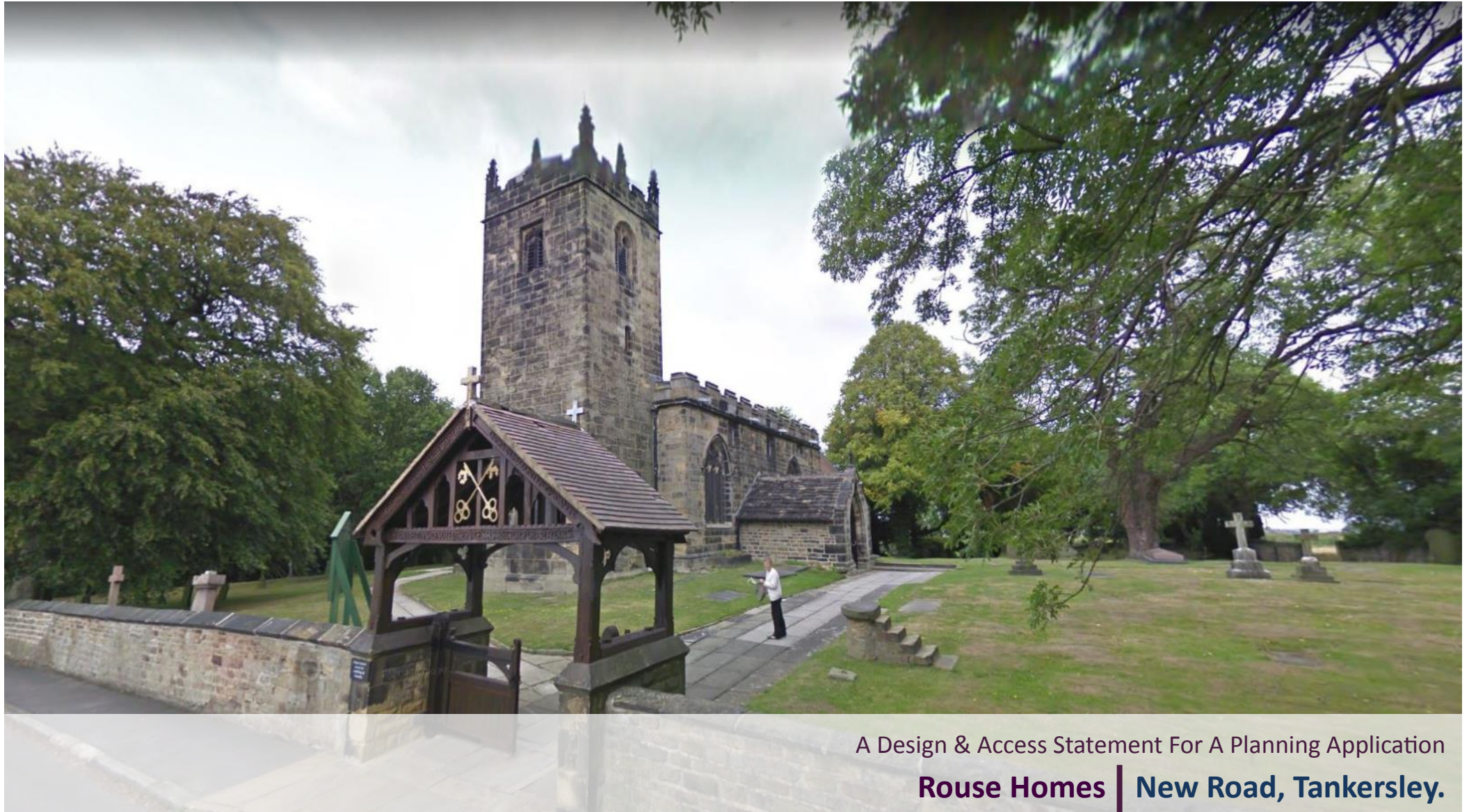


October 2018



A Design & Access Statement For A Planning Application

Rouse Homes | **New Road, Tankersley.**

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Clients: **Rouse Homes**



Architectural Consultancy: **Knapton & Knapton**

1.0 - Introduction

1.0 Introduction

What is the planning application for?

This Design and Access Statement has been prepared on behalf of Rouse Homes to accompany planning application for the New Road, Tankersley development site.

The planning application is for a Residential Development of 29 new dwellings.

This document has been prepared to ensure design is integral to the creation of new developments and responds to the requirements of The Town and Country Planning (Development Management Procedure) (England) Order 2015 for applications of this type to be accompanied by a Design and Access Statement.

Guidance contained within the NPPF which states:

"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people." (Paragraph 56)

The aim of this Design & Access statement is to provide a structure and also to explain how the proposed development responds in a suitable way to the site setting and demonstrates that the application site can be accessed by prospective users with ease.

The design and access statement seeks to explain the design principles and concepts that have been applied to the development. It also aims to demonstrate how the proposed development's context has influenced the design.

The Statement also explains the approach to access and how relevant Local Planning policies have been taken into account.

Rouse Homes have collaborated with other consultants to prepare an appropriate design solution which responds to planning policy and site context whilst working to alleviate constraints and maximise the opportunities provided.

This document is submitted in support of the planning application and sets out to achieve the following:

- Identify the existing context of the site
- Identify the key development principles and framework which have informed the detailed design of the scheme
- Provide a detailed design analysis and design solution.

