10.00 \\ Design Proposal

10.01 \\ Layout

The detailed layout is directly evolved from the site analysis and the resulting masterplan concepts as described earlier.

10.02 \\ Streets and Character

The four character areas have been designed specifically for their role in the overall scheme. Each has recognisable characteristics which will add both variety and distinctiveness to those areas.

The character areas are formed around clearly defined streets and public spaces. Each uses distinct forms of scale and massing, degree of enclosure, surface materials, and hard and soft landscaping treatments as indicators of character.

The design uses a concentric ring principle with a strongly defined built form in the central eastern area, radiating out to more loosely defined built form on the western edges. There is a specific design response to the landscape edge.



Typical example of central court from another site.

10.03 \\ Housetypes

The housetypes are founded on tried and tested designs. The types chosen generally display strong traditional forms, which are suitable for use as part of the character strategy in all three areas

The houses have been carefully arranged to reinforce the character areas that they form. This will be further supported by the materials and the landscaping choices, so that the overall impression is one of a well designed extension to Cudworth.

Central Court Character



Central Street Character



Boulevard Character



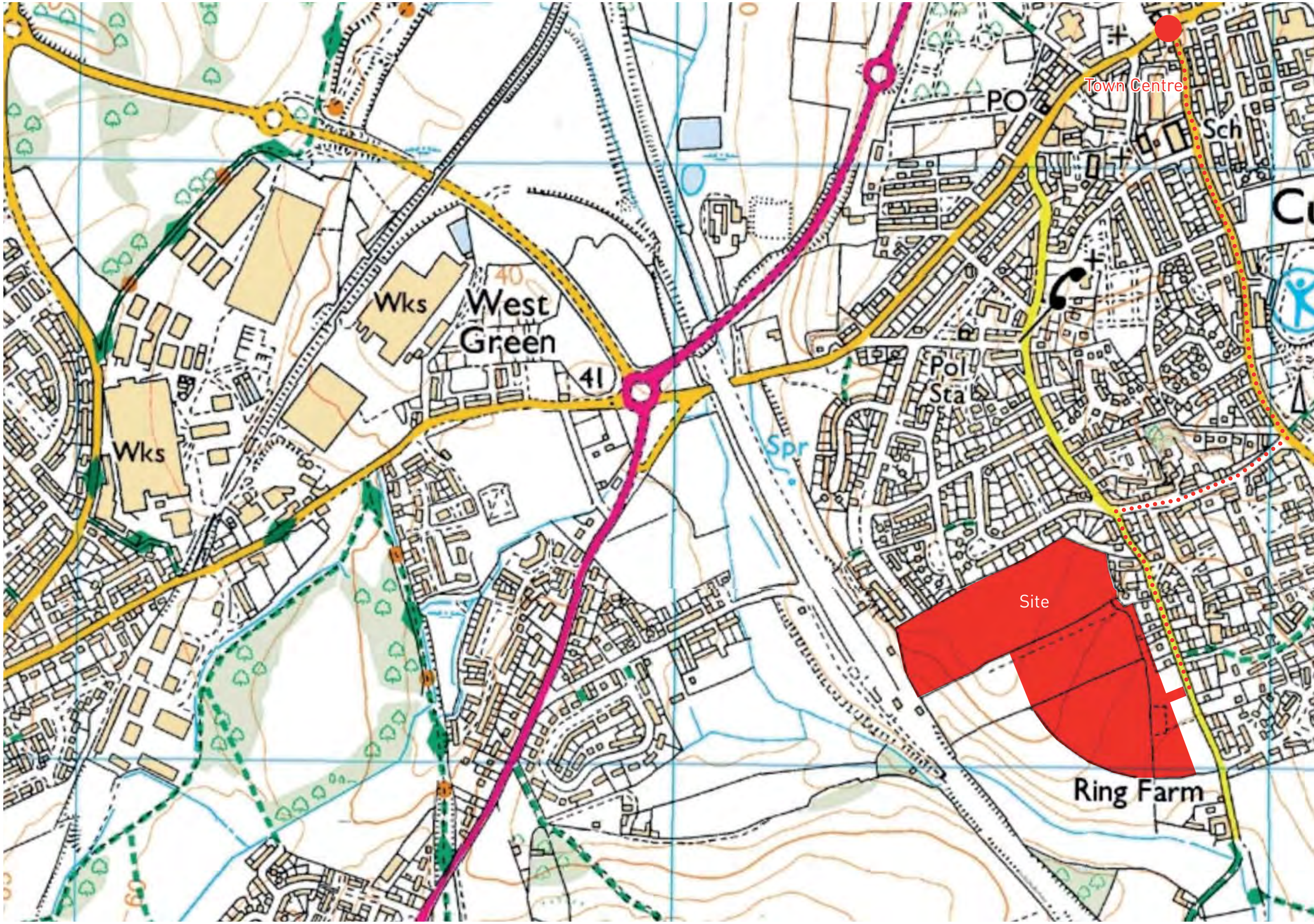
Landscape Edge Character

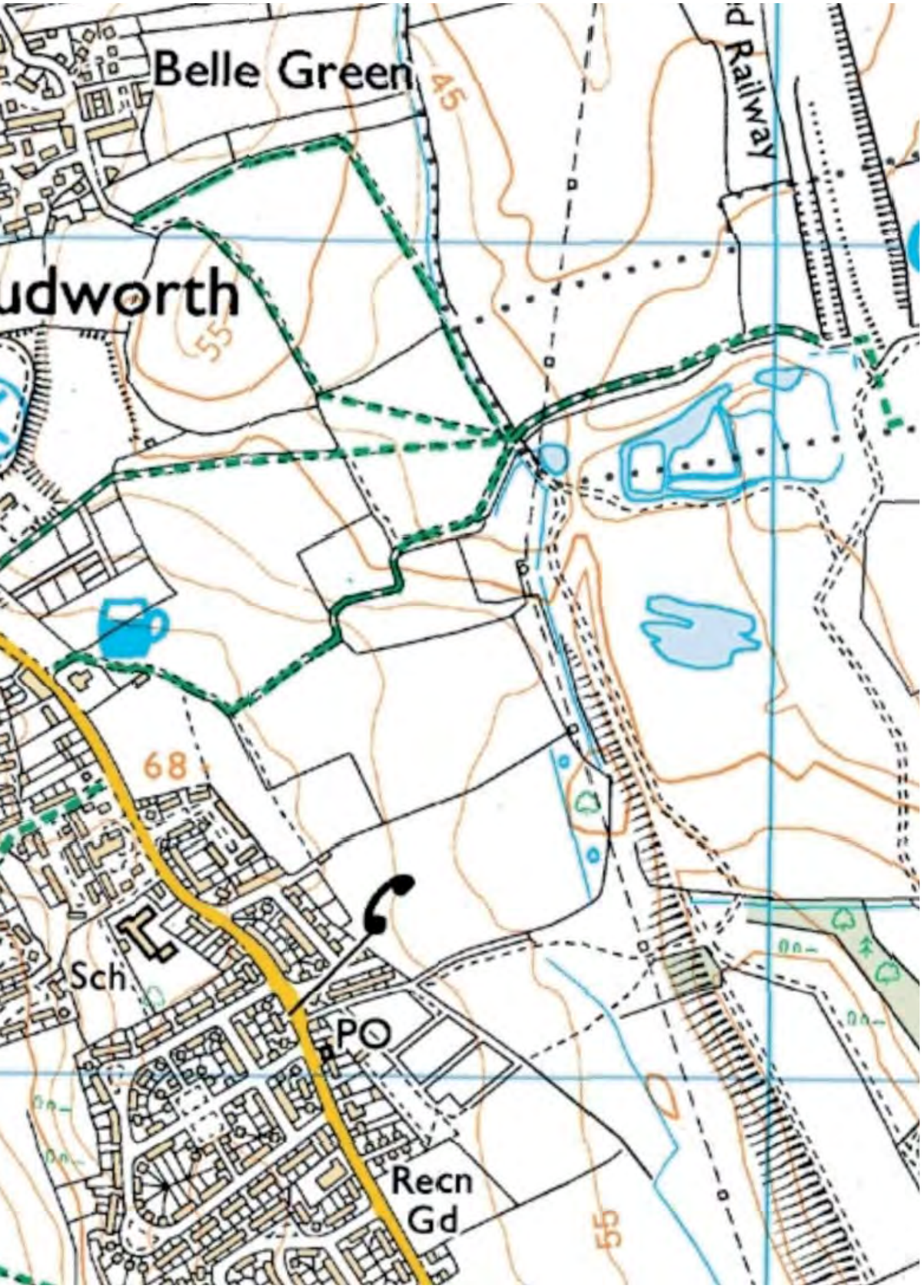


10.04 \\ Proposed Site Layout



