

March 2019

A Design & Access Statement For A Full Planning Application

Keepmoat Homes Ltd - Brunswick Street and Cromwell Street. Thurnscoe.





Contents

1.0 INTRODUCTION & VISION 4

1.0 Introduction & Vision 5

2.0 CONTEXT 6

2.1 Social and Economic Context 7

2.2 Planning Context and Quality 8

3.0 SITE ANALYSIS 9

3.0 Site Location and Description 10

3.1 Local Character 13

3.2 Urban Form 14

3.3 Open Space 15

3.4 Land Use 16

4.0 EVALUATION 17

4.0 Constraints and Opportunities 18

4.1 Design Concept 19

5.0 PROPOSALS 21

5.0 The Masterplan 22

5.1 Accommodation 23

5.2 Storey Heights

5.3 Street Scenes 25

5.4 Schedule 27

6.0 SUSTAINABILITY 28

6.0 Sustainability 29

7.0 ACCESS STATEMENT 30

7.0 Introduction 31

7.1 Movement Strategy and Public Transport 32

7.2 Parking Vehicular and Cycle 33

7.3 Refuse Strategy 34

8.0 METHOD STATEMENTS 35

8.1 Method Statement - Secured by Design 35

9.0 FINAL PROPOSAL 38

9.0 Final Proposal 39



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1.0 - Introduction & Vision

1.0 Introduction & Vision.

1.1 PREFACE

This Design and Access Statement is the supporting document accompanying the detailed application drawing submission for the site at Brunswick Street, Thurnscoe where Rotherham Council are looking for the delivery of a high quality, innovative and sustainable residential development that will help kick-start the important re-generation of the Brunswick Street neighbourhood.

We aim to document how the physical characteristics of the proposals have been informed by a process of analysis and assessment of the site and its environs. We also aim to illustrate the methodology used to ensure that the scheme will comply with Code for Sustainable Homes, Secured by Design Principles, Building for Life and local parking needs.

1.2 THE VISION

There is a great need to regenerate this site which has lain empty for a number of years since the old housing stock was demolished. The site is well located for local amenities and has great transport links both up and down the A1(M), making Doncaster Town Centre easily accessible.

In developing our proposals for the site we have sought to understand the DNA of the area and arrive at a solution which creates and provides a positive face to the existing community and a solution that can be seen to function as an integrated and sustainable place – punctuated by gateways and landmarks.

This Vision is supported by good principles of place making:

Our proposals for the site seek to achieve a number of key objectives to ensure that this development makes a successful and stimulating contribution to both the immediate community and the surrounding context:

“A place that is unique with its own character”

To create a new and vital residential area composed of individual character that contributes to making this a great place to live

“A place that is connected to its wider context”

To integrate with the existing settlement structure, making sensible and good connections to existing infrastructure and movement patterns

“A place that is vibrant with a mix of house tenures”

To achieve the appropriate balance of house tenure and type to facilitate a diverse community, improving the quality of life and experience

“A place that has a clear identity”

To create a place that responds positively to its landscape setting and local history, enhancing its unique qualities to help establish a sense of place and identity

“A place that offers ease of movement”

To create a place that will benefit from having good connections and linkages to existing public transport through a network of closely knit spaces and streets.



THE APPLICATION SITE.

2.0 - Context

2.0 SOCIAL AND ECONOMIC CONTEXT.



1890



1947



1903



1990



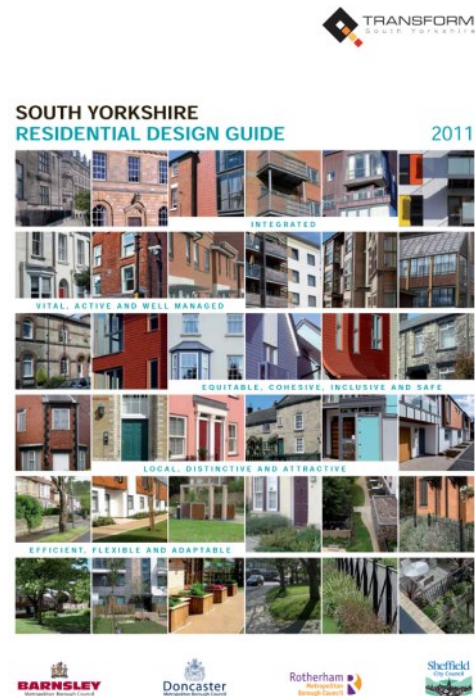
1924



The village of Thurnscoe is located 9 miles East of Barnsley Town Centre and 8 miles West of Doncaster Town Centre. and is situated on the main route between Rotherham and Doncaster. The Village is situated in a prime location with great road links to both Barnsley and Doncaster as well as to the A1(M) Motorway. The Village also has great Public Transport Links with its own Train Station as well as a local Bus Service. The application site is located to the North of Cromwell Street of the main B6411, Lidget Lane road, which goes through Thurnscoe. Thurnscoe village historically was a farming village until the Mining Industry began to be heavily present in the village in the early 18th Century. Small surface mines started appearing in the village and then like the population of the village, vastly increased due to the Hickleton Main Colliery finding the Barnsley Seam in 1894. However, like many other villages throughout Yorkshire during the Mining Years, Thurnscoe ended up with high levels of unemployment once the British Coal Mining Industry was restructured in the 1980's. The nearby Hickleton Main Colliery was merged with Goldthorpe Pit in 1986 before 8 years later in 1994, it was closed too.



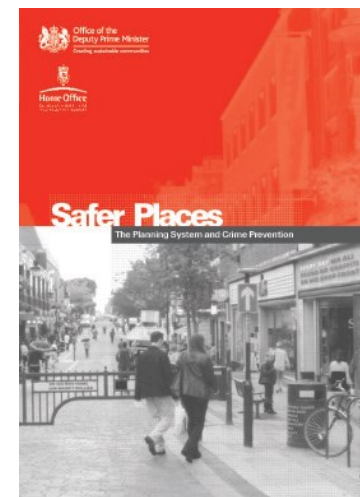
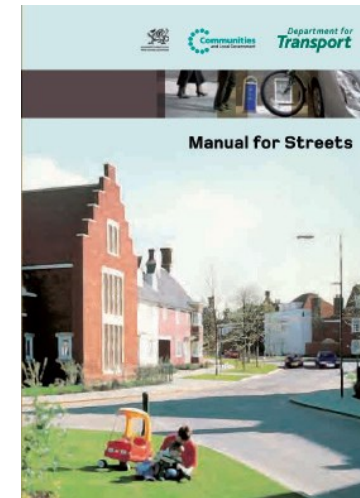
2.2 PLANNING CONTEXT AND QUALITY.



The proposed development at Brunswick Street and Cromwell Street, Thurnscoe has been guided by the South Yorkshire Residential Design Guide.

