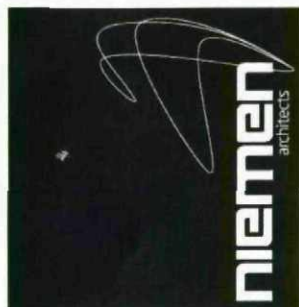

Moorland Avenue ; Dodworth ; Barnsley

Design and Access Statement

On behalf of Gleeson Homes

To support an application for full planning permission for the erection of 33 dwellings

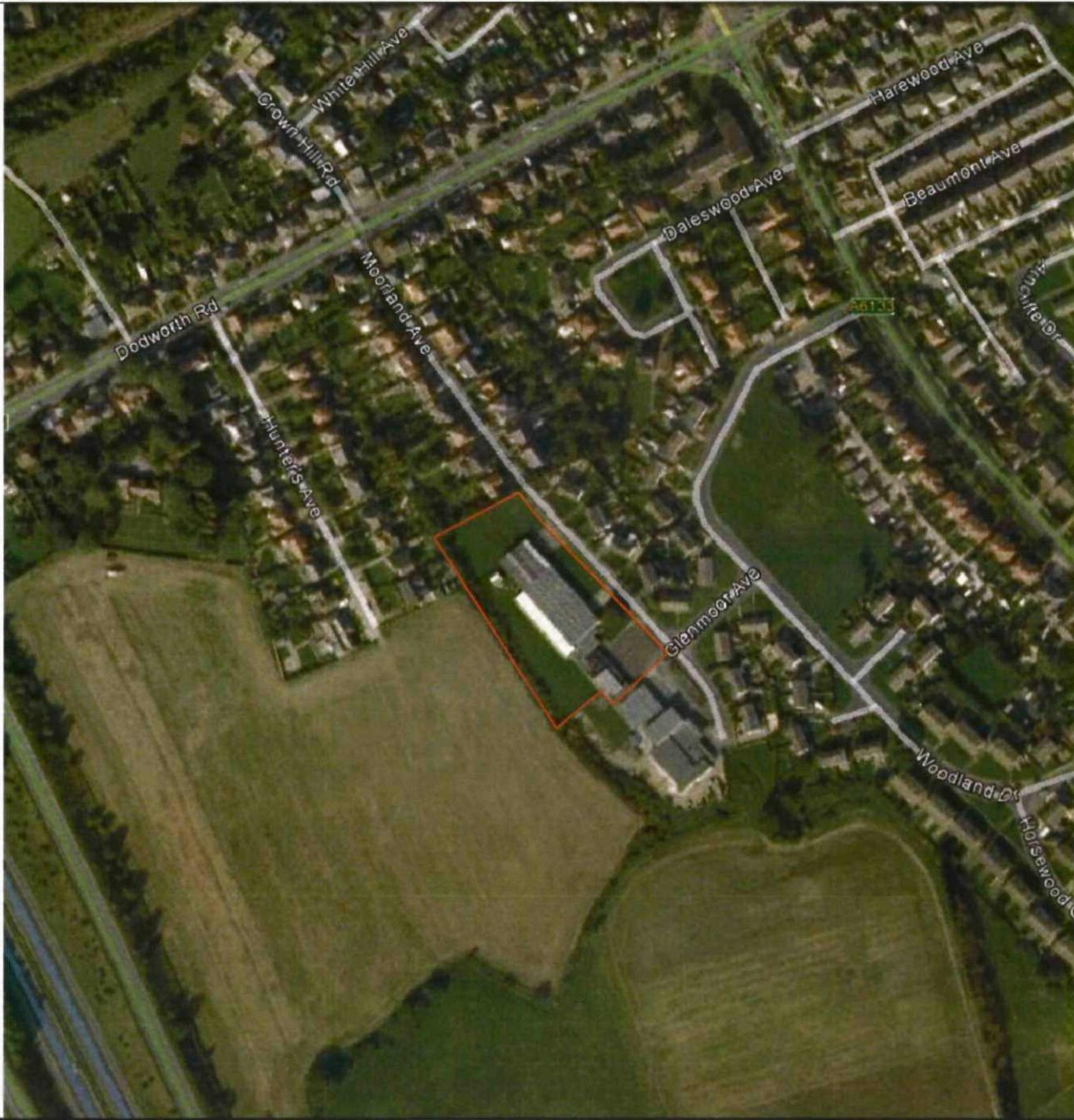


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Site Boundary
Google Earth Aerial View

1.0 Introduction

This statement has been prepared on behalf of Gleeson Homes to support the submission of a full planning application for 33 units off Moorland Avenue, Dodworth, Barnsley.

This document provides background information on the matters taken into account in formulating the design and explains parts of the development in relation to the site's surrounding areas

1.1 Proposed Development

The proposed development is for 33 dwelling houses. There are 8 house types with a housing mix of:

- 6no. 2bed houses
- 21no. 3bed houses
- 6no. 4bed houses

2.0 Site Context and Analysis

2.1 Site Location and Context

The circa 0.715 ha site lies between Dodworth and Barnsley, 1.3m from Barnsley town centre, the former location of Moorland Plastics.

