

LOCKWOOD ROAD

GOLDTHORPE

DESIGN & ACCESS STATEMENT

On Behalf of Gleeson Developments



FILE REF:
AUTHOR:
DATE:

3228
BW
28.06.21

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1.0 INTRODUCTION

// INTRODUCTION

This supporting Design and Access Statement has been prepared by Niemen Architects on behalf of Gleeson Developments in relation to the application for residential development at Lockwood Road, Goldthorpe.

This Statement considers the various aspects of the proposed development including an assessment of the site and its surroundings, and design objectives.

1.1 PROPOSED DEVELOPMENT

The proposed development is for 137 no. residential dwellings.



2.0 LOCATION & SETTING

// LOCATION & SETTING

This Section sets out the wider location and setting of the site within its strategic context and should be read in conjunction with the Site Location Plan and Proposed Layout Plan set out at Appendices 1 and 2 of this Statement.

2.1 WIDER SURROUNDING AREA

The proposed development site is located to the Northern periphery of Goldthorpe, in South Yorkshire. The site is situated to the South of the A635 and Phoenix Park. Goldthorpe is located approximately 7.3 miles to the North-East of Rotherham, between Barnsley to the West and Doncaster to the East.



// LOCATION & SETTING

2.2 SITE CHARACTERISTICS

The approximate gross area of the site sits at 12.64 acres, with a developable area of approximately 10.06 acres. The site is currently predominantly in use as allotments and is subdivided by various boundary treatments. There is also a portion of grassed land to the North of the site and scrub land to the South. Adjacent to the Northern and North-Western boundaries is a large mature landscape buffer of foliage which sits in-between the site and the A635.



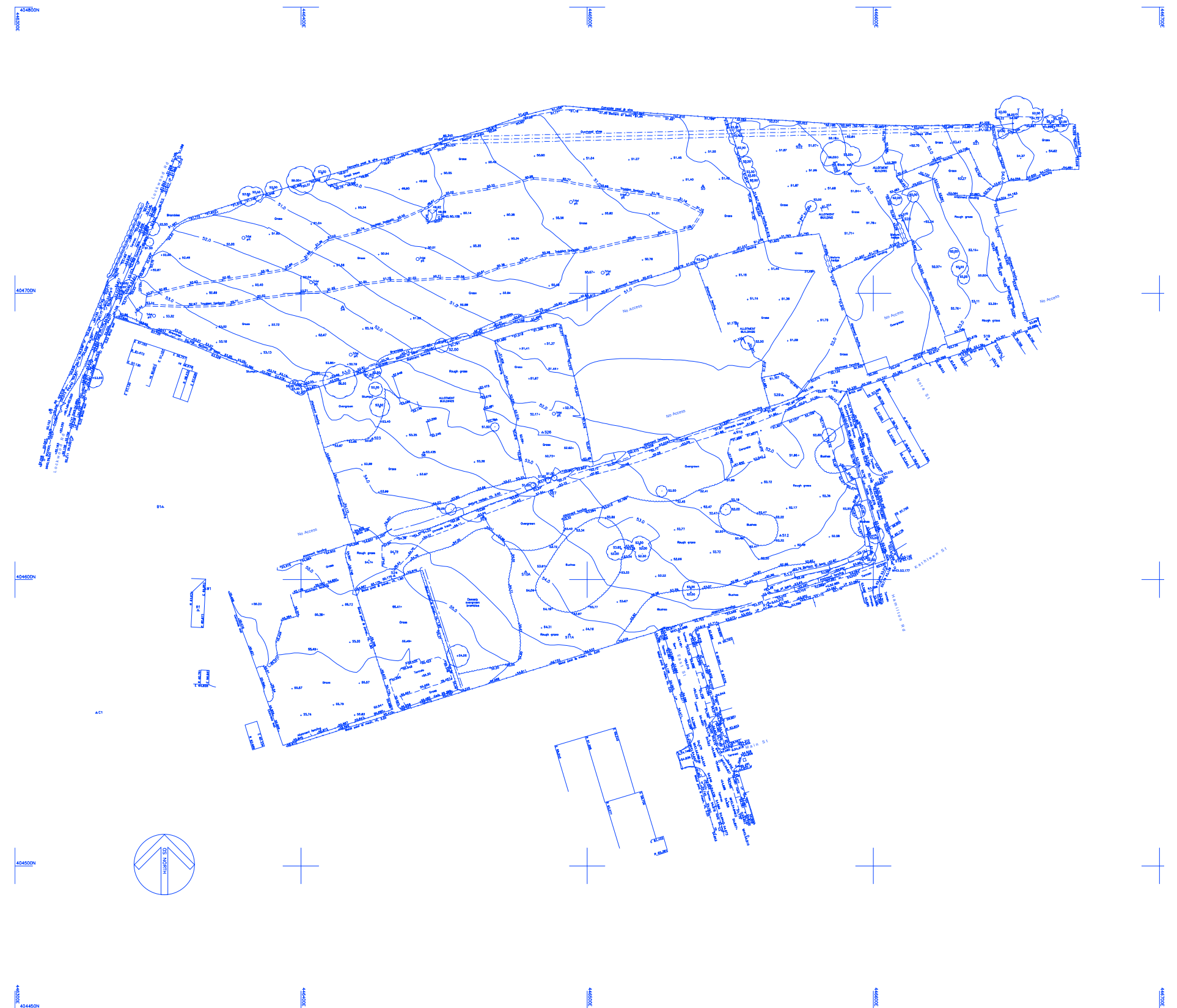
Constraints & Opportunities Illustration N.T.S.

