

Design and Access Statement

for

Residential Development at

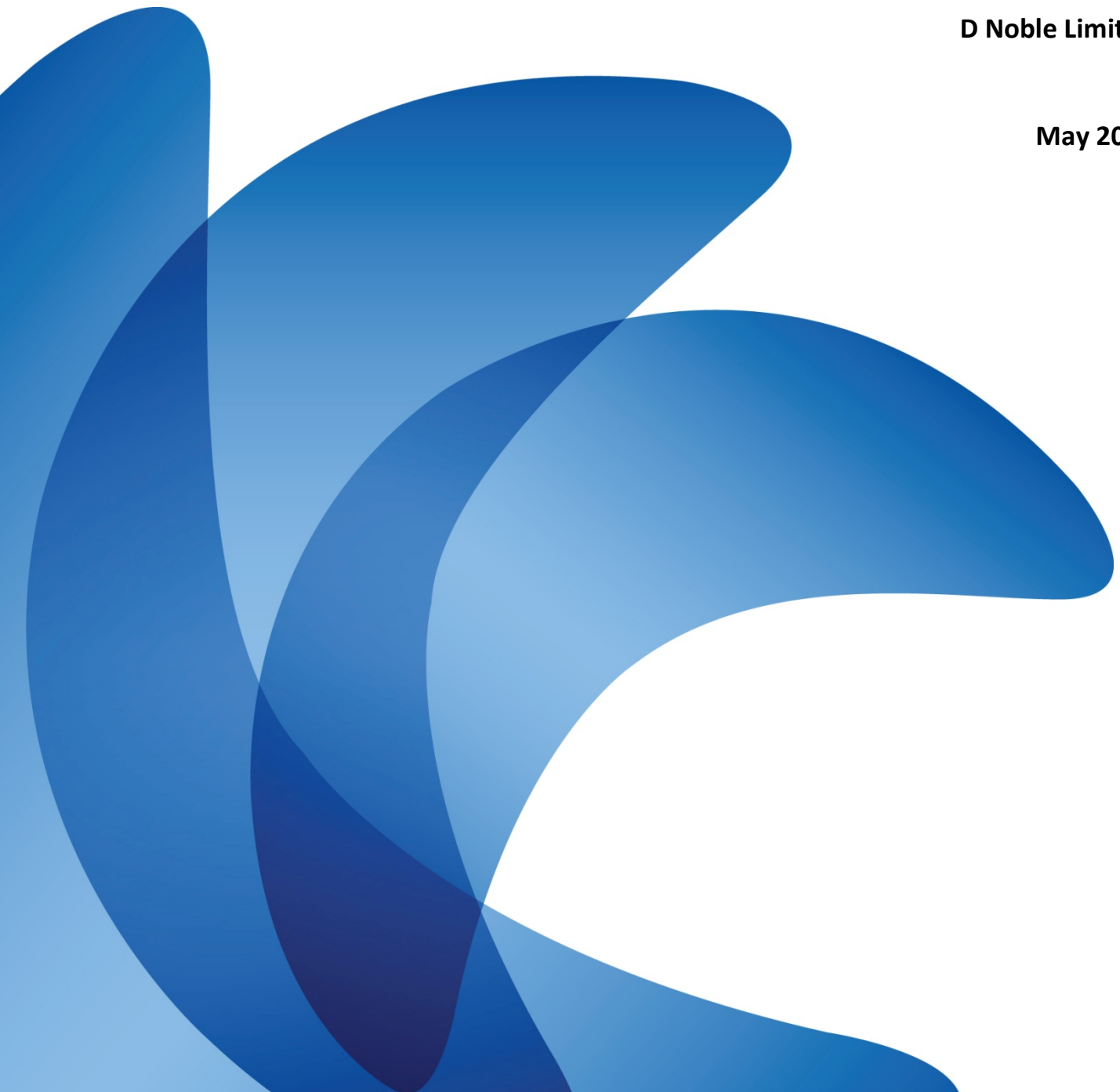
Park Avenue,

Royston

for

D Noble Limited

May 2016



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1. Introduction

- This Design and Access Statement accompanies the full Planning Application for the residential development of land accessed from Park Avenue, Royston, Barnsley.
- The application is for 12 no. 2, 3 and 4-bed dwellings, and associated car parking.
- The land is designated as Urban Greenspace in the Barnsley UDP.

