

STRATA HOMES LTD
BURNTWOOD ROAD, GRIMETHORPE

DESIGN & ACCESS STATEMENT

DECEMBER 2009

strata

TURLEYASSOCIATES

CONTENTS

1. Masterplan philosophy and vision **1**
2. Appreciating the context **9**
3. Design principles **19**
4. Making the connections **29**
5. Masterplan framework **35**
6. Detailing the place **43**

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1. MASTERPLAN PHILOSOPHY AND VISION



1

Masterplan

1.1 The design for Grimethorpe has been devised Turley Associates on behalf of Strata Homes. This Design and Access Statement has been produced to set out the process and considerations that have informed the evolution of proposals for the development of new homes at Burntwood Road, Grimethorpe. The structure and content of the statement has evolved over time in parallel with the masterplan itself.

Purpose of this document

1.2 The requirement for a design and access statement has come about in response to the need to promote better quality and more sustainable design in development, an objective now embedded in the planning process through PPS1: Creating Sustainable Communities (2005). This statement accompanies an detailed application for the site. It sets out the use and amount of development within the site, and also sets its development parameters, along with an indicative layout.

1.3 The purpose of this Statement is to provide an accessible and logically structured record, that maps the issues and considerations which have informed the development of design proposals for the site. The requirement to explain this process is now embedded in the planning system, with the requirement for a design and access statement to be produced in support of all development proposals.

1.4 The Statement has been prepared in accordance with the requirements of DCLG Circular 01/2006 to:

- Illustrate the design process that has led to the development proposal and to explain and justify it in a structured and transparent way
- Demonstrate the client's commitment to achieving good design and ensuring accessibility
- Show that the proposals are based upon a thoughtful design process taking full account both of local context and relevant policies
- Be the advocacy document for the scheme
- Explain the design principles and concepts applied to defining the amount, layout, scale, landscaping and appearance of the development
- Show how the consultation process has informed the proposals
- Indicate how all users will have equal and convenient access to all components of the place



FIGURE 1 I Masterplan

Vision

1.2 The Burntwood Road site in Grimethorpe represents a major asset and opportunity to contribute strongly to the ongoing improvement and regeneration of the town as an attractive place in which to live and work.

1.3 At present the site represents a tract of previously developed or derelict land. However, the site is extremely well located, occupying an urban edge location with an aspect overlooking striking countryside, and in close proximity to a range of quality and characterful streets, places and buildings. It is less that ten minutes walk from good retail, educational, employment, public transport, and open space, health, and community facilities.

1.4 Our Vision is to unlock these physical, social and economic potentials of the site to create a highly sustainable, characterful and distinctive residential development that contributes fully to the future success of the town and the district as a whole.

1.5 This Design & Access Statement sets out our approach to embedding high levels of design quality and local distinctiveness within the masterplan process at Burntwood Road. Through a process of careful analysis, the identification of emergent design principles and the embodiment of these principles within the masterplan design, we are confident that our Vision for the Burntwood Road site can be delivered.

1.6 Our design approach has sought to reflect good practice guidance, through measures including the informal use of the Building for Life throughout the development of design proposals and through presentation and feedback to Barnsley MBC's Design Review panel. The findings and outcomes of these processes have informed and strengthened the quality and sustainability of emerging proposals.

Approach

1.5 The design process adopted at Grimethorpe follows best practice guidance as set out in the following CABE documents:

- By Design - DETR and CABE
- Creating Successful Masterplans: A Guide for Clients - CABE
- Urban Design Compendium - English Partnerships
- Design Review - CABE
- Design Reviewed Masterplans - CABE.

1.6 The careful application of proven processes and experience allows a robust and properly justified design to emerge. This process and its component elements are set out in Figure 2.

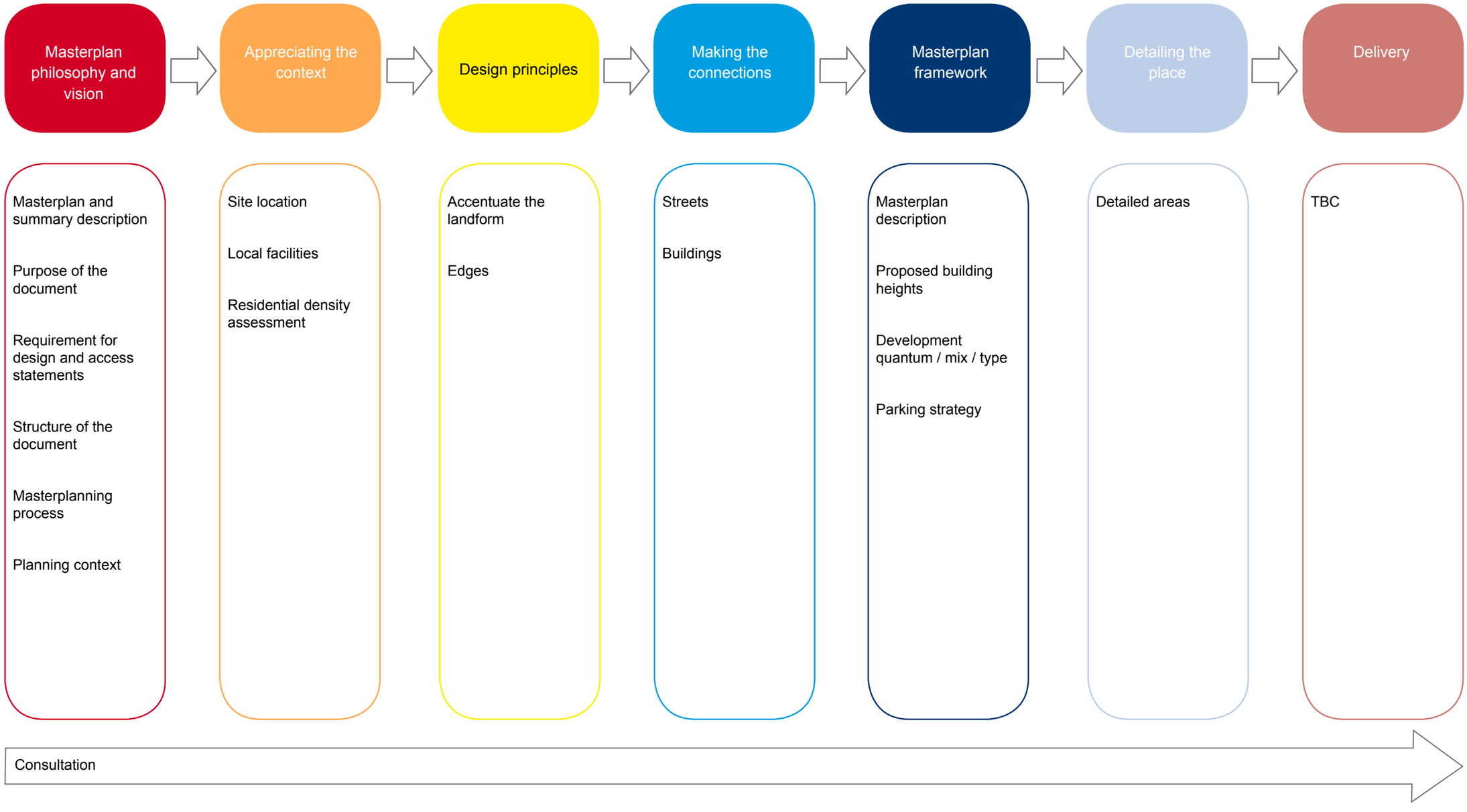


Figure 2 | STRUCTURE OF THE DOCUMENT

Planning Policy Context

1.7 The proposed residential development, the subject of the application has been formulated in light of the relevant design policies within the adopted Barnsley UDP as well as advice in PPGs, PPSs and Circulars. Those considered to be of particular pertinence relating to Design and Access are set out below:

i) Government Guidance



1.8 PPS1: Delivering Sustainable Communities - sets out the Government's commitment to good design. It states that:

"Planning authorities should plan positively for the achievement of good quality and inclusive design for all developments, including individual buildings, public and private spaces and wider area development schemes. Good design should contribute positively to making better places for people. Design which is inappropriate in its context or which fails to take the opportunities available for improving the character and quality of an area and the way it functions should not be accepted."



1.9 PPS3: Housing – also encourages a high standard of design and landscaping in new residential developments. Indeed PPS3 promotes more sustainable residential environments through requiring developers to make efficient and effective use of land. The guidance also makes specific reference to the need for the design to be of a form that integrates with and complements the local area (paragraph 16). The most appropriate or best use of a site such as this will comprise a scale and form of development that integrates into the area. PPS3 also recognises that good design is fundamental to the development of high quality new housing. Paragraph 13 confirms that good design should contribute positively to making places better for people.

1.10 The aforementioned Government Guidance is supplemented by other documents including the following:

- By Design – Urban Design in the Planning System: Towards Better Practice (DETR/CABE 2000)
- By Design – Better Places to Live: A Companion Guide to PPG3 (DETR/CABE 2001)
- Safer Places – The Planning System and Crime Prevention (ODPM 2004)
- Planning and Access for Disabled People: The Good Practice Guide (ODPM 2003)
- Design and Access Statements: How to write, read and use them (CABE 2006)
- Development Plan Policies



1.11 The accepted principles of urban design as stated in By Design (2000) include:

- Character - a place with its own identity
- Quality of Public Realm – a place with attractive and successful outdoor areas
- Ease of Movement – a place that is easy to get to and move through
- Legibility – a place that has a clear image, is easy to understand and clearly defines public and private space
- Adaptability – a place that can change easily
- Diversity – a place with variety and choice.

ii) Regional Spatial Strategy— The Yorkshire and Humber Plan

1.12 This document was adopted in May 2008 and sets out a strategic framework of policies for the Yorkshire and Humber Region. The majority of the policies within this document are strategic and not of particular relevance in the context of an application of this size, however the following aims and objectives are set out;

1.13 Policy YH1 provides an overall approach that is to be adopted throughout the region and highlights key spatial priorities. This includes the transformation of economic, environmental and social conditions in the Regeneration Priority Areas - the older industrialised parts of South Yorkshire, West Yorkshire and the Humber.

1.14 Policy YH5 relates to Principal Towns and requires that new development should achieve a high standard of design that protects and enhances local settings, character, distinctiveness and heritage.

iii) Local Policies and Guidance

The Saved Barnsley Unitary Development Plan (2001)

1.15 Policy BE6 – Design Standards advises that the Council will seek good design standards for all development and that proposals will be assessed against a range of criteria including quality of layout, scale, landscaping treatment, detailing, materials and suitability with its context.

1.16 Policy BE6A – Design to Avoid Crime recommends that proposals are designed to avoid providing opportunities for crime. This should be achieved through consideration to parking areas, natural surveillance, lighting, boundary treatments and restriction of vehicular movements through the site.

1.17 Policy BE6B – Design and & Access for the Public focuses on development which is accessible to the public including residential schemes. This policy requires where possible that proposals are accessible to public transport and that consideration towards special groups including wheel-chair users is given in terms of movement throughout the site and provision of over-sized parking spaces where necessary.

1.18 Policy BE6C – Pedestrians and Cyclists states "in assessing the design and layout of new housing developments, the council will seek to ensure access to local facilities for pedestrians and cyclists which minimise distance and the use of roads of more than local importance."

Supplementary Planning Guidance 2 – The Design and Layout of New Housing (2003)

1.19 This SPG expands upon the design policies set out within the UDP which are summarised above together with national guidance. Issues which are considered within this document are as follows;

1. Density
2. House Type and Mixes
3. Transportation – the needs of residents
4. Road Layout
5. Car Parking Requirements
6. Design of Car Parking and Garages
7. Access and Services
8. Relationship with Existing Dwellings and Space Between Proposed Dwellings
9. Private Gardens
10. Front Gardens
11. Landscape Design
12. Open Space
13. Walls and Fences
14. Existing Trees and Hedgerows
15. Public Rights of Way
16. Design to Avoid Crime
17. Drainage and Protection of Water Resources
18. Energy Efficiency
19. Other Issues
20. Information Required to Submit a Planning Application

1.20 This document aims to assist in the Council's aim of securing good quality housing development which makes a positive contribution to the community in which it is located.

2. APPRECIATING THE CONTEXT



2

Site Overview

2.1 The site is located off Burntwood Road, Grimethorpe. It is bounded by Burntwood Road to the north, Ladywood Road to the east and by Burntwood Cottage and an area of open space to the west and is bisected by Nancy Road. The site is a former Coal Board residential site that has now been cleared and is awaiting redevelopment.