// LOCATION & SETTING

2.3 TOPOGRAPHICAL SURVEY

Analysis of the proposed site has taken place during the design process, considering aspects such as the existing typography and form of the site, with surveys taken so as to inform the design process.

The site has a gentle fall in topography from North to South.



Topographical Survey N.T.S.

// LOCATION & SETTING

2.5 EXISTING ACCESS

The site has existing access from a back lane situated off Hamilton Road which leads to an unmade track within the site. This existing access is potentially accessible to vehicles, but would be unsuitable as a proposed access point.

There is additional existing pedestrian access to the West of the site from Lockwood Road into the grassed field portion of the site.



TOP: Existing Gated Access off Apedale Road, BOTTOM: Illustration to show Existing Access Locations

// LOCATION & SETTING

2.6 LOCAL AREA

GOLDTHORPE

Goldthorpe is a village in the Metropolitan Borough of Barnsley, South Yorkshire, located to the East of Barnsley, the West of Doncaster, and the North-East of Rotherham and Sheffield.

Goldthorpe is approximately half way between Barnsley and Doncaster, with Rotherham and Sheffield to the South-West, and therefore the proposed scheme is ideally located to be commutable to larger population centres for residents employment.

To the North of the scheme on the periphery of Goldthorpe is Phoenix Park providing a large amount of open space for the immediate local area. Phoenix Park was created on the site of a former colliery which once occupied the area. Goldthorpe itself sits within an area known as the Dearne Valley which was formally a major coal mining area.



Local Area

// LOCATION & SETTING

2.7 IMMEDIATE SURROUNDINGS & USES

The site is comprised of a number of existing open grassed areas and partitioned allotments and is bound by adjacent existing trees and foliage to the North, existing residential dwellings to the South-East, an existing school to the South, and an existing Church and Convent site to the West off Lockwood Road. The site is bound in part by Lockwood Road to the North-West. The site is bound by a series of treatments to rear back gardens of adjacent residential properties and by a combination of metal palisade and timber fencing treatments to the Southern and South-Eastern boundaries.

To the North of the site beyond the existing trees and foliage is the A635, beyond which sits Phoenix Park, a large public open space with woodland trails which occupies the site of a former colliery.

The large area of existing residential dwellings to the South and South-East is primarily rows of terraced housing, beyond which dwellings become a mix of terraced rows and semi-detached dwellings. Further South-East of the site is a large new-build housing development.



Immediate Surroundings and Structures Adjacent to the Proposed Site

// LOCATION & SETTING

2.8 PRECEDENTS

Local properties that feature several design standards relevant to Gleeson Homes standard house types can be found within the surrounding areas of Goldthorpe, specifically to the South-East of the site within the newly constructed development situated off Kingsmark Way, adjacent to the Dearne and District FC football ground. The immediate surrounding area contains predominantly terraced dwellings which include standards and residential development layout precedents which inform the proposal and its design development.

The surrounding area to the South and South-East of the site is primarily comprised of residential terraced rows. These are traditional terraced houses, presumably linked to the areas colliery past, constructed from stone, with areas of active frontage and yards to the rear. The surrounding streets within the immediate area are laid out in a grid like formation. Beyond St Mary's Road below the Eastern point of the proposed site there is a more modern development of semi-detached dwellings in a small estate which provides a better precedent for the layout of the scheme. Recent developments, such as off Kingsmark Way, to the South-East of the site provide exemplar precedents for the form of the scheme, with devolving routes, and for a design precedents such as elevational forms and details, as well as precedents for the layout of the scheme and the mix of dwellings.

