# Design and Access Statement

For a Reserved Matters Application

# Ben Bailey Homes | North Gawber Colliery, Mapplewell

Issue 3 | 31st July 2015



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Client: **Ben Bailey Homes**

Architect: **STEN Architecture**

Planning Consultant: **Barton Willmore**

# 1.0 | Introduction

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## What is the planning application for?

This Design and Access Statement has been prepared by STEN Architecture on behalf of Ben Bailey Homes for a Reserved Matters application for 174 dwellings at the former North Gawber Colliery site at Mapplewell.

A detailed Design & Access Statement was prepared by John R Paley Associates and it contained a number of chapters on site and context analysis and a study of the character of North Gawber / Mapplewell therefore we have not felt it necessary to duplicate this work. That site and context analysis was used as part of the outline application and we have also referred to that study as part of our work.

This document has been prepared in accordance with the Department for Communities and Local Government's (DCLG) Circular 01/2006.and responds to the requirements of the Town and Country Planning Development Management Procedure Order (England) (Amendment) 2013 for applications of this type to be accompanied by a Design and Access Statement.

The aims of the statement is to provide a framework to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

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 Plan policies have been taken into account.

Ben Bailey Homes have collaborated with other consultants to prepare an appropriate design solution which responds to planning policy and site context whilst working to mitigate 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
- Provide a well planned sustainable settlement with dwellings which will meet high architectural standards and the creation of pleasant and well planned streets

# 2.0 | Planning History

# 2.0 | Planning History & Site Location

An outline planning application was submitted by Harworth Estates to Barnsley MBC on 17th April 2014 (Ref:2014/0452) for up to 325 dwellings which was approved earlier this year.

To the right is the location of the site in relation to Mapplewell showing the reserved matters application boundary in red.

As extensive site analysis was carried out in the outline application then we feel that it isn't necessary for us to re-visit this site analysis but this has been considered in the development of our design proposals.

A separate planning statement has been prepared to support this reserved matters planning application by Barton Willmore.



# 2.0 | Planning History - Illustrative Masterplan

As part of the outline application an illustrative masterplan was produced by John R Paley Associates which can be seen to the right.

This demonstrated how a layout could work that takes into account all of the site constraints and the changes in level across the site.



# 2.0 | Planning History - Phasing Plan

The site is not proposed to be developed all at once and so this reserved matters planning application only relates to Phase 1B.

Phase 1A is the new access road and entrance features that are subject to a separate planning application that is due to be submitted to Barnsley MBC.

Phase 2 will be land that Harworth Estates will look to sell to a developer in 2016.



# 3.0 | Pre-Application Meeting

# 3.0 | Pre-Application Meeting



On Friday 12th June Ben Bailey Homes had a pre-application meeting with

Barnsley MBC where the initial sketch layout shown to the right was presented.

A summary of the key comments from Barnsley MBC are below:

- Urban Designer asked if we can not have continuous frontage parking and have this broken
- Urban Designer asked is we could reduce visitor parking bays to areas fronting onto POS.
- Bin access needs to be provided for all units
- Minimum requirements for play equipment – BW/HE to speak to Jo Burch about requirements
- No front hard boundary treatments - Would like to see lots of shrubs and landscaping
- Elevations – further details to be provided including photos of window depths/cross section
- Materials – soften brickwork to break up the development e.g. multibrick, buff bricks as well as red
- Character – try to create a different feel along the loop hierarchy, and look at vary building line / roof line
- Highways Officer to work through details and provide comments on surfacing materials
- Highways Officer to confirm whether a S.38 with a commuted sum can be provided for the street trees
- Landscape consultant to ensure species are on the list within the South Yorkshire Residential Design Guide
- Detail of planting areas/kerbs to be provided.

# 4.0 | Community Consultation

PUBLIC CONSULTATION

On Wednesday 24th June 2015 Ben Bailey Homes carried out a public consultation event at .Mapplewell Village Hall between the hours of 4pm and 7pm where local residents were invited to call in, view the proposals and ask any questions.

Exhibition stands were set up with the detailed proposals so that local residents could view them. Ben Bailey Homes had their team of consultants in attendance so that questions relating to specifics could be answered.

Below are a selection of the exhibition boards that were presented at the public consultation event.