The ethos of the design is to:

- Create a high quality residential development
- Create a legible and attractive place with a sense of identity
- Create a sustainable and high quality living environment
- Make efficient use of land in terms of ecological enhancement and density



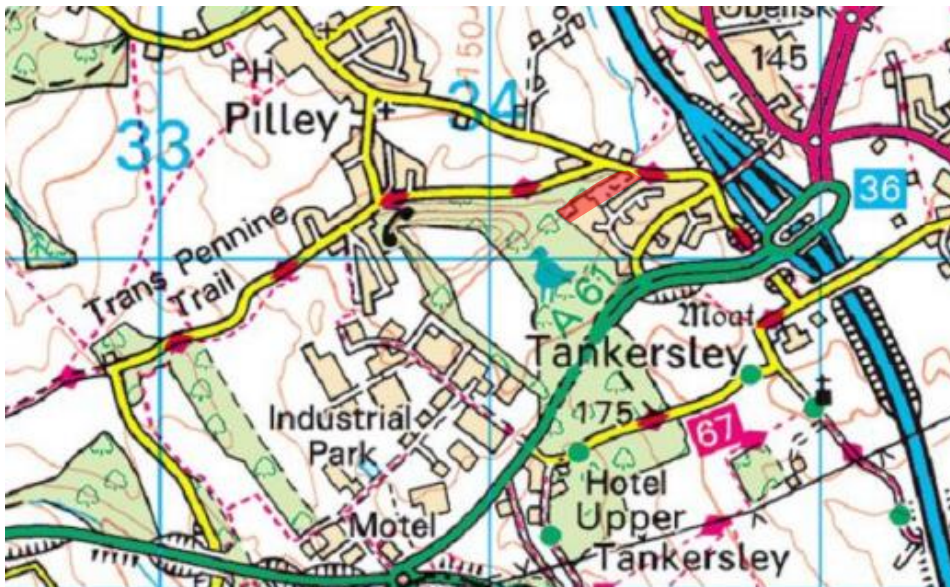
View from New Road to application site

2.0 - Site Location

2.0 Site Location

The site is located in the village of Tankersley on New Road and is located off the A61.

- The application site is currently unused buildings and yards in the village of Tankersley.
- To the west of the site there is woodland that continues around the north of the site.
- To the south of the site there are many detached houses and to the east is the access road and amenity area.
- The existing vehicular access is located off New Road.
- The boundaries of the site are defined by a mix of treatments including mature, native species hedgerows, trees and a variety of fencing.



Site Location



Site Location Aerial View

3.0 - Site Analysis

3.0 Site Analysis



Survey with numbers & direction of photograph



3.0 Surrounding Area



Materials

There is a range of materials used within the Surroundings which includes:

- Render
- Tile hanging and timber detailing
- Red and Multi bricks
- stone used in the surroundings
- Dark brown and Red pan tiles / Grey Slate roofing materials.



Area A



Area B



Area C



Area D

Window styles vary within the area in terms of colours and styles.

The majority of windows in the area do however demonstrate a vertical emphasis, with white multi pane style.

Car Parking Solutions

Car parking solutions within the area include:

- On- street.
- Private drives.
- Garages.
- Side driveways.

3.0 Surrounding Area

Boundary Treatments

Houses set behind front gardens of varying depths with low hedgerow or brick walls.

Mature hedgerows with the occasional stone and red brick wall.

Various sized rear gardens.

Architectural Styles and Features

The architectural style of the properties surrounding the application site do vary.

The range of styles and features include:-

Detached houses with some irregular terraces and semi detached houses.

Gable roofs with front facing eaves and the occasional hip roof.

Front doors with either 4 or 6 panels and fanlight.

Most property face the streets.

Hip canopy roof's to ground floor windows with Artstone header and cill.

Hipped roofs with pan tiles.

Eave over hangs with fascias and soffits.

Car Parking Solutions

Car parking solutions within the area include:

On– street, private drives and garages.

3.0 Surrounding Area



Area A - North of site



A1



Area B - South east of site



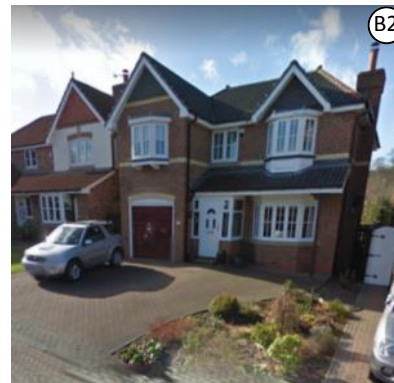
B1



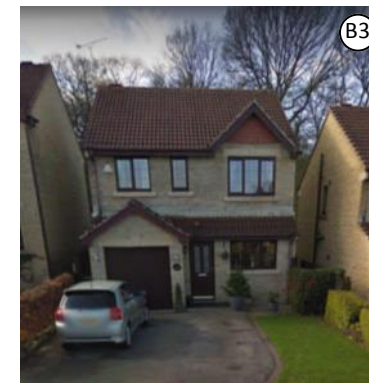
A2



A3



B2



B3

Key Features

- Some Large detached and semi-detached dwellings with some terraced housing.
- Stone used for superstructures with render used in places.
- Windows with a vertical emphasis.
- Artstone materials used for heads, cills and quoins.

Key Features

- Large detached properties
- Stone and brick used for superstructures.
- Windows with a vertical emphasis.
- Artstone cills used to create interest.

3.0 Surrounding Area



Area C - East of site



Key Features

- Large detached houses with 1 and 2 garages.
- A mix of brick colours used with render in places.
- Windows with a vertical emphasis.
- Brick heads and artstone cills used in places.



