

3.1 Context Analysis**3.2 Opportunities & Constraints****3.3 Initial Concept Sketch****3.4 Pre-Application Discussions**

3.1 Context Analysis

Existing Neighbours

3.1.1 The applicants ownership boundary, illustrated on fig. 32, is 4.08 hectares in total.

3.1.2 The site is currently undeveloped, bounded by residential development and open recreational land to the East and West.

3.1.3 Well utilised and established allotments form the northern boundary and a dismantled railway cutting to the south leading to a public footpath.

3.1.4 To the south west is land outside of the applicant's ownership which, none the less, will be considered as part of these proposals to ensure future, viable development can be accommodated.

3.1.5 Likewise, the masterplan will be developed in such a way as to not sterilise further development along Beaver Street.



Fig.32

3.2 Opportunities & Constraints

Topography

3.2.1 The existing fall of the site is approximately 7.5m from the allotments at the north to the railway cutting at the south of the site

3.2.2 When stood on site, there is very little noticeable change in level over the length of the site and certainly nothing significant as to warrant any special design considerations as part of this Outline Application.

Utilities

3.2.3 The existing site has a drainage easements to the north, as illustrated in fig. 33.

3.2.4 These infrastructure works were installed to serve the adjacent new residential development, linking into Beaver Street were sized accordingly to deal with the drainage requirements envisaged with future phases of residential development in the vicinity.

3.2.5 A detailed report on the drainage solution has been submitted along with this Outline Application .

 Drainage easements to be retained

 5m Contour Line – as existing



Containment

3.2.6 Given the very nature of back to back terrace housing, the grain of the town is very linear and uniformly spaced.

3.2.7 Whilst residential accommodation is present to the east and west, very little direct abuts the site, with a good deal of open space generally forming the immediate boundaries.

3.2.8 The site is very open indeed to the south with long distant views over the valley.



Fig. 34

Development edge
Landscaped edge

Access

3.2.9 As previously detailed, two existing adopted vehicular and pedestrian access points currently abut the site boundary from Beaver Street and Kingsmark Way.

3.2.10 Whilst secondary access for emergency vehicles could be provided from Beaver Street it is inadequate as a main means of access to the site for every day use.

3.2.11 Given the purpose built adopted highway, the sole means of day to day access for all vehicles will be from Kingsmark Way.