In recent years, a significant amount of house building has taken place on sites which had not previously been identified for housing purposes. This has resulted in cleared or abandoned sites being brought into beneficial use and has enabled those who wished to live within the urban areas to do so. It is expected that windfall sites will continue to come forward during the Plan period, though at a lower level than in the recent past.

It would seem that the Thurnscoe site falls into this category being a site of former housing stock.



The Brief requires that the Design should meet the following Quality Standards:

Secured by Design - The masterplan has been designed to incorporate all credentials to achieve full accreditation.

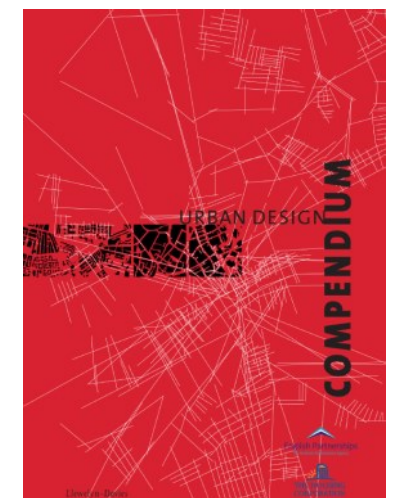
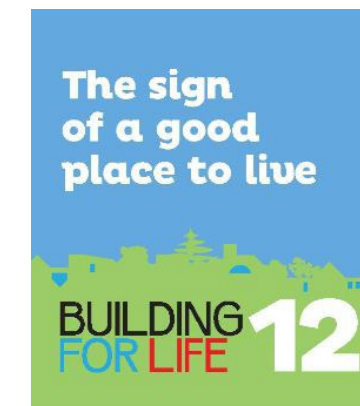
Building For Life - 12 point assessment.

Parking Capacity - RMBC Local Policy - 1 or 2 bedrooms 1 parking space per dwelling, 3 or 4 bedrooms 2 spaces per dwelling.

The design has also been informed by the following documents:

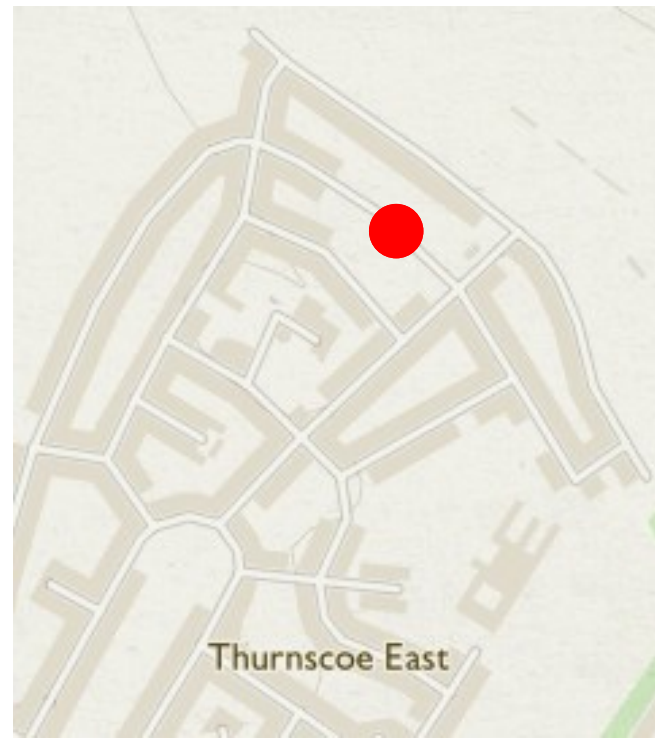
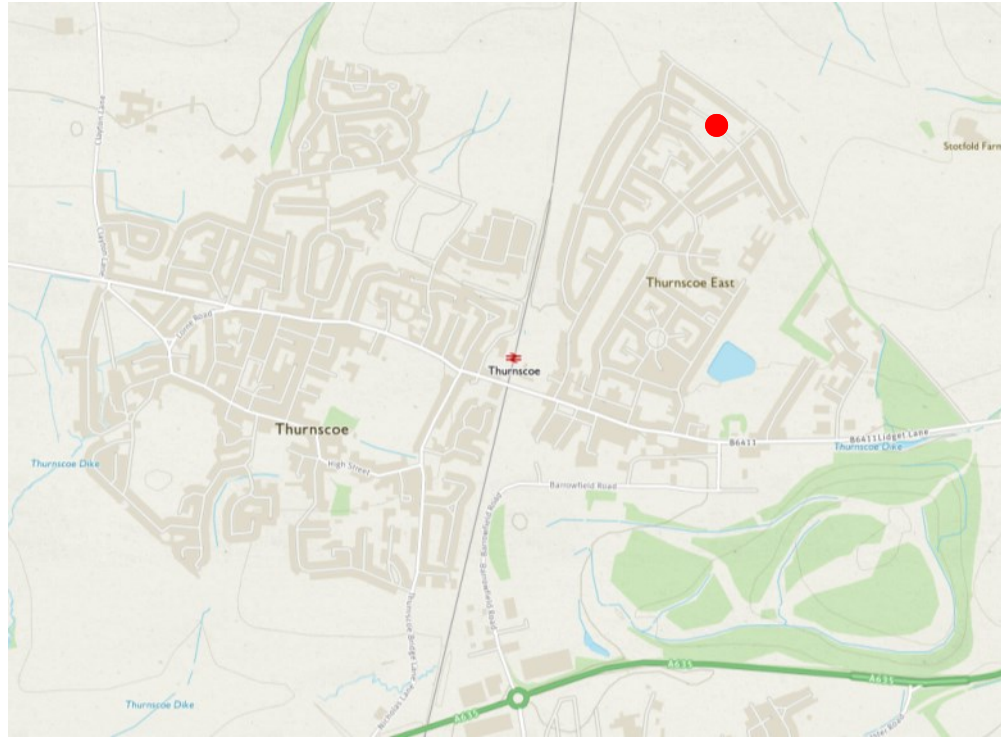
- Urban Design Compendium English Partnerships & Housing Corporation, (2007)
- Safer Places: The planning system and crime prevention ODPM, (2004)
- The Green Guide to Housing Specification Building Research Establishment (BRE), (2000)
- The Green Guide to Specification BRE, (2008) - Currently online only
- Building for Life - Delivering great places to live: 12 questions you need to answer Commission for Architecture and the Built Environment (CABE), (2007)
- By Design - Urban design in the planning system: towards better practice Commission for Architecture and the Built Environment (CABE), (2000)
- Car Parking: What works where English Partnerships, (2006)

Updates and replacement policy drafts of these documents will be taken into account and most recent versions will be followed.