Area D - South east of site



Key Features

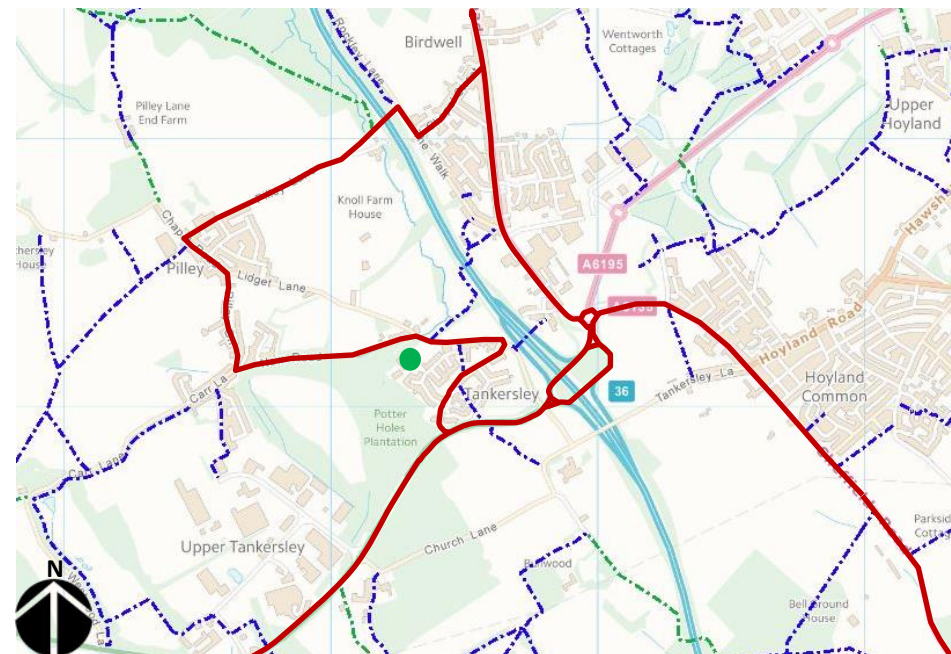
- Mix of semi detached and terraced housing.
- A mix of red brick superstructures with render used in places.
- A mixture of windows styles with varying emphasis.

3.0 Sustainability

Local amenities within a 1 mile radius of site



- Approx. Site Location
- Health & Education
- Retail
- Local Constabulary
- Sports
- Medical



- Cycle Path
- Site Location
- Bus Routes
- PROW
- Major road link

Transport Links

There is a variety of transport links within the area that make accessing local facilities from the application site very convenient for people using modes of transport other than private cars.

There is an active pedestrian path running along the east of the site that is only a short walk to reach local amenities.

There is a bus route serving the site running along New Road that runs into Barnsley. Main road access include: A61 links to Sheffield, Rotherham, Barnsley and junction 36 of the M1 Motorway.

3.0 Site Analysis

When developing a site, it is important to assess the existing situation and identify potential opportunities for improvement. Likewise, any constraints need to be fully understood from the start.

The plan opposite therefore provides a visual impression of that assessment which has been undertaken. The findings of this exercise will help to create a framework for the development.

- 1– Existing vehicular access point
- 2– Existing trees and hedges
- 3– Existing buildings
- 4– Existing public footpath
- 5– Existing houses



4.0 - Opportunities & Constraints

4.0 Opportunities & Constraints



-  Potential new vehicular access point
-  Creation of new pedestrian links into site
-  We can seek to retain existing good quality trees

It is imperative that the pertinent features of any site are responded to in a positive way when initiating and evolving a plan for development. These features may be positive or negative, for example, ensuring that a positive feature is exploited to its potential and the site's benefit ensuring that a negative feature is mitigated. A positive feature can be a view into or from the site and negative one a utility service that cannot be re-located. This plan gives a visual assessment of such features on the site and has been used to develop the design process.

5.0 - Design Development

5.0 Design Development



Layout Development

-  Arrows denote orientation of new dwellings
-  Existing footpaths adapted and introduced into proposed
-  Primary vehicle route
-  Dwellings

Following on from the site analysis and identification of the opportunities & constraints initial concept sketches were produced to try and establish the best approach to the design and layout of the site.

This initial concept sketch looked at a potential internal road pattern within the site and how the layout relates to existing site features.

5.0 Design Development



Layout Development



Existing footpaths adapted and introduced seamlessly into proposal



New dwellings

Following on from the initial concept sketch the scheme was developed in greater detail looking at how the new dwellings can be arranged and laid out on site.

It also presented the opportunity to plan how the existing footpaths can be adapted and linked into a new footpath network within the site.

5.0 Design Development



Layout Development

Original sketch was developed further with more detailed technical aspects.

6.0 - Design Solution & Evaluation

6.0 Design Solution & Evaluation

Introduction

The site constraints, considerations and strategies discussed in the previous sections have all been borne with the final scheme incorporating refinements from earlier sketches where deemed appropriate in order to address and improve certain aspects following the consultation process.

The following text clarifies the specific detail of the submitted scheme.

Development Proposals

The proposed development comprises of 29 new residential units (with vehicle access from New Road).

The list below provides a summary of the development parameters for the proposals:

- 29 New build houses
- Range of car parking solutions on site from parking spaces for smaller dwellings, driveways alongside dwellings and garages to the larger detached plots.

Use and Amount & Scale

It is considered that the proposed residential use is entirely suitable in the context of the site. The site is located within a predominantly residential area and therefore the proposed use is the most suitable for the site.

In total, 29 residential dwellings are proposed on a site that has a gross area of 1.21 hectares.

The proposed development consists of two storey dwellings.

All of the dwellings are to be a mix of townhouses, semi detached and detached houses.

Access & Accessibility

- Vehicular access to the site will be via the new roadway that extends westwards from New Road
- The size, shape and scale of the site lend itself to a simple yet logical highway hierarchy.
- A 6.0m wide road with a 2m footpath to one side brings you into the site, reducing in size to a 6.9m wide informal shared surface road, with central transition square and is the main road running through the site.

6.0 Design Solution & Evaluation

Inclusive access within the layout provides for ease of movement by all social groupings and seeks certain minimum standards for disabled access for such items as steps, ramps, door widths, etc.

The 'approach' to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will include 'accessible' paths and drives wherever possible, taking into account the topography of the site.

The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

Layout

The location and orientation of the new dwellings respect the surrounding properties and relate well to one another. The proposed houses are orientated to either be back to back or side to back with their neighbours, this avoids any front to existing rear aspect and respects privacy giving secure amenity to the existing and proposed properties. The layout follows a fairly linear strategy, particularly in an east to west direction where the built form follows the respective streets.

Dwellings have been positioned so that they provide an attractive outlook and good natural surveillance.

Certain buildings are located to create focal ends and vista stops.