Principle vehicular entrance

Potential secondary vehicular entrance for emergency vehicles, if required

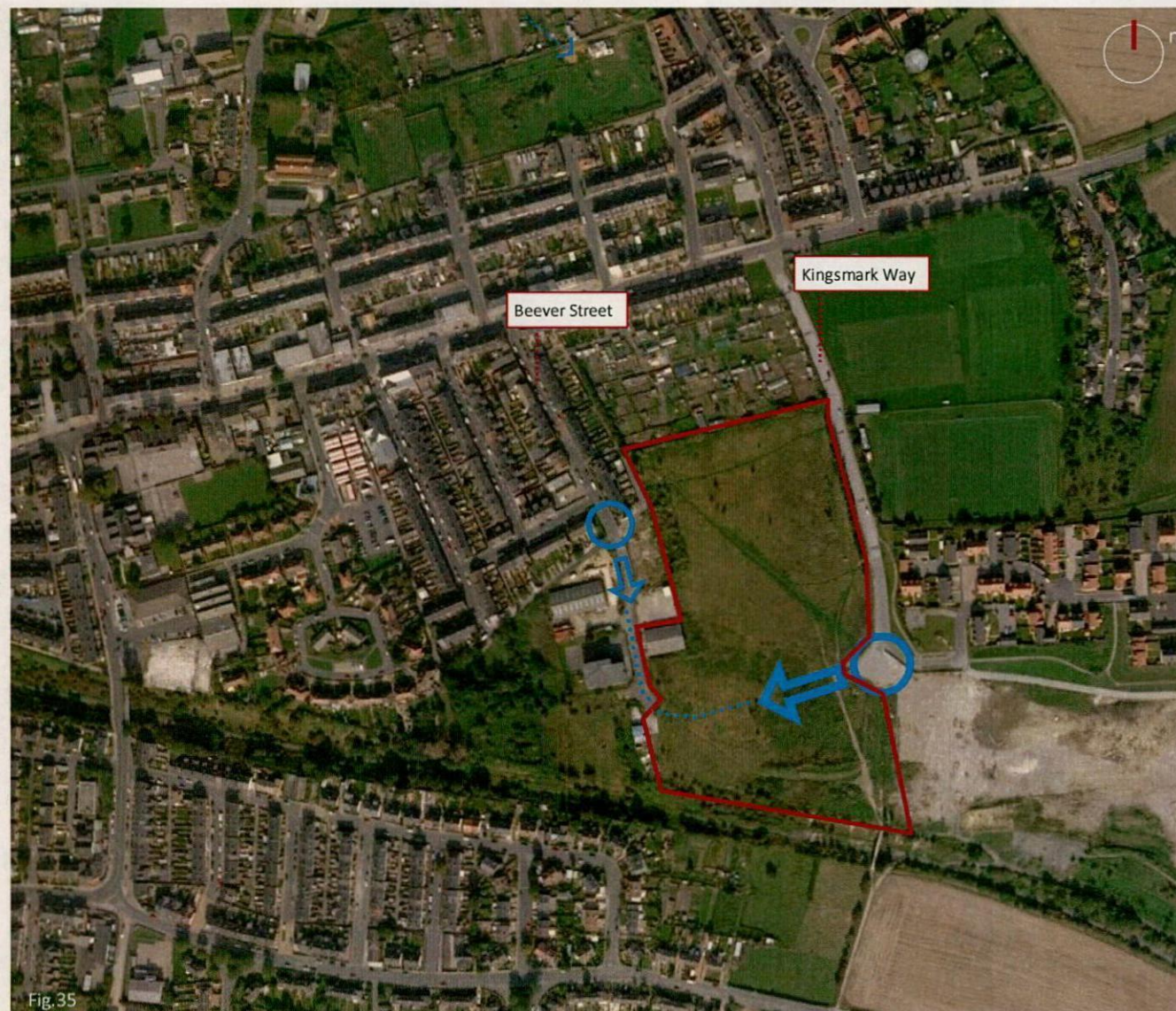


Fig. 35

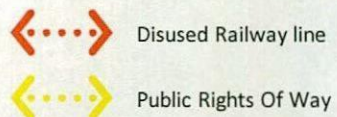
Pedestrian & Recreational Access

3.2.12 An existing public right of way runs from north to south, as illustrated in fig.36, linking Doncaster Road with Barnburgh Lane via an existing footbridge crossing the now dismantled railway line.

3.2.13 Whilst there are a number of permissive recreational footpaths across the site, largely used for dog walking, none of the well trodden desire lines are Public Rights of Way, but do serve as a successful network for pedestrian connectivity to the wider community.

Noise

3.2.16 There are no major potential sources of noise present on the site that need to be given special design consideration as part of this application



3.3 Initial Concept Sketch

3.3.1 The existing tree on the eastern boundary, whilst self seeded and not of particularly high quality, were seen as making a positive contribution to the setting and the initial design was generated to retain them.

3.3.2 The location of the existing Right of Way was highlighted from the outset as a positive design driver to focus open space provisions that would form a soft buffer with the adjacent new adjacent residential development.

3.3.3 In locating the general area for the P.O.S, residential development was deliberately orientated to give natural surveillance.

3.3.3 Connectivity to the existing residential development on Beaver Street and neighbouring streets was considered at an early stage to ensure the proposals formed part of a cohesive neighbourhood.

3.3.3 Linkages through to the adjoining recreational ground were also considered and included within the initial design sketches



Fig.49

Fig.37

3.3.4 The initial Utilities searches illustrated a drainage easement that ran round the bottom of the site forcing a redesign of the south west corner of the proposed development.



3.4 Pre-Application Discussions

3.4.1 An initial pre application meeting took place on Tuesday 12th November '13 with the Principle Planning Officer, Andrew Burton and a full internal technical team to discuss the relevant issues and make any amendments prior to making a formal submission.

3.4.2 The principles of the design were discussed and largely embraced by all parties with a small number of issues to consider in developing the scheme further.

3.4.3 The significant issues raised are annotated on fig.54. and were all adopted in future iterations of the scheme development.



