing connections and providing easy and direct access to services and facilities within the wider locality.

The primary route provides a connection from Doncaster and Barnsley Road and provides a primary route through to the wider Phase 2 development to the south.

This primary route give way to a series of secondary streets, shared surface streets where vehicles and pedestrians share those spaces. Here speed would be naturally slowed by the design and material of the highway.

The private drives are the lowest in the hierarchy of street types within the development, each creating their own character. Irrespective of its type, all streets are designed with active frontages and cohesive building lines as demonstrated within the layout.

Dual aspect dwellings are provided to all key corners to ensure interest, activity and surveillance.



8 EASY TO FIND YOUR WAY AROUND

Use legible features to help people find their way around a place

The layout demonstrates how a legible environment can be created for users of the development. This has been achieved in a number of ways as identified below: -

- Buildings are positioned to create focal points, which guide the visitor through the site and create visual stops.
- Developing a clear distinction between public and private spaces avoids confusion. Similar to existing developments within the locality this is achieved through careful landscape treatments and / or appropriate boundary treatments.
- Entrances to the properties are located along

- Clear paths along desire lines lead pedestrians across and around the site with minimal effort, vehicle speeds are being kept to a minimum via the use of highway design, this gives more time for motorists to locate their routes in a clear and safe manner.
- Careful material choice and scale can also assist in creating a high quality legible environment. Varying architectural detailing reflecting the different sections of the scheme also aid in legibility respecting existing character.



9 HEALTHY STREETS

Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease

The key feature of this site is the ability to create safe pedestrian and cycle routes through and around the site. The design of the highway prioritises the pedestrian and provides key visual links from within the main body of the site to the areas of POS.

Pedestrian footpaths would also be integrated within the street with high quality lighting and surveillance. The streets have short distances between junctions and turns to ensure 20mph design speeds can be achieved.

Parking has been varied within the streets with spaces and garages and this variation allows landscape features to be provided in front gardens minimising the impact of the car within the street. This will add to the sensory richness of the development.

Key

- - - Proposed footpath / cycle route
- . . . Segregated footpaths
- - - Existing PROW
- - - Potential diversion to PROW



7.1 Design Quality



10 CYCLE AND CAR PARKING

Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene

The orientation and position of dwellings will provide natural surveillance to all routes.

All dwellings will have sufficiently large gardens to accommodate cycle storage. The development proposals carefully consider plot depths to ensure this is a realistic and achievable feature.

The housing layout is designed with consideration of not only the amount of parking but how and where it is accommodated, ensuring that ad-hoc on-street parking is minimised.

The treatment of parking for the site varies according to the buildings it serves, and always with a view to creating an attractive and safe environment. Individual parking has been designed to be situated close to the dwelling it serves for convenience and surveillance. A range of parking solutions create variety and landscaping is then used to break up parking to help settle parked cars into the street.



11 GREEN AND BLUE INFRASTRUCTURE

Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of well-being and offer an interaction with nature

Proposals will need to consider the NPPF hierarchy of Avoid - Mitigate – Compensate in minimising any loss of biodiversity.

The green infrastructure proposed is multi-functional, delivering biodiversity, amenity, aesthetic and drainage benefits, and also forms continuous corridors for wildlife movement.

New trees are identified to be planted within the scheme as part of the detailed landscape proposals. This includes planting along the primary streets and open spaces.

The link between usable open green space and mental well being is well established and the desire to create

direct links for recreation and social interaction within the development is a core principle we are trying to create. This scheme achieves this by integrating development with the open space.

Installing roosting, nesting or hibernation features for fauna will also be beneficial and garden fences will be permeable so that hedgehogs can have access through the Site. Creation of log, stone and soil piles around the site to provide habitat for reptiles, amphibians and small mammals. The inclusion of integrated bat boxes, bee bricks and bird boxes will also be taken forward for every new home.



12 BACK OF PAVEMENT, FRONT OF HOME

The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes

Appropriate boundary treatments are designed within the scheme which would assist in the creation of a safe and defensible scheme. This establishes a clear definition between the public and private realm which can be tailored to match its setting in terms of type and design.

Providing convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight is essential in any residential development. In order to establish a successful development, the following principles are established in order to accommodate the required bin provision:

- The distance between storage areas and collection points are minimised within the development.
- The dwellings on the site that are detached or semi-detached have access to their garden to allow bins/recycling to be stored safely in rear gardens. Where terraced forms are provided, rear access paths are designed to middle houses with gates preventing casual intrusion to allow bins to be stored away from the streetscene.
- These design principles will ensure that waste containers can be left out for collection without unduly blocking the footway or causing an unnecessary obstruction to pedestrians.
- Varied property types and parking solutions provide varied set backs within the street which provide the opportunity for garden spaces and opportunities for social interaction. The doors to all dwellings face the street and provide activity and surveillance.
- Care is also taken to ensure all areas of the scheme are well defined avoiding confusion or ambiguity in terms of use or ownership.
- Feature fences are also designed to key boundaries which are visible within the public realm. This will provide clear definition and high quality streetscenes.

8.0 Summary



This Design and Access Statement has demonstrated how the scheme accords with relevant national and local planning policy and design best practice in relation to this hybrid application.

By following the set of principles established within this document, the scheme would blend a variety of dwelling types with good permeability, strong links to public transport, safe and secure access to public open space and a good variety of built form which is reflective and complimentary to the existing built form within the locality.

Design principles should be taken through into the development of Phase 2 at the detailed Reserved Matters stage.

These elements will ensure the creation of a pleasant environment to live.

Development Summary

No Dwellings:
260 for Phase 1

Bedroom Range:
1, 2, 3, 4 bedroom properties

Storey Heights:
2, 2.5 and 3 storeys

Property Types:
Detached, Semi Detached, Terraced
and Quarter Houses