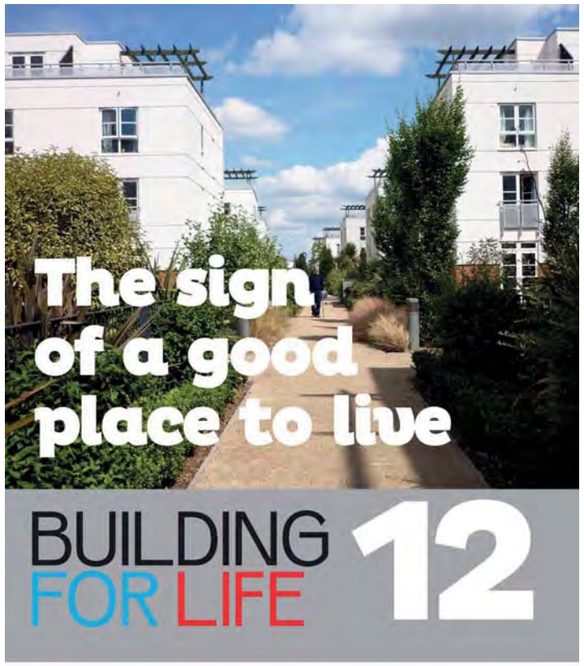
Drawing NTS


Town Centre
PO
Sch
West
Green
Wks
41
Pol
Sta
Spr
Site
Ring Farm



Building for Life Assessment \\ Part 2

This section is organised in accordance with the Building for Life 12 tool. It is structured to illustrate the specific design response to this site, using the key factors outlined for the delivery of good places to live in Building for Life 12. This in turn is a direct response to the NPPF guidance on design quality and is informed by the Government's commitment to build more homes, better homes and places, and to involve local communities in planning them. The underlying objective is to create a place that is attractive, functional, sustainable and durable.



BARRATT HOMES

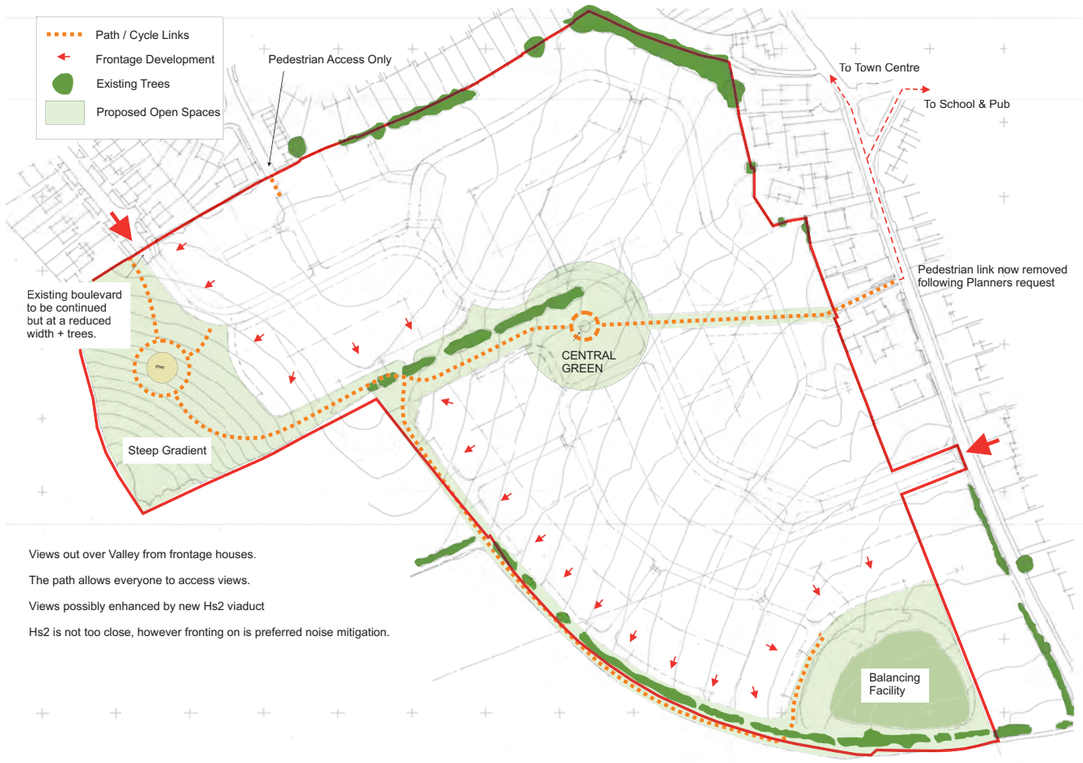
11.00 \\ Integrating into the Neighbourhood