There is a clear definition between the public and private domain with all properties having 'defensible spaces' to their frontages and sides on corner plots, with a variety of hard and soft treatments to the street, some giving physical enclosure to the semi-private spaces such as hedges and shrub beds. Additional gable windows are also introduced to overlook public areas and ensure 'active frontages' exist throughout the site creating a safe and naturally surveyed environment.

Charging points

To be provided to each property with a garage. Dwellings with parking spaces not provided due to remote nature.

All the properties will have individual footpath accesses to their rear gardens giving direct control over their own private domain. This will aid security, but still allowing easy access. This also enables waste and recycling provisions to be located at the rear of the properties out of sight from the street.

Where possible the dwelling's private amenity spaces back onto other gardens or are screened from public areas by 1800 high stone pillar/fences or vertically boarded fences, with rails inboard to reduce climbing potential.

Parking

All new dwellings have car parking in curtilage. Detached dwellings either have a drive to the side leading to a garage or a drive to the front with an integral garage.

Visitor car parking is provided throughout the layout in the form of incidental parking on the roads and designated visitor parking spaces on the shared surfaces.

Appearance

All the house types have been carefully designed with traditional proportions, simple yet effective detailing that will not date. We have ensured the vernacular features of Tankersley are represented, with white windows/glazing bars consistently used on all house types. A robust material palette is proposed consisting of Marshalls re-constituted stone with artstone head/cill, with a concrete plain interlocking grey roof tile. White windows/soffits/fascia/barge boards, black rainwater goods, green painted garage and front doors. The larger detached properties will be further enhanced with timber front doors. This material palette will ensure the longevity and sustainability of the dwellings.

6.0 Design Solution & Evaluation

Designing out Crime

All new developments should create pleasant environments for residents where they feel safe and quality of life is not undermined by crime or the fear of crime. To this end, opportunities for criminal activity should be recognised and designed out where possible. The following considerations have been taken into account when planning the scheme layout;

- Well defined routes for cars and pedestrians which are well overlooked.
- Car parking overlooked, no rear courtyards.
- Structured places with no conflict between uses.
- All publicly accessible spaces overlooked.
- Well defined defensible spaces and the use of suitable planting.
- Management scheme to ensure landscaped areas are well maintained.
- Layout designed to minimise vulnerable rear and side boundaries
- Robust 1.8m high fences and lockable gates provided.
- All proposed houses front the new road network to ensure positive frontage security.
- All properties will have a wired alarm to house and garage.
- All entrance doors to properties will have an external light with PIR.

Landscape Design

OBJECTIVES

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.
- To retain the existing boundary vegetation where possible.
- To develop a valuable area for local wildlife.
- A stone feature wall and piers with planting front and rear will define the entry into the development.
- Planting to both sides of the entrance road and visitor parking spaces.

6.0 Design Solution & Evaluation

Schedule of Accommodation

TYPE ABB	TYPE NAME	No	Accommodation	GROSS INTERNAL FLOOR AREA (GIA)		GIA TOTALS PER TYPE	
				SQFT	SQM	SQFT	SQM
Ma	Malham	3	2 Bed 3 Person	775	72.00	2,325	215.99
Be	Bedale	4	3 Bed 4 Person	884	82.12	3,536	328.49
Ke	Kensington	2	3 Bed 5 Person	1149	106.74	2,298	213.48
St	Studley	4	3Bed 5 Person	1167	108.41	4,668	433.66
Fu	Fulwood	5	4 Bed 8 Person	1457	135.36	7,285	676.78
Ha	Harewood	2	4 Bed 7 Person	1429	132.75	2,858	265.51
No	Nostell	3	4 Bed 8 Person	1500	139.35	4,500	418.05
Sh	Shelley	4	4 Bed 8 Person	1695	157.47	6,780	629.86
Co	Collingham	2	4 Bed 7 Person	1826	169.64	3,652	339.27
		29				37,902	3521.10