3.0 - Site Analysis

3.0 SITE LOCATION AND DESCRIPTION.



The site is located East of Barnsley Town Centre and West of Doncaster Town Centre. and is situated on the main route between Rotherham and Doncaster. The Village is situated in a prime location with great road links to both Barnsley and Doncaster as well as to the A1(M) Motorway via the B6411, which is the main road through the centre of Thurnscoe. The site itself is relatively flat and can be seen into easily by adjacent properties on both Brunswick Street and Cromwell Street. The site originally had houses built onto it however, they were demolished sometime ago and the land has been unused for sometime now. On the site itself overtime, people have obviously used the land as a cut through from street to street as there are clearly signs of wear and tear on the site where people have walked through the site. There are very little trees on the site, the only trees that are present are the ones that are covering the back gardens of several houses next to the site. The actual boundaries of the site are spilt into 3 with all 3 sections in the middle of already existing houses on Brunswick Street and Cromwell Street. The whole site is completely surrounded by houses and so therefore, the site already has easy access with houses already once built on the site. The idea of the proposed development is to once again 'complete' the Brunswick Street and Cromwell Street with houses as more frontage on both sides of the street will create better surveillance. The vast majority of housing that surrounds the site itself is mainly terraced housing and semi-detached housing with gardens to the rear of properties. This kind of housing was common during the Mining Days as the population of Thurnscoe increased dramatically during this time and this was ideal housing at the time for people. The site and the village of Thurnscoe has great Public Transport Links with the village having its very own Train Station and local buses running too and from Barnsley and Doncaster. From site, an ASDA Supermarket is located just a mile away, roughly a 5 minute car journey, or a 20 minute walk.



3.0 SITE LOCATION AND DESCRIPTION.



3.0 SITE LOCATION AND DESCRIPTION.



3.1 LOCAL CHARACTER.

The local architectural context within Thurnscoe has changed considerably over the years but, has been consistent as a largely residential urban form. For a long time it existed as just a small gathering of buildings and when the colliery opened at the turn of the 20th Century, there was the sudden emergence of areas of housing for the mine workers.

These were traditional two storey, red bricked, terraced properties that were familiar to the area with many of these existing properties remaining today. The housing existing today opposite the site today is a mixture of the existing houses that were built to house the mine workers as well as houses that are characterised as two storey buildings with combination of red brick below and up to first floor with render finish above to the eaves. Expressed gables to front elevations is a common theme to the area

To the South of Cromwell Street, all the houses are characterised as traditional two storey red brick buildings with the occasional brick and render dwelling mixed in for variety of palette.

Throughout the neighbourhood areas there is a clear use of boundary types to define individual properties and there seems to be pride taken in maintaining these. Canopies over main entrance doors feature strongly throughout the area also.

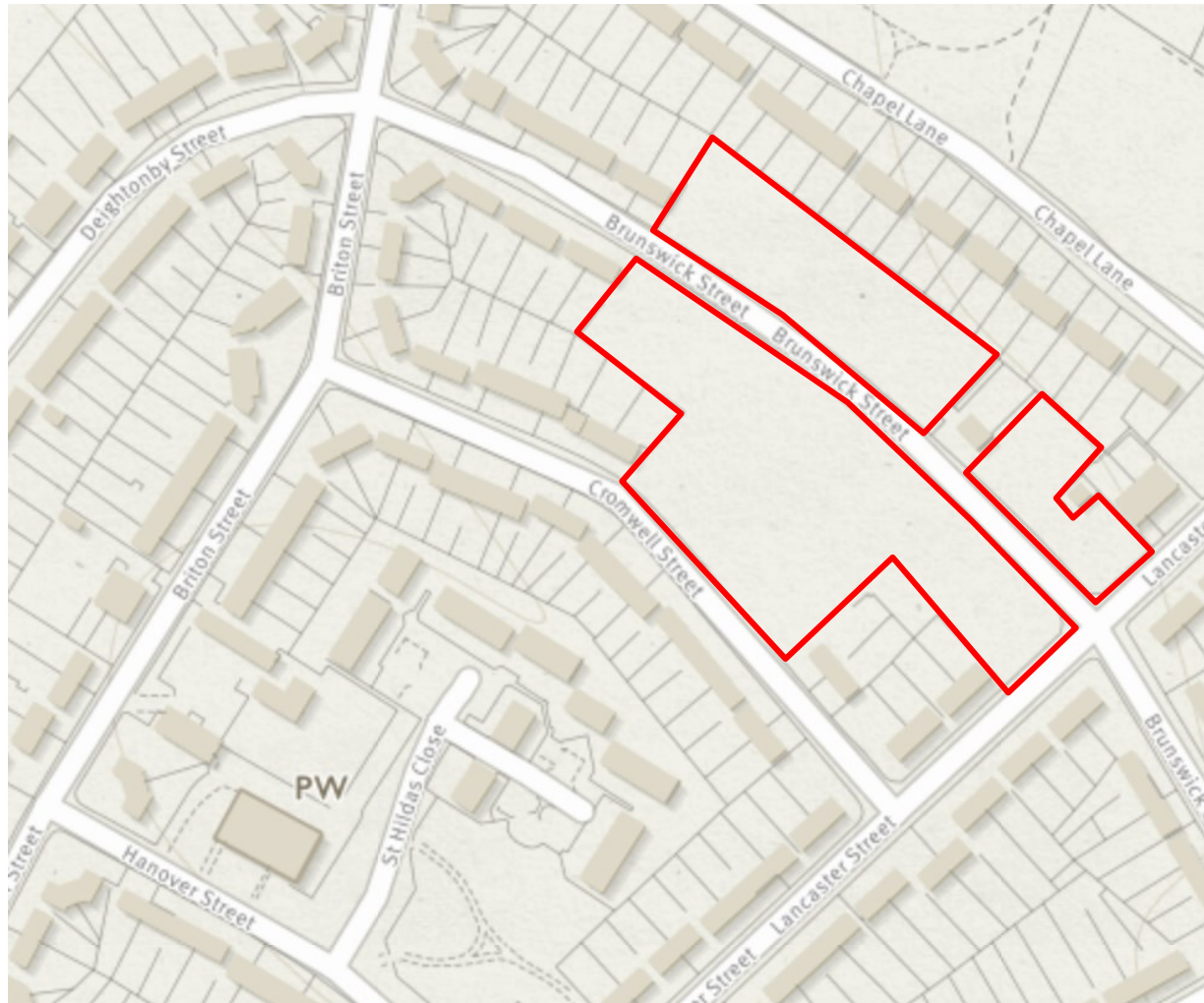
The site itself is found in a heavily residential part of Thurnscoe, which is why the site is not classed as been in the Village Centre. On the main road through Thurnscoe, the B6411 Houghton Road, going towards Barnsley, there is a sense that this is the Village Centre with several shops including the ASDA Supermarket on the left-hand side of the road. The ASDA Supermarket is a fairly new and modern building but, the other buildings that house the shops characterise much of what is seen in the rest of the area with the use of feature gables and render panels set off against the predominant use of the favoured red brick.