Site location

Figure 3 | WIDER LOCATION PLAN



Site boundary

Figure 4 | SITE LOCATION PLAN

Local facilities (to be edited)

2.2 Historically Grimethorpe grew around the coal industry, and as a result of the closure of the collieries suffered heavy job losses. The impact of economic decline is still highly visible today.

2.3 The town centre is located to the west of the site and shows decline in terms of its offer and the quality of its environment. The town centre is located to the west of the site and shows some decline in terms of its offer and the quality of its environment, although there is evidence of recent improvements including Millennium Gardens, a new health centre and new residential development. There are functional (service and shopping) links with Barnsley town centre and Hemsworth, however poor bus services in the town coupled with low levels of car ownership means that access to these towns is limited.

2.4 The masterplan for the settlement has included development of a new medical centre and enhancement of the public realm. In terms of economic initiatives, the development of Park Springs Business Park and the construction of the Coalfields Link Road are undoubtedly important drivers for the future of the town. New factory units have been built and are fully occupied.

2.5 The primary retail area is located along the High Street with some convenience shops grouped to the north and south of Brierley Road. The High Street facilities, particularly at the eastern end, appear run down with some units vacant.

2.6 Figure 5 shows the location of existing facilities within the vicinity of the proposed development site. The isochrones shown on the plan illustrate 200m and 400m walking distances respectively. Key local facilities within 200m walking distance are allotment gardens, the Red Rum public house on Nancy Road and the recreation and cricket ground located to the north of Burntwood Road. In addition there are bus stops located on Nancy Road and Cemetery Road.

2.7 The site occupies an important urban edge location, at the juncture between the developed heart of Grimethorpe and the attractive agricultural landscape of the shallow valley to the north. It is framed by the wooded hillside of West Haigh Wood and offers access to countryside footpaths and bridleways.

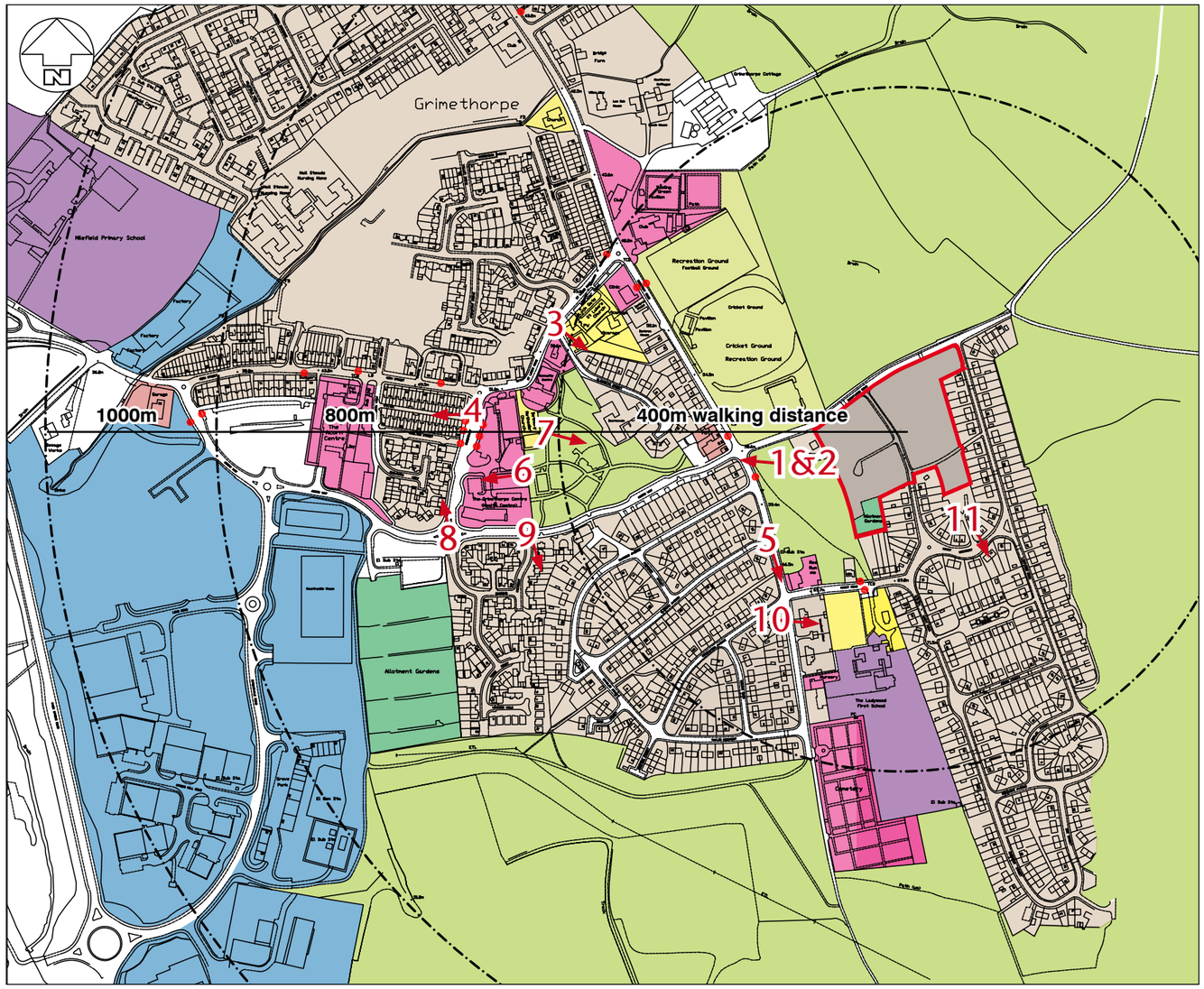


Figure 5 | LOCAL FACILITIES



Photo 1 | CEMETERY ROAD SHOPPING PARADE



Photograph 2 | CEMETERY ROAD SHOPS VIEWED FROM THE SITE



Photograph 3 | LOCAL 'ART WALL' PROJECT IN GRIMETHORPE TOWN CENTRE



Photograph 4 | TRADITIONAL TWO STOREY TERRACED HOUSING AT QUEENSWAY



Photograph 5 | RED RUM PUBLIC HOUSE ON CEMETERY ROAD



Photograph 6 | NEW HEALTH CENTRE AT QUEENSWAY, GRIMETHORPE CENTRE



Photograph 7 | MILLENNIUM GARDENS, GRIMETHORPE



Photograph 8 | MODERN TWO STOREY HOUSING AT ACORN WAY, GRIMETHORPE



Photograph 9 | NEW HOUSING OFF ACORN WAY



Photograph 10 | TRADITIONAL TWO AND A HALF STOREY SEMIS WITH GOOD BOUNDARY TREATMENTS AT CEMETERY ROAD



Photograph 11 | TRADITIONAL TWO STOREY SEMIS AT NANCY CRESCENT

Summary principle:

- The site is located within easy and close access of a range of facilities that support its development as a highly sustainable site for residential development.
- The range and proximity of local facilities and the previously-developed condition of the site help to support the promotion of residential development of an appropriate density.

Existing residential densities

2.8 There is a diverse range of housing stock within Grimethorpe from Victorian terraces of red brick and slated roofs to inter and post war housing of lower density with a mixed palette of materials including red brick, buff brick and render. These dwellings generally have simple brick details with the occasional stone detailing to some windows

2.9 There are a number of more recent housing developments which have a greater mix in their housing type and often include detached, semi detached and terraced housing within the same development. Again these developments use a mixed palette of materials and detail features consisting of red and buff brick and artificial stone.

2.10 We can conclude that there is no single overriding architectural style to the area but a conglomeration of many.

2.11 As part of the analysis of the site and its local context an assessment of existing residential densities has been undertaken. Five sample residential areas from around the town have been analysed in order to examine the existing densities which are typical in the town. Figure 6 shows the location of these sample areas and the respective density of each sample area.

2.12 The lowest density identifies is located to the west of the site around Raymond Avenue / Princess Way with a density of 30 dwellings per hectare. This area comprises large semi detached properties in generous plots, well set back from the street. The highest density was identified in the town centre where tradition terraces of Cudworth View / Carlton Street are typically 90 dwellings per hectare.

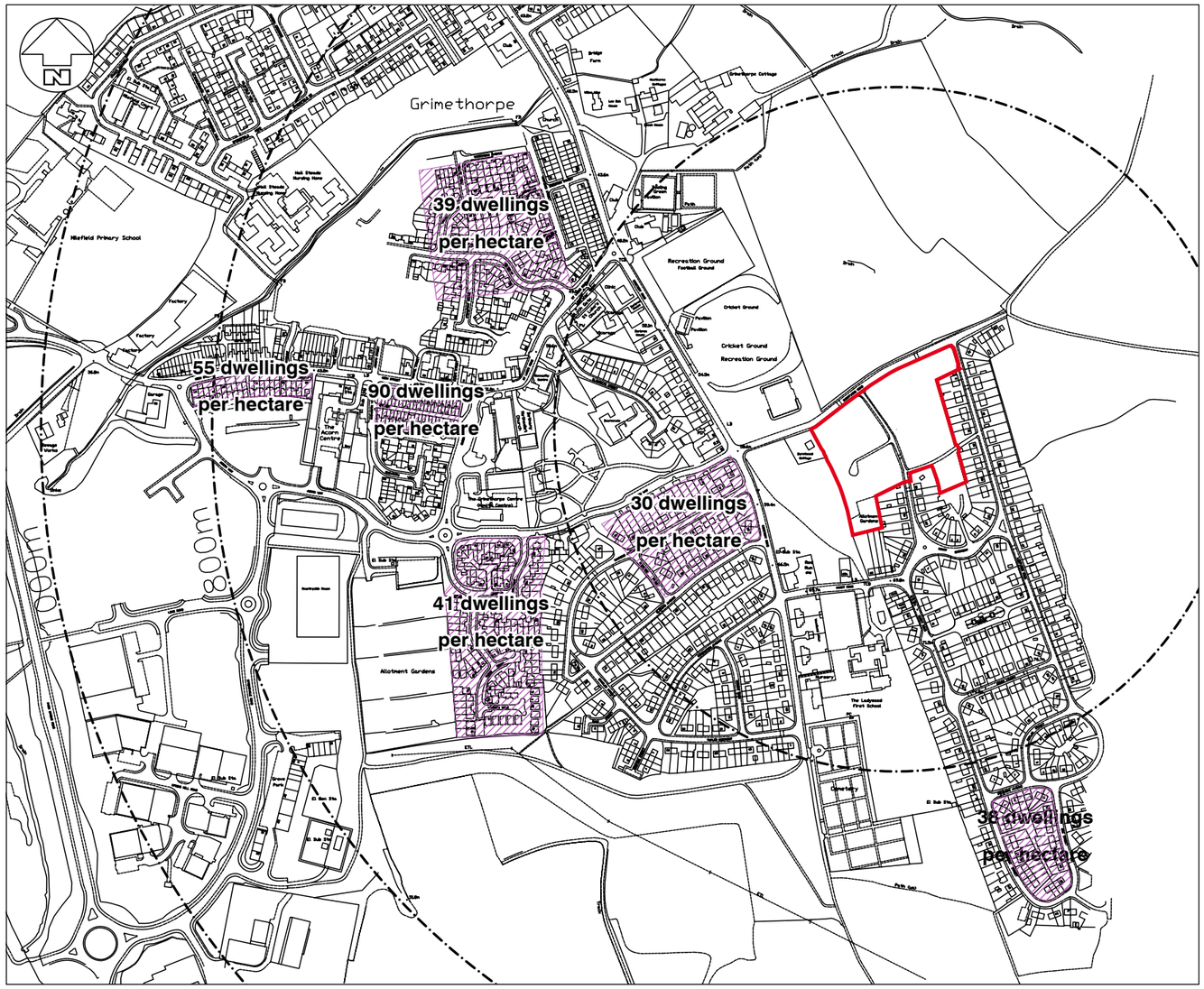


Figure 6 | LOCAL RESIDENTIAL DENSITIES



Photo 12 | 30 DWELLINGS PER HECTARE



Photograph 13 | 30 DWELLINGS PER HECTARE



Photograph 14 | 38 DWELLINGS PER HECTARE



Photograph 15 | 39 DWELLINGS PER HECTARE



Photograph 16 | 41 DWELLINGS PER HECTARE



Photograph 17 | 55 DWELLINGS PER HECTARE



Photograph 18 | 90 DWELLINGS PER HECTARE



Photograph 19 | 90 DWELLINGS PER HECTARE

Summary principles:

- There is no prevalent or typical residential density within the locality, with densities evident across the town ranging from 30 to 90 dwellings per hectare.
- Higher density forms of development, appropriate to the sustainable conditions presented by the site and its environs, would not be out of keeping with local conditions.