Detailing within the area is consistent, with the use of brick or stone heads and cills to add interest to elevations. There is also some use of stone or rendered heads and cills to brick dwellings, more commonly on terraced homes. Corbelling at eaves level, entrance canopies, and off-street parking are all features within existing properties in the surrounding area, including the use of adjoining garages, which are relevant to the design standards of a Gleeson Homes house type. Bay windows have been used to add detail to elevations in the newly developed area adjacent to Kingsmark Way.

The predominant materiality of the surrounding area is a mixture of red brick types, seen within the older terraced housing and later semi-detached dwellings. There are also a number of buff brick dwellings within the more recently developed areas used to create points of interest. Red and brown tiled roofing is predominant, particularly within the local area.

Existing dwellings within the surrounding area are a mix of predominantly traditional 2 storey terraces and 2 storeys detached and semi-detached dwellings.



// LOCATION & SETTING: PRECEDENTS



Dwellings Located on Parkgate



Dwellings Located on Parkgate



Dwellings Located on Parkgate



Dwellings Located on Parkgate

// LOCATION & SETTING: PRECEDENTS



// LOCATION & SETTING

2.9 VEGETATION & BOUNDARY TREATMENTS

An existing landscape buffer of trees and shrubs exists adjacent to the North of the site, providing screening and noise reduction of the A635 beyond for the site. Trees which encroach onto the site at various points along the Northern boundary will be retained within the scheme. The site appears to be divided into an area of scrub land to the South, with a central band where the majority of existing allotments are located, and a large grassed open area to the North-West, which has informal pedestrian access from Lockwood Road.

Various boundaries and sub-divisions are located within the allotment area, with various fencing treatments. The majority of the Southern and South-Eastern boundaries are lined by existing fencing, a combination of metal palisade and timber.

The site has a gently sloping topography from North to South.



3.0 PROPOSED LAYOUT

// PROPOSED LAYOUT

This section provides a description of the proposed development and the context in which it is situated.

3.1 PROJECT BRIEF

The project brief by Gleeson Developments was to accommodate an appropriate level of development whilst considering the site's constraints and opportunities and existing context.

3.2 PROPOSED ACCESS

The site layout proposes a single point of vehicular access off East Street, utilising the position of the existing road terminus against the site boundary, creating a continuation of the highway into the site.



Extract of initial Concept Site Layout

// PROPOSED LAYOUT

3.3 PROPOSED SITE LAYOUT

The proposed site layout is designed around a clear hierarchy of roads which runs from the proposed access at East Street into a devolving root/branch formation, including a combination of estate roads and shared private access roads, often cul-de-sacs, with the properties accessed from each road type reducing according to the size of highway. Dwellings have been positioned to utilise plot orientation to front the road hierarchy within the site, and to create views across the highways internally. Dwellings proposed to the North of the site are oriented towards the proposed public open space.

The orientation of plots ensures an appropriate relationship to the proposed street scape whilst providing natural surveillance across the site and outwards across the proposed open space towards the A635 and the adjacent landscape buffer.

A large area of open space runs East to West adjacent to the Northern boundary and includes a basin as part of the drainage strategy for the scheme.

Many plots have been designed to front the estate style roads which run through the scheme, with direct driveway access into individual plots. Plots all include off road private driveways or parking spaces, with some dwelling types featuring integral garages, and some plots including an optional single garage space, further improving parking provision. This has been proposed to both improve the aesthetic of the area and complete the street scenes, it also allows for the best use of the developable land, accommodating a suitable level of development. Parking is predominantly positioned adjacent to the side elevation of dwellings so as to maximise distances between neighbouring dwellings, in turn enhancing the property frontages.

Plot positioning has been considered with secure by design criteria in mind, with views across the site and outwards towards areas of open space and adjacent highways. Secure by design elements are also increased due to the formation of the single point of access and following highway layout, which avoids the creation of any circular routes within the scheme.



Proposed Site Layout Indicative Colour

// PROPOSED LAYOUT

3.4 PRIVATE & PUBLIC SPACES

Solid design methodologies have been adopted concerning the design of public and private space. The public space and road infrastructure gradually devolve into private spaces within the property curtilages. The clearly defined frontages provide an open area of defensible space whilst the private amenity to the rear of properties is clearly defined using timber fencing providing a secure barrier to rear gardens. Rear gardens where possible back onto adjacent rear gardens, creating a land locked area, and thereby increasing security further.

A diverse 'soft scape' including proposed tree planting at key locations along the proposed estate road hierarchy, together with elevational features, will create interest within the street scene.

A large area of public open space has been proposed to the Northern portion of the site, increasing the already existing adjacent landscape buffer and distance between the developable area of the site and the A635. This area provides large areas of recreational space, enhanced drainage via the inclusion of an attenuation pond.