Fig.39

3.4.4 The general approach to retain the existing trees to the eastern boundary was actively encouraged. However, a detailed tree survey was requested to ensure future Reserved Matters Applications could retain the better trees and accurately plot them.



- 4.1 Residential Masterplan**
- 4.2 Amount of Development**
- 4.3 Landscape Solution**
- 4.4 Access**
- 4.5 Movement Hierarchy**
- 4.6 Scale & Massing**
- 4.7 Appearance**
- 4.8 Sustainability**

4.1 Residential Masterplan

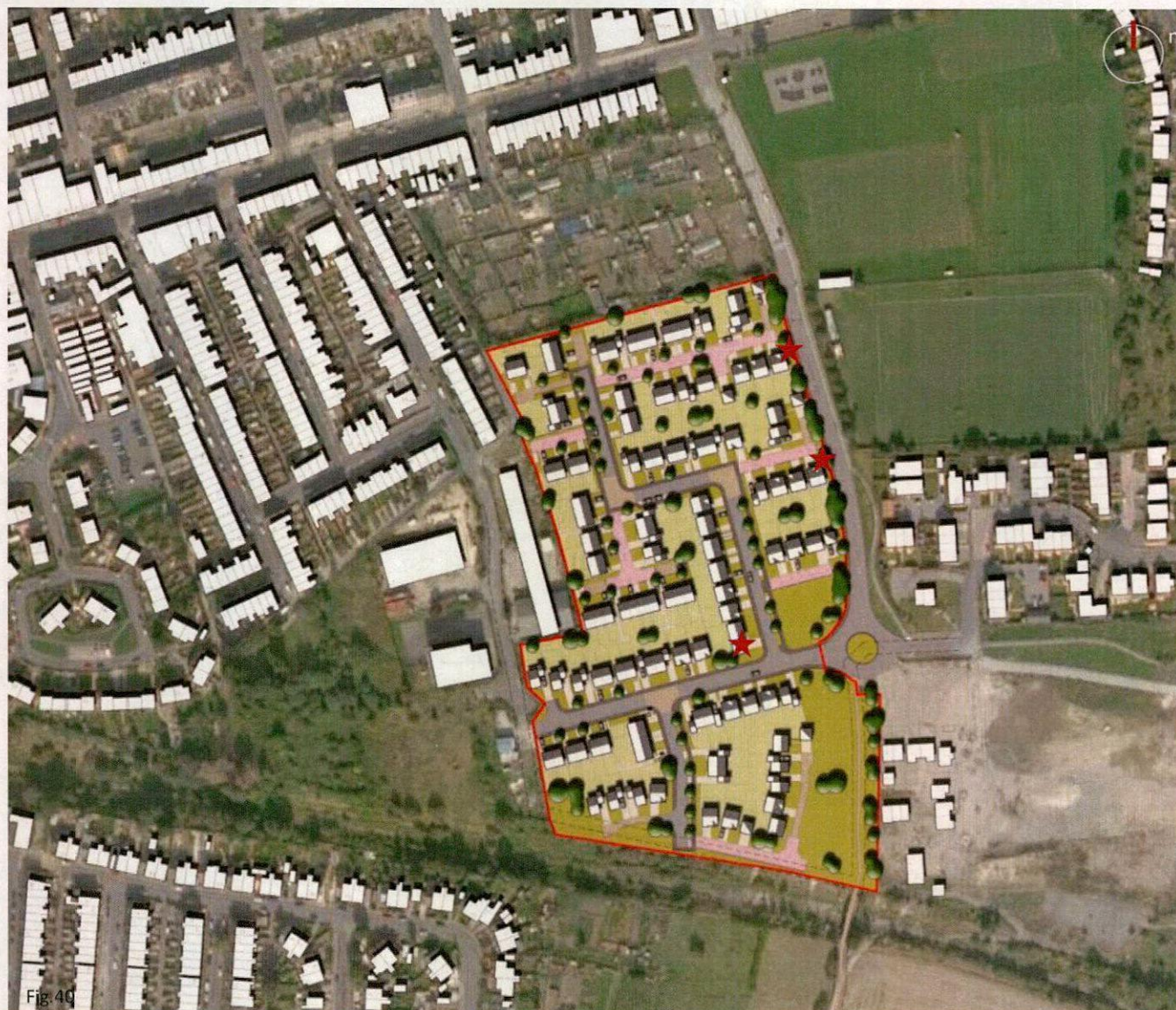
4.1.1 The completed masterplan illustrated on Fig. 61 has been further developed taking into account all comments received as part of the pre application discussions with the Local Planning Authority.