1. Connections

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

The proposed development is located to the South West of Cudworth. The site is bound on two sides by the urban residential area of Cudworth and with open countryside to the north. The main connections to the existing settlement are from Newlands Avenue and Carrs Lane and this site will make these connections with new cycle and footpath routes which will establish the sites connectivity. These connections will consist of path/cycle ways leading through landscaped green corridors. These will be well lit and overlooked and therefore provide an attractive safe environment.

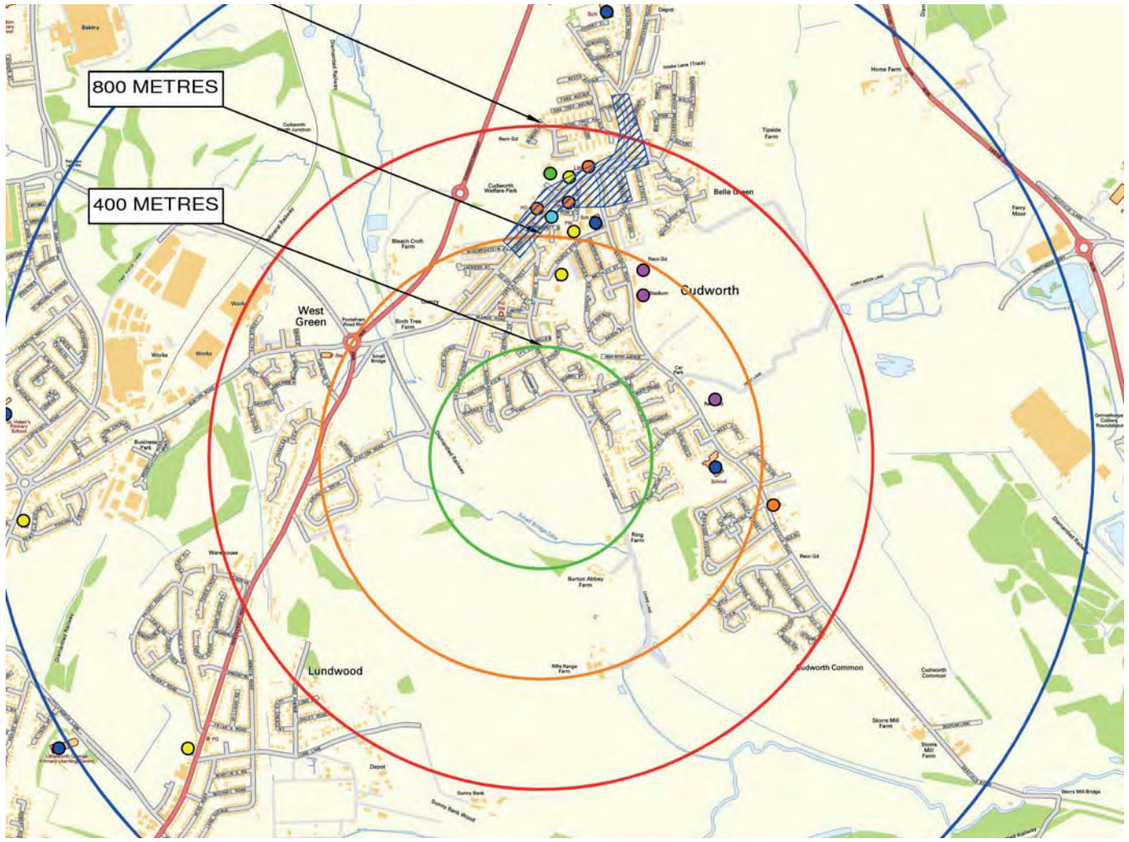
Pedestrian and cycle movements into the site are possible from both highway access points and in addition Summerdale Road. The design strategy uses the principle of creating new routes, meeting at the central green at the centre of the design. This creates direct routes through the site, and helps to emphasise the importance of the green at the heart of the design. Other movement routes follow the edges of the scheme to the west following the landscape edge character. There is also a route along the existing hedgerow, the landscape corridor and further options which follow the street pattern, giving the design very good permeability.