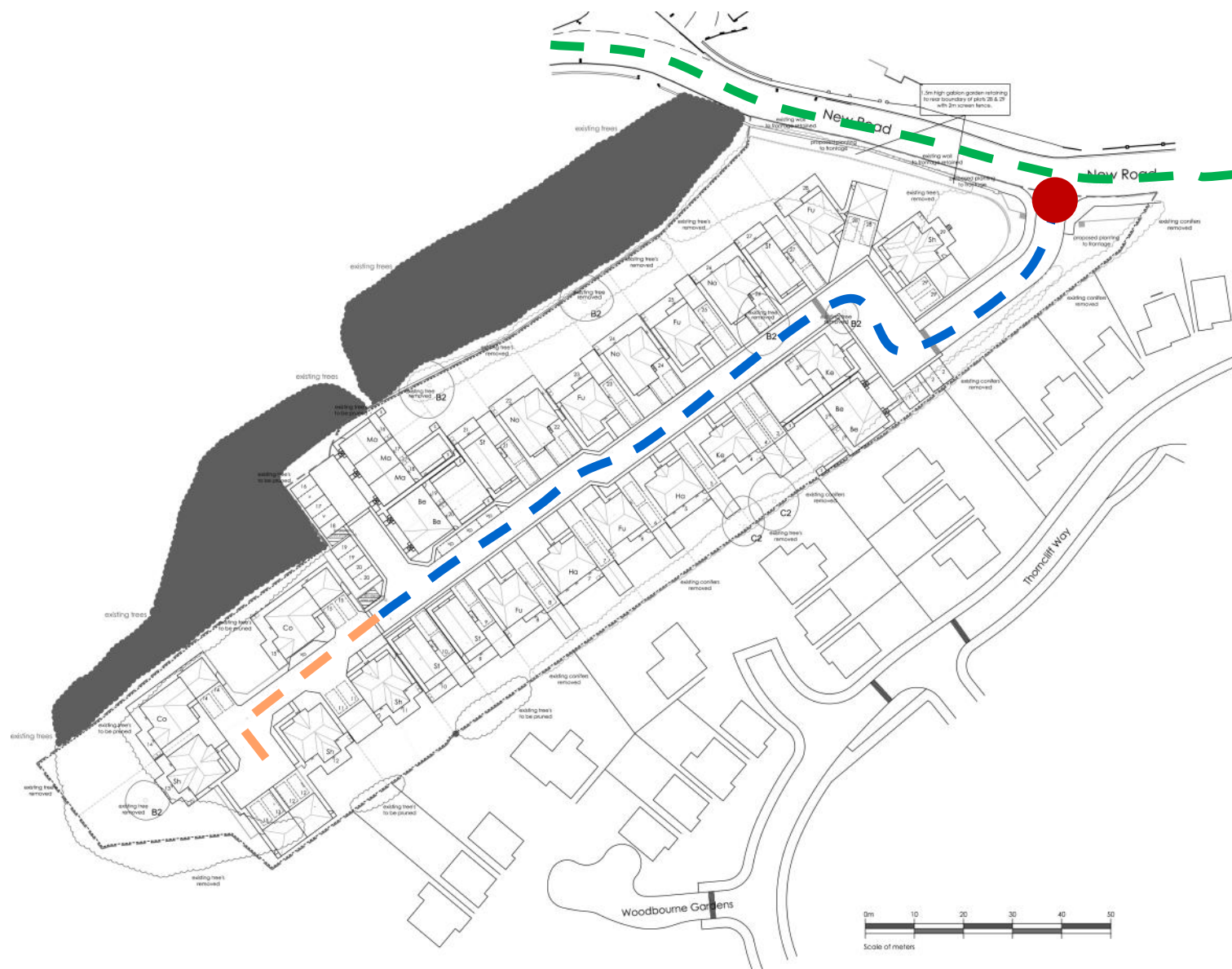
Mix of house types

The final layout consists of a mix of dwelling types.

There is a total of 29 Proposed dwellings comprising 2,3 and 4

bedroom townhouses, semi detached and detached properties.

6.0 Design Solution & Evaluation



Road Hierarchy / Access

-  Proposed vehicular access point
-  Existing road network
-  Primary vehicle route
-  Private Drives / Private Areas of Parking

The main access point will be taken from New Road and the primary vehicle route will run through the site. The layout has been designed in such a way that it is not a 'rat-run' through the site.

6.0 Design Solution & Evaluation



Proposed Residential Development @ New Road, Tankersley.



6.0 Design Solution & Evaluation



Proposed New Dwellings

A range of 9 dwellings types are proposed for this site and these have been proposed as a response to the local vernacular.

The range starts from 2 bed to 4 bed properties.

It is proposed that Marshalls re-constituted stone will be used throughout on the dwellings with simple artstone detailing to enhance and punctuate the visual detail.



6.0 Design Solution & Evaluation



All the house types have been carefully designed with traditional proportions, simple yet effective detailing that will not date. We have ensured the vernacular features of Tankersley are represented, with white windows/glazing bars consistently used on all house types. A robust material palette is proposed consisting of Marshalls re-constituted stone with artstone head/cill, with a concrete plain inter locking grey roof tile. White windows/soffits/fascia/barge boards, black rainwater

7.0 - Building For Life

7.0 Building For Life

1 Does the development provide (or is it close to) community facilities?



- | | |
|---|--|
|  Approx. Site Location |  Health & Education |
|  Retail |  Local Constabulary |
|  Sports |  Medical |

2 Is there an accommodation mix (type and size) that reflects the needs of the community?

Mix of house types

The final layout consists of a mix of dwelling types.

There is a total of 29 Proposed dwellings comprising 2,3 and 4 bedroom townhouses, semi detached and detached properties.

TYPE ABB	TYPE NAME	No	Accommodation	GROSS INTERNAL FLOOR AREA (GIA)		GIA TOTALS PER TYPE	
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Ke	Kensington	2	3 Bed 5 Person	1149	106.74	2,298	213.48
St	Studley	4	3Bed 5 Person	1167	108.41	4,668	433.66
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Ha	Harewood	2	4 Bed 7 Person	1429	132.75	2,858	265.51
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Sh	Shelley	4	4 Bed 8 Person	1695	157.47	6,780	629.86
Co	Collingham	2	4 Bed 7 Person	1826	169.64	3,652	339.27
		29				37,902	3521.10

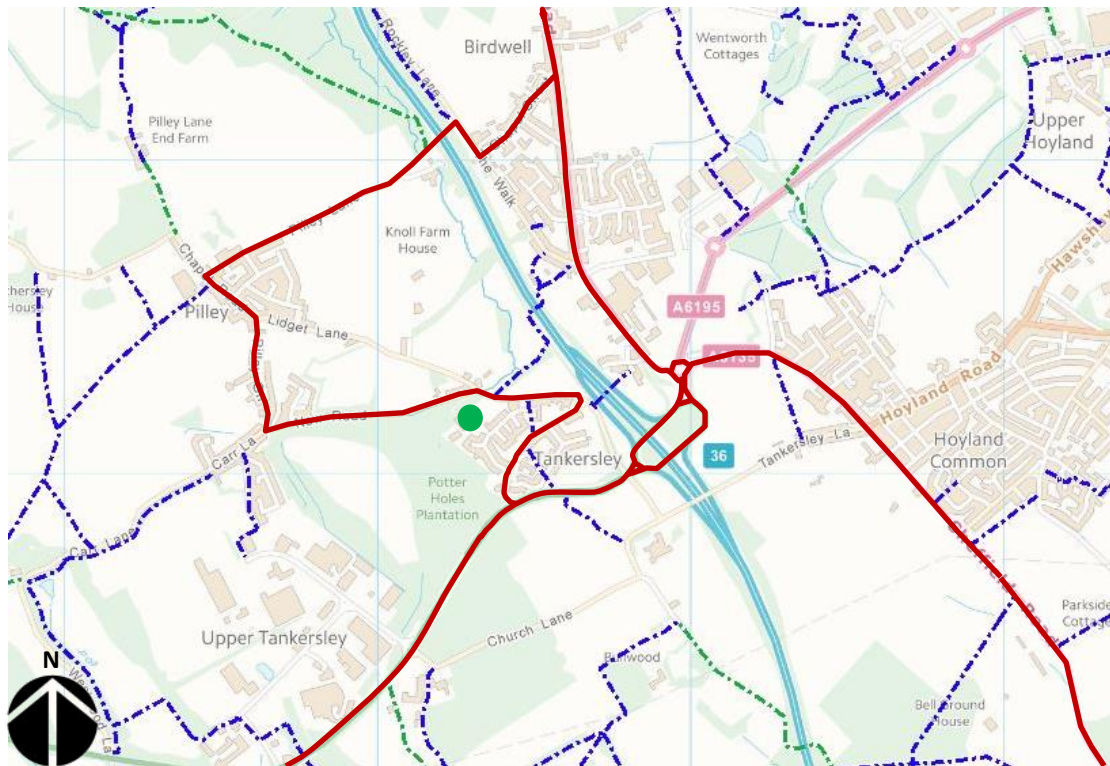
3 Is there a tenure mix that reflects the needs of the community?