Photographic survey

2.13 The site, its environs and the surrounding town centre and open landscape areas display a range of differing types and characters of streets, buildings, spaces and open countryside. The range of conditions is illustrated on Figure 7 and the associated photographs.

2.14 There is, in places, a strong visual and physical relationship and connection between the town and open country. The elevated nature of the site itself, along with other developed hillside areas in the locality such as at Brierley, allows strong views out across the adjacent green valleys and hilltops.

2.15 In terms of built form, the town displays a wide range of character in the built form of commercial and community buildings, ranging from the modern Health Centre to traditional Victorian Churches. Similarly, there is no predominant architectural style in residential development, which includes dense Victorian terraces, inter war semi detached housing and late 20th century standard housing types. Materials and architectural details also vary widely.



Site boundary

1 Photo locations

Figure 7 | PHOTOGRAPHIC SURVEY



Photo 20 | LOCAL HOUSING OFF QUEENSWAY



Photograph 21 | LOCAL HOUSING, OAKROYD CRESCENT



Photograph 22 | VIEW INTO SITE FROM JUNCTION OF CEMETERY ROAD / BURNTWOOD ROAD



Photo 23 | LOCAL HOUSING OFF RAYMOND AVENUE



Photograph 24 | VIEW WEST ACROSS POS FROM WESTERN SITE BOUNDARY



Photograph 25 | VIEW ALONG NANCY CRESCENT INTO SITE LOOKING NORTH



Photograph 26 | VIEW NORTH FROM NANCY CRESCENT ALONG GREEN LANE



Photograph 27 | VIEW ALONG LADYWOOD CRESCENT LOOKING NORTH



Photograph 28 | VIEW FROM NANCY CRESCENT NORTH ACROSS VALLEY



Photograph 29 | VIEW INTO THE SITE FROM LADYWOOD ROAD



Photograph 30 | VIEW FROM SITE ACROSS THE VALLEY TO THE NORTH



Photograph 31 | VIEW INTO SITE ACROSS VALLEY LOOKING SOUTH

Topography

2.16 The site is located upon the north-facing slopes of a tributary valley of the River Dearne that flows through Addey Bottoms to the north and joins the Dearne to the south of Grimethorpe. It is located close to the top of the valley side, such that commanding views are afforded out northward across the tributary valley and eastward across Barnsley and the wider Dearne Valley.

2.17 The site itself presents a relatively steep slope with a south to north fall of around 9 metres, from approximately 63m AOD at Burntwood Road to the north to 72m AOD at Nancy Crescent to the south.

2.18 The slope, together with the aspect and views that it creates, present major design opportunities and prompts, as described in the following section of this Statement.

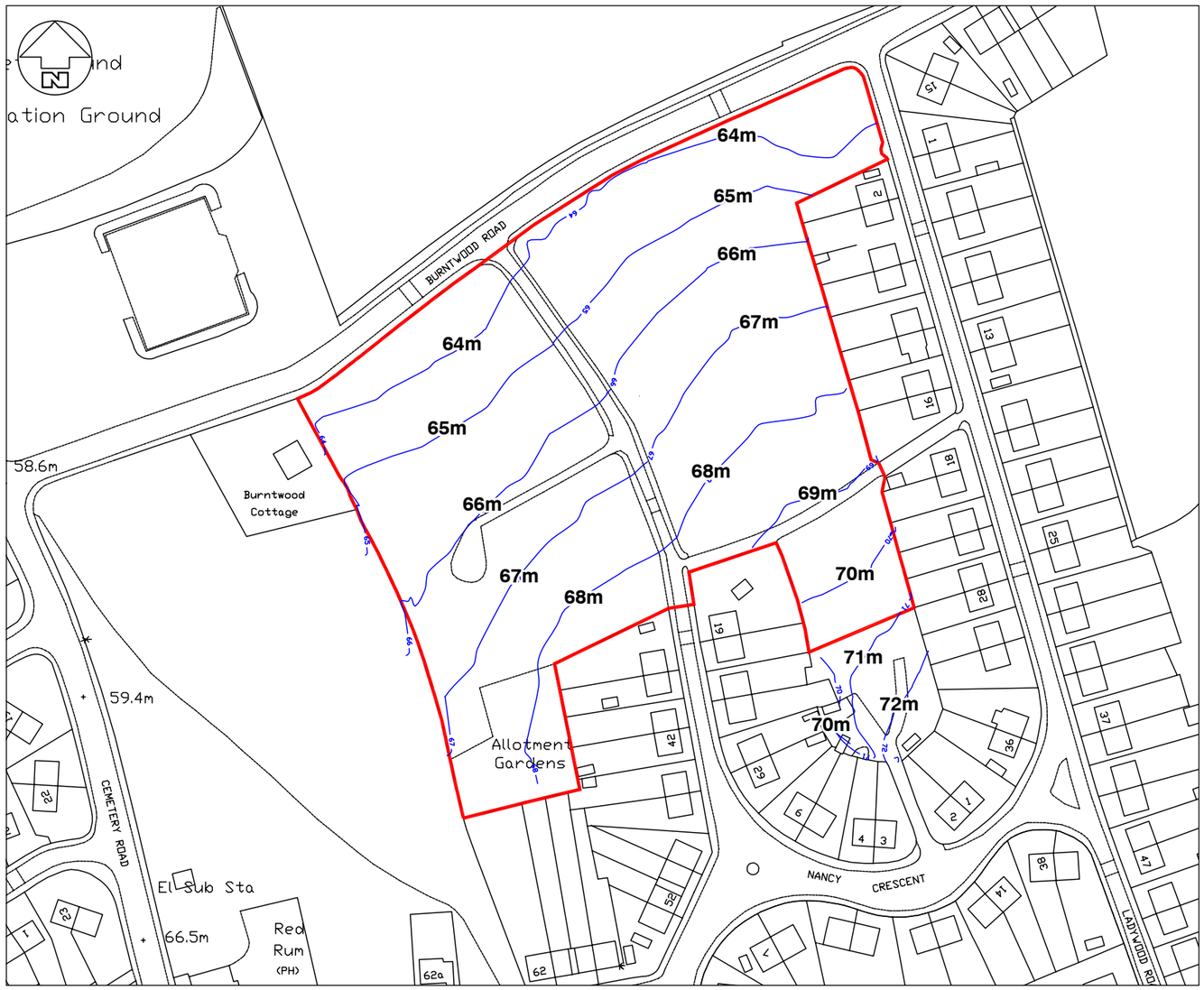


Figure 8 | TOPOGRAPY

3. DESIGN PRINCIPLES



3

Design principles

3.1 The emerging design principles are summarised in this section of the report, together with a description of implications for emerging urban patterns. The identified design principles are:

- Accentuate the existing landform through new built form
- Develop the urban structure of the site to repair the 'missing piece' of urban form and respond to the urban-rural interface location of the site
- Develop the site boundaries to create positive seams with adjacent development and open spaces
- Develop the northern edge of the site to respond to the organic character of the landscape beyond
- Develop the western edge of the site to respond to the formal and developed townscape beyond
- Develop the southern and eastern edges of the site to address and repair unresolved backs and sides of existing residential buildings and plots

Design principle 1: Accentuate the existing landform through new built form

3.2 The site is located upon the north facing slope of a localised valley that forms a tributary of the River Dearne that forms a wider valley to the south and east of Grimethorpe.

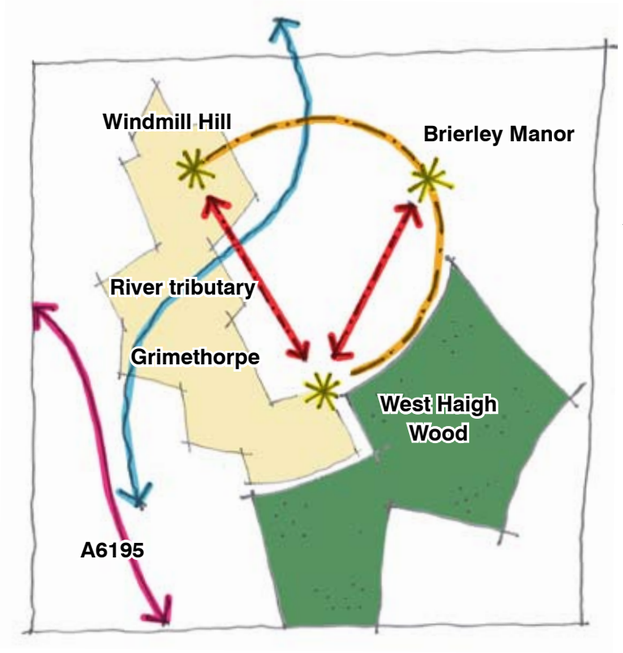
3.3 The local topography that surrounds the tributary valley effectively forms an enclosed 'bowl' landform that is enclosed by the built up area of Grimethorpe to the west and open agricultural landscape to the east.

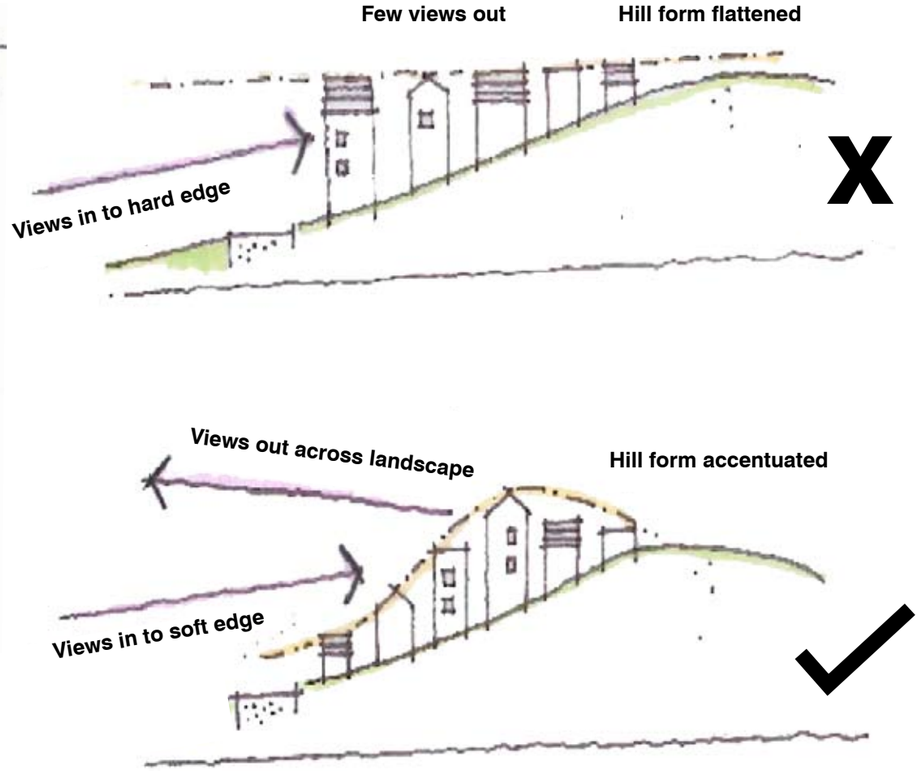
3.4 The Burntwood Road site occupies an urban edge location upon the southern rim of the bowl, sitting at the juncture between town and countryside, and enclosed to the south by the southern reaches of the built up area of Grimethorpe and by West Haigh Wood. As such, the site faces mainly north and commands striking views across the open landscape that it addresses.