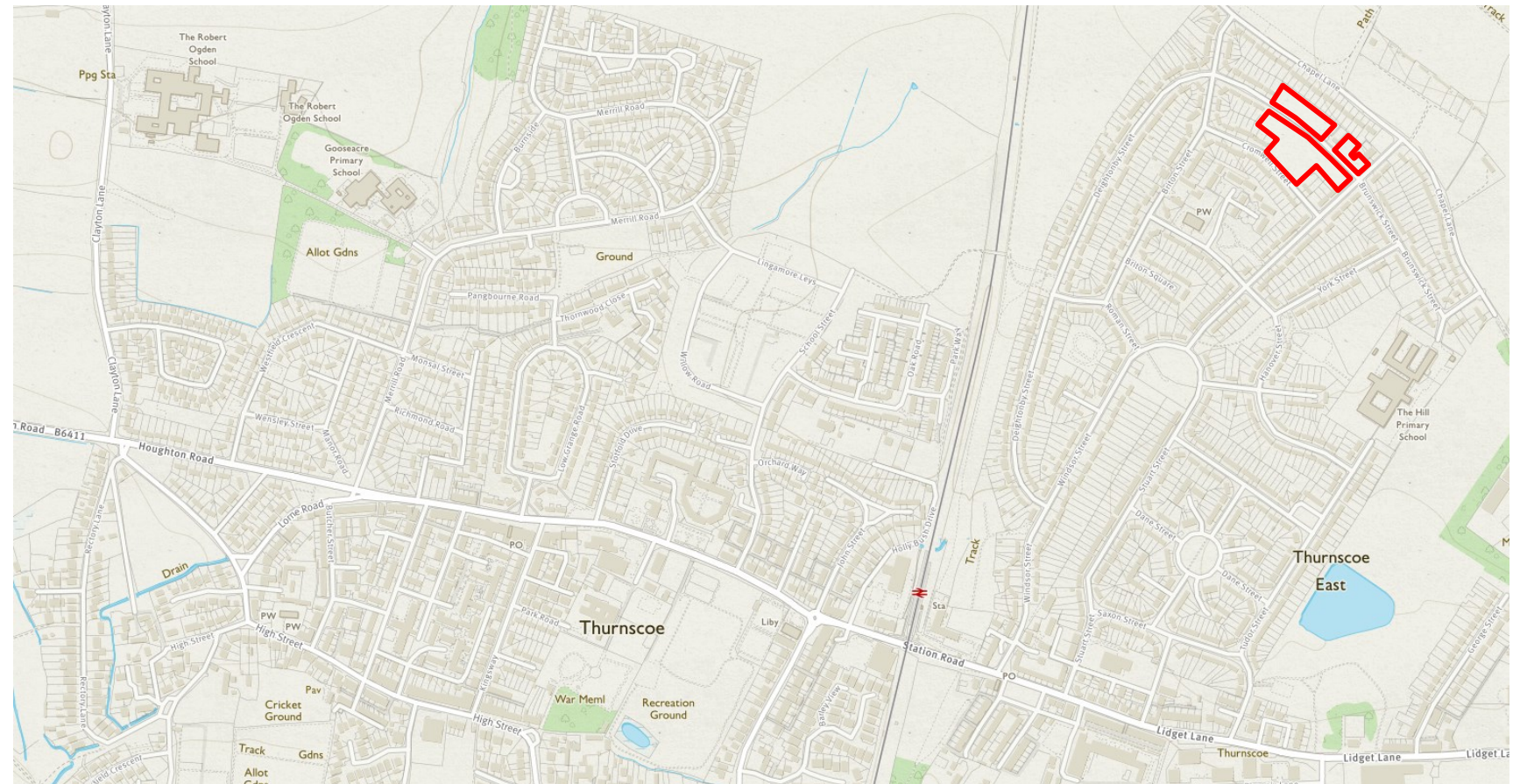
3.2 URBAN FORM.

URBAN FORM as can be seen from the urban grain diagram, Thurnscoe has developed over time to the South and to the West of the site and the area can easily be seen as residential development pretty throughout. A vast majority of the red bricked terraced housing originally built to house the miners can be seen throughout Thurnscoe and the land that surrounds the site itself.

It is evident that the dense terracing has been mimicked in recent times, a short walk from the site shows a development that has been built, more modern but, it still keeps the terraced housing feel. This has been done to keep within the style of the already existing houses, providing a more complete street scape which should give a greater sense of continuity again with a full street elevation to both sides of the street.



Urban Form - Adjacent to the Site



Urban Form - Wider Context

3.3 OPEN SPACE.

There are plenty of Green Spaces nearby the site for people to walk and to exercise. The Thurnscoe Sports Ground and the Phoenix Park are both within a mile away from the site South-Westerly. The site is also situated half-a-mile away from The Thurnscoe Reservoir and just over 1 mile from Hickleton Golf Club, both are South-East to the site.



Open Space - Wider Context

3.4 LAND USE.

Thurnscoe is predominantly residential in nature, of which the development site will help to fill a substantial gap in the housing make-up of the place.

- Residential
- Retail
- Business
- Health
- Place of worship
- Education
- Industry
- Green Space
- Agriculture
- Recreational Ground
- Allotments
- Community Buildings
- Proposed Residential



4.0 - Evaluation

4.0 CONSTRAINTS AND OPPORTUNITIES.

Good Existing
Road Links



The site constraints have the potential to inform on the design by creating a place that is unique and enhances the local environment.

BRUNSWICK STREET

- Constraint: Only existing properties to the rear of the site overlook it with all other dwellings present blank gables and barren patches of land, which are often seen as anti-social behaviour hot-spots.
- Opportunity: Provide a full street elevation to 'finish' both sides of the street and give valuable surveillance of the street that is currently lacking.

CROMWELL STREET

- Constraint: Only existing properties to the front of the site overlook it with all other dwellings present blank gables and barren patches of land, which are often seen as anti-social behaviour hot-spots.
- Opportunity: Provide a completed street scene to that side of Cromwell Street.

EXISTING ACCESS

- Opportunity: Existing road network and pedestrian footpaths are already in place for the site to use straightaway.

Many of the constraints highlighted are in effect opportunities, which exist to be exploited in order to make this development a distinctive place.

4.1 DESIGN CONCEPT.

URBAN STRUCTURE AND LAYOUT

PERIMETER BLOCKS

A key design principle for structuring the layout and built form is to make a clear distinction between private backs and public fronts. Buildings will present their façade, principle entrances and rooms to the street to provide activity and surveillance along the public realm. The perimeter block structure has a strong but positive bearing on land take and allows appropriate densities to be achieved without compromising design quality.

