HOLLY BUSH DRIVE

THURNSCOE, BARNSLEY

SOUTH YORKSHIRE



DESIGN & ACCESS STATEMENT

Outline Application – April 2011

WATSON BATTY architects

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1.0 - Overarching Vision for Thurnscoe

Transform's vision for South Yorkshire is 'to build and support sustainable communities and successful neighbourhoods where the quality and choice of housing underpins a buoyant economy and improved quality of life'. This is supported by a series of strategic objectives which aim to improve the character and diversity of local neighbourhoods and expand the choice and quality of local housing to meet the aspirations of existing, emerging and incoming households. With reference to this, our vision for Thurnscoe aims to support Barnsley's housing market by providing a variety of housing types in an attractive and well maintained neighbourhood, which benefits from a rural outlook and proximity to local services.

Thurnscoe's role as a residential settlement serving wider employment markets, will be strengthened through new housing investment and improved linkages to the local station. The growth in households in Thurnscoe will help to support local shops and services and create a vibrant, but compact local settlement.

Our proposals will contribute to the areas' character, defined by planning strategy to ensure the development of an integrated neighbourhood. The development will benefit from a clear street network to create a well connected and legible residential neighbourhood, which provides safe passage for all users, whether on foot, bike or by car.

Best practice in design and build standards will create an exemplary scheme, which not only serves to raise the perception of Thurnscoe in the wider housing market, but acts as a benchmark to the Barnsley and wider Transform programme. Development activity in Thurnscoe will act as a catalyst in raising the profile of the Dearne Valley by providing attractive and affordable residential communities. Attracting new residents into the Borough and providing a greater choice of housing for existing local households.

Our vision is underpinned by the goals of the sustainable communities' agenda in creating settlements which are: active, inclusive and safe; well run; environmentally sensitive; well designed and built; well connected; thriving; well served; and fair for everyone.



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2.0 - Our Vision:

Our vision is for Thurnscoe to play its full role in the revitalised economy of Barnsley and the wider South Yorkshire region. The area will have a positive and dynamic image and an effectively-functioning and sustainable housing market, which meets the aspirations of its diverse and expanding population, by reducing the supply of obsolete housing for which there remains little or no demand, and creating sustainable, well managed neighbourhoods offering a choice of quality homes at a range of values. This vision will define the housing market characteristics we intend to establish to achieve the strategic objectives of Barnsley MBC and the Transform South Yorkshire Residential Design Guide.

The government is committed to boosting the supply of housing nationally. In the Housing Green Paper, the government set out its ambitious plans for three million new homes by 2020. In the same document it set out commitments to more social housing, increasing low cost home ownership solutions and greener homes.

This scheme will contribute to the Green Paper growth agenda by the provision of 8 contemporary homes achieving a minimum standard of Code for Sustainable Homes (Level 3 rating) in terms of energy performance.

The scheme will contribute directly to Transform's agenda, securing the improvement of the housing market by providing a diverse range of new homes for sale which will be affordable to local residents and help to meet local housing needs. The development has been designed to cater for locally derived needs, as well as having a wider mainstream market appeal.

The development contains a proportion of larger family and aspirational homes that will help to attract new households to the area and contribute to the creation of a mixed income community. The creation of mixed neighbourhoods is central to the government's sustainable communities agenda and that of Transform South Yorkshire.

The scheme is underpinned by a robust and exciting design concept and this will help to create a lasting appeal to the new neighbourhood.

The development will specifically contribute to strengthening the housing market in the following ways:

- **Providing Homes that address unmet Housing Needs** -The 2005 Housing Needs Study identifies a predominant need for smaller 1 and 2 bedroom general purpose housing within Thurnscoe. It also suggests that existing bungalows and flats/ apartments are under demand pressure. The scheme is configured to offer a mix of dwellings including 2 & 3 Bedroom Houses and a Bungalow.