The site is bound to the East by Moorland Avenue beyond which lies existing residential, residential also lies to the North, to the West are open fields and to the South lies a commercial unit. Moorland Avenue is the vehicular route to the site this runs South off the a628 a main vehicular route running East out of and West into Barnsley from the M1 J37.

The site will contribute towards relief from the need for new housing as outlined by central government and Barnsley MBC with estimates for population increases and being brownfield the site aids this whilst preventing urban sprawl. It is therefore proposed that the site is to be developed into a 33 unit residential scheme.

The location of the site also lends it's self to residential development due to the close vicinity of local amenities and employment. Situated between the former mining village of Dodworth and Barnsley with commuter links via the M1 and employment locally and in Dodworth Business Park, Fall Bank Industrial Estate and Barnsley town Centre There are also local schools within a 10min walk of the site.

Refer to detailed site investigation report prepared by Eastwood and Partners for specifics on site constraints.



Moorland Avenue view North



2.2 Contextual Language

Moorland Avenue view South

There are residential properties on party with the site to the North and facing the site to the East, Moorland Avenue to the East will be the access point to the site. The residential buildings currently in the surrounding area include mainly two-storey semi-detached and detached houses. These are of a mixture of styles, ages and densities. External finishes include, brick, timber cladding and render all of which are demonstrated on Moorland Avenue itself as illustrated in the following images.



3.0 Design Solution

3.1 Layout

This proposal is the end product of a number of draft proposals worked through as part of making the right choice for this resolved layout. The orientation of plots has been chosen to ensure an appropriate relationship to the proposed streetscape and Moorland Avenue while providing natural surveillance across the site.

Solid design methodologies have been adopted with regards to public and private the clear distinction of which is made through the use of timber fencing or garages as a secure barrier to rear gardens. Generally properties will have clearly defined front gardens in places which provide an area of defensible space. This also provides a green border to the footpaths, creating a visually engaging street-scene.

On corner plots some dual aspect properties have been chosen to aid transition around the corner and add variety and interest to the streetscape.

In order to protect the residential amenity of existing and future residents in terms of over-looking, overshadowing and dominance the maintaining of sufficient distances has been a priority.

3.1 Dwelling design

There are Eight house-types proposed for the scheme with a range of dwelling sizes in this resolved mix chosen to meet local demand. The variation between house-types aims to create an interesting street-scene of varied ridge and eaves lines resulting in an identity and sense of place. Representation of this is illustrated through the use of street-scenes, submitted as part of this application.

Within the variety of the street-scenes there is an overall cohesion through materiality to unify the development and sense of character whilst still reflecting the local vernacular. The local vernacular is also complimented in this development through the traditional two storey residential scale, a direct reference to the surrounding residential format.

The Design Team has sought to use a series of robust principles to develop the basis of the design strategy for the site. The scheme as presented has been developed around the following:

- To create a high quality design that has its own identity whilst respecting the massing and density of the existing.
- To enhance the character and appearance of the area,
- To produce a safe and secure environment by producing a well considered and a well designed scheme;

All plots will achieve code level 3 full compliance. For the avoidance of doubt this includes meeting the current Part L building regs, which reduced carbon emissions from the previous approved regs by 25%, thus energy costs are greatly reduced. We are unable, however, to offer any form of renewable energy on this scheme due to viability constraints.



4.0 Access

4.1 Design Strategy and Connectivity

There are to be two points of access from Moorland Avenue to provide access to the dwellings situated in mews cul-de-sacs terminating with private drives, this creates a sense of hierarchy, public/private and general orientation creating quieter residential zones. Visibility for this new access will be in accordance with design standards to facilitate the safe use of the new access by motor vehicles, pedestrians and cyclists.

Woodland drive holds the closest bus route to the site within 100m (less than 1 min walk) or alternatively the A628 (Dodworth Road) approx. 150m from site has stops frequently located for Barnsley/Dodworth. It is therefore determined the site is adequately located in terms of public transportation.

4.2 Parking Provision

The parking provision is approx. 200% with all dwellings to have off street parking.



Road Hierarchy Diagram
N.T.S

Niemen Architects

5.0 Policy

5.1 Planning and Compulsory Purchase Act

Local Planning Authorities make their determinations in accordance with the local development plan and National Policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act. National Policies as follows;

- PPS1-Delivering Sustainable Development
- PPS Planning and Climate Change - supplement to PPS1
- PPS3-Housing
- PPS9-Biodiversity & Geological Conservation
- PPG13-Transport
- PPG14-Development on Unstable Land
- PPS23-Planning & Pollution control
- PPG24- Planning & Noise
- PPS25-Development and Flood Risk

Additional advice has been sought regarding relevant policies through communications with Gleeson Homes and Barnsley MBC prior to submission, the list of pertinent policies provided have been considered as well. These are as elaborated in the Planning Statement.

6.0 Safety and Security

6.1 Maximising Security Through Design

It is important that through the design of residential neighbourhoods that places do not only deter the ability to commit crime but also leave the

occupant with the feeling of being secure in an attractive place to live. Gleeson Homes strive to create safe neighbourhoods understanding the fundamental socioeconomic, behavioural and physical design factors on *the security of a design*. Please refer to the Gleeson Homes document 'Maximising security Through Design' for a comprehensive analysis into the nature of secure residences supported by case studies. Principals followed in the design of this residential scheme.