4.1.2 A number of minor amendments have been made to the housing distribution to ensure compliance with established good practice in relation to overlooking of adjacent properties and adequate distance from gable elevations.

4.1.3 As part of the pre application discussions, the direct link with Beaver Street was removed in favour of a turning head that would also provide adequate access to the adjoining land to encourage future development opportunities.

4.1.4 House types and parking provision was reviewed such that a much greater landscaped frontage to the residential plots could be achieved and more cars were parked down the side of properties rather than the on the front.

4.1.5 The quantity of P.O.S was also reviewed with the residential layout refined to generate greater surveillance.



Key focal point

4.2 Amount of Development

4.2.1 The scheme proposal is for a total of 125 dwellings, with the following mix of residential units illustrated as a generic mix for the purposes of an Outline Planning Application.

4.2.2 Whilst the mix is generic, significant research has been undertaken to ensure that it represents as accurate a reflection as possible of current market demand.



2 bed townhouse + front parking,
630 to 700ft².

26 units



2 bed semi-detached + front parking,
700 to 750ft².

36 units



3 bed semi-detached + attached garage,
920 to 1,026ft².

16 units



3 bed detached + attached garage,
920 to 1,026ft².

18 units



4 bed detached + integral garage,
990 to 1,462ft².

22 units



5 bed detached + detached garage,
1,750ft².

07 units

120 units



Fig. 41

4.3 Landscape Solution

4.3.1 The P.O.S adjacent the existing Right of Way is an integral element of the overall landscape strategy, acting as a focus within the development whilst providing a valuable amenity to the residents.

4.3.2 By placing this area centrally between the existing and proposed dwellings and providing overlooking on all sides, adequate surveillance is guaranteed, ensuring a safe environment for children to play.

4.3.3 To one side of the main distribution road, a tree lined landscaped buffer with soft margin is proposed to soften the hard development edge, working in tandem with the central P.O.S.

4.3.4 Perimeter landscaping is provided to all boundaries where appropriate, with particular emphasis to the east boundary.

4.3.5 All properties have a minimum of 6m deep front gardens from the back of pavement ensuring a high level of landscaping to the front elevations of all houses.



-----> Pedestrian Link

4.4 Access

4.4.1 Both vehicular and pedestrian access is provided via the spur constructed as part of the roundabout at the end of Kingsmark Way.

4.4.2 Pedestrian access throughout the site is provided by a combination of perimeter footpaths and shared surface treatments.

4.4.3 The potential secondary access to the adjoining land is provided at two separate points, as illustrated on fig.43.



Principle vehicular entrance



Secondary vehicular entrance to adjacent land

4.5 Movement Hierarchy

4.5.1 The road alignment has been designed to ensure a safe means of vehicular movement that encourages cars to move around the site in a slow and considerate manner.

4.5.2 A change in surface treatment has been deliberately indicated at key junctions to further reinforce the need to slow down.

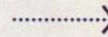
4.5.3 Peripheral routes and private drives have been indicated to encourage the incorporation of alternative shared surface treatments to reduce the visual impact of a tarmac road.



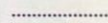
6.5m roadway with 2m pedestrian footpath to either side.



5.5m roadway with 2m pedestrian footpath to either side and landscaped verge.



4.8m shared surface with 0.7m service strip to either side.



3.7m Private Drive



Change in surface treatment / speed control



Fig.43

4.6 Scale & Massing

4.6.1 A mix of house types can provide visual interest to a scheme and higher storey heights can help to create focal buildings and create a legible environment. It is therefore considered that a mix of 2 and 2.5 storey of varying roof pitch and eaves and ridge height would be appropriate within this location dwellings with a maximum of 10m to the ridge and 6m to eaves as illustrated in fig 44. This will ensure that the development is complementary to the surrounding built environment and allow some variety within the scheme.