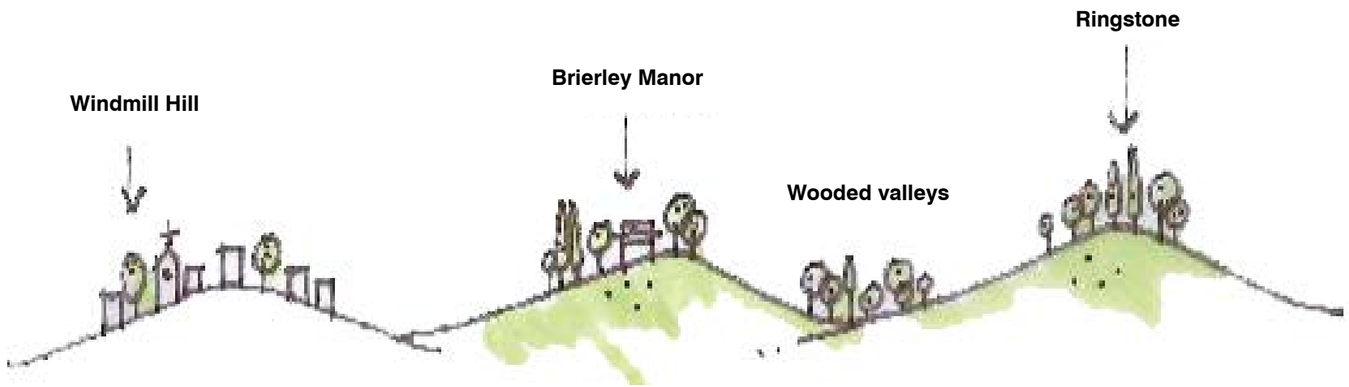
3.5 The horizon that the site addresses is the northern rim of the bowl, comprising a sequence of localised hilltops, each with an 'event' or local focal point upon them. These include Windmill Hill, Brierley manor and Ringstone Hill.

3.6 Looking back toward the site from the north, the inter-relation between landform, landscape and built form is less distinctive, built form surrounding the site presenting a ubiquitous height and mass that does little to reveal the underlying distinctive topography.

3.7 The opportunity is presented to address this through new development, and to continue or reflect the distinctive pattern of accentuated hilltops and hillsides through the careful manipulation of the height and massing of new built form.







Summary principles:

- Site is located close to a localised hilltop
- Existing hilltops are accentuated by landmark buildings or features
- Opportunity to create a new distinctive horizon
- Built form should accentuate the site's hilltop location

Design principle 2: Develop the urban structure of the site to repair the 'missing piece' of urban form and respond to the urban-rural interface location of the site

3.8 The site occupies an important urban edge location, upon the critical seam between urban Grimethorpe and the rural open valley to the north. As such it is visually prominent in southerly views toward the site and, at present, presents an unsightly and indistinct urban edge condition.

3.9 In addition, as the 'missing jigsaw piece' of the local urban fabric, the site presents a discontinuity in the local pattern of enclosed and connected streets and routes at a prominent urban edge location. Despite the retention or 'survival' of Nancy Road following the demolition of the buildings that formerly addressed it, all sense of spatial hierarchy or route hierarchy is lost, some pedestrian desire lines now colonising the vacant plots of land.

3.10 The opportunity presented is twofold. Firstly, to visually repair the prominent gap in the developed urban edge of Grimethorpe and in doing so to provide a new positive outlook across open spaces to the north and urban places to the west of the site.

3.11 Secondly, to develop a new urban pattern of streets and spaces that provides the missing connective jigsaw piece in the local urban fabric, forges new routes and linkages through and across the site, restitching the site into Grimethorpe.

Design principle 3: Develop the site boundaries to create positive seams with adjacent development and open spaces

3.12 In order for the site to become a fully and seamlessly integrated, permeable and connective piece of Grimethorpe, careful analysis of the unique condition and design opportunities relating to each of the sites edges has been undertaken.

3.13 The northern site edge onto the striking open landscape, the western edge that addresses the built up heart of Grimethorpe, and the southern and eastern edges of the site that present interfaces with adjacent streets and spaces that remain after demolition of buildings upon the proposed development site, each present clear and differentiated opportunities to create positive seams with adjacent areas. Each of these are described on the following pages.



Photo 32 | VIEW NORTH EAST ALONG BURNTWOOD ROAD TOWARDS OPEN COUNTRYSIDE OPPOSITE THE SITE



Photograph 33 | VIEW ACROSS TOWN



Photograph 34 | VIEW NORTH FROM THE SITE SHOWING VALLEY

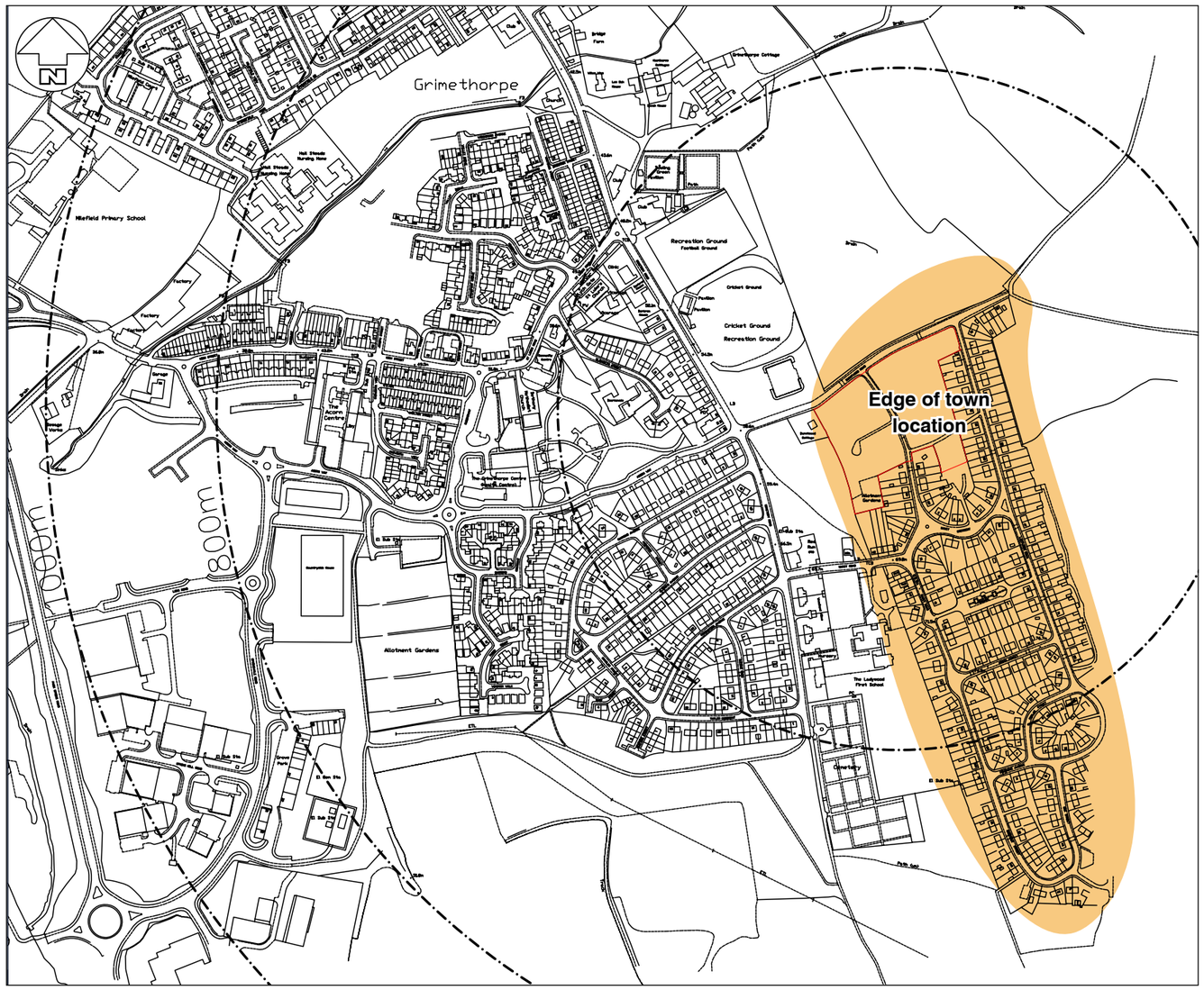


Figure 9 | PLAN SHOWING EDGE OF TOWN LOCATION

Design principle 4: Develop the northern edge of the site to respond to the organic character of the landscape beyond

3.14 The northern edge is identified as mainly addressing and overlooking an open, agricultural landscape comprising a distinctive tributary valley, small farmsteads and settlements and the urban area of Brierley. The horizon is marked by distinctive hilltops often accentuated visually by tree groups and focal buildings.

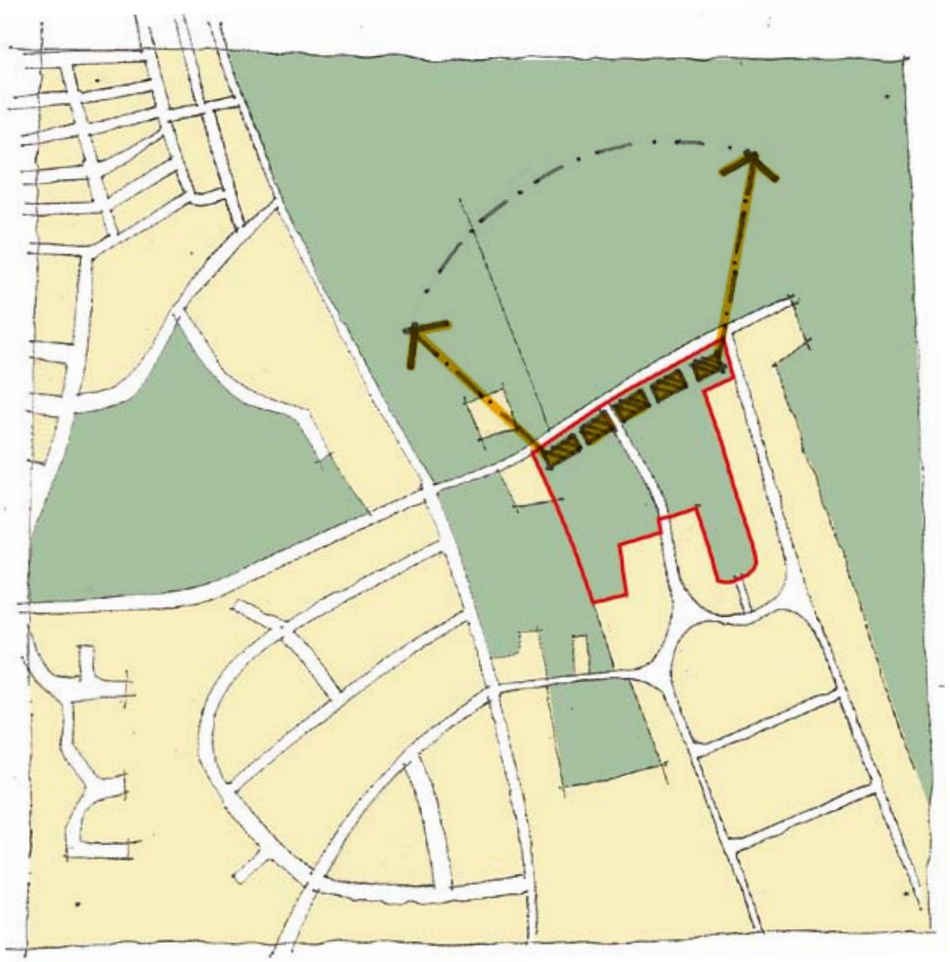
3.15 By developing a street structure and building pattern that incorporates and accentuates these views out, character, quality and distinctiveness will be imparted to the new development. The new streets and buildings will draw upon and 'borrow' the value provided by these key views.

3.16 To achieve this, the existing pattern of south-north oriented streets (following the predominant street pattern and orientation derived from Cemetery Road and Burntwood Road) is maintained in new proposals, so that views downhill toward the landscape along public streets and lanes and are framed by new buildings. It is proposed that Nancy Road itself, which is currently 'hinged' in layout, be straightened to achieve these aims.

3.17 Views back toward the site from vantage points both within and across the open valley to the north should also be considered within the context of the natural and informal character of the valley. Within the locality there are many examples of urban edges that address open landscape successfully, through fragmented building lines, lower and varied building heights, varied building orientations and intervening tree and hedge or shrub planting.

3.18 Proposals for new buildings and spaces seek to reflect this pattern by employing the same design criteria in the proposed arrangement of buildings and spaces along Burntwood Road, to create a soft built edge to replace the current hard and abrupt edge condition, and to impart the qualities of an informal lane to Burntwood Road.