# 5.0 | Design Proposal

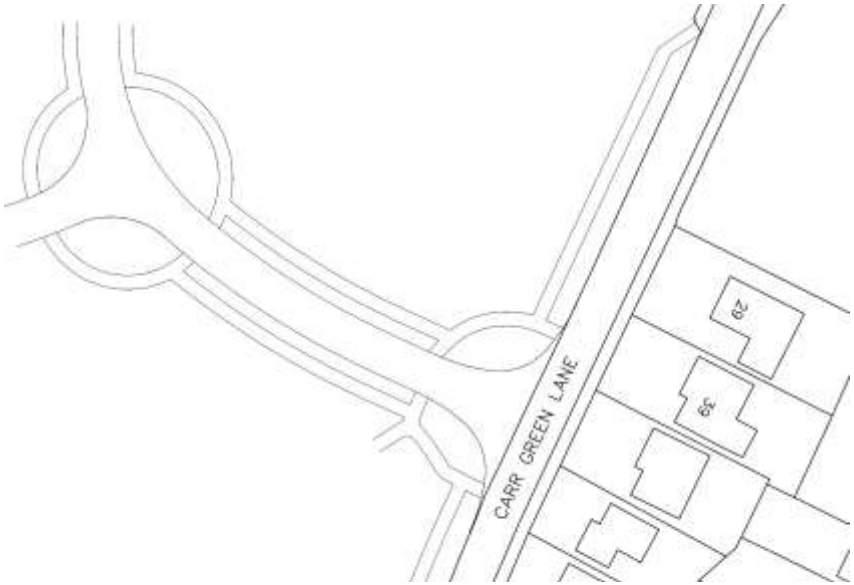
## Introduction

The site constraints, considerations and strategies discussed in Design & Access Statement that was prepared for the outline application 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 Ben Bailey Homes proposal follows the principles that were set out in the outline application and on the illustrative masterplan that was produced to support the outline application.

The new development will be served off a single new access point that is due to be submitted to Barnsley MDC as part of a separate planning application (see access plan below)




The layout has been designed so that there is good natural surveillance to all areas of open space and roads with new dwellings looking onto these areas.

Dwellings are well laid out with parking either alongside or in front of dwellings. This mix of car parking arrangement allows for landscaping in the street.

Limited use of blocks of multiple dwellings have been used and these have been kept to where we would have smaller 2 or 3 bedroom housing or the affordable housing.

Dwellings are predominantly 2 storey in height with some 3 storey dwellings in key locations to act as focal or waypoint buildings.

Pedestrian connectivity has been thought of within the design allowing safe movement into the site by means of 2 x 2m footpaths either side of the new access road that run right into the heart of the development and also connect into the existing footpath on the western boundary. The new development respects the existing neighbouring properties by creating a series of green corridors to the perimeter of the site that creates a substantial stand-off to any of these properties.

A summary of the development proposals is below:

- 174 new residential units
- Mixture of 2-4 bedroom accommodation.
- Density of 32 dwellings per hectare
- 3.52Ha of new public open space
- Predominantly 2 storey dwellings with some 3 storey dwellings in key locations.
- Single access point (already approved) from Carr Green Lane
- Provision of 10% affordable houses (2 and 3 bedrooms)

## Use and Amount & Scale

The outline application that was approved has already established that the use of the site for residential development is suitable and for up to 325 dwellings from a single access off Carr Green Lane. The proposed layout follows the principles that were set out in the outline planning application and follows the 'Illustrative Masterplan' that was produced as part of the outline application (see page 7).

In total Ben Bailey Homes are proposing a first phase of housing that totals 174 residential dwellings.

The proposed development includes a mix of 2,3 and 4 bedroom mews, semi-detached and detached dwellings.. The majority of dwellings are 2 storey in height with only a few 3 storey units which have been located in key locations.

## Access

The access has already been approved as part of the outline application and is on the eastern boundary of the site off Carr Green Lane. This is the only vehicle access to the site.

5.5m wide road with 2m footpaths to both sides brings you into the Ben Bailey development and is the main road running through the site and will also create the primary loop within the development that secondary shared surfaces and cul-de-sacs connect into.