2. Site Context

- The site lies 4 miles to the north-east of Barnsley town centre.
- Barnsley train station is 4 miles away with trains running to Leeds, Sheffield, Nottingham and Huddersfield.
- The nearest bus stop to the application site is on Park View (a 2-minute walk away) with buses to Barnsley.
- There are several pre-schools, primary schools and an Academy within a mile of the site.
- There are many shops in Royston – Asda, Londis, Co-op, Sainsbury, takeaways, post office, pharmacy, café, pub, dentist, doctors, opticians, hairdressers, restaurants, a veterinary clinic and various independent shops.
- Royston has a library and a leisure centre with swimming pool. Royston Welfare Park is adjacent the site with bowling greens and pavilion, children's play area, multi-use games area, skate park, and bandstand. Barnsley Golf Course is 2.5 miles away.
- The dwellings on Park Avenue are a mixture of semi-detached and detached bungalows and houses. On Vicarage Lane to the west are larger detached houses and semi-detached bungalows, with 4 bungalows to the south on Plantation Drive.
- Park Avenue is accessed from Park View and Park Crescent, which is an ex local authority estate of brick built semi-detached houses. Further afield, there is a mixture of brick built, sometimes stone fronted terraced, semi-detached and detached houses on Church Hill. The overall grain of the area is of red brick one or two storey dwellings of varying periods. The proposed development is an infill site designed to be a complimentary stitch in the existing fabric of the area.

3. Existing Site

- The application site is roughly rectangular and covers approximately 0.357 ha (0.882 acres). Access to the site is from the existing highway (Park Avenue) which lies to the eastern boundary of the application site.

- The application site is currently an area of land enclosed on all sides, which rises gently from the north-east corner to the south-west corner. To the north, the site adjoins Royston Park, and to the east, south and west the site is surrounded by existing housing.
- The northern boundary directly abuts Royston Park, and is divided from the park by a row of conifers and a drainage ditch on the park side and a dilapidated timber fence on the inside of the conifers.
- To the eastern boundary are gardens of no's 36, 38 and 40 Park Avenue, divided by a low brick wall, with conifers beyond, until no. 42, which opens onto the site, and is proposed to be demolished to create the access to Park Avenue.
- To the southern boundary is the garden of no. 44 Park Avenue, which is separated from the site by a dilapidated timber fence and a concrete wall, with conifers beyond. The main part of the southern boundary abuts Plantation Avenue and is bounded by hedge and trees, with a small section of timber fence and a brick wall, where it joins the western boundary.
- The western boundary is separated from the rear gardens of houses on Vicarage Lane and the lower part of Vicarage Lane by a section of brick wall and piers with perforated concrete panels, a length of timber fence and a mature hedge, up to the intersection with the conifers on the northern boundary. These boundaries give the site a private enclosed feel, which is well screened from neighbouring properties.
- We have consulted the Environment Agency flood risk website; the flood risk from rivers and sea is classified as 'Very Low', and the risk of flooding from surface water is classified as 'Very Low'. Therefore, we believe the risk of flooding is minimal.

4. Social and Economic Context

- The proposed residential development will contribute to the long term sustainability of the town, local area, businesses and services increasing activity, pedestrian flow, investment and employment.
- The scheme will help to increase the availability of good quality affordable family housing in the town. A good range of dwellings (2, 3 and 4 -bed houses) is proposed, providing a good housing mix and affordability in accordance with Policy CS6.
- The applicant is a local developer/builder who employs local labour and sources materials locally where possible. The construction of the development itself will therefore support local jobs and businesses.

5. Design Principles

- This is a gently sloping site surrounded by existing urban development. The aim is to create a residential development that is legible and sits comfortably within the existing urban fabric. Residential development should be safe and secure. This can be achieved with a careful and well-considered housing layout. An assessment of the local vernacular allows creation of a scheme which fits within the local context and embodies good natural surveillance. A good mix of housing is proposed from 2-bed to 4-bed properties with a mixture of detached, semi-detached and terraced houses.

Key design principles are summarised below: -

Sense of Arrival

- The single access road into the site from Park Avenue is bordered by new planting with 4 no. visitor parking spaces, which marks the entrance to the development, and gives an enticing glimpse of a pleasant residential cul-de-sac.
- Once beyond the visitor parking, the access road curves round to the right, into a turning area, off which, two private roads give access to a variety of house types to form a pleasant and private cul-de-sac.
- This cul-de-sac layout aids legibility and navigation around the development and will enhance the sense of security of residents.

Clear Distinction Between Public and Private Spaces

- All dwellings have their principal elevations overlooking the street and small front garden areas.
- Rear gardens are gated with secure boundary treatments.
- Defensible private spaces are created which benefit from natural surveillance from each property.
- Parking spaces are in-curtilage and well overlooked.
- Windows have been introduced to gable elevations which overlook public spaces to provide security and natural surveillance.

Prevention of Car-Dominated Frontages

- A mix of parking arrangements and house types avoids car-dominated frontages. The two 2-bed houses have 1 parking space each, whilst all the other dwellings have a minimum of 2 parking spaces including an integral garage on the 4-bed detached houses. A mixture of house types gives variety and interest to the street scene.