3.19 These design principles are illustrated in the Urban Pattern Diagrams opposite.



Key

Site boundary

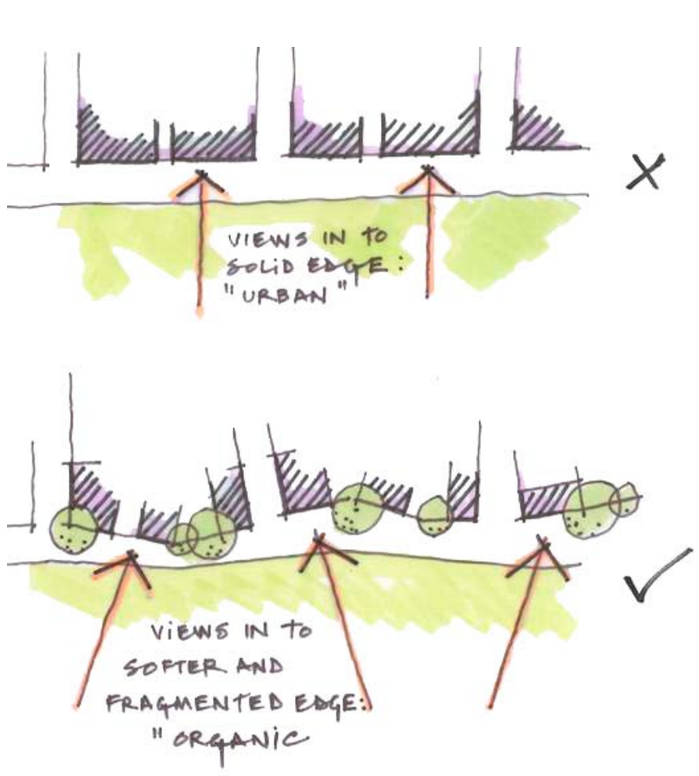
Figure 10 | DESIGN PRINCIPLE 4 - THE NORTHERN EDGE



Photograph 35 | VIEW EAST ALONG BURNTWOOD ROAD TOWARDS NANCY CRESCENT

Urban pattern - principle 1

- Frame expansive views north with new built form
- Realign central primary street to correspond with main vista north
- Fragment building line to create a soft, organic urban edge to respond to the countryside beyond
- Improved frontage to Burntwood Road



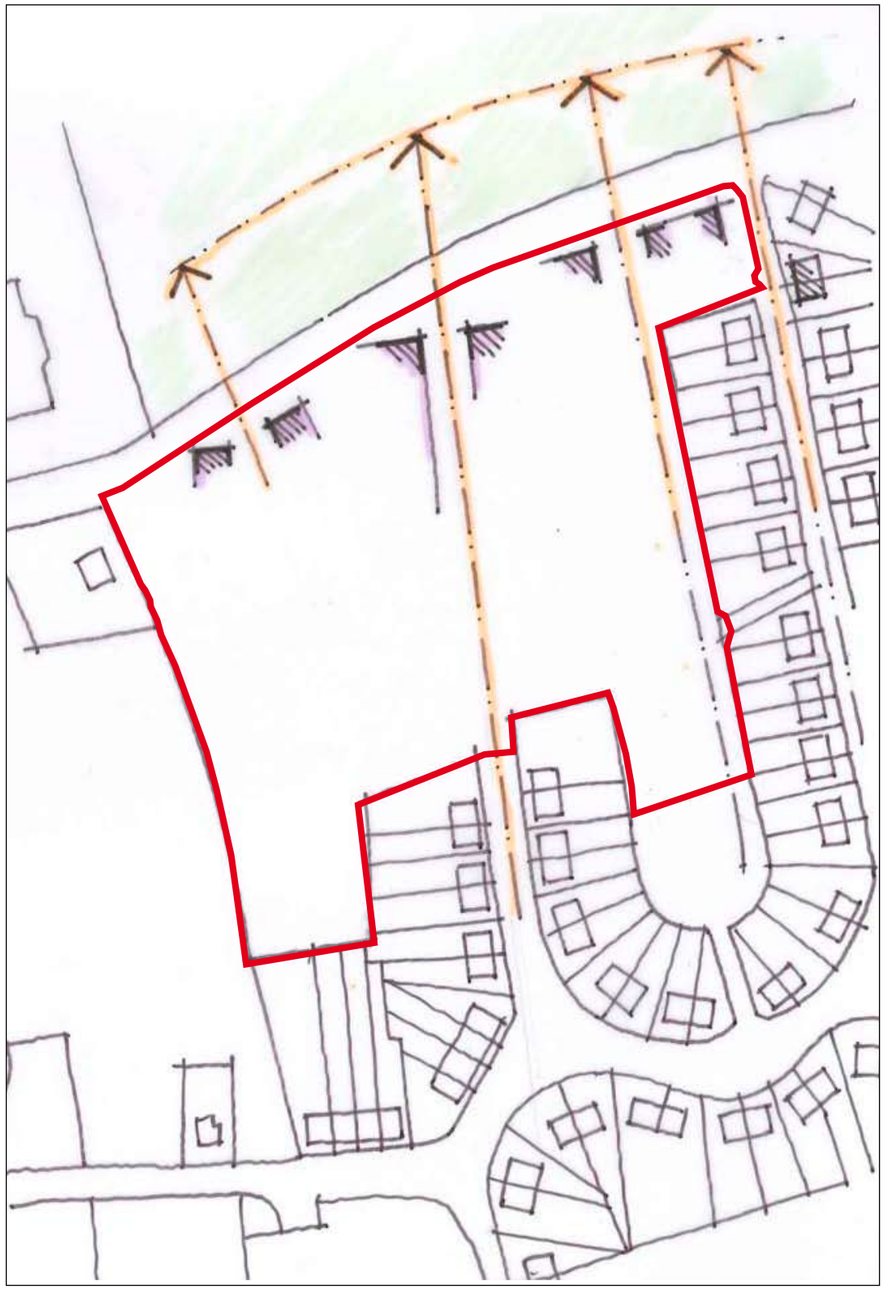


Figure 11 | URBAN PATTERN PRINCIPLE 3

Key

- Site boundary
- Building line
- Key views

Summary principle:

- Maximise views out and present an organic and softer edge to views back to the site from the north
- Frame expansive views north with new built form
- Realign central primary street to correspond with main vista north
- Fragment building line to create a soft, organic urban edge to respond to the countryside beyond
- Improved frontage to Burntwood Road

Design principle 5: Develop the western edge of the site to respond to the formal and developed townscape beyond

3.20 The western edge provides a pleasing contrast in character and condition to that of the northern edge. The western edge also provides elevated views but these are across the mainly developed and industrialised landscape of Grimethorpe, Cudworth, Barnsley, and the wider Dearne Valley. On clear days westward views to Emley Moor and beyond are striking.

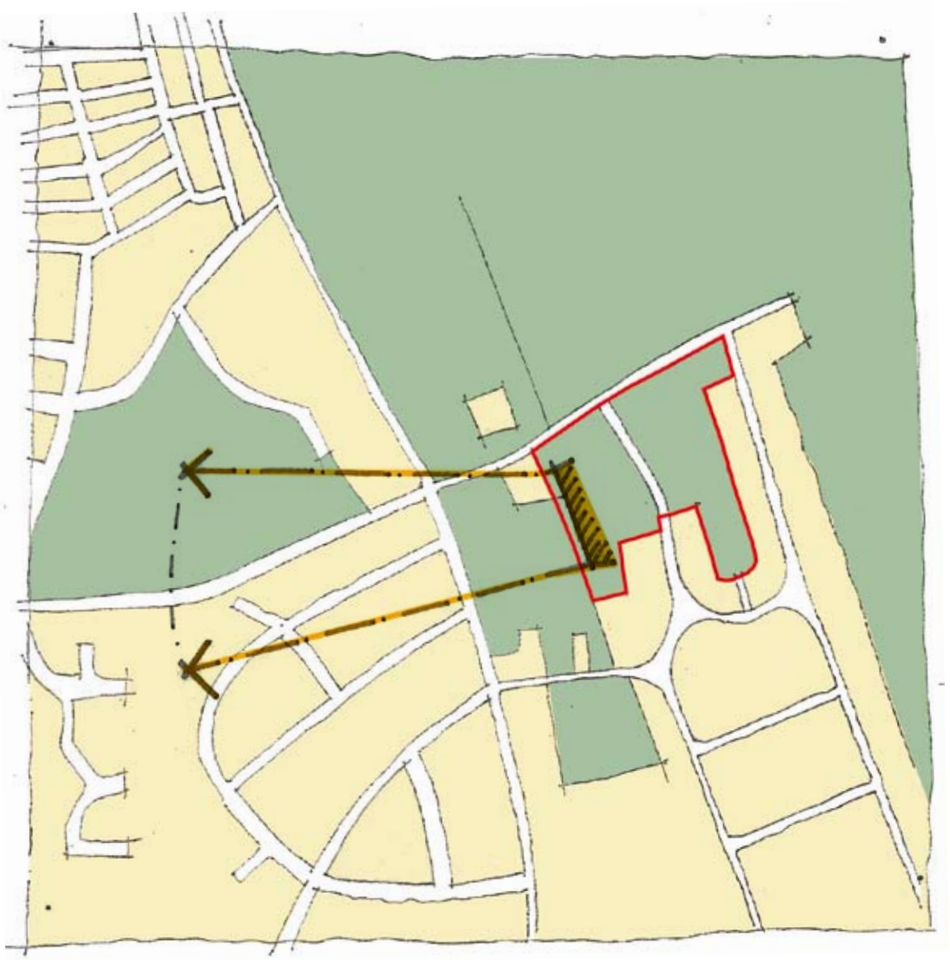
3.21 Closer to the site, the western edge immediately addresses a formal, mown green space that is regularly enclosed by houses on Cemetery Road, by the brick wall of the cricket ground at Burntwood Road and by the pub and a local shop on the southern, uphill side of the space.

3.22 The space has the character and potential to become an active urban 'green', providing a venue for overlooked recreational activity, social interaction and play and also providing the opportunity to forge new formal pedestrian routes across, around and through it. The space has the potential to become an important, active, attractive and connective piece of the town.

3.23 By creating a strong and formal edge to this space, the Burntwood Road site will provide a further contribution to the development of this space, whilst also providing near views out from new houses across the green and distant views across the Dearne Valley and beyond.

3.24 As with the northern edge, the proposed street pattern here will focus views out across this space and the urban landscape beyond. Careful consideration has also been given to achieving an appropriate scale of built form to adequately enclose this urban space and to provide strong corners through built form at the northern and southern edges of this boundary to 'anchor' views back toward the site from Cemetery Road.

3.25 These design principles are illustrated in the Urban Pattern Diagrams opposite.



Key

Site boundary

Figure 12 | DESIGN PRINCIPLE 5 - THE WESTERN EDGE



Photograph 36 | RED RUM PUBLIC HOUSE ON CEMETERY ROAD

Urban pattern - principle 2

- Frame views out of site across ‘urban green’ and beyond to the horizon to the east
- Create a formal, more continuous built frontage to address and enclose the green
- Consider views back from the east to strong corner buildings upon elevated land
- Replace existing hedgeline with new tree planting which allows views out



Key

Site boundary

Building line

Key views

Figure 13 | URBAN PATTERN PRINCIPLE 2

Summary principle:

- Frame views out of site across ‘urban green’ and beyond to the horizon to the east
- Create a formal, more continuous built frontage to address and enclose the green
- Consider views back from the east to strong corner buildings upon elevated land
- Replace existing hedgeline with new tree planting which allows views out

Design principle 6: Develop the southern and eastern edges of the site to respond to address and repair unresolved backs and sides of existing residential buildings and plots

3.26 The eastern and southern boundaries of the site comprise the backs and sides of properties and gardens that have become exposed by the demolition of adjacent properties. As such the visual condition of these edges is mixed and they do not (nor were they designed to) present appropriate frontages.

3.27 The design aim is to enclose or 'wrap' these edges where possible with new development set within a coherent structure of urban perimeter blocks. In this way, where these edges do become exposed, they will address informal lanes and courts rather than the main streets running through the site.

3.28 The pattern of urban blocks that the design principles begin to suggest is illustrated in the Urban Pattern Diagrams opposite. A sense of spatial and visual sequence can be developed further by careful consideration of views into the site (to complement the views out of the site described earlier) from surrounding streets, lanes and alleys or gennels, where key building frontages or corners either frame or terminate views and vistas.

3.29 The eastern site boundary currently provides an access route to the rear of properties on Ladywood Road. For the ongoing convenience of exiting residents, it is proposed that this route be retained as a 'green lane' through which access is retained, and new pedestrian routes pass through. For example, a new pedestrian access from Ladywood Rod, across the green lane and through the central east-west street in the masterplan would provide an important new connection based upon existing pedestrian desire lines.