2. Facilities and services

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

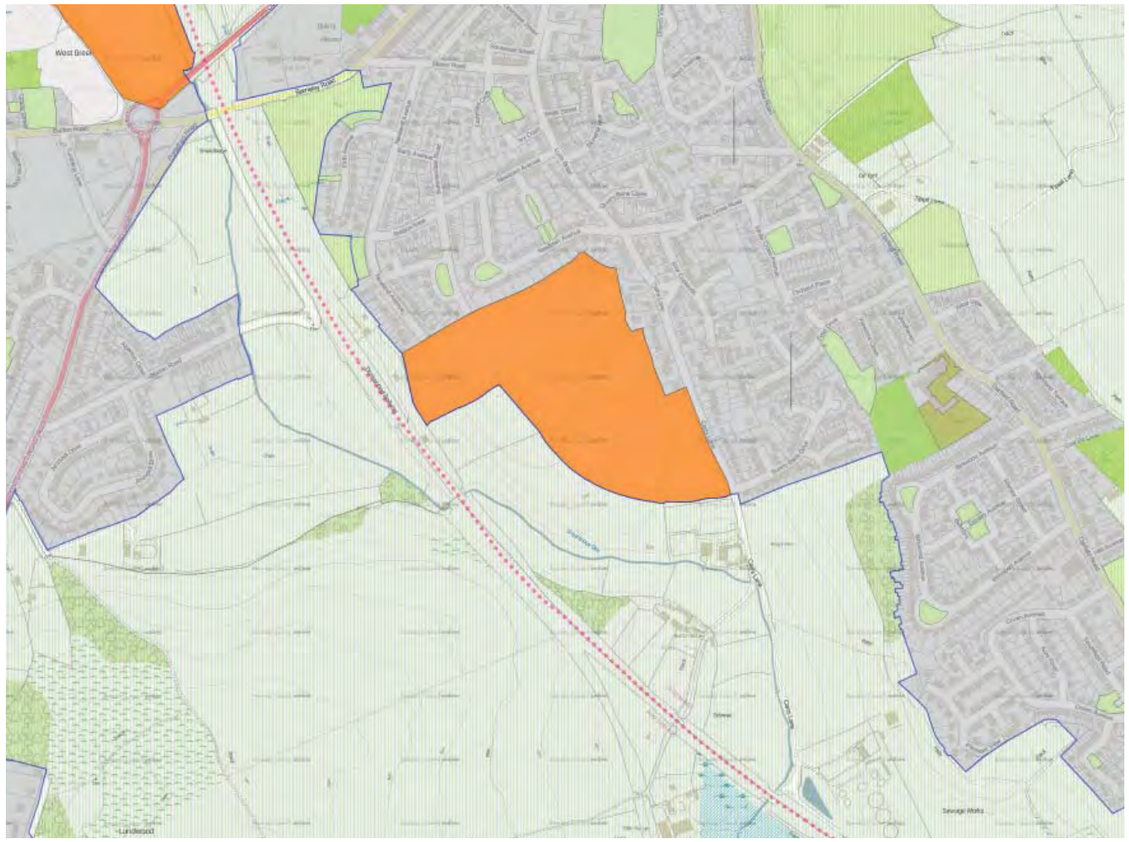
In respect of the site's accessibility, it is located within walking and cycling distance of a number of services and facilities available within the surrounding area of the site and within the settlement area of Cudworth. Available facilities located within a 10 to 15 minute walk of the site include a post office, the Cudworth Centre, retail facilities, legal/financial services and public houses. There is also a large play area proposed in the Central Green within the site.