CAR PARKING

Each House Type on site will have the capabilities of accommodating 2 vehicles to help reduce the amount of on street parking as there are already existing houses situated around the site. The proposed layout of site will have House Types overlooking parked cars from both sides of the streets to provide a sense of security.

HOUSE TYPES

A range of house types will be proposed throughout the site to suit the needs of different people from different backgrounds, which includes terraces, semi-detached and detached. The range of house types means that there is a variety, not only within the built form but also socially, offering choice for local people and new residents.

BUILDING FOR LIFE

Building for Life 12 is the revised industry standard based on the New Planning Policy Framework and reflects the vision that new housing developments should be attractive, functional and sustainable places. BFL12 comprises of 12 questions, with four questions in each chapter; Integrating into the Neighbourhood, Creating a Place and Street and Home.

Scoring is based on a simple 'traffic light' system (red, amber, green) where as many 'greens' are to be secured as possible. Achieving 12 'greens' makes the development eligible for 'Building for Life Diamond' status.



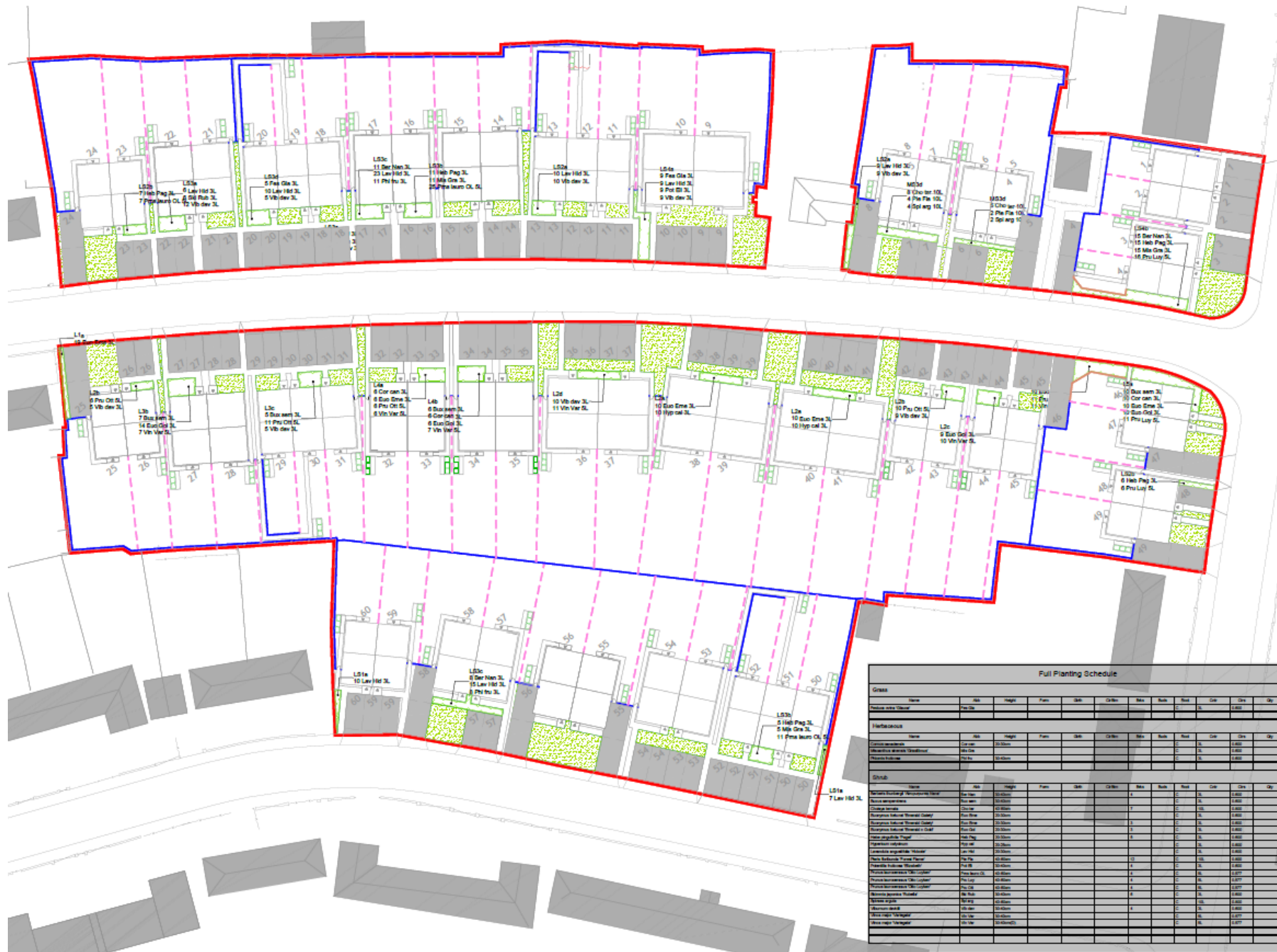
THE CONCEPT OF SECURED BY DESIGN One of the government's key objectives for the planning of new housing is to secure high quality sustainable places where people will choose to live. Designing for community safety is a central part of this, and the core principles apply not only to residential but also to other forms of development.

MASTERPLAN FEATURES

Homes will present their façade, principle entrances and rooms to the street to provide activity and surveillance along the public realm. Combined with intelligent lighting and sensible landscape design the building perimeter to the street will promote safety and create a place that is safe, secure and welcoming. The site layout and dwelling design have been designed to conform to Secured by Design principles with all external public and private spaces will be well lit to discourage anti-social behaviour and foster a secure environment. Prior to a planning application being submitted we will consult with the local Architectural Liaison Officer and implement any further recommendations made into the scheme.

Fenestration provides overlooking and passive surveillance towards the public realm with particular attention paid to the corner units and gable units. Here, the proposals contain a number of design solutions and all 'turn the corner' and provide fenestration on all sides.

4.1 DESIGN CONCEPT.



The site constraints have the potential to inform on the design by creating a place that is

DESIGN CONCEPT

- An inclusive neighbourhood with a mix of tenure which offers accommodation for all life stages and a combination of affordable and private housing.
- A distinctive neighbourhood with 'Gateway' buildings signalling the main entrance into the site and pedestrian access points into the site.
- A safe neighbourhood – sensitive treatment of existing boundaries with clearly defined public and private domains.
- A functioning neighbourhood – emphasis is placed on the end user of the scheme. All dwellings will have level access to accommodate all age groups. Adequate parking will be provided for all house types.

5.0 - Proposals

5.0 THE MASTERPLAN.



Proposed Residential Development @ Brunswick Street. Thurnscoe.



Schedule.