Connections and Simple Road Layout

- A simple road layout has been created with a single route through the site.
- The principal road/vehicular route into the site is 5.5m wide with 0.6m berms changing 4.5m with 0.6m berms at either side upon meeting the turning head provided for refuse vehicles etc. The head of the turning head is a minimum of 5.5m wide. Two private roads at 4.2m wide connect to the turning head and give access to the plots 1 – 6 and 7 – 10.

Architectural Character

- The existing housing on Park Avenue, and the immediate surrounding area is a mixture of, brick and rendered, semi-detached and detached houses and bungalows all with pitched tiled roofs. Houses along Vicarage Lane and Plantation Drive are of a similar character, and the houses on Park Crescent and Park View are brick built semi-detached houses. The majority of houses on Church Hill are older brick built and stone fronted, terraced houses. The majority of dwellings in the area are red brick.
- We have therefore followed this character through the design of the house types with red brick being the predominant material and a mixture of cast stone headers and cill details.

Window openings are simple with a vertical emphasis to give well balanced elevations and a sense of quality to the development.

- A range of house types have been used on the site to create interesting and varied street scenes, but also to strengthen the legibility of the development.
- All dwellings are either 2 or 3 storey which is in keeping with the surrounding development. A density of 33.6 dwellings per hectare is achieved which is in line with the existing urban grain and with Planning Policy.

6. Safety and Security

- As described above, the layout of the residential development has been carefully designed to promote safety and security.
- Where necessary, new 1.8m high close boarded vertical timber fencing will be erected along boundaries.
- Existing walls and fences along these boundaries to residential boundaries will remain with localised repairs to be carried out where necessary to maintain the integrity and security of the site.

- Secure gates to rear gardens and side paths will be provided with 1.8m high privacy fencing between properties, dropping to a 1500mm high post and rail timber fence between back gardens.
- 600mm black metal railing will be provided along the boundaries between the front gardens.

7. Sustainability

- Sustainability is integral to the scheme at Forest Road, Almondbury, informing decisions on many different levels.
- The proximity of the site to local amenities, services, public transport networks has all been outlined above.
- By increasing the number of dwellings and therefore the number of residents in the local vicinity, the proposed development of this site will help to support the existing businesses and facilities ensuring their long term success and the sustainability of this urban centre.
- The location of the site is inherently sustainable as it is already supported by local infrastructure and services. As this site is in an existing urban location, no energy consumption is required to construct surrounding roads, sewer networks etc. as they are already in place.
- As described previously the scheme has been designed with safety and security in mind. The new buildings have their main elevations facing onto and overlooking the street with parking areas well overlooked and secure gates and robust boundary treatments to rear gardens. Where possible windows have been introduced to gable elevations to overlook streets and pedestrian routes.
- Materials will be sourced locally wherever possible.
- D. Noble Ltd will ensure that waste produced during the construction process is minimised, re-used or recycled as part of a Waste Management Plan.
- The applicant will aim to utilise energy from a renewable source for up to 15% of the development's predicted energy needs, subject to this being technically feasible and/or financially viable.

8. Access

- The pathways and approaches to all buildings will be designed to give precedence to the pedestrian over the car wherever possible. Where pedestrian routes and vehicular access points do cross, there will be dropped kerbs wherever necessary. All non-adopted pathways on the development will be a minimum of 900mm wide, with gradients not exceeding 1:12 (existing topography permitting) and of solid construction to be firm and even. All approaches to dwellings will have level or

ramped access from the car parking /drop off points in full accordance with Part M of the Building Regulations.

- Parking spaces for dwellings will be provided on driveways or in plot parking spaces.
- All of the houses will have their own private garden space.
- All garages will be a minimum of 3m x 6m internally.
- All of the dwellings have a w.c. at ground floor and are to be designed in accordance with Building Regulations Part M for access to and use of buildings:
- All entrance doors to the houses will have level egress with a maximum threshold of 15mm and clear opening width of 900mm. All internal doors within houses will have a 775mm clear opening width, with a minimum corridor width of 1050mm in accordance with Building Regulations Part M1, Section 7.
- All switches and sockets are to be positioned between 450mm and 1200mm from finish floor level, in accordance with Building Regulations Part M. Windows provided to all lounges to have maximum sill height of 800mm in order to provide views out from a seated position.
- First floor windows from habitable rooms will be suitable for emergency egress in accordance with Building Regulations Part B.

9. Community Consultation

- The applicant has written to local residents and enclosed a draft Site Layout Plan with the letter.