3.30 The treatment of garden and property boundaries, both at the exposed edges of existing houses and for new properties alike, has been carefully considered and will be based upon the development of a range or palette of details based upon local precedent. For example, there are very good examples both surrounding the site and in adjacent streets, of hedges and of low brick walls that would form good precedents.

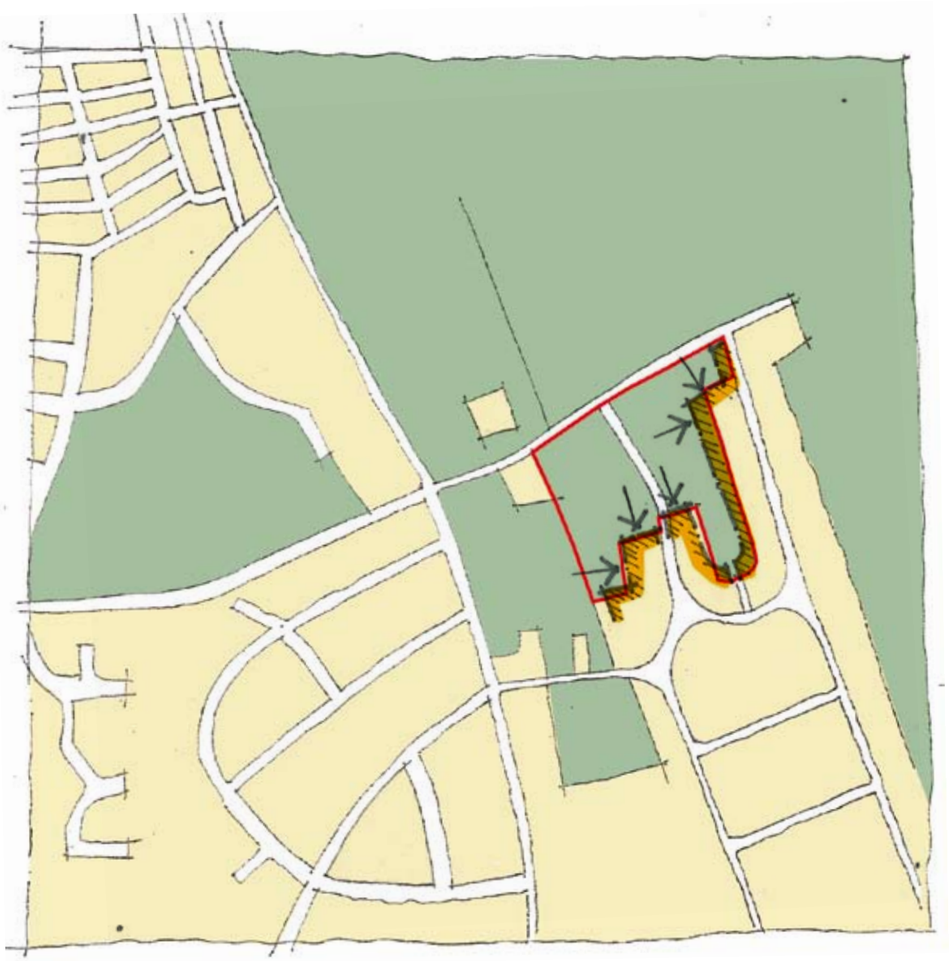


Figure 14 | DESIGN PRINCIPLE 4 - DEVELOP THE SOUTHERN EDGE



Photograph 37 | REAR OF EXISTING PROPERTIES ON LADYWOOD ROAD

Summary principle:

- Opportunity to address unresolved backs and sides of building which have been exposed by demolition of former buildings
- Consider methods of improving existing exposed boundaries at eastern site boundary as part of a 'green lane'.

4. MAKING THE CONNECTIONS



4

Making the connections

4.1 The identified Design Principles set out in the previous section of this report were derived from site specific analysis and character studies. In this section of the report the principles are articulated and developed further as a series of masterplan components. This process allows the emerging masterplan framework to be strongly connected to, and derived from, particular conditions, characteristics and opportunities of the site and its setting.

4.2 Public streets are the primary urban design component, are the lifeblood of urban places and are the venue in which everyday life and social interaction unfold. They provide access to and from homes, workplaces and local facilities. Unlike private or internal space, public streets provide the primary determinant in people's perception and value of a place or neighbourhood.

4.3 The quality, character and condition of streets are therefore a critical determinant of regeneration, of resident's sense of belonging and personal association, and of the overall success of a neighbourhood or urban district.

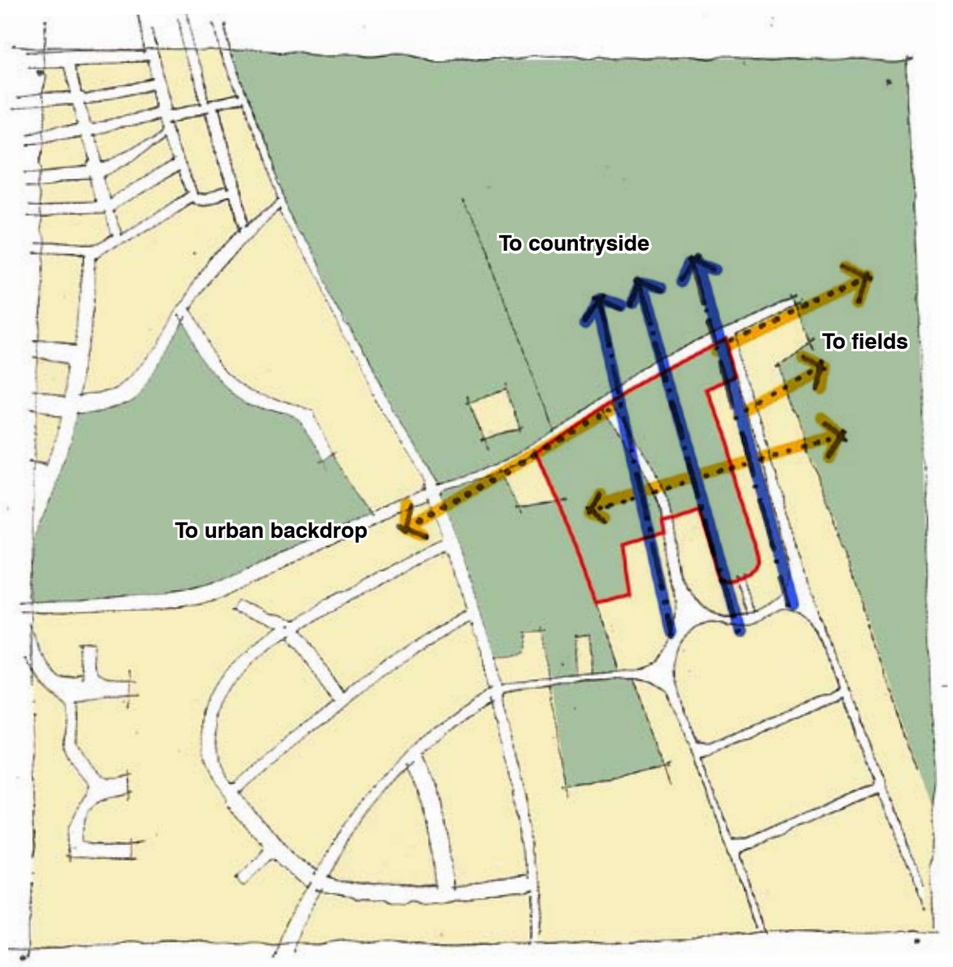
4.4 'Making the Connections' sets out four key urban design components that relate to public streets, that is the street space or surface and the buildings that enclose and define it. These provide the key elements of the emerging masterplan framework, and are described on the following pages:

- street pattern
- street hierarchy
- building heights
- building type and style

Street pattern

4.5 The determinants of the street pattern have been described and set out in earlier sections of this Design & Access Statement. These include:

- The framing of key views out, both northward across the open countryside and eastward across the urban landscape of the Dearne Valley
- The extension of the existing street pattern of the surrounding residential districts, derived from Burntwood Lane and Cemetery Road
- The repair and restitching of routes across and through the currently mainly vacant site
- The provision of an urban block structure of an appropriate dimension to adequately accommodate housing plots suitable to local character, conditions, densities and markets.



Key

Site boundary

East-west views

Views to north to open countryside

Figure 15 | STREET PATTERN



Photograph 38 | EXISTING HOUSING ON BOUNDARY



Photograph 39 | VIEW NORTH TOWARDS COUNTRYSIDE

Summary principle:

- Site represents a ‘missing tooth’ in the urban fabric of Grimethorpe
- New streets and the improvement of existing streets and routes, can provide the primary means of repairing the gap

Urban pattern - principle 4

4.6 The development of a hierarchy of different kinds of streets can aid way finding, assist in regulating traffic movements, allow the accommodation of different types of buildings and houses and influence the kind of activity that takes place in the street, including play, car parking, or even occasional community events.

4.7 The proposed hierarchy of streets at Burntwood Road are illustrated on the Urban Pattern diagram, and comprise:

- **Burntwood Road** - The existing street is retained as the primary route in the masterplan, with a separate carriageway and footways, albeit with an improved frontage and with a potential street surface improvement, possibly in the form of a shared surface space at the junction with Nancy Road.

- **Nancy Road** - The existing street is retained, though its northern section is realigned to provide a straightened road to frame views out. The street is developed with a separated carriageway and footways, though at the central junction with the secondary east-west route a central courtyard space is provided as a shared surface and as a setting for taller central buildings. On street parking is provided along Nancy Road.

- **Secondary east-west lane** - The secondary east west lane provides a shared surface route through which a series of informal courtyard spaces are linked. Building lines are more irregular than on Nancy Road, and traffic speeds will be encouraged to be lower through 'natural ' traffic calming techniques such as planted areas, street trees and on street parking.

- **Green Lane** - The green lane is retained to allow the retention of existing access to the rear of properties on Ladywood Road to retain existing views north to the open countryside, and as a pedestrian link to and across the masterplan site. The northern section of the green lane becomes paved to provide access to parking courts associated with adjacent proposed new properties. The housing layout and detail is designed to ensure adequate overlooking of the space is provided without potential infringement upon the privacy of rear gardens to properties on Ladywood Road.

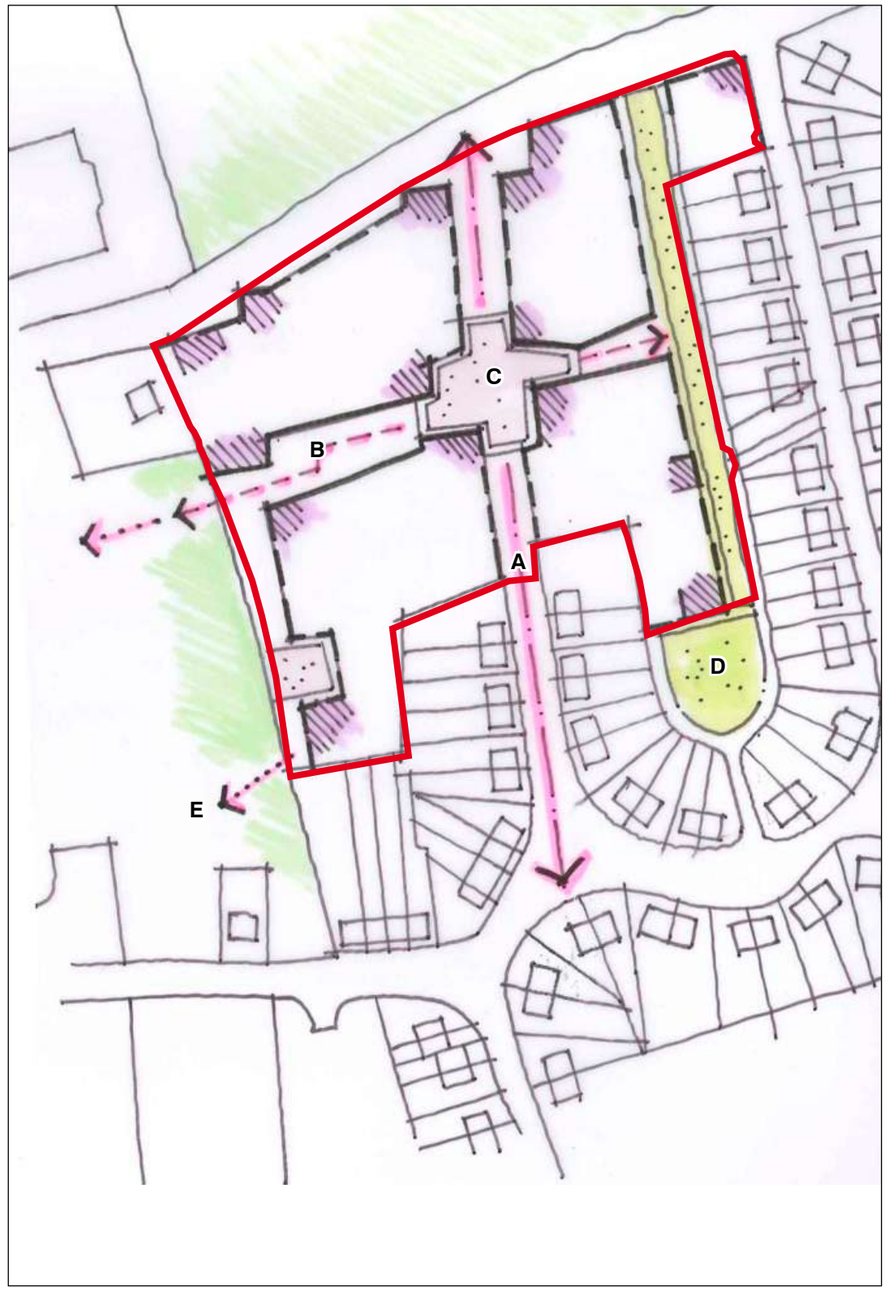


Figure 16 | URBAN PATTERN PRINCIPLE 4

Key

- Site boundary
- Building line
- Key views
- A — Primary north-south street
- B — Secondary east-west lane
- C — Central courtyard space
- D — Green lane and new open space
- E — Connections to the footpath network

Summary principle:

Building type and style

4.8 To enhance the local characteristics of the area through this scheme, we have chosen to utilise a simple architectural style which is responsive to local Victorian characteristics but is interpreted in a form that will deliver an individual identity and distinctiveness.