- **Helping to create mixed income communities** -In addition to meeting identified needs for smaller housing, the scheme also provides for a range of 3 bedroom accommodation. Supplying a range of contemporary larger homes will help to balance the stock profile as well as attracting new households to the area. Attracting households with higher income profiles will ultimately assist in meeting housing market renewal objectives as well as reinforcing the income base for local shops and services.



3.0 - Design Statement

This section has been structured to include the following:

- Introduction
- Housing Provision
- Green Space and Footpaths
- Green Space Design Concepts
- Car Parking
- Energy Challenge and Protection of Environment

3.1 - Introduction

The design approach to the proposed new development will be defined by a built form of enhanced architectural quality, indicating to visitors and passers by that something special has been achieved.

The Design will be cautious in its approach, concentrating on achieving a pleasing and fresh aesthetic. The Design will focus on detailing, layout and composition, creating a cohesive combination of design parameters that retain strong visual links with the best design in the surrounding area.

3.2 - Housing Provision

The location and orientation of dwellings is organised to provide adequate private garden spaces, semi private and public realm, and to ensure that maximum safety and security is provided to neighbouring properties, footpaths and other communal spaces. Consideration has been given to maximise experience and interest in the public realm and intermediate areas.

A variation in house types and aesthetic treatment will help to achieve visual interest and create strong character in street scenes, where a mixture of brickwork, timber boarding and render will contribute to a rich palette of materials achieving interest in both appearance and textural differences.

3.3 - Green Space and Footpaths

To ensure the maximum safety for users, housing is organised to ensure that the maximum of natural surveillance and visual interest will be achieved, which together with well lit footpaths and low lying shrubbery, will create a safe zone for the user or resident.

At this stage in the design process, the bridleway has been retained in its existing location and enhanced in relation to its purpose, whilst being improved as part of the public realm. A secondary benefit is that the bridleway acts as a sound and landscape buffer against the railway.

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3.4 - Green Space Design Concept

The Green space strategy for this development will predominantly focus on the space around the dwellings as the requirement for a more formal area will be better provided by the existing available areas within Thurnscoe and those proposed within the current Reema Redevelopment. The existing bridleway will also provide an opportunity to incorporate an area of public space into the development by ensuring that the design proposals embrace this route and allows the two areas to flow into each other. This will ensure that this route is then maintained to a high standard as those using it will feel included within the design.



3.4.1 – Existing Green Space Plan

3.4.2 - Circulation

The existing bridleway/pedestrian route running adjacent to the railway is an important link which provides a connection to the Health Centre, Station and shops whilst also allowing access away from the town centre towards the open countryside and nearby public rights of way.

This route will provide a green corridor between the development and the existing railway and the proposed dwellings will be designed to overlook this area to initially take advantage of this attractive amenity but also to provide surveillance, to what is currently an unwelcoming passage, so that people taking advantage of this footpath can do so without any undue concerns regarding their safety.

Our approach to maximising community safety through design is provided further in the document. However, it is important to note that passive and active surveillance is an important consideration in providing safe footpaths and green spaces together with creating secure gardens, parking and other public areas.

3.5 - Car Parking

Our design proposes a mixture of in-curtilage car parking to the fronts of properties and secure courtyard parking.

We are confident that our design minimises the impact of car parking and that vehicle movement through the site is considered in a sensitive way. A variety of options for parking in residential areas are considered, which offer surveillance from adjacent properties:

3.5.1 - In curtilage

The key objective is to minimise the opportunities for crime and enhance secure by design principles by providing in-curtilage parking where possible. To avoid long lines of cars parked in front of the houses in a

street, the housing layout should be broken up to reduce the visual intrusion of a mass of cars parked along the street.

3.5.2 – Parking Courts / Private Drives

Where parking courts / private drives are necessary, they will be in small secure groups, close and adjacent to and preferably within view of the owners' property.