Public Open Space Shown Highlighted

3.5 CRIME & PREVENTION

Gleeson has a wealth of experience in creating safe neighbourhoods in areas of social and economic deprivation and know that achieving security through design is more than a series of standard details and security recommendations. It is also about creating an environment that promotes good social behaviour and encourages a sense of community, ownership and pride, which in turn encourages the self-policing of a neighbourhood. A vital part of the inclusion of Secure by Design within the proposal is the careful orientation of proposed dwellings.

3.6 SECURE BY DESIGN

The Maximising Security Through Design document, prepared by Gleeson, a copy of which is submitted with this planning application, demonstrates the company's commitment to enhancing the security of its homes and developments. The document identifies design solutions which reduce vulnerability to crime.

3.7 SURROUNDINGS

The proposed scheme seeks to complement and improve upon existing adjacent residential areas within the site's locality, achieved through the use of materials, separation distances and layout. The surrounding context is an eclectic mix of property styles, with modern development set against traditional terraced rows, the scheme will complement the immediately adjacent area of terraced dwellings by providing an improved variation of dwellings for potential end users, improving the available housing stock within the local area.

Examples of existing materials within the surrounding area include the predominant use of red brick constructions, a smaller amount of buff brick dwellings, and red and brown tiled roofing. Structures have examples of relevant detailing such as heads and cill detailing. The wider area has a consistent mix of both large, terraced rows of housing and developments of semi-detached and detached style dwellings. The majority of dwellings in the areas to the East and South of the site are either terraced or semi-detached, with a smaller number of detached dwellings, particularly to the South-East where a recent development is currently undergoing construction. The height of dwellings within the area is generally 2 storeys, although there are a small number of 3 storey dwellings situated within the new build development off Kingsmark Way.

4.0 TYPE & QUANTITY OF DEVELOPMENT

// TYPE & QUANTITY OF DEVELOPMENT

4.1 DEVELOPMENT: DWELLING QUANTITIES

The proposal will provide 137no. dwelling houses utilising 14no. different property styles. Dwellings are comprised of 21no. 2-bedroom houses, 89no. 3-bedroom houses and 27no. 4-bedroom houses. Properties are a mixture of semi-detached and detached dwellings, some of which feature adjoining or integrated single garages.

4.2 DEVELOPMENT DENSITY

The site's developable area equates to 33.66no. dwellings per hectare representing an efficient use of land.

Schedule of Accommodation

To be read in conjunction with drawing no. 3228-1-001-C



Ref.	No. of Beds	Type	No. of Units	Percentage	Sq. Ft.	Total Sq. Ft.
201	2 Bedrooms	Semi-detached	12	8.76	651.00	7812.00
202	2 Bedrooms	Semi-detached	4	2.92	671.00	2684.00
212	2 Bedrooms	Semi-detached	5	3.65	671.00	3355.00
301	3 Bedrooms	Semi-detached	13	9.49	759.00	9867.00
303	3 Bedrooms	Semi-detached	11	8.03	772.00	8492.00
304	3 Bedrooms	Detached	21	15.33	772.00	16212.00
307	3 Bedrooms	Detached	16	11.68	807.00	12912.00
310	3 Bedrooms	Detached	6	4.38	788.00	4728.00
311	3 Bedrooms	Semi-detached	11	8.03	759.00	8349.00
313	3 Bedrooms	Semi-detached	3	2.19	811.00	2433.00
314	3 Bedrooms	Detached	8	5.84	811.00	6488.00
401	4 Bedrooms	Detached	15	10.95	1066.00	15990.00
403	4 Bedrooms	Detached	4	2.92	1048.00	4192.00
405	4 Bedrooms	Detached	8	5.84	1172.00	9376.00
Totals			137	100.00		112890.00

5.0 SCALE & APPEARANCE

// SCALE & APPEARANCE

5.1 SCALE

The proposed dwellings will be two storeys in height. The scale is therefore in keeping with the local character and appropriate for the area.

5.2 PARKING ALLOCATION

Each dwelling will be provided with a minimum of 2no. off road parking spaces, including the garage space where detailed, but often this provides an additional space in addition to the minimum.

5.3 ELEVATIONS

Careful consideration has been given to the arrangement of the varying properties to ensure visual diversity and interest is achieved through the architectural form, the street scape and roof scape.

All proposed elevations consist of two storey dwellings in both semi-detached or detached form with pitched roof lines in keeping with the existing theme within the immediate locality. Additional features such as quoin detailing, brick heads, cills and corbelling at eaves level combine to create visually engaging elevations while establishing a sense of identity for the development itself.

The proposed elevations therefore complement and enhance much of the surrounding area in terms of form, scale and materiality, with proposed additional detailing to further enhance the proposed street scape, alongside proposed tree planting. The adjacent landscape buffer to the North of the scheme further softens the impact of the development, particularly against the A635 to the North and Phoenix Park beyond.