4.9 This will involve the use of simple uncluttered designs with focal or key buildings to provide notable vistas, variety and legibility to the development.

4.10 Based on our assessment of the local area the following points are identified as important considerations for this development:

- The use of 2, 2.5,3 and 3.5 storey dwellings to create and active street scene and roofscape
- Punctuate the roofscape with a mixture of roof designs and incorporate dormers to provide additional interest and variety
- Use a palette of materials to provide a robust identity for the development

4.11 We will be using a simple palette of two bricks, a red and a buff brick, with render to selected properties. The elevational detailing will incorporate traditional brick heads and cills along with cream windows with fretwork detailing.

4.12 The roof material will be a simple grey flat tile to reflect the character of the many slate roofs within Grimethorpe.

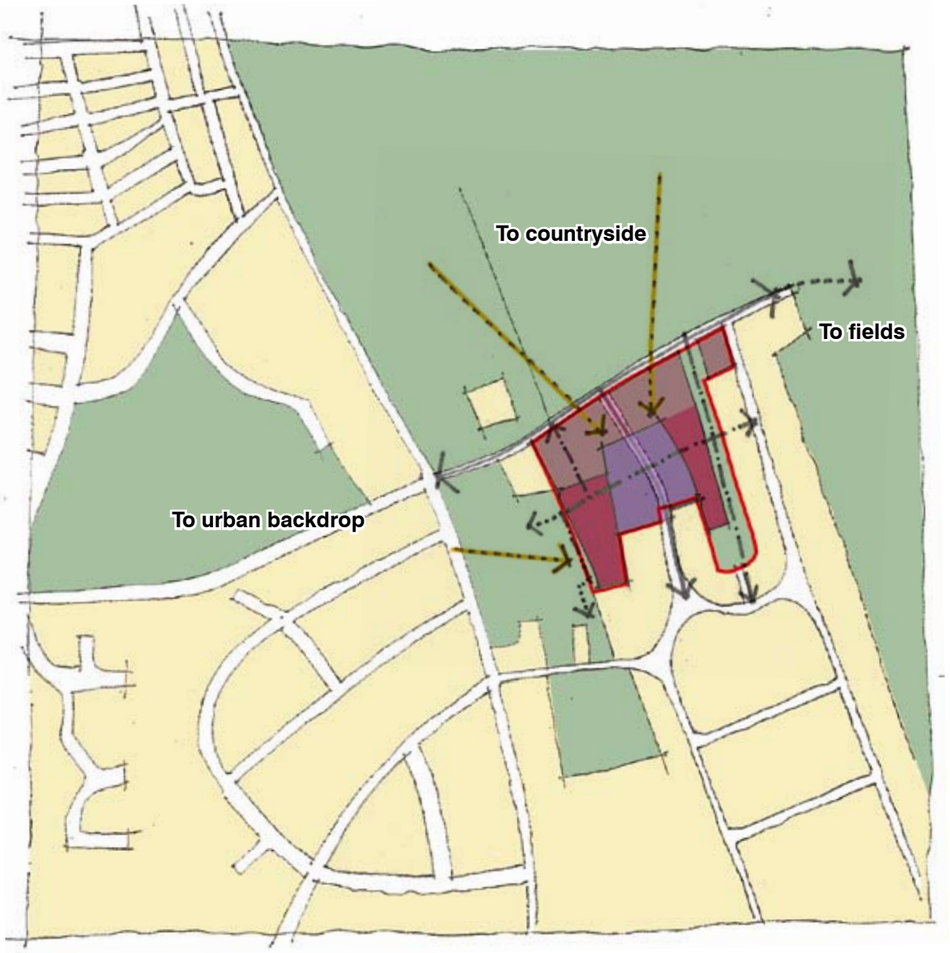


Figure 17 | STREET PATTERN

Summary principle:

- Building heights should vary to accentuate topography, create a distinctive landmark in views back to the site, and respond to differing edge conditions.

5. MASTERPLAN FRAMEWORK



5

Proposed use and amount

5.1 The proposed site uses are as follows:

- Residential (C3)

5.2 The masterplan layout shows the location of these uses, the principal access points to the development, the street network and the integration and retention of key landscape features.

5.3 The proposed new uses are compatible with existing uses within the local area. The alignment of the proposals with planning policy aspirations and allocations is discussed in detail in the Planning Statement which accompanies this application.

Development Layout

5.4 The layout proposes 108 residential units comprising a mixture of dwelling types and storey heights. The development will provide a mixture of one to five bedroom houses in line with the aspirations set out by the council during pre-application discussions.

5.5 The layout has been designed to create a strong distinction between public and private space, making the development easy to understand, simple to navigate around and more secure for residents.

5.6 Perimeter blocks have been used within the design to ensure that routes and the proposed public open space are overlooked, creating a creating a safer environment for pedestrians.

5.7 The masterplan shows how this brownfield land could be developed efficiently, providing 108 residential units on the 2.01 ha (4.96 acres) site, which provides an overall development density of 56 dwellings per hectare.

5.8 Parking is accommodated in a number of ways around the site, including driveways, in rear parking courtyards and garages with the ratio of parking spaces to homes provided in line with the council's parking standards.

5.9 The proposed development has been designed carefully following extensive consultation with Barnsley Metropolitan Borough Council. It complies with planning policy responding to local character and context, and protecting local distinctiveness whilst ensuring an attractive environment for residents and businesses .



Figure 18 | MASTERPLAN

Mix and Density Strategy

5.10 Good design depends on a variety of densities and building types and creation of local community character. Pre application discussions with the council have indicated that there is a strong need in the local area for a mixture of housing, ranging between one and five bedrooms.

5.11 A range of house types from one bedroomed starter/single person homes to five bedroomed family homes will be provided. There will be a total of 108 units consisting of 9no one bed dwellings, 34no two bed dwellings, 34no three bed dwellings, 27no four bed dwellings and 4no five bed dwellings.

5.12 The dwellings are generally a modular footprint and the variety in type is developed through the variation in the number of storeys of each dwelling from two storey flats over garages to 3.5 storey homes.

5.13 We believe we can provide progressive living opportunities for people through innovative design solutions to today's demanding market.

5.14 For instance the Monaco house type is a dwelling designed to enable young people to get a foot on the housing ladder. It is a three storey, two bedroomed unit, that is an exciting alternative to apartment living. It provides you with your own front door and in most cases an external defensible space that can be used for a variety of uses, such as sitting out in your own garden area. This is proving to be a popular concept and preferable to apartment living with a shared access and no private space.

5.15 Figure 19 illustrates the proposed building heights across the site. The tallest properties of 3.5 storeys in height, are proposed at key locations within the site; close to the main square on Nancy Crescent and at other important internal street junctions. This allows the scale of buildings to define and enclose these key routes, frontages, gateways and spaces effectively and will help enhance site legibility and wayfinding.

5.16 Lower scaled residential development, of up to 2.5 storeys in height, are located at more sensitive locations within the site, including adjacent to Burntwood Cottage and existing properties on Nancy Crescent in order to provide continuity with the existing built form and preserve the privacy of existing residents.

5.17 Proposed residential dwellings will range between 2 and 3.5 storeys in height, with the majority being 2 / 3 storey. Only a five 3.5 storey residential units are proposed.

5.18 Residential typologies and their scale have been designed to reflect the size of homes found in the existing residential areas close to the site and are the result of pre-application discussion with the council.