TYPE	OCCUPANCY	ARRANGEMENT	No	GROSS INTERNAL FLOOR AREA (GIA)		GIA TOTALS PER TYPE		Mix %
				SGF	SGM	SGF	SGM	
Lowrise	28-4P	Semi	34	739.87	48.73	25,155.58	2,336.95	57%
Midrise	38-5P	Semi	16	953.75	88.60	17,167.90	1,594.85	30%
Highrise	28-3P	Semi	8	466.24	42.08	5,345.92	496.64	13%
TOTALS						47,469.40	4,428.45	100%
Gross Site Area				2.92	acres	Red line Boundary		
Undevelopable				0.02	acres	Endowment		
Nett Site Area				2.90	acres	Dashed Blue Line		
Density				35,437.59	sqft/acre			
Density				1,527.05	sqm/acre			

Key

- Plot bin storage.
- Plot gate access.
- Plot parking.
- Plot front door and level access.
- Plot rear access.
- Plot drive parking.
- Red line submission boundary.
- House type reference and plot number.
- Existing trees to be retained.
- Existing trees to be removed.
- Possible new tree/landscaping locations subject to landscape architect details.

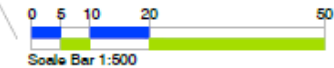
Designers of the Built Environment

Drawn By: PK
Checked By: NL
Date: 28/01/19
Dwg No: PL-02

North



Client: Keepmoat Homes Ltd.
Site: Thurnscoe
Plan: Planning Layout B&W.



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5.1 ACCOMMODATION.



This layout has 66 units and consists of a mix of House Types throughout as required in the brief. On site there will be no more than 3 units grouped together and these will be distributed throughout the site.

5.2 STOREY HEIGHTS.



For the development to sit comfortably within the context of the surrounding neighbourhood, the predominant use of two storey dwellings has been utilised. 1 storey dwellings are going to be built on site but, only 8 units will be constructed.

5.3 STREET SCENES.



Street Scene 1

Plot 24 - Lawton Plot 23 - Lawton Plot 22 - Marlow Plot 21 - Marlow Plot 20 - Lawton Plot 19 - Lawton Plot 18 - Lawton Plot 17 - Marlow Plot 16 - Marlow Plot 15 - Marlow Plot 14 - Marlow Plot 13 - Lawton



Street Scene 2

Plot 36 - Elton Plot 35 - Marlow Plot 34 - Marlow Plot 33 - Marlow Plot 32 - Marlow Plot 31 - Lawton Plot 30 - Lawton Plot 29 - Lawton Plot 28 - Marlow Plot 27 - Marlow Plot 26 - Lawton Plot 25 - Lawton



Street Scene 3

Plot 12 - Lawton Plot 11 - Lawton Plot 10 - Elton Plot 9 - Elton Plot 8 - Lawton Plot 7 - Lawton Plot 6 - Lawton Plot 5 - Lawton



5.3 STREET SCENES.



Street Scene 4

Plot 45 - Lawton Plot 44 - Lawton Plot 43 - Lawton Plot 42 - Lawton Plot 41 - Elton Plot 40 - Elton Plot 39 - Elton Plot 38 - Elton Plot 37 - Elton



Street Scene 5

Plot 49 - Lawton Plot 48 - Lawton Plot 47 - Lawton Plot 46 - Lawton Plot 4 - Lawton Plot 3 - Lawton Plot 2 - Lawton Plot 1 - Lawton



Street Scene 6

Plot 60 - Lawton Plot 59 - Lawton Plot 58 - Marlow Plot 57 - Marlow Plot 56 - Marlow Plot 55 - Marlow Plot 54 - Marlow Plot 53 - Marlow Plot 52 - Lawton Plot 51 - Lawton Plot 50 - Lawton



5.4 SCHEDULE.

Schedule.

TYPE	OCCUPANCY	ARRANGEMENT	No	GROSS INTERNAL FLOOR AREA (GIA)		GIA TOTALS PER TYPE		Mix %
				SQFT	SQM	SQFT	SQM	
Lawton	2B 4P	Semi	34	739.87	68.73	25,155.58	2,336.95	57%
Marlow	3B 5P	Semi	18	953.75	88.60	17,167.50	1,594.86	30%
Elton	2B 3P	Semi	8	668.24	62.08	5,345.92	496.64	13%
TOTALS			60			47,669.00	4,428.45	100%
	Gross Site Area	2.92	acres	Red Line Boundary				
	Undevelopable	0.02	acres	Embankment				
	Nett Site Area	2.90	acres	Dashed Blue Line				
	Density	16,437.59	sqft/acre					
	Density	1,527.05	sqm/acre					

The Schedule above shows the House Types and the number of those House Types that are proposed to be built and constructed on the site at Thurnscoe.

6.0 - Sustainability

6.0 SUSTAINABILITY.

INTRODUCTION

Accelerating climate change is acting as a catalyst for revolutionary change in the way the built environment is both developed and adapted. As community redevelopment specialists, Keepmoat have a key role to play in this agenda. Sustainability has become an integral part of our community regeneration service package and a key component of our overall business strategy.

ENERGY EFFICIENCY AND SUSTAINABLE CONSTRUCTION

In keeping with best practice we have identified a series of practical and deliverable sustainability principles:

- Resources are used efficiently, waste is minimised and materials are recycled;
- Pollution is limited to levels which do not cause damage to natural ecosystems;
- Health is protected by the creation of safe, clean and pleasant environments;
- Where possible local needs are met locally;
- Everyone has access to the skills, knowledge and information which they need to play a full part in society;
- Local people have the opportunity to work in a vibrant and diverse economy and the value of unpaid work is recognised;
- Everyone in the local community is empowered to participate in decision making; and everyone is able to live without fear of crime, or persecution on account of their race, gender, sexuality or beliefs.

SITE SPECIFIC MEASURES

Keepmoat have developed a specification that will meet Code for Sustainable Homes Level 3 which will be fully implemented on the Thurnscoe proposal.

The first step in design terms is to limit energy inputs which can be achieved by the design, construction and fit-out of homes to meet high standards of energy efficiency. High quality construction, well insulated homes, appropriate use of thermal mass and low energy appliances will all contribute to a reduction in energy demand compared to a benchmark home.

Sustainable Urban Drainage Solutions will include measures to minimise the amount of water entering the existing surface water drainage system.



7.0 - Access Statement

7.0 INTRODUCTION.

The development at Thurnscoe aims to achieve very high standards of accessibility to and from the site, within the public realm and within each home – standards which will create a new neighbourhood that offers a safe and inclusive environment to all people including those with special needs, families, the young, the elderly, the financially advantaged and disadvantaged. The designs at Thurnscoe achieves the following :

A highly legible, waymarked arrangement of streets within close proximity to services such as shops and schools, and with excellent public transport close to the site.