10. Supporting Documents

- The following supporting documents are also submitted with this Planning Application and should be read in conjunction with all drawings and this Design and Access Statement: -

Extended Phase 1 Habitat survey from Whitcher Wildlife Dated May 2016

Geo-technical Report prepared by Michael Joyce Associates dated May 2016

Flood risk assessment

Construction environmental management plan – D Noble Ltd

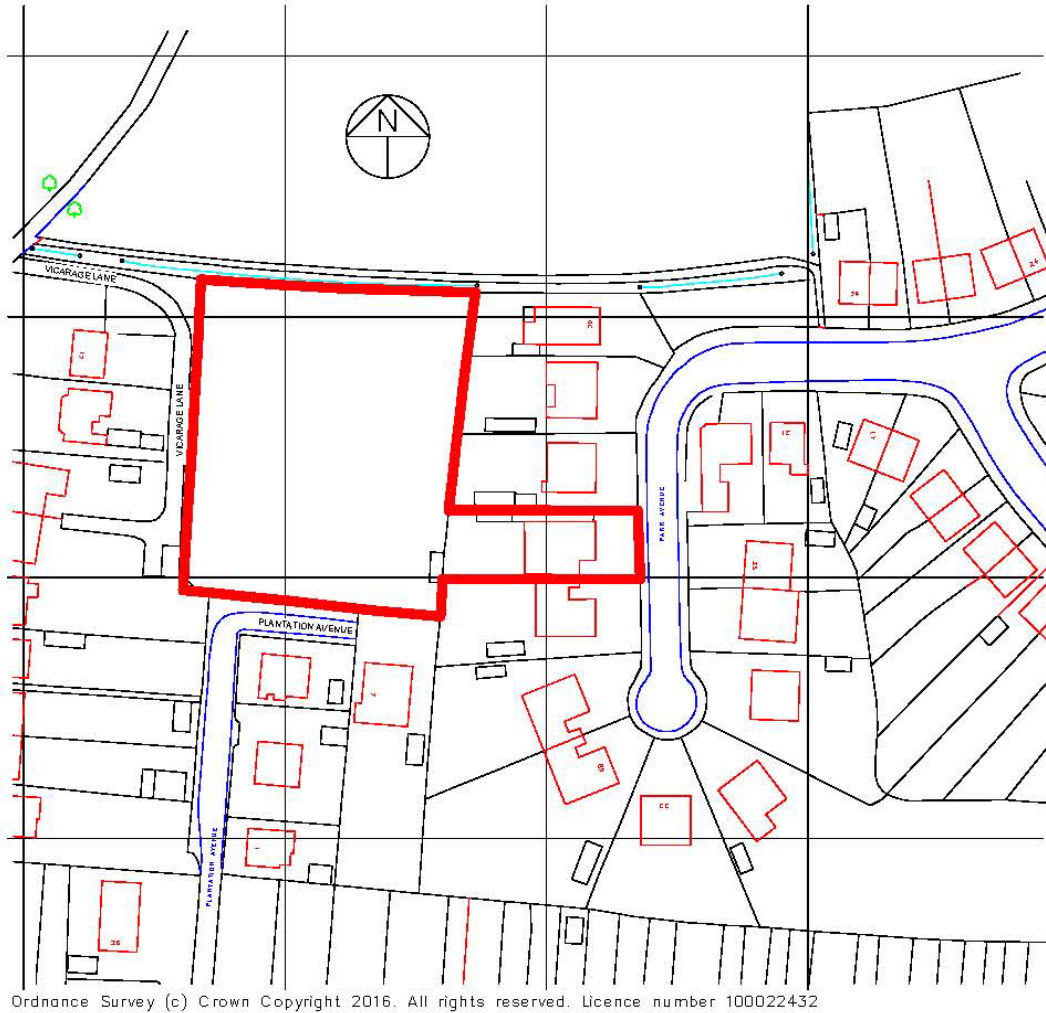
Noise dust assessment plan – D Noble Ltd

APPENDIX 1
AERIAL PHOTOGRAPH



APPENDIX 2

SITE LOCATION PLAN



Location Plan

1 : 1250

APPENDIX 3
PHOTOGRAPHS



Photo 1
Park Avenue - Proposed site access road location.



Photo 2
Park Avenue - Proposed site access road location.



Photo 3
Plantation Avenue - Lane and trees bounding proposed site to the South.



Photo 4
Plantation Avenue - Bounding proposed site to the South.



Photo 5
Vicarage Lane - Hedge bounding proposed site to the West.



Photo 6
Vicarage Lane - Houses bounding proposed site to the West.



Photo 7
Royston Park - Bounding proposed site to the North.



Photo 8
Royston Park - Conifers and ditch bounding proposed site to the North.



Photo 9

Front of 42 Park Avenue – to be demolished to create vehicular access to the proposed site.



Photo 10

Rear of 42 Park Avenue – to be demolished to create vehicular access to the proposed site.