

**LAND OFF BARNBURGH LANE
GOLDTHORPE PHASE 2**

DESIGN & ACCESS STATEMENT

GLEESON HOMES AND REGENERATION

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INTRODUCTION

This document has been prepared in support of an application for Planning Permission for residential development being submitted on behalf of Gleeson Homes and Regeneration. The site benefits from planning approval for residential development and the first phase is currently being built. This application is for Phase 2. A comprehensive Design and Access Statement was prepared for phase 1 and is relevant to the whole development. It should be read in conjunction with this supplementary statement that focuses solely on the smaller second phase.

LOCATION

The development area is 800m south-East of Goldthorpe centre and approximately 9miles from the centre of Barnsley. Details of the facilities that are locally available are listed in the statement prepared in support of phase 1.

This site is located immediately to the south of Phase 1, approximately 300m from Barnburgh Lane. Engine Lane forms the eastern boundary.

CONSTRAINTS AND OPPORTUNITIES

The site is currently unused farmland and has now been zoned for residential development. Generally the site slopes down gently from north towards the southern boundary and although there are some undulations, the gradient is even.

A drainage pumping station is required and is located close to the entrance of this phase of the development and a drainage easement 8m wide is required to the south.

There is a single point of access for vehicles and pedestrians from the road through phase 1 off Barnburgh Lane.

An existing footpath crossing the site from southwest to northeast is to be diverted through new landscape buffer zones along the southern and eastern edges.

There are no existing trees within the site, although there are several along the southern boundary which will need to be considered within the proposed layout. A full tree survey is included with this submission.

APPEARANCE, SCALE AND LAYOUT

The principles of the layout and design that informed the approved scheme apply equally to the revised proposals.

The character of housing in the district is suburban with a predominance of two storey buildings using traditional forms and materials.

This theme is continued in these proposals with the introduction of some 1½ and single storey elements adding variety and interest to

the street scene and upper level edge. The houses are designed to relate to the best examples found locally, to ensure a seamless blend with the surroundings, whilst also taking the opportunity to create a distinctive place in its own right.

To ensure a match with the existing housing a range of two storey, 2, 3 & 4 bedroom detached and houses will be provided. Each house will have "in curtilage" parking in the interests of security. The use of communal rear parking courts has been avoided. They are an unsightly magnet for anti-social behaviour. Generally garages and parking spaces will be positioned behind the main building façade to avoid the domination of the street view by garage doors and parked cars.

The buildings are oriented to have direct access onto the roads to create active frontages and give natural surveillance to the public realm.

The principles that have informed the design are:

- Create variety and interest with the basic arrangement of buildings and roads.
- Reinforce the spaces created with linking walls and fences forming enclosures
- Use roof design to make groups, reinforce or change direction and provide an upper level edge
- Feature houses at gateways to give a sense of arrival and place
- Use trees shrubs and ground cover planting to punctuate and add interest to the spaces created
- Vary rooflines and wall-plate heights to distract the eye adding interest to the roofscape and street scene
- Vary eaves and ridge heights using single, 1½ and 2 storey forms.
- Introduce features such as projecting gables, dormers, oriel and bay windows to punctuate facades and add key points of focus.
- Angle some unit entries and garages off the street helping to create unique identities and vary the streetscape.

Road Hierarchy:

The site is accessed from a single loop from the new connection with Barnburgh Lane and this will be suitable for all users. It has been designed to keep vehicle speeds to a minimum in the interests of highway safety. Houses will front onto this road or shared private driveways to provide maximum security through natural surveillance. There will be direct frontage access for individual dwellings and all

the houses will have front gardens. This will enable "structure" trees to be planted within the larger of these gardens, adding interest to the spaces created.

AMOUNT

Housing mix:

ACCOMMODATION SCHEDULES

2 bedroom semi-detached houses	11
3 bedroom semi-detached houses	33
3 bedroom detached houses	7
4 bedroom detached houses	10
TOTALS	61

ACCESS

In the context of this document relates to access to and within the site by pedestrians, cyclists and vehicles.

The Pedestrian Perspective

Ease of access to all areas has been a fundamental design consideration. Inclusive access has been seen as a start point to ensure the long term success of the development.

Whether derived from disability, as a result of illness or injury ease of movement cannot be assumed to be the case for all users at all times. This is particularly so in residential settings where the likelihood is that the site will be used regularly by people moving, walking

or carrying goods between vehicles and their houses. The development has been designed to meet the needs of the mobility impaired and thus will meet the needs of all. Consequently all the properties will be constructed to the current Building Regulations, ensuring adequate door widths with level thresholds and each incorporates paved access to the rear of the dwelling.

The Vehicular Perspective

The principal vehicular access to the site will be the new junction off Barnburgh Lane which will provide a safe and suitable link to the existing road network. This road provides access to the new houses. The internal road has been designed for slow speeds, making the roads more suitable for non-motorised traffic and pedestrians. The internal layout will have a positive effect on highway and pedestrian safety.

Each house includes parking within its own plot.

Refuse

There is provision within each plot to incorporate 'in curtilage' bin and recycling storage and for all to have rear access for the ease of movement on collection days.

LANDSCAPE

Landscape is a vital component of any development and new planting will make a positive contribution to this scheme.

There are some existing trees along the southern boundary as shown on the site survey drawing and they will be retained and protected during construction. Moreover, the site will make a contribution to the landscape quality by providing new tree planting within the new open spaces and the front gardens of the individual houses. There are opportunities for street trees to be planted along the road frontages. Front gardens will comprise mainly grass, with paving slab footpaths to the principal entrances, private driveways and specimen trees.

Indicative positions for new tree planting are shown on the planning layout, although a detailed landscape scheme is not included with the application at this stage.

CONCLUSION

In developing this proposal the applicant has sought to create an attractive, safe, secure sustainable housing scheme which is affordable to local residents and, most importantly, deliverable.

Richard Ward Design
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