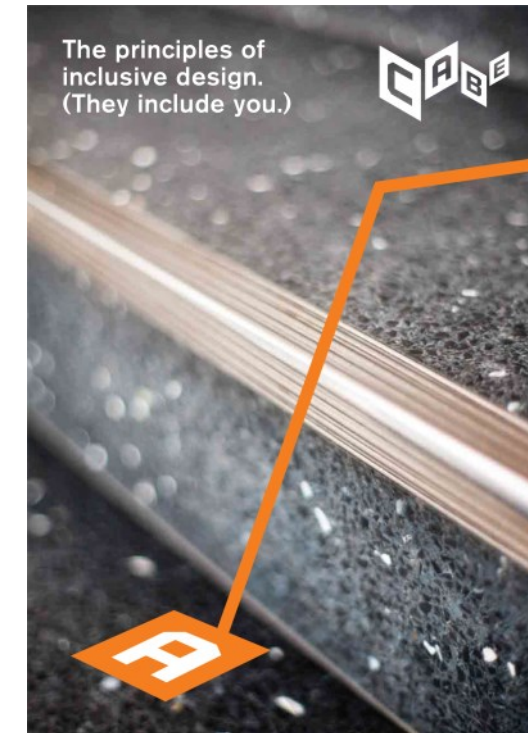
All homes are designed to have level access, in line with current buildings regulation requirements.

Generously proportioned homes to suit a range of activities, designed to comply with the Homes and Community Agencies Design and Quality Standards (25% of homes).

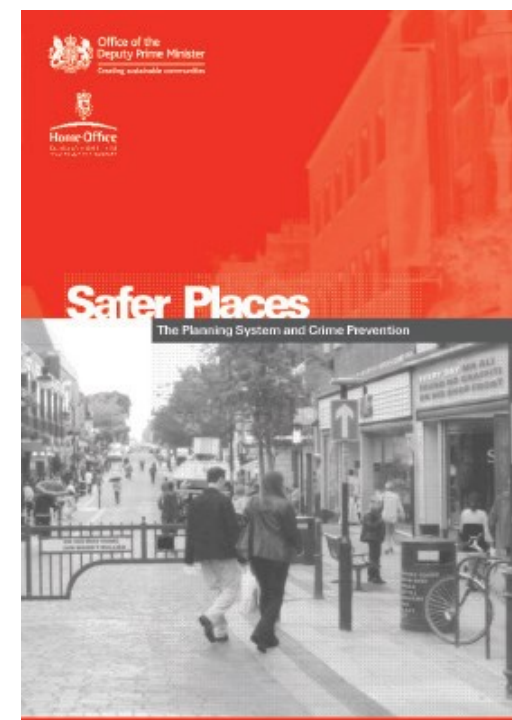
This section of the Design and Access statement explains how the targeted accessibility standards have informed the proposals, and the relationship between accessibility and other key quality standards. The right illustrates some of the key guidance which we have adhered to in relation to accessibility issues.



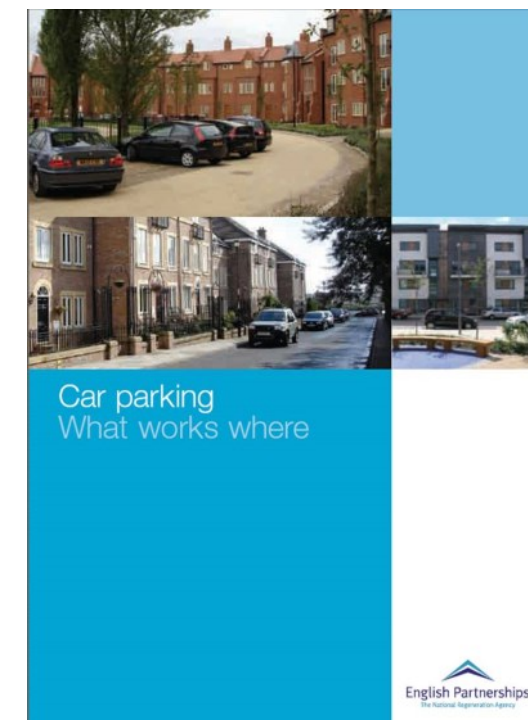
Design and Quality Standards, Affordable Homes Strong Communities, Housing Corporation April 2007.



CABE - The Principles of Inclusive Design 2006.



Safer Places - The Planning System and Crime Prevention ODPM April 2004.



English Partnerships, Car Parking - What Works Where?.

7.1 MOVEMENT STRATEGY AND PUBLIC TRANSPORT.

MOVEMENT STRATEGY – ROUTES

Our strategy for moving around this new place seeks to create a safe and attractive environment for pedestrians and cyclists while accommodating the needs of motor vehicles.

All of the existing pedestrian routes and rights of way have been maintained and will be enhanced with active building frontages.

PUBLIC TRANSPORT

The site is well served for Public Transport. There are bus routes nearby and Thurnscoe has its very own Train Station making it an ideal site.

INCLUSIVE DESIGN

The dictionary of urbanism states Inclusive Design:

“Aims to create places without barriers that involve people in undue effort, separation or special treatment, and enable everyone to take part in mainstream activities independently”

The development will be designed and built in full accordance with the Building Regulations, which set out technical standards for the quality / performance of buildings. Part M of the Building Regulations concerns ‘Access’ and ensures that the design of buildings does not preclude access for the disabled.



7.2 PARKING VECHICULAR AND CYCLING.

PARKING STRATEGY

The parking strategy for the Thurnscoe development will be either private driveway parking or on-street parking.

CYCLE STRATEGY

As part of the CFSH Code Level 3, each house will be provided with a cycle storage facility in the form of wooden sheds located in rear gardens. Where there are mid-terrace dwellings access has been provided for by way of lanes to the rear of properties.



7.3 REFUSE STRATEGY.

REFUSE STRATEGY

This diagram illustrates our proposals for waste collection. The Bin Storage for all House Types on site will either be found at the rear or at the side of each property. All residents on this site will have to leave their bins for emptying on the side of the road where existing collection routes already run along the road networks.

We have based our assumptions on the following guidelines:

- Max distance for carrying refuse (householder) – 30m (Building Regs H6 1.8)
- Max distance for pushing a wheelie bin (householder) – 25m (Building Regs H6 1.8)
- Max distance for refuse collector to walk to collect refuse – 15m (from BS5906:2005)
- Max distance for refuse van to reverse – 12m (from BS5906:2005)
- Min road width 5m (from BS5906:2005)



8.0 - Method Statements

8.0 METHOD STATEMENT—SECURED BY DESIGN.

The layout for the Thurnscoe site has been designed from the outset in accordance with the principles set out in the documents – ‘Safer Places the Planning System & Crime Prevention’ published on behalf of the Home Office and ‘Secured by Design, New Homes, 2016’; the Communities and Local Government Guide.