3.6 - Energy Challenge and Protection of the Environment

3.6.1 - Retention of existing vegetation

The development site consists of rough ground which is overgrown, having limited ecological value. The Group of trees to the Northern boundary will be retained and enhanced with additional planting of shrubs and hedgerow of a variety of native species.

3.6.2 - Protection of existing vegetation during construction works

Existing vegetation retained within the development will be protected during construction and according to BS5837 2005, Trees in relation to construction

Recommendations.

- Retention and storage of existing topsoil for reuse
- The handling and storage of existing topsoil present will be according to BS 3882 Specification for topsoil. Topsoil will be retained on site for reuse within the soft landscape areas.
- Selection of sustainable materials ideally sourced locally.
- For construction of the soft and hard landscape areas, materials will be sourced locally where feasible. Timber will be specified and sourced from a sustainable forest as per the Trada recommendations. Native plant material will be sourced from a UK seed source where feasible.



4.0 - Secured By Design

Safety and security together with crime and other anti-social behaviour will be one of our highest priorities when considering solutions in the new development plan. It will also be fundamental that we address issues of safety and security by looking at "Secured by Design" principles and using innovative layout and the introduction of additional windows to provide the maximum natural surveillance across public open spaces footpaths and car parking areas.

We believe a significant part of the exercise will be looking at the immediate environment around properties to achieve usable private garden space, achieve in-curtilage or dedicated car parking and reduce the number of rat-runs through the area, which should help keep the potential for car crime to a minimum. We need to consult with the police at the earliest stage to ensure "Secured by Design" and other such issues are taken into account and potential problem areas and dangers including anti-social behaviour are being designed out.

It is of vital importance that we continue to consult directly with the local Architectural Liaison Officer (ALO) for the Thurnscoe area so we can establish and deal with the relevant issues specific to this scheme. The Secured by Design guidelines act as a useful shopping list of design principles that can tackle crime and reduce the fear of crime. However there is always the need to fully understand the local issues.

During our work to date on the East Thurnscoe Master-plan and the Reema Redevelopment for Keepmoat Homes, Watson Batty Architects consulted with the local ALO Susan Turton and the Crime and Disorder Reduction Officer Chris Squires, who contributed to, and influenced the design process, by highlighting examples of real criminal activity in Thurnscoe.

Their comments ensured that the designs of any public spaces that were not naturally overlooked or were poorly-lit were avoided. They also suggested that we resisted the introduction of isolated seating areas as this is known to attract groups of youths. We were also fortunate enough to speak to Alan Sneddon who is the Tasking Officer for the Dearne Community Partnership. He has spent considerable time and effort dealing with youth crime and anti-social behaviour in the Thurnscoe area.

4.1 - Key Secured by Design Issues:

A safe and secure environment is the prime objective of the Secured by Design requirements and recommendations. To achieve this objective, equal weight should be given to both environmental design and physical security. The principles of designing out crime must be incorporated, and the application of these principles in the design details of the particular development must be agreed between the developer, the police ALO/CPDA, the local planning authority (e.g. Planning Officer, Architect, Landscape Architect and Community Safety Officer as appropriate).

To date the scheme layout has been carried out with equal consideration to achieving natural surveillance to ensure that potential offenders are strongly deterred and that a sense of care and responsibility can quickly develop between neighbours.



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5.0 – Building for Life Standard

'Building for life is the national standard for well-designed homes and neighbourhoods.