Secondary roads will be 5.5m wide shared surfaces with 600mm margins to the edges that will have incidental visitor parking located on them.

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 have '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. They are generally positioned parallel to one another, or at 90 degrees to their neighbours.

There are also intimate dwelling clusters, typically at the head of the cul-de-sacs.

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 a corner position, with a variety of hard and soft treatments to the street, some giving physical enclosure to

the semi-private spaces such as railings, 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.

All the properties will have individual footpath accesses to their rear gardens giving direct control over their own private domain. This will aid security and, with easy access, also enable 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 brick pillar/fences or vertically boarded fences, with rails inboard to reduce climbing potential.

## Parking

All new private dwellings have car parking in curtilage. Detached dwellings either have a drive to the side leading to a garage or has a drive to the front with an integral garage. Semi detached dwellings have either frontage car parking or parking down the side of the house. Mews housing have car parking to the front.

Appearance

On pages 25-26 we have included a series of Ben Bailey Homes proposed dwellings for the site. The main material for the new dwellings will be brick. 3 different colours of brick are proposed with feature rendered elements throughout the site. Roof tiles will be a mixture of grey and red tiles and double roman pantiles The front doors will be a mixture of grey and white in colour with 3 distinctive type of door designs used throughout the site. (please refer to the detailed materials plan).

The street scenes and site section help to demonstrate the relationships between the new dwellings and the existing site levels and site features. These can be seen on page 26.

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.



Final Layout

Above is a copy of our final detailed layout that not only follows the principles of the 'Illustrative Masterplan' from the Outline Application stage but incorporates revisions to the last sketch scheme that were made at the pre-application meeting with the Local Authority.




Key Features

This diagram illustrate some of the key features of the proposals.

1. Entrance Feature
2. Frontage over greenspace
3. Central greenspace with play area
4. Primary Spine Road
5. Drainage Channel
6. Key Pedestrian route



## Movement Framework

This diagram illustrates the movement framework for this proposals and demonstrates the pedestrian permeability of the layout.



Primary Vehicle Route



Shared Surface



Private Drive



Key Pedestrian Route




## Green Infrastructure

The layout includes some important landscape features which form the green infrastructure.

1. Landscape Entrance Feature
2. Greenspace under pylon
3. Central Greenspace
4. Detention Basin
5. Drainage Channel



Active Frontages

The proposals make use of active frontages to ensure a positive design and natural surveillance of open spaces..



Active Frontages



Key dwellings with frontage over Public Open Space and pedestrian routes



Accommodation

The development includes a mix of house types and accommodation.



2 Bed Dwelling



3 Bed Dwelling



4 Bed Dwelling



Scale

The proposals make use of taller buildings at key points.

2 Storey dwelling

3 Storey dwelling

## Materials Plan

The drawing below shows exactly what materials we are proposing for the 174 new dwellings on the site.



## Dwelling Types

A selection of the proposed dwelling types are shown below (full range of house type drawings has been submitted as part of the planning application along with the varying materials that are proposed).

The dwellings will be a mixture brick type (3 are proposed) throughout the site with some dwellings having rendered elements.

The photograph below shows a typical window reveal detail from a recent Ben Bailey Homes development that will be what is proposed for this site.





Street Scenes & Site Sections

As the site has a number of existing site features (trees, hedges and existing adjacent dwellings) we have produced a series of site sections and street scenes to allow a clear picture of how the new dwellings will look and relate to each other.