It is anticipated that the application for Secured by Design Accreditation will be made during the planning process and that SBD requirements will be part of the specification and design process.

PART 1

PRINCIPLES The layout has been designed with the following principles from safer places and SBD in mind:

Access and movement: places with well-defined and well used routes with spaces and entrances that provide for convenient movement without compromising security

Structure: places that are structured so that different uses do not cause conflict

Surveillance: places where all publicly accessible spaces are overlooked

Ownership: places that promote a sense of ownership, respect, territorial responsibility and community

Physical protection: places that include necessary, well-designed security features

Activity: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times

Management and maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future

PERMEABILITY

With houses previously been built and demolished on the site, and with existing houses around the site still being lived in, the access points to the site are already in place and are easily accessibly in the form of, Brunswick Street and Cromwell Street.

BOUNDARIES

Rear gardens will be gated in with locking gates to SBD standards.

Shared access paths to rear gardens will be limited, where they do occur they will serve no more than two dwellings and have a lockable gate in accordance with SBD guidelines. Where plots are terraced, a lockable gated access path will be provided to the rear of the mid terrace units.

LAYOUT AND ORIENTATION OF DWELLINGS

Buildings will be laid out to overlook public space with windows on side elevations facing public space.

CAR PARKING

Car parking will be to the fronts or sides of properties in the majority of cases.

LANDSCAPING

Planting and Landscaping will be designed to comply with Secured By Design Guidance.

LIGHTING All Lighting in public areas will be designed in accordance with Secured By Design and Local Authority Guidance.

PART 11

PHYSICAL SECURITY

Keepmoat have undertaken to achieve Secured By Design Stage Two Accreditation throughout the site as required in the Design Brief. Keepmoat have gained this accreditation in many other schemes and use manufacturers and suppliers which hold current Secured by Design Certification, such as Yorkshire Windows and Birtley. It will be made clear to suppliers that certification will be required to demonstrate compliance.

Where access is from the rear of the property specifiers will pay special attention to security measures for gates, cycle stores and garages.

Door furniture will be specified to comply with requirements with special consideration for mailboxes.

Windows will be specified to comply with SBD guidance, current BS EN Standards and Building Regulations.

All building entrances will be illuminated, as will parking.

Consultation will occur to establish the preferred solution for the placing of utilities equipment.

A spur will be provided internally for intruder alarms.

Cycle stores and refuse stores will be located in positions which do not compromise security and be to SBD Standards.

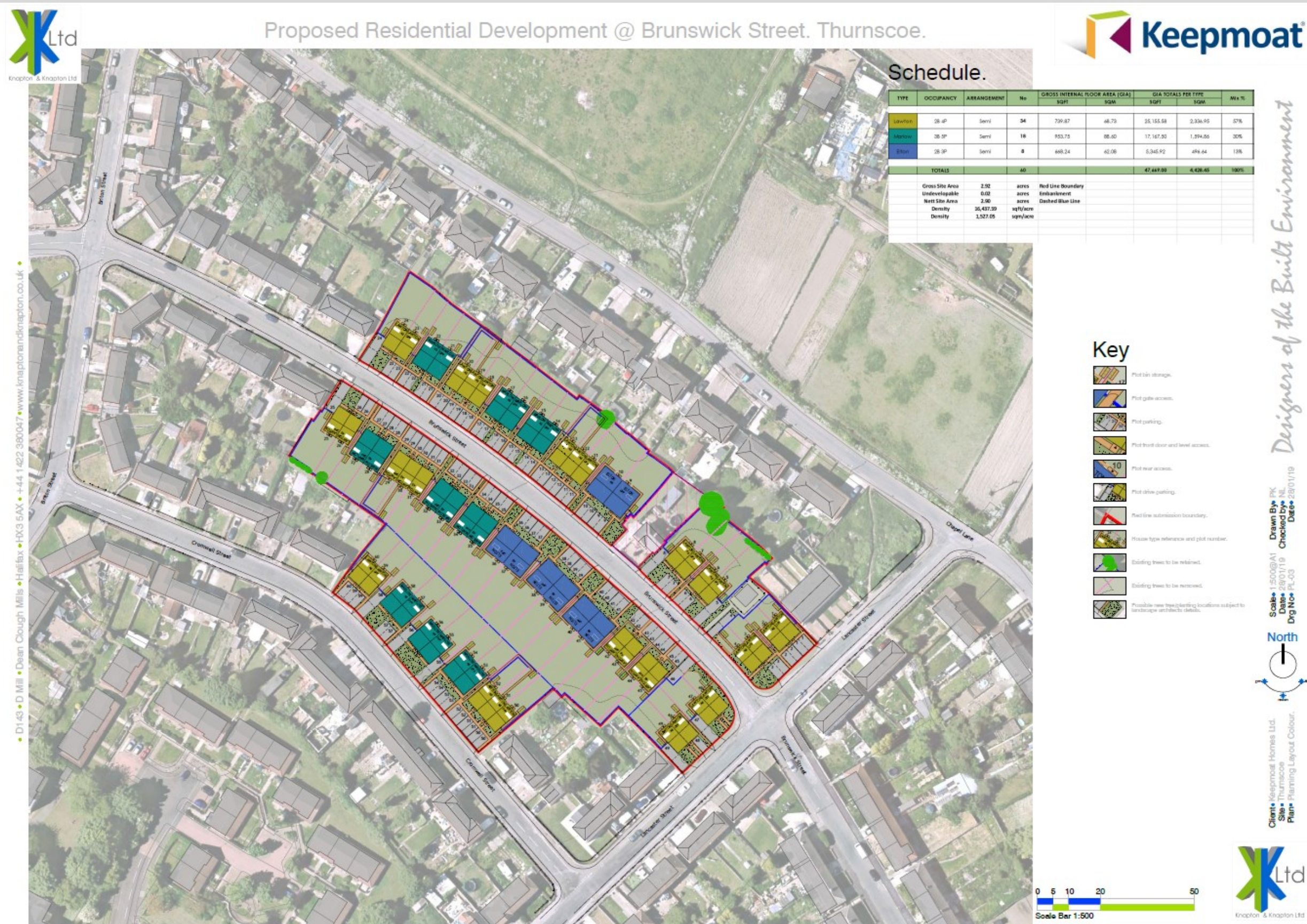
8.0 METHOD STATEMENT—SECURED BY DESIGN.

Boundary treatments have been chosen to enhance the character of the development. Between neighbouring gardens, a 1.5m high fence will be positioned defining each garden that is owned by each individual House Type on site. Where gardens meet boundary lines, and where the foot-paths to the middle House Types start and end, a 1.8m high fence will be placed. All fences on site are provided for added security.



9.0 - Final Proposal

9.0 FINAL PROPOSAL.





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“Thank You”