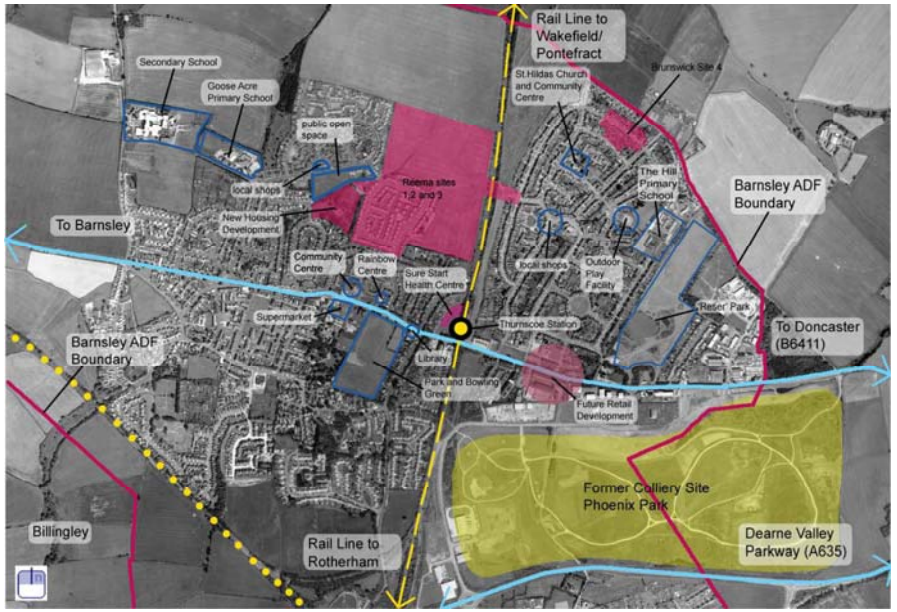
It is led by CABE and the Home Builders Federation and backed by the Housing Corporation, English Partnerships, The Civic Trust and Design for Homes.

The Building for Life standard is made up of 20 criteria that embody the partners' vision of what housing developments should be: functional, attractive and sustainable. These principles are founded on government policy and on guidance developed by CABE in partnership with Design for Homes. The Building for life criteria are used to evaluate the quality of schemes at both the pre-planning and post-construction phases.'

It is a criterion of the South Yorkshire Design Guide 2011 that, as a whole, new schemes should be of a design standard that will be able to achieve Building for Life Silver Award as a minimum. This guidance is aimed mainly at developments of 10 or more dwellings, however as many of the criteria are appropriate to smaller developments the following outlines our consideration of the 20 criteria.

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

The scheme is in close proximity to community facilities including schools and local services which are detailed on the Context Plan. The site benefits from close proximity to the local train station and a 10 minute walk from local shops and services. Given the sites rural outlook, the scheme is also within walking distance of the open countryside and large parkland areas such as Phoenix Park. Overall the layout provides excellent and safe connectivity between neighbourhoods and community facilities.



5.1.1 - Context Plan

5.2 - Is there an accommodation mix that reflects the needs and aspirations of the local community?

Creating a mix of accommodation in a neighbourhood is important for the creation of a diverse and healthy community. If a range of unit types and sizes are available, this can prove attractive for people from all life stages, including young first time buyers, single people, couples, young and mature families, and older people. Creating a mix of accommodation also assists the long term stability of a community, as individuals or families can move property according to their current needs but remain within an existing neighbourhood, which preserves social ties and relationships with schools, doctors and other social infrastructure.

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The proposed development is providing less than 10 dwellings which limits the opportunity of providing a wide mix of units, however the units being provided are predominantly family sized dwellings aimed at first time buyers and couples.

5.3 - Is there a tenure mix that reflects the needs of the local community?

There is a pressing need for good quality private residential units in this area of Thurnscoe and the proposed scheme provides for this accommodation. The units will be competitively priced in context with neighbouring developments and as such should be 'affordable' to a large proportion of the existing local residents, whilst at the same time encouraging new households to move into the area.

5.4 - Does the development have easy access to public transport?

Ease of access to public transport is critical for a number of reasons.

- Firstly at an environmental level - if the level of car use is to be reduced in Britain, people must be provided with a viable alternative. The use of trains, buses, trams and other form of mass transportation reduce both pollution and the use of fossil fuels, and can have a major impact on easing congestion in towns and cities - which makes for a safer and more attractive environment.
- Secondly, ease of access to public transport is critical in building diverse communities - allowing people who can't drive (the elderly or disabled, or those who can't afford to) to locate in a particular area and hence protecting against social stratification.