// SCALE & APPEARANCE

5.4 HOUSE TYPES

The house types proposed for the scheme are shown to the right and on the previous page. They are presented indicatively, with detailing proposed to be used within the 'Rural' character area of the site as shown on the following page.

Dwellings are 2 storeys in scale, with adjoining or detached garages at a single storey, throughout the scheme.

Dwellings are a mix of semi-detached and detached structures, in line with the existing character of the area.



TOP:
LEFT: Tyrone (301) **RIGHT:** Lisburn (311)

MIDDLE:
LEFT: Kilkenny (304) **MIDDLE:** Wexford (313) **RIGHT:** Woodford (310)

BOTTOM:
LEFT: Longford (401) **MIDDLE:** Carlow (403) **RIGHT:** Waterford (405)

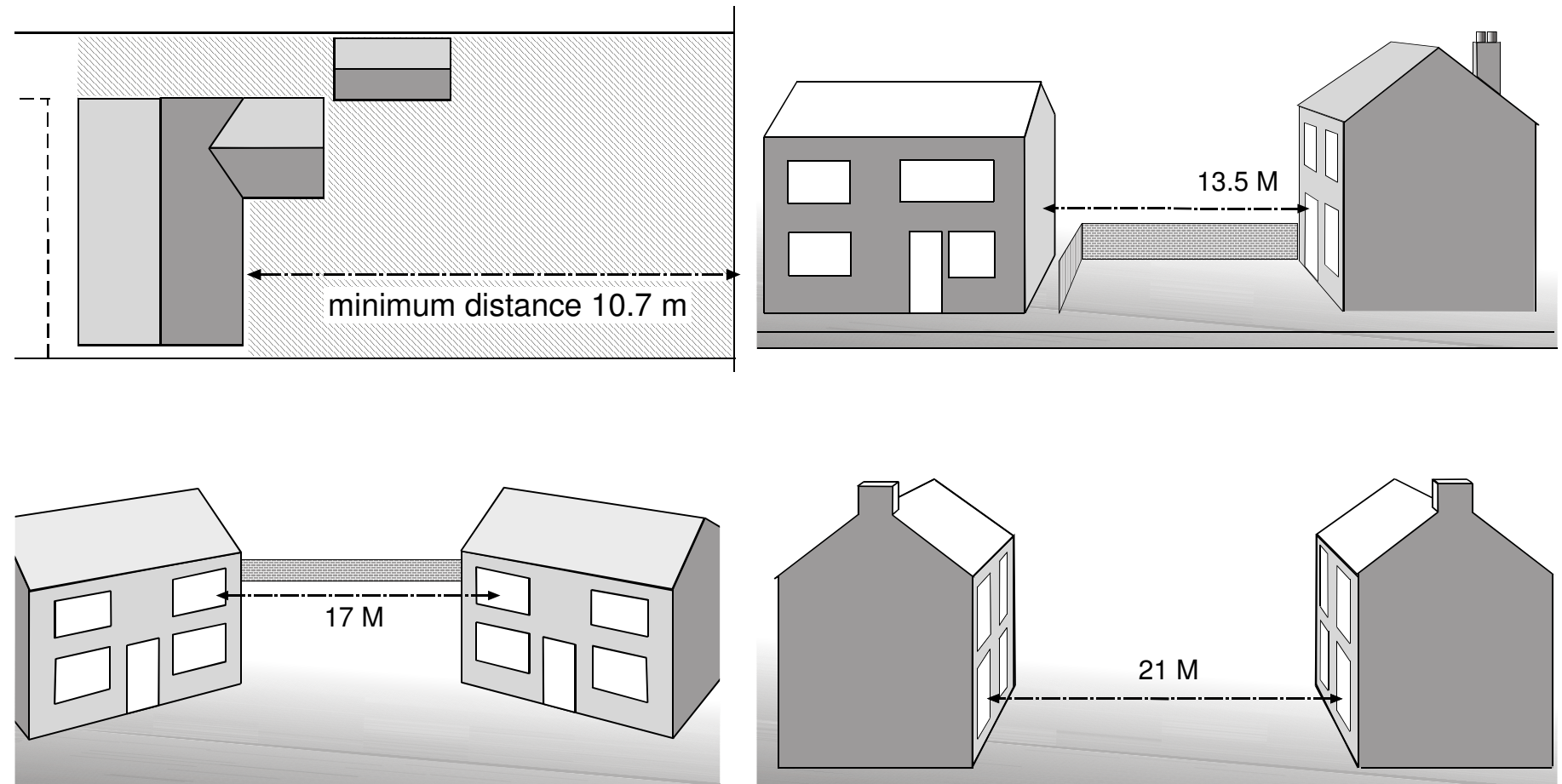
**All house types are indicative, and shown with 'Rural' character area detailing.*