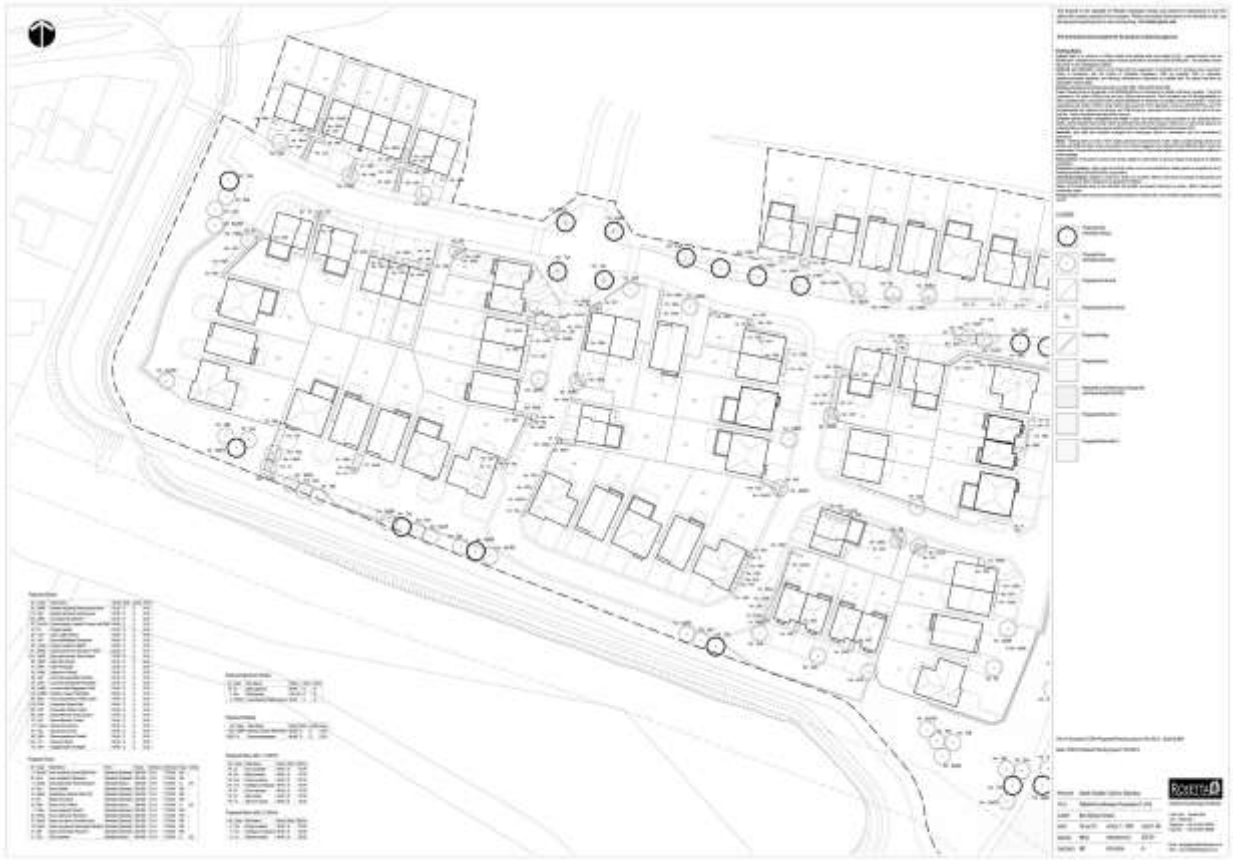


# 6.0 | Landscape

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A detailed landscaping scheme has been prepared by Rosetta Landscape Design, extracts from this are shown below and more details can be found in the accompanying Application Pack.





# 7.0 | Building For Life 12

# 7.0 | Building For Life 12

Building for Life is the industry standard endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.

The 12 questions below reflect the vision of what new housing developments should be: attractive, functional and sustainable places. Redesigned in 2012, from the original 20 questions, Building for Life 12 is based on the new National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning.

We have carried out our own assessment below where we have answered each of the 12 questions and given each either a green or amber light.




## Integrating into the neighbourhood

### 1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

The proposed site already has an approved vehicular access from Carr Green Lane. This is the only vehicular access however there are a number of pedestrian connections to the east, west and southern boundaries that provide access to existing local services, areas of public open space and existing residential development.

### 2 Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

The site is well situated to access local services as identified in the Design & Access Statement produced at the outline application stage. The local centre of Mapplewell is within 400 metres, which equates to a 5-6-minute walk. There is a range of local services including a Co-Op supermarket, restaurant, pub. There are local schools, the nearest being within 400 metres with others within 800 metres.

### 3 Public transport

Does the scheme have good access to public transport to help reduce car dependency?