3. Public transport

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

With regards to the site's location in relation to public transport modes other than the private car, the site has access within walking and cycling distance to the existing bus stops located on Lunn Road and White Cross Road to the north of the site and are both just over a 280m walk from the centre of the site. These bus stops provide frequent public transport connections to Barnsley, Pontefract and a number of other settlement areas. There are also interchange opportunities in Barnsley town centre which provide access to more local, regional and national destinations by bus or train.



4. Meeting local housing requirements

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

With regard to future housing development Policy CSP9 of the adopted Core Strategy identifies that 21,500 net additional homes will be delivered in the period 2008 to 2026 and that the Council will maintain a minimum 5 year supply of deliverable housing sites. Cudworth is identified as a "Principal Town" within the Core Strategy settlement hierarchy. Principal Towns, along with Urban Barnsley, should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities, and their roles as accessible and vibrant places to live should be enhanced. Policy CSP10 identifies that Cudworth will deliver 1,800 (8%) of the 21,500 homes to be built within the Borough.

bungalows	2 bed	15
Semi det and terrace	2 and 3 bed	120
detached	3 and 4 bed	128



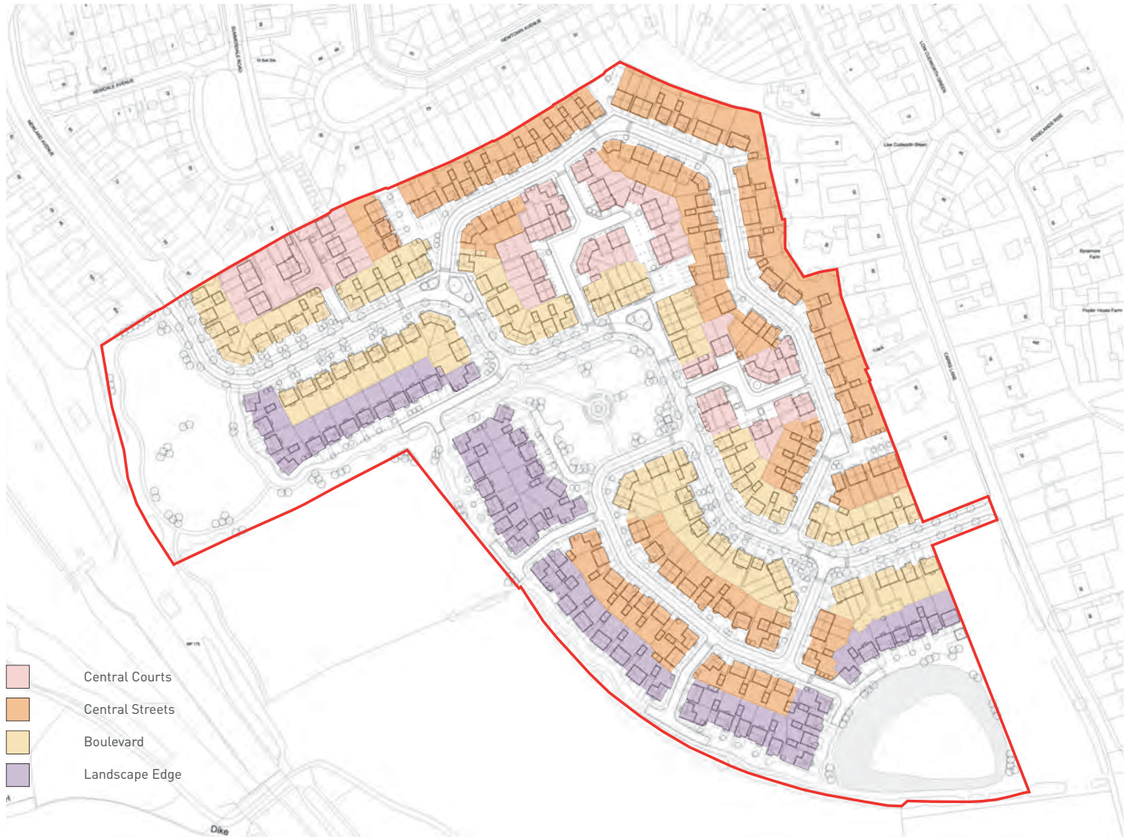
12.00 \\ Creating a place

5. Character

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

The scale, massing and configuration of the various streets and building types have been deliberately chosen to reinforce the character areas.
The central green is a strongly defined feature, with a mixture of detached houses and linked buildings giving a strong sense of enclosure. This will reinforce this central space and create a place making feature for the new design. Subsidiary streets to the courtyard will also have a well defined form, using linked, enclosed streets and smaller intimate street spaces.
On the periphery the form will be more open and especially along the western frontage, the countryside edge, with an emphasis on individual houses in a landscaped setting, creating an appropriate relationship to the surrounding countryside. The houses will front out over the surrounding green spaces which separate the houses from both the existing highways and the open countryside.

There is a tree lined boulevard looping through the development forming the priority route linking the two access points. Along this route the buildings will take a linear form emphasising the continuous frontage.



6. Working with the site and its context

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

The landscape strategy is to protect, retain and utilize the existing perimeter hedges whilst reinforcing the southern boundary to protect the separation between the open countryside & the new development.

The substantial hedge along the west and southern boundaries contains the site and provides a visual screen from the open countryside..

The majority of the land has low ecological value. The site already provides linkage to the wider area with trees and hedgerows to the boundaries and through the center of the site. These will be retained and connected to new green corridors of trees and hedgerows providing benefits for people and wildlife.

The new balancing facility will consist of a dry detention basin and therefore will be usable as a public open space.