5.6 AMENITY

The proposed layout seeks to maintain the private amenity of neighbouring properties within and adjacent to the proposed site, achieving further amenity where dwellings are adjacent to the site boundaries utilising retained landscape buffers and plot offsetting away from the edges of the scheme. Particular care has been taken to maintain the private amenity of existing residential dwellings situated adjacent to the South and South-Eastern boundaries of the scheme adjacent to existing residential dwellings and the school. Further care has been taken to the West where the site sits adjacent to the Church and Convent sites.

Relevant offset distances and plot positioning will ensure amenity within the site.



Examples of Relevant Distances between Dwellings

// SCALE & APPEARANCE: INDICATIVE CGI



6.0 ACCESS & ACCESSIBILITY

// ACCESS & ACCESSIBILITY

6.1 PROPOSED ACCESS

Vehicular access has been proposed from a single entry point off East Street, where the design of the access provides a continuation of the existing highway as opposed to a junction, ensuring suitable distance from the adjacent school access and terraced residential dwellings.

6.2 DESIGN & VISIBILITY SPLAYS

The proposed scheme seeks to create vehicular access by utilising the current no through terminus of East Street with the access point proposed to link the scheme directly to East Street, and therefore meet visibility splay requirements in terms of vehicular access. The proposed design also accommodates pedestrian visibility along the proposed footpaths in relation to private drives within the site itself, along with a clear hierarchy of roads within the site. The access into the site has been designed to devolve from estate roads to shared access roads, leading to individual driveways and off-road parking, with opportunities afforded for turning circles and the like, creating ease of access to the dwellings.

6.3 ACCESS INTO DWELLINGS

Gradients leading to dwellings will be designed in accordance with Part M of the Building Regulations and all plots include an allowance for a minimum 900 x 1200mm level access to the main entrance.



Extract of the Proposed Site Layout showing the Proposed Access from East Street

// ACCESS & ACCESSIBILITY

6.4 ACCESS BY ROAD

The site is located to the North of Goldthorpe, with proposed access from East Street which is located off Doncaster Road. Doncaster Road provides routes both to the East and to the West which connect to the A635 (also known as Doncaster Road) which connects Barnsley in the East to Doncaster in the West. Travelling West along the A635 also leads to the A1(M). The M1 which provides routes to Rotherham and Sheffield is located to the West of Barnsley.

6.5 ACCESS BY BUS

The site is well situated for access to public transport. The nearest bus stops to the site can be found to the South of the site access point at numerous points along Doncaster Road, with regular local services to both Doncaster, Barnsley, and locally to the centre of Goldthorpe itself.

6.6 ACCESS BY TRAIN

The site is well situated for access to the national rail network. Nearby rail services can be found to the West of the site at Goldthorpe Station approximately 0.7 miles from the site access point by road. It is easily accessed on foot, and also served by an adjacent bus stop. The station is served by Northern which provides regular services through to Leeds, Sheffield and York.

6.7 ACCESS BY AIR

Doncaster Sheffield Airport is approximately 15 miles from the proposed site travelling by road with a travel time of approximately 30 minutes. The airport is located to the South-East of Doncaster and is easily accessed via the local motorway network.

6.8 DEFINED RETAIL CENTRES

The nearest defined retail centre can be found to the centre of Goldthorpe situated along Doncaster Road to the South-West of the site, and includes a number of local amenities. There is also access to supermarkets within the local area. A large retail park can be found to the South-West adjacent to Brampton at the Cortonwood Shopping Park off the A6195. Further comprehensive retail centres can be found in Barnsley, Doncaster, and Sheffield, all easily accessible via local transport methods.

6.9 ACCESS TO SCHOOLS

The site is ideally located for education as the area has a good provision of schools for all levels of education.

There are several Primary and Secondary schools within the local area, the nearest being immediately adjacent to the sites Southern boundary. Dearne Goldthorpe Primary School

is situated off East Street and Doncaster Road immediately adjacent to the proposed scheme. Sacred Heart Catholic Primary School is located beyond Lockwood Road to the West of the scheme. Further afield Highgate Primary Academy, Astrea Academy Dearne and Carrfield Primary Academy are all located within a mile of the scheme to the South-West.

6.10 ACCESS TO OTHER FACILITIES

The site is ideally situated for access to further outside space with Pheonix Park located to the North of the site, which sits on the site of a former colliery, and features a number of trails. There is also good access to local parkland in the area with a playground located to the East of the scheme at Kingsmark Way on the Dearne and District FC playing field.