TYPE ABB	TYPE NAME	No	Accommodation	GROSS INTERNAL FLOOR AREA (GIA)		GIA TOTALS PER TYPE	
				SQFT	SQM	SQFT	SQM
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Co	Collingham	2	4 Bed 7 Person	1826	169.64	3,652	339.27
		29				37,902	3521.10

Tenure Mix.

The proposed house type mix has been established through extensive market research carried out by the applicant.

4 Does the development have easy access to public transport?



● Cycle Path ● Site Location ● Bus Routes ● PROW ● Major road link

Transport Links

There is a variety of transport links within the area that make accessing local facilities from the application site very convenient for people using modes of transport other than private cars.

There is an active pedestrian path running along the east of the site that is only a short walk to reach local amenities.

There is a bus route serving the site running along New Road that runs into Barnsley.

Main road access include: A61 links to Sheffield, Rotherham, Barnsley and the M1 Motorway.

5 Does the development have any features that reduce its environmental impact?

Construction exceeds the building regulations requirements.

Drainage complies with SUDS utilising surface water storage and regulated discharge.

Vehicle charging points provided for 22 units

6 Is the design specific to the scheme (the location and its character)?



All the house types have been carefully designed with traditional proportions, simple yet effective detailing that will not date. We have ensured the vernacular features of Tankersley are represented, with white windows/glazing bars consistently used on all house types. A robust material palette is proposed consisting of Marshalls re-constituted stone with artstone head/cill, with a concrete plain inter locking grey roof tile. White windows/soffits/fascia/barge boards, black rainwater goods, green painted garage and front doors. The larger detached properties will be further enhanced with timber front doors. This ma-

7 Does the scheme exploit existing buildings, landscape or topography?

When developing a site, it is important to assess the existing situation and identify potential opportunities for improvement. Likewise, any constraints need to be fully understood from the start.

The plan opposite therefore provides a visual impression of that assessment which has been undertaken. The findings of this exercise will help to create a framework for the development.

- 1- Existing vehicular access point
- 2- Existing trees and hedges
- 3- Existing buildings
- 4- Existing public footpath
- 5- Existing houses