7. Creating well defined streets and spaces

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

The four character areas have been designed specifically for their role to define particular street locations. Each uses distinct forms of scale and massing, degree of enclosure, surface materials, and hard and soft landscaping. The design uses a concentric ring principle with active frontages and a strongly defined built form in the central core area. This radiates out to a more loosely defined built form towards the edges. The houses have been carefully arranged to reinforce these character areas with the use of specific corner houses and those presenting key vistas. This will be further supported by the materials and landscaping choices so that the overall impression is one of a well designed extension to Cudworth. Within the narrow street frontages of the central areas there are small front gardens. In the central courts these will be hard landscaped defined by planters and occasional trees in grills. The central streets will be defined by small lawns with shrubs.Within the wide tree lined boulevard the frontages of this linear form are defined by lawns and regular tree planting. Along the landscape edge the frontages are open with much larger front lawns. The informal tree planting will predominantly be of a native species to relate to these woodland areas and the spaces will be defined by low timber fences.



8. Easy to find your way around

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

There are only two vehicular access points which are from Newlands Avenue and Carrs Lane and these are connected via a primary loop road through the development. This loop is in the form of a recognisable linear tree lined boulevard. This loop adjoins the main cycle/path route which is visually aligned from the open countryside to the central green in the middle of the development.

The remaining streets and spaces are connected to form a logical permeable layout and provides constant visual and accessible links out towards the perimeters of the site and the green corridors.



13.00 \\ Streets and Home

9. Streets for all

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

The streets provide access to the scheme for all modes of transport. Pedestrians and cyclists however are given priority on the key green routes through the heart and edge of the scheme making this a place for people. This principle is reinforced with meeting areas and benches confirming its intended use as a social space for residents and visitors.

The design incorporates a variety of measures to keep traffic speeds below 20mph throughout including vertical alignment, minimum forward visibility, raised tables with surface materials to promote pedestrian/cycle priority and shared surfaces at the lower end of the hierarchy.

Pedestrian and cycle routes generally share the same routes as vehicles and all routes are framed with active frontages to provide good surveillance and a safe environment. They will be lit at night and the landscape approach will avoid creating blind spots where possible.

10. Car parking

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

The design uses the full range of parking options to provide for the needs of residents and visitors.

A combination of on-street bays, parking within small squares, on-plot private driveways and occasional small parking courts are all used in the design.

Visitor parking is mainly accommodated within unallocated street parking which has been distributed evenly across the scheme and forms part of the traffic calming strategy. All residents have off street allocated parking.