4.6.2 As this Planning Application is Outline in form only, the specific scale of the development is reserved for a further, more detailed planning stage. Irrespective of this the typologies below provide examples of the types of dwellings that may be taken forward within the parameters set by this development.

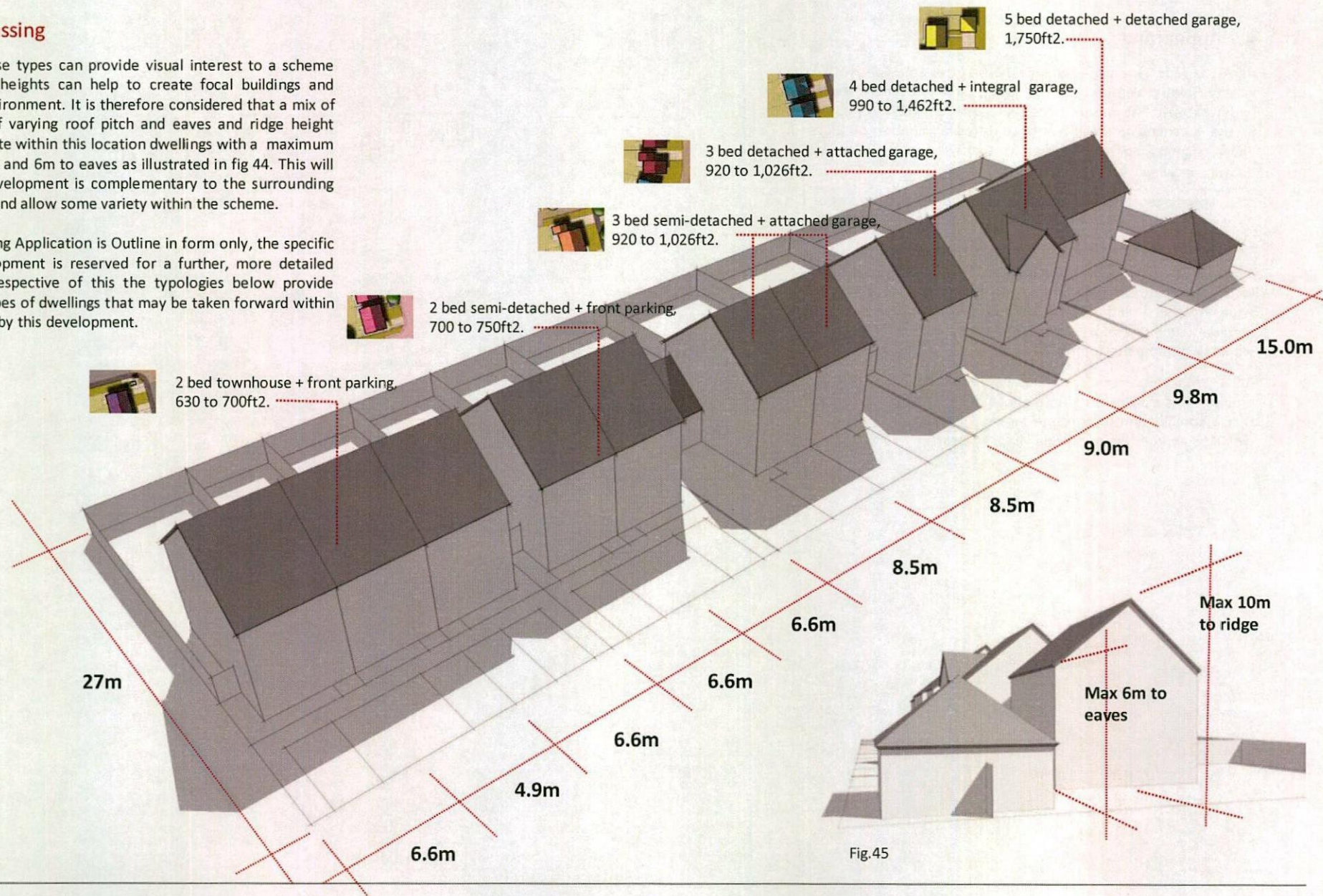


Fig.44

Fig.45