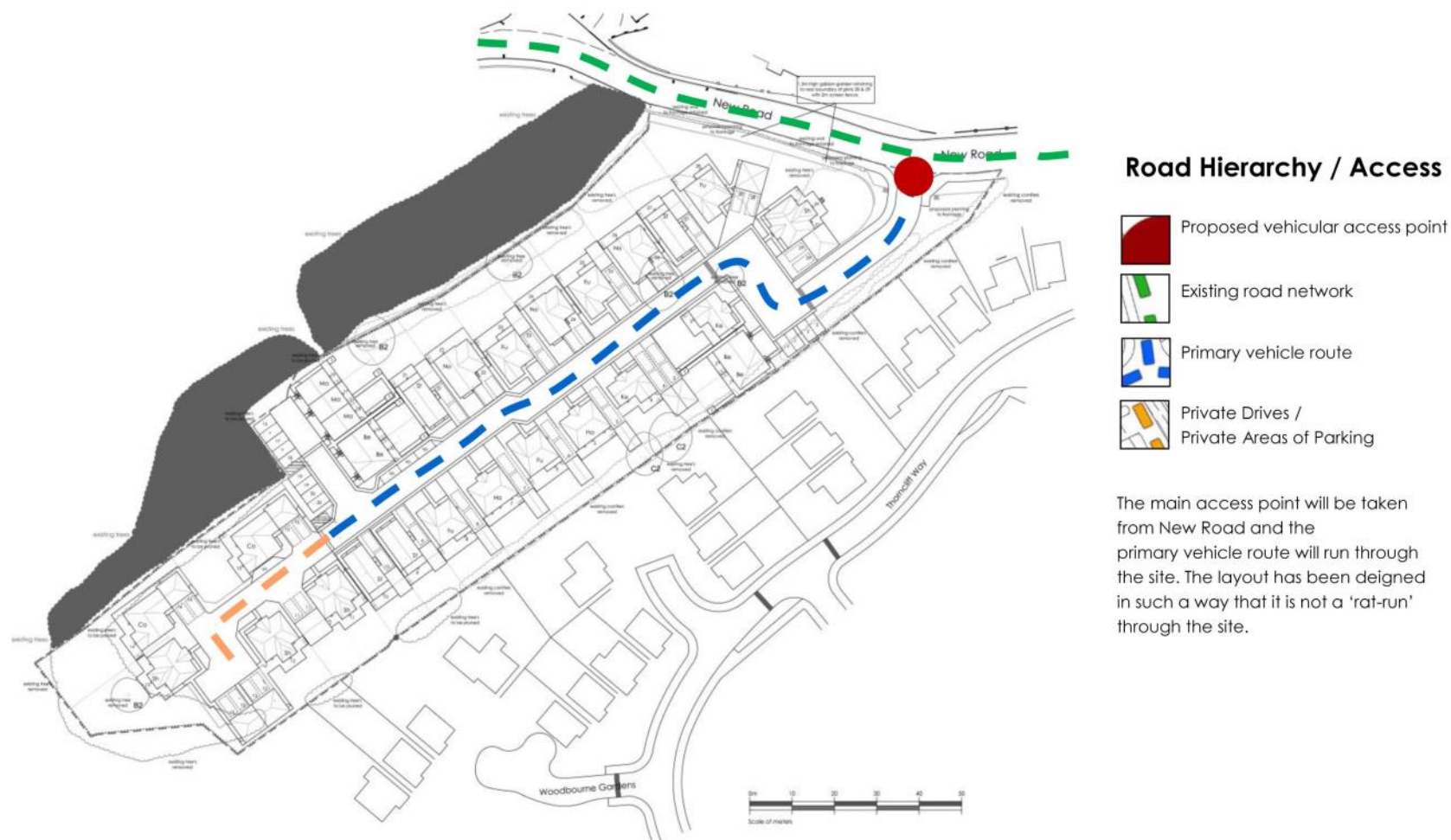


8 Does the scheme feel like a place with a distinctive character?



All the house types have been carefully designed with traditional proportions, simple yet effective detailing that will not date. We have ensured the vernacular features of Tankersley are represented, with white windows/ glazing bars consistently used on all house types. A robust material palette is proposed consisting of Marshalls re-constituted stone with artstone head/cill, with a concrete plain inter locking grey roof tile. White windows/soffits/ fascia/barge boards, black rain-water goods, green painted garage and front doors. The larger detached properties will be further enhanced with timber front doors. This material palette will ensure the longevity and sustainability of the dwellings.

9 Do the buildings and layout make it easy to find your way around?



10 Are streets defined by a well-structured building layout?



Active Frontages

Footpaths and walkways

Through the design of the layout, natural surveillance of footpaths and walkways are proposed throughout the scheme. Footpaths should be well lit and where applicable provide provision for cyclists.

Frontages

As mentioned the natural surveillance benefits will also assist in enhancing the security for fronts of dwellings. In addition to this, improvements to structure security are also proposed and are to include such measures as access doors to all properties to be fitted with multi point locking systems and euro cylinders and lockable double glazed windows at all levels.

Private Space to Rear of Dwellings

Gardens will be fenced (details below). No areas within the site provide for visual refuges where intruders could remain unobserved.

Boundary Treatments

Boundary treatments to rear facing gardens are to be timber domestic grade fencing 1.8m high, which, whilst providing a degree of physical security is most effective as a psychological deterrent to opportunistic crime.

11 Does the building layout take priority over the streets (highways) and car parking, so that the highways do not dominate?



Layout Development

 Existing footpaths adapted and introduced seamlessly into proposal

 New dwellings

Following on from the initial concept sketch the scheme was developed in greater detail looking at how the new dwellings can be arranged and laid out on site.

It also presented the opportunity to plan how the existing footpaths can be adapted and linked into a new footpath network within the site.

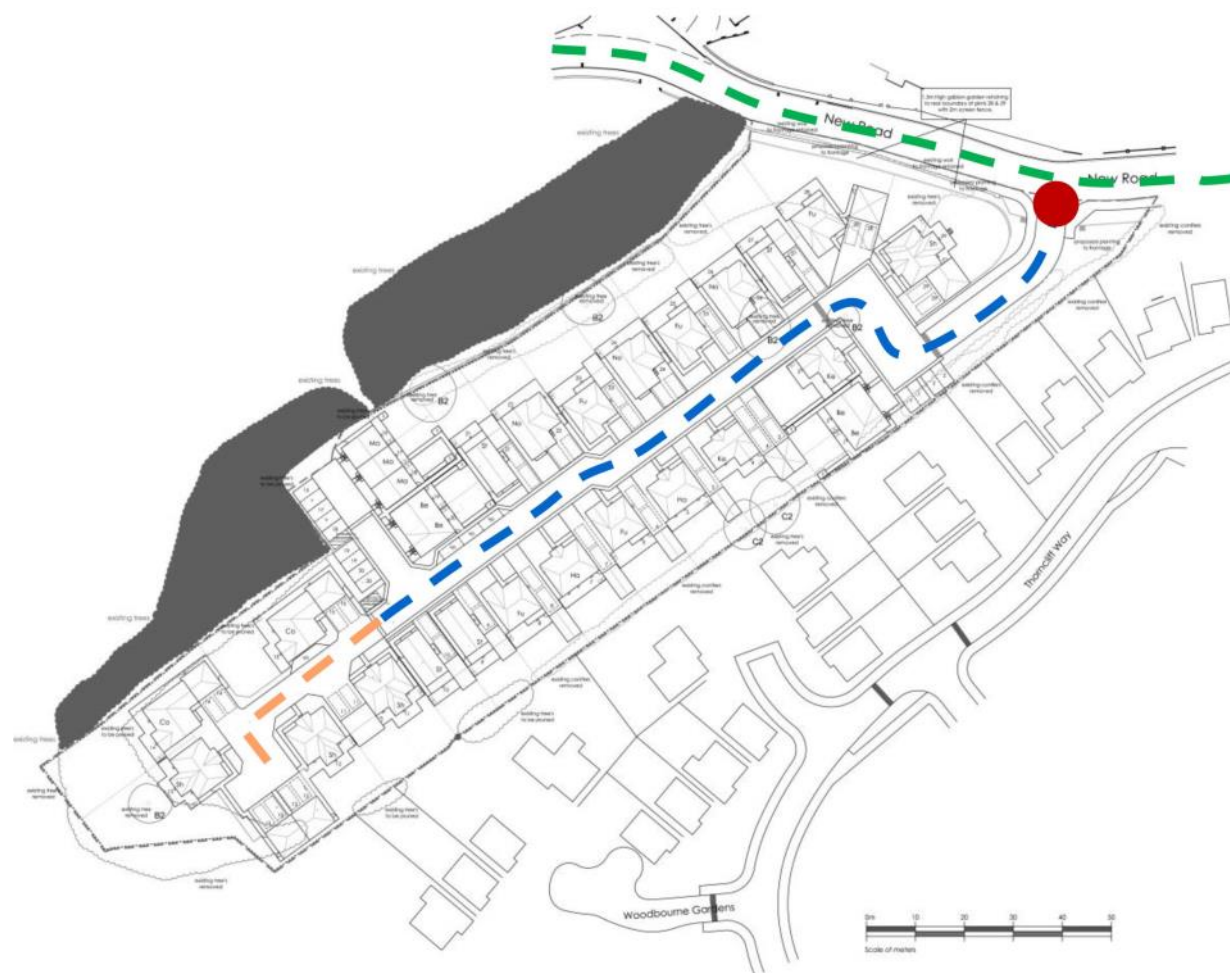
12 Is the car parking well integrated and situated so it supports the street scene?