Dearneeside Leisure Centre is located to the South-West of the site adjacent to the Astrea Academy, with access to gym and swimming facilities amongst others.

Access to healthcare can be found to the South-West of the site on Goldthorpe Green at 'The Goldthorpe Centre' which is home to a number of medical practices.

There are a number of local amenities situated nearby to the site on Doncaster Road including a local Post Office and a Pharmacy, along with a number of food outlets, convenience stores, and a petrol station.

7.0 LANDSCAPING

// LANDSCAPING

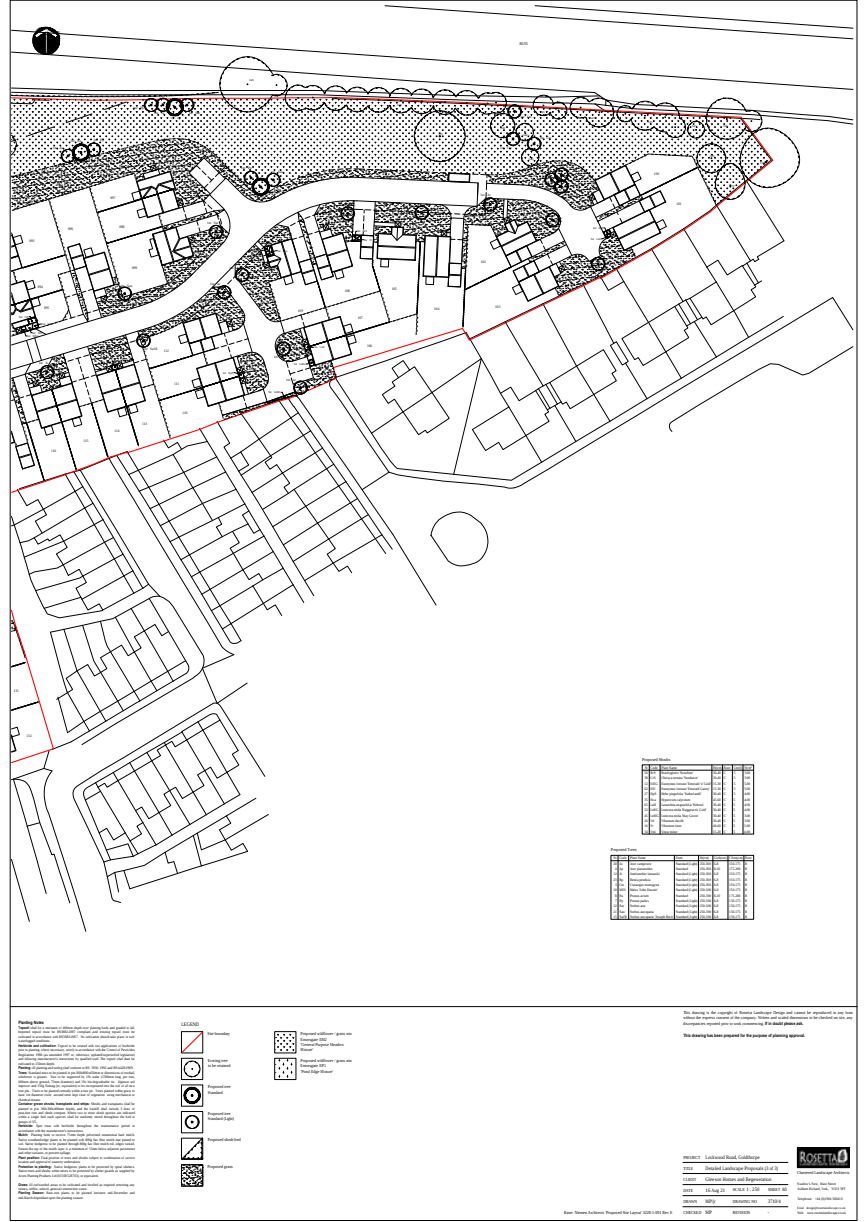
7.1 PROTECTION DURING CONSTRUCTION

Any existing trees to be retained will be appropriately protected during construction with all necessary precautions taken.

7.2 LANDSCAPING SCHEME

A large area of open space is proposed to the North of the scheme, with tree planting at key locations situated so as to soften the proposed street scape of the site.





Detailed Landscaping Proposals Provided by Rosetta Landscape Design

8.0 DESIGN PROCESS & PLANNING CONSIDERATIONS

// DESIGN PROCESS & PLANNING CONSIDERATIONS

8.1 DESIGN PROCESS

To ensure the production of a high-quality design that takes on board Planning Policy and site specifics, a thorough examination of the physical limitations and constraints of the site and its wider surroundings has been undertaken, identifying any potential design opportunities. These have been detailed through a series of context, appraisal and concept sketches in accordance with guidelines set out in 'Successful Place – A Guide to Sustainable Housing Layout and Design'.