The bus stop locations provide access to frequent bus services. Service 1 = 10 minute frequency to Barnsley town centre via Athersley North, Honeywell and Staincross; Service 600 = Providing access to Skelmanthorpe Shelley High School via Darton; Service 97 = Hourly frequency to Wakefield/ Barnsley; Service 93A, 485, 488 and 490 = Providing access to Kexborough, Darton College; Service 93A = Hourly frequency to Barnsley. The nearest railway station to the development site is Darton Railway Station. The station is located on Station Lane approximately 2.4 miles from the development site which is within a reasonable cycling distance from the development and is accessible using bus service numbers 1, 11 and 96. The station is managed by Northern Rail and provides an hourly service to Barnsley Interchange and also to Leeds and Sheffield where both local and national services are available. (this information was taken from the outline planning application design and access statement prepared by John R Paley Associates)

# 7.0 | Building For Life 12

### 4 Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

The development will provide for a range of housing opportunities, from starter homes to medium and larger size family dwellings, including an element of affordable housing. This diversity of homes and tenures will help to create a balanced and sustainable community over time.

## Creating a place

### 5 Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

The design approach is to create a positive identity for the site which helps improve local distinctiveness, whilst being sympathetic to the prevailing mixed suburban character, in terms of scale, materials and detailing. A co-ordinated approach to the architectural treatment of individual properties within the site will ensure there is a common distinctive architectural aesthetic across the scheme. Variety to key plots will aid legibility and place-making.

### 6 Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

The site slopes from North to South and at present the landowner is carrying out some significant remediation of the former colliery site and establishing development platforms that work with the existing slope of the site. The southern part of the site retains a large area of green open space with a new water course running through it. Dwellings have been orientated to allow as many as possible to be south facing. Perimeter trees are to be retrained however trees within the site will be removed as the site requires significant remediation due to its previous use.

### 7 Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

The plots provide a clear distinction between public space (the street) semi-private space (front gardens) and secure private space (homes and rear gardens). The orientation of dwellings ensure active frontages relate to the street and maximise surveillance. The proposed scheme consists of a clear hierarchy of streets and spaces which are well defined by buildings and landscape.

### 8 Easy to find your way around

Is the scheme designed to make it easy to find your way around?

The proposed movement and street network provides a clear hierarchy of street types which will aid legibility and way-finding. The street hierarchy and variation within development plots will aid localised navigation and ensure it is easy for people to find their way around the development. Key prominent plots, corner locations and vista stopping homes will have slightly contrasting design approaches from neighbouring properties to provide subtle way-markers throughout the scheme

# 7.0 | Building For Life 12

## Street & Home

### 9 Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

The main street includes speed restraint measures such as horizontal deflections and tight corner radii. Lower hierarchy streets have been designed to encourage low vehicle speeds through narrower carriageways, shared surfaces and the positioning of homes to create more intimate streetscapes. Whilst many of these lower order streets are to be shared space, and therefore offer more scope for informal activity, the design approach has been to create good access to open spaces throughout the development as key locations for social interaction.

### 10 Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Sufficient allocated parking and spaces for visitors have been provided throughout the scheme. There are a mix of parking solutions proposed, some dwellings have parking to the front while others have parking down the side of the dwelling allowing areas for landscaping to the fronts of dwellings. A large number of the detached dwellings have integral garages to allow people to put one of their cars away out of sight. There is then only a single drive in front allowing areas for landscaping to the street. Throughout the development there is also visitors parking provision.

### 11 Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

All residential streets will benefit from active frontage and natural surveillance from the new homes that enclose them. Front gardens will be clearly defined by changes in surface, landscape and/or boundary treatments to provide clearly defined public and semi-private space. Rear gardens are locked together to form secure private spaces with robust and attractive boundary treatments to public areas and between plots. The open space focal points each have a specific function and have been located as to provide easy access for residents, and high levels of natural surveillance from surrounding properties, passing pedestrians and motorists.

### 12 External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Proposed homes have sufficient private amenity spaces for the storage of bins away from the front of properties in rear gardens, with easy access to the street. Homes have sufficient allocated parking and in most instances garages are provided which can store cycles. Where garages are not available (e.g. terraced and some semi-detached units) sufficient amenity space has been provided to enable sheds to be erected.

# 8.0 | Summary

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This statement seeks to establish the most suitable design solution for the development of the site. Below is a summary of the scheme proposals:

- 174 new residential units
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- Density of 32 dwellings per hectare
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- Predominantly 2 storey dwellings with some 3 storey dwellings in key locations.
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