Proposed Residential Development @ New Road, Tankersley.



13 Are the streets pedestrian, cycle and vehicle friendly?



Road Hierarchy / Access

-  Proposed vehicular access point
-  Existing road network
-  Primary vehicle route
-  Private Drives / Private Areas of Parking

The main access point will be taken from New Road and the primary vehicle route will run through the site. The layout has been designed in such a way that it is not a 'rat-run' through the site.

14 Does the scheme integrate with existing streets, paths and development?



Layout Development

-  Arrows denote orientation of new dwellings
-  Existing footpaths adapted and Introduced into proposed
-  Primary vehicle route
-  Dwellings

Following on from the site analysis and identification of the opportunities & constraints initial concept sketches were produced to try and establish the best approach to the design and layout of the site.

This initial concept sketch looked at a potential internal road pattern within the site and how the layout relates to existing site features.

15 Are public spaces and pedestrian routes overlooked and do they feel safe?



Active Frontages

Footpaths and walkways

Through the design of the layout, natural surveillance of footpaths and walkways are proposed throughout the scheme. Footpaths should be well lit and where applicable provide provision for cyclists.

Frontages

As mentioned the natural surveillance benefits will also assist in enhancing the security for fronts of dwellings. In addition to this, improvements to structure security are also proposed and are to include such measures as access doors to all properties to be fitted with multi point locking systems and euro cylinders and lockable double glazed windows at all levels.

Private Space to Rear of Dwellings

Gardens will be fenced (details below). No areas within the site provide for visual refuges where intruders could remain unobserved.

Boundary Treatments

Boundary treatments to rear facing gardens are to be timber domestic grade fencing 1.8m high, which, whilst providing a degree of physical security is most effective as a psychological deterrent to opportunistic crime.

16 Is public space well designed and does it have suitable management arrangements in place?

Due to the size and nature of the development there won't be any public spaces within the proposal.

17 Do buildings exhibit architectural quality?



All the house types have been carefully designed with traditional proportions, simple yet effective detailing that will not date. We have ensured the vernacular features of Tankersley are represented, with white windows/ glazing bars consistently used on all house types.



18 Do internal spaces and layout allow for adaptation, conversion and extension?



19 Has the scheme made use of advances in construction or technology that enhances its performance, quality and attractiveness?

Exceeds building regulations requirements.

High quality materials used in the construction.

20 Do buildings or spaces outperform statutory minima such as building regulations?

TYPE ABB	TYPE NAME	Accommodation	GROSS INTERNAL FLOOR AREA (GIA)		NDSS MINIMUM		COMPLY
			SQFT	SQM	SQFT	SQM	
Ma	Malham	2 Bed 3 Person	775	72.00	753	70.00	Yes
Be	Bedale	3 Bed 4 Person	884	83.42	904	84.00	No
Ke	Kensington	3 Bed 5 Person	1149	106.74	1,001	93.00	Yes
St	Studley	3 Bed 5 Person	1167	108.41	1,001	93.00	Yes
Fu	Fulwood	4 Bed 8 Person	1457	135.36	1,334	124.00	Yes
Ha	Harewood	4 Bed 7 Person	1429	132.75	1,237	115.00	Yes
No	Nostell	4 Bed 8 Person	1500	139.35	1,334	124.00	Yes
Sh	Shelley	4 Bed 8 Person	1695	157.47	1,334	124.00	Yes
Co	Collingham	4 Bed 7 Person	1826	169.64	1,237	115.00	Yes

All the house types that are proposed for the development are equal or larger than the standard set within the current Nationally Designed Space Standard as illustrated in the table above.

8.0 - Waste Management

8.0 Waste Management

Waste Management Plan

During Construction.

4No 14 yard skips are provided for segregation of waste.

One used for general waste, separate skips for timber, plastic and plaster-board/gypsum.

Masonry is re used on site where possible as 6F2 grade below hardstanding areas.

For Occupation.

Each property will be provided with 4No 240 litre bins to BS EN 840.

Grey for residential waste, Green for garden waste, two further bins for recycling.

Each property is provided with an hardstanding area in the rear garden for storage of bins. A bin collection area is provided at the end of private drives.



9.0 - Summary

9.0 Summary



Proposed Residential Development @ New Road, Tankersley.



9.0 Summary

This statement seeks to establish the most suitable design solution for the development of the site.

The development proposals have also considered key policy guidance in relation to design.

The design has evolved through a number of options, with overriding design principles in place to guide the development. It is considered that the approach to the development of the scheme provides a robust design and it can be demonstrated that the final plans and proposals are those most suitable for the site within the context of the development and use proposed.

Below is a summary of the scheme proposals:

- 29 New build houses consisting of 2,3 and 4 bedroom properties.
- Range of car parking solutions on site are proposed from parking spaces, driveways alongside dwellings and garages.



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