8.2 PLANNING CONSIDERATIONS

Additionally the requirements of the Statutory Development Plan for the area as well as national planning context and policy has been considered. This is covered in more detail in the separate Planning Statement. The development site and proposals have also been considered against the recommendations of Building for Life 12.

8.3 NATIONAL PLANNING POLICY FRAMEWORK

In accordance with NPPF 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.

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;

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.

8.4 TRANSPORT

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that;

- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

8.5 LAND USE

Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or brownfield land.

8.6 PLANNING POLICIES AND DECISIONS SHOULD ENSURE THAT DEVELOPMENTS;

- 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;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- 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);
- 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;
- 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
- 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 users 46; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

// DESIGN PROCESS & PLANNING CONSIDERATIONS

8.7 HOW DOES THE PROPOSAL ADDRESS THE FRAMEWORK?

The proposed development will reinvigorate a greenfield site of former allotments and provide improved housing stock for the area. The site's location benefits from good access to public transport services within close proximity and is easily accessible whether walking or cycling, particularly access to the local rail network with Goldthorpe Station situated nearby. The site is ideally situated to both enhance the housing provision of the local area and provide housing at a commutable distance from a number of larger population centres and places of employment, such as Barnsley, Rotherham, and Sheffield.

8.8 LOCAL PLANNING POLICY

Please refer to the supporting Planning Statement.

8.9 PROPOSED USE

As the proposed site lies adjacent to a primarily residential area, with a large area of public open space to the North, and residential to the East and South, the proposed development is considered an appropriate addition to the locality with proposed house type form, scale, and finish in keeping with the local vernacular of the area to the Northern edge of Goldthorpe. The overall development presents a good opportunity to contribute towards the need for new housing as outlined by central government in line with estimates for population increases. The range of house types has been carefully considered allowing the site to cater to a wide range of potential future residents and create a diverse and interesting street scene, whilst improving the range of available housing stock within the immediate surrounding area, addressing the need for increased numbers of semi-detached and detached dwellings. The scheme also provides an area of Public Open Space within the application area.

8.10 PROPOSED LAYOUT

The proposed development will contain house types of a traditional semi-detached and detached format. The driveways of properties are typically located adjacent to the relevant property side resulting in a greater breathing distance between property gables, reducing the dominance of the car to the street scene. Most of the parking provision across the site is provided via these driveways, with the addition of adjoining or integral garage spaces to plots where appropriate.

The proposal will incorporate an appropriate mix of house types to create lively, vibrant, and diverse street scenes. To encourage permeability, a clear hierarchy of roads and footpaths has been designed from traditional estate roads to private shared access cul-de-sacs and private driveways/ parking within the property curtilage. All highways within the scheme are addressed by the built form, with an emphasis on the creation of defensible frontages and views in line with 'secure by design' methodology. This provides clear legibility and navigation throughout the development site to create varied and safe 'micro-neighbourhoods'.

The housing mix consists of 12 no. 2 bed dwellings, 89 no. 3 bed dwellings, and 27 no. 4 bed dwellings, with a varying number of styles of each type to create a visually interesting street scape, which is further enhanced by proposed tree planting to soften the proposed street scene.

8.11 DESIGN

The proposed property locations have been positioned to, wherever possible, ensure natural surveillance is achieved to all public realm areas.

9.0 CONCLUSIONS

// CONCLUSIONS

9.1 DOES THE PROPOSAL MEET THE REQUIREMENTS OF THE BRIEF?

It is considered that the proposed scheme meets the requirements of the brief, and both national and local planning policy and guidance, for the following reasons:

- The proposed development is wholly compatible in terms of national and local planning policy;
- The proposal significantly enhances the housing provision of modern semi-detached and detached homes within the area, and in particular providing a good number of detached homes, adding much needed diversity to the immediate locality, which is dominated by traditional rows of terraced housing and semi-detached dwellings. Careful consideration has been given to the location of new dwellings in relation to security but particularly privacy design standards and distances, whilst considering the impact of development on the surrounding area, and in particular the area adjacent to the southern boundary of the site.

10.0 APPENDICES

// APPENDIX 1: SITE LOCATION PLAN N.T.S.



Promapv2
Getmapping plc 2019. Ordnance Survey Crown Copyright 2019. All Rights reserved. Licence number 100022432
 Printed Scale - 1:12500. Paper Size - A2

// APPENDIX 2: PROPOSED SITE LAYOUT N.T.S.