Figure 19 | PROPOSED SITE MASSING

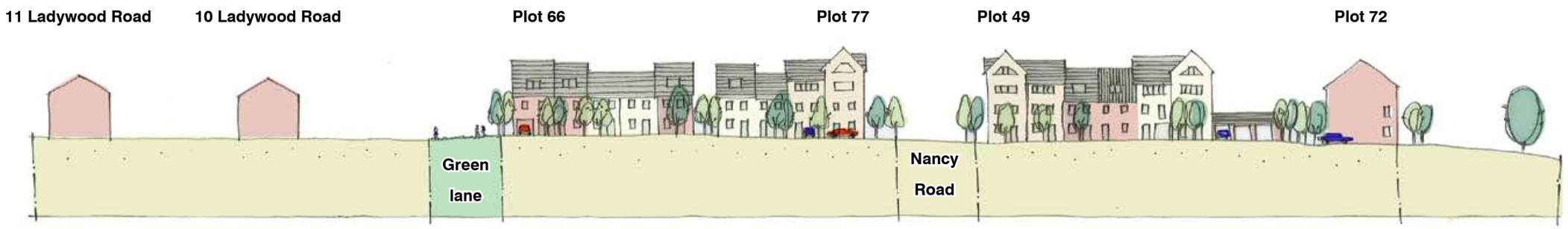


Figure 20 | STREET SECTION 1

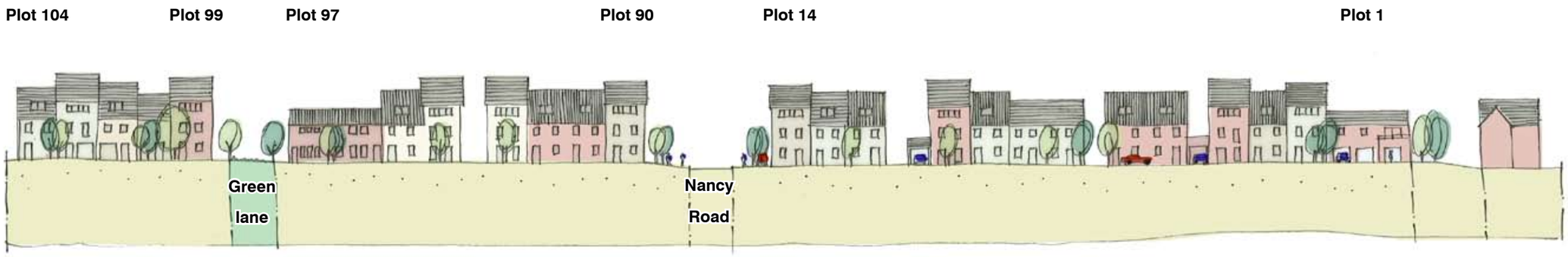


Figure 21 | STREET SECTION 2

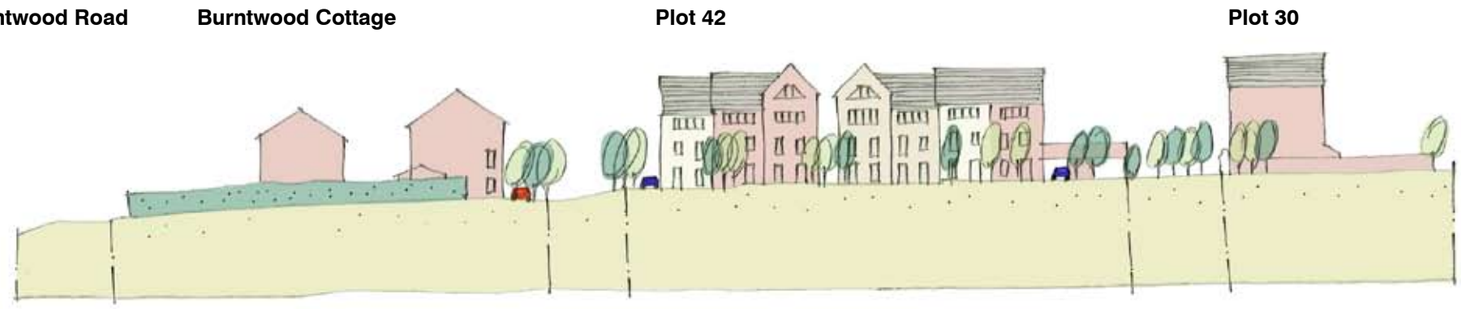


Figure 22 | STREET SECTION 3

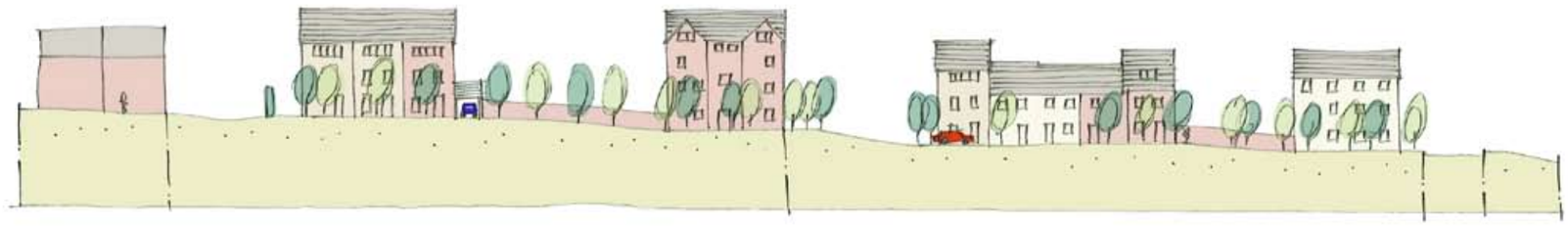


Figure 23 | STREET SECTION 4

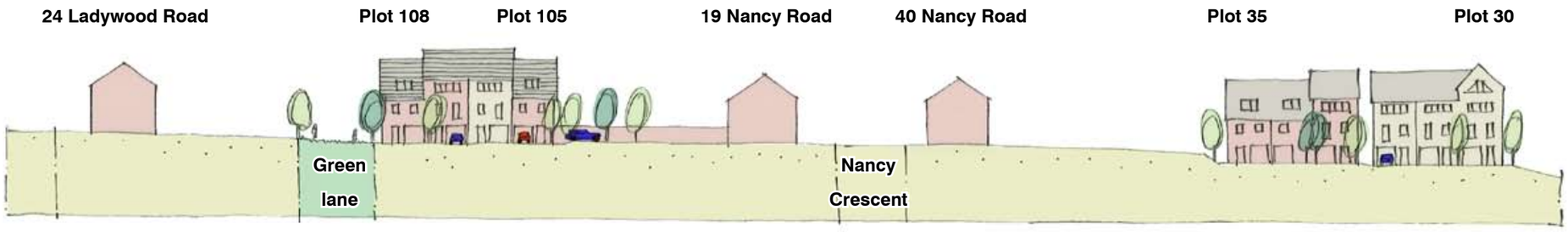


Figure 24 | STREET SECTION 5

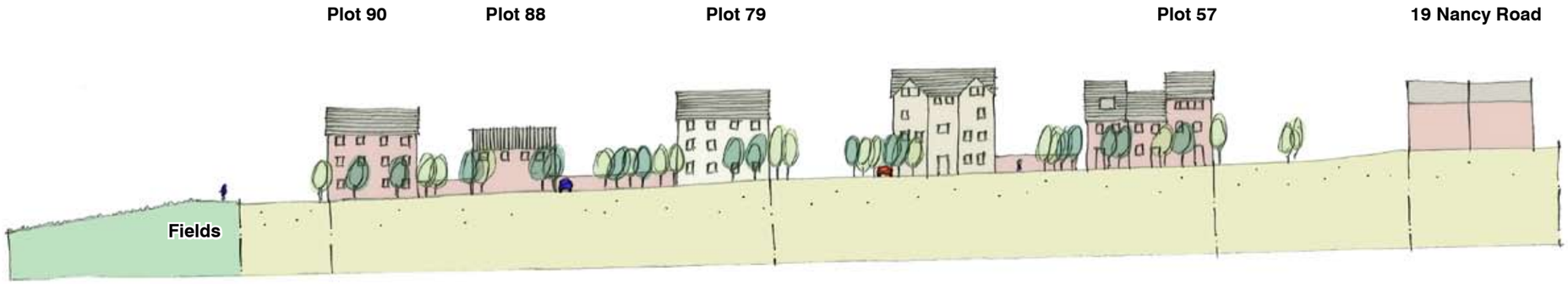


Figure 25 | STREET SECTION 6

Layout

5.19 The principles of SPG 2 have been accommodated within the design where possible. We have in nearly all instances adopted the space about dwellings guide lines within this document and we feel the layout and design offers an acceptable solution to the principles therein.

5.20 We believe the development has a character which informs its own identity with continuity between public and private spaces through the use of careful detailing of defensive boundary treatments such as dwarf walls, railings and fences.

5.21 We also believe that the design has also allowed for gardens suitable to each house type.

5.22 Family units will have gardens that, in our experience, are commensurate to this type of development and dwelling type, which have been proven over many years, including at our other developments in Barnsley at Doncaster Road and Springfield Street, to be a suitable size and layout.

5.23 Starter homes will have a variety of solutions, some with no separate garden area and some units, for instance the three storey alternative to apartment living previously described, the Monaco, and other starter homes may have larger gardens.

5.24 The public realm has been designed to provide an attractive vibrant space of high quality and robustness that can be enjoyed by the residents and the wider community alike.

5.25 The simple road pattern provides an ease of legibility through the development and the variety of surfacing materials and hard landscaping design will provide a safe area for pedestrians and cyclists that is not dominated by vehicles.

5.26 The parking strategies within this development provide a variety of solutions that reduce the impact and dominance of vehicles within the street scene and encourage pedestrian activity in a secure environment.

5.27 To enhance the security we are introducing a number of strategically placed windows within dwellings to overlook both private parking areas and the public realm within and adjacent the development.

Sustainability

5.36 In response to climate change and concerns over the environment we will be aiming to provide 10% of the energy requirements of the dwellings through renewable energy technologies such as solar panels.

5.37 To enable this, the site has been designed to maximise solar gain by siting the majority of the dwellings with a North/South aspect and the detailed locations of the panels have been submitted for your approval.

5.38 Furthermore, a number of reports including a flood risk assessment, site investigation, travel plan, traffic impact assessment and ecology report have been prepared and submitted with this application for your due consideration.

6. DETAILING THE PLACE



6

Summary

6.1 The process of design analysis, the identification of design principles and the establishment of masterplan components through ‘Making the Connections’ have led to a masterplan structure that incorporates areas of differing character.

6.2 On the following pages, three such areas are described in order to provide detail of how elements such as building line and patter, building heights, building frontages, street character and car parking are arranged. The three detailed areas are the

6.3 Informal northern edge, the Enclosed Central Court and the Formal western edge.

Detail A: Informal Northern edge

- The building line is varied to create a soft edge to complement the existing landscape beyond.
- Building heights are a maximum of three storeys .
- The building frontage is softened with landscape planting.
- Car parking is accommodated on private driveways and garages.



Figure 26 | INFORMAL NORTHERN EDGE

Detail B: Enclosed central court

- The building line is more formal around the enclosed central court creating a continuous frontage along the north - south street to contrast with the softer more informal building line of the east-west street.
- Taller building up to 3.5 storeys enclose the central space and frame views out.
- The building frontage is more formal with a continuous building line.
- Car parking is accommodated on street and private driveways.



Figure 27 | INFORMAL NORTHERN EDGE

Detail C: Formal western edge

- The formal western edge fronts on to the potential formal green. The building line is more continuous with overlooking of the open space to maximise safety and security.
- Taller building up to 3.5 storeys frame key views out.
- The building frontage is more formal with a continuous building line.
- Car parking is accommodated on street, on private driveways and in garages.



Figure 28 | INFORMAL NORTHERN EDGE

Landscape

6.4 A Landscape Architect has been appointed and has produced the hard and soft landscaping strategy that complements and promotes the design ethos of this development proposal.

6.5 The landscape design has evolved to support and enhance the building layout which aims to provide a pedestrian centred environment in which the vehicle no longer dominates the streetscene. The punctuation of the layout with 'squares' and 'nodes' will impart a legibility and sense of place to the development.

Design considerations

6.6 In the development of a landscape design solution the following factors were considered:

- Location of Development - The location of the development demands a bold design which will create a distinctive character for the site whilst attention to detail will allow a smooth transition from the existing dwellings to the new.
- Massing and Form of Building - The strong building form and use of colour demands a bold response from the landscape design within the development to give a landscape dominated result.
- Circulation and Use of Space - Much of the hard landscape design is lead by the need to access garages and drives without creating an inhospitable scene of tarmac and paving.

Objectives

6.7 The landscape design for the development has been led by the following objectives:

- To create an, attractive and safe environment for the users of this development.
- To satisfy circulation requirements without allowing vehicles to dominate the character of the site.
- To develop a bold planting scheme that compliments the building form.

Proposals

6.8 Landscape proposals determine both the hard and soft landscape environment for the development. The landscape structure and hierarchy of material use will create a sense of place and clear legibility.

6.9 The entrance to houses is clear and direct and where appropriate, softened by bold blocks of planting against the building. Occasional use of boundary walls and railings will serve to narrow the vehicular access in places, thus varying the streetscene, creating a more visually interesting vista and reinforcing the traffic calming effect.

6.10 The creation of a central square with subsidiary nodes at points within the site give a sense of arrival and contribute to the traffic calming aspirations by providing the driver with limited visual cues.

Materials and street furniture

6.11 Materials and furniture throughout shall be selected to complement the building design.

6.12 Surfacing materials will comprise a variety of paving elements, using a neutral, smooth finish slab paving to house frontages and private footpaths with a small unit sett paver to parking areas. The general circulation will be tarmac whilst the squares will be tarmac with an aggregate finish to give a softer, more human scale. Colours will be selected to complement the building detail.

6.13 Hard frontages create a functional solution to multiple drives whilst the use of semi mature street trees within these frontages provides a green framework to the streetscene.

6.14 Use of small unit paving in a contrasting colour to parking bays with heavily landscaped surrounds will reduce the impact of vehicular movements within the site.

Soft landscape

6.15 Planting will be bold and colourful, helping to break up the area into zones and create distinct identities within the site.

6.16 More gardenesque planting will be used around private garden space.

6.17 The existing vegetation on the western boundary is of poor quality with a short life expectancy. The proposed native hedge boundary with semi mature native trees will create a strong, green boundary to the adjacent dwellings with long term habitat value.

Summary

6.18 Carefully considered landscape proposals will compliment the building design and help to integrate the scheme into its surroundings, whilst providing an attractive and vibrant environment for its future residents.

Access and car parking

6.19 The main vehicular routes to and through the development will be Burntwood Road and the re-aligned Nancy Crescent. We have also maintained the existing route adjacent 19 Nancy crescent to provide access to the 'Green Lane' to the rear of the dwellings on Ladywood Road, thereby preserving the benefit of this access for the existing Residents.

6.20 The design incorporates footpath links on both the Eastern and Western boundaries to fully integrate the development with the existing community and promote alternative means of travel such as walking and cycling, to help minimise car usage.

6.21 Car parking is provided using a mixture of on street car parking space, private driveways and garages. The diagram opposite shows the location of integral garages within the site layout.



Figure 29 | INTEGRAL GARAGE UNITS

BELFAST	028 9023 5435
BIRMINGHAM	0121 233 0902
BRISTOL	0117 989 7000
EDINBURGH	0131 225 1717
GLASGOW	0141 248 9233
LEEDS	0113 386 3800
LONDON	020 7851 4010
MANCHESTER	0161 831 1300
SOUTHAMPTON	023 8072 4888

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