The proposed scheme has been designed from the outset to be fully integrated into the local infrastructure network with easy pedestrian access provided by the Bridleway connection.

Recent Transport Assessments have concluded that Thurnscoe is highly accessible by sustainable modes of travel and that there is extensive provision for pedestrians within the locality of the development. Bus services operate within close proximity of the site and Thurnscoe Train Station is located within walking distance.

5.5 - Has the development features that reduce its environmental impact?

Over the last decade the biggest challenge facing residential development has been the need to address issues of sustainability and environmental impact. The best measure for understanding the environmental impact of projects is The Code for Sustainable Homes which covers a wide range of issues including energy, water, materials, surface water run-off, waste, pollution, management and ecology.

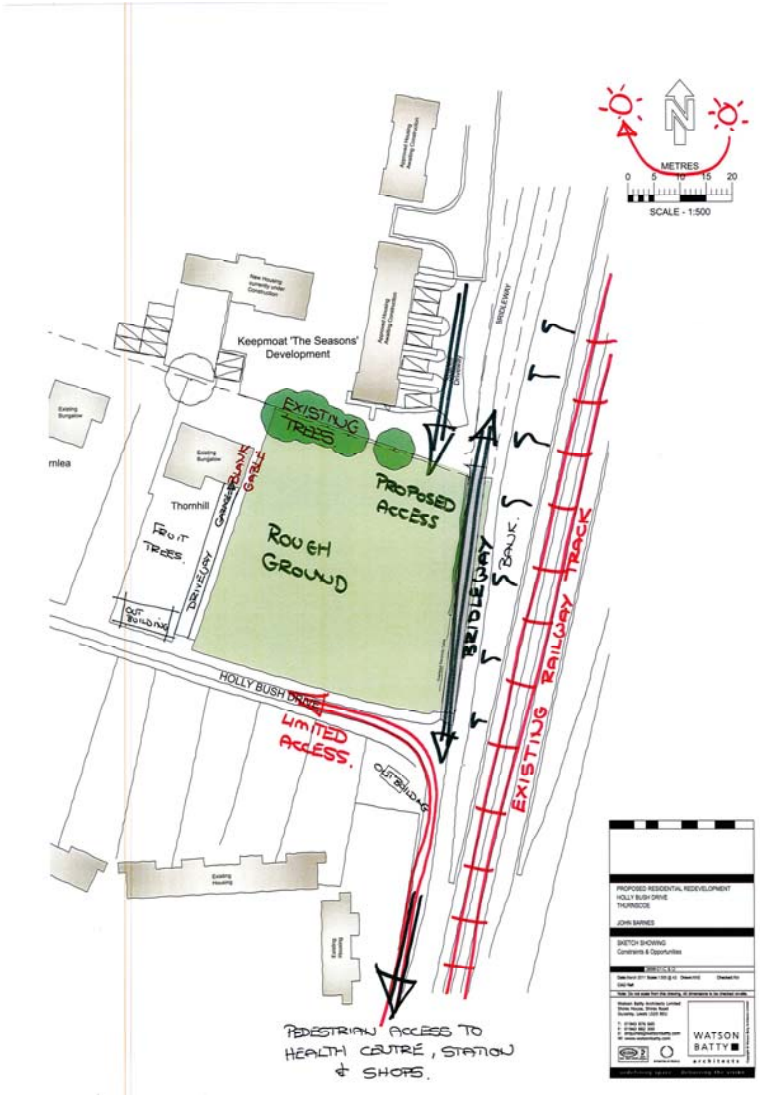
The rating system runs from 1 star to 6 stars (a zero-carbon home) and it would be an aspiration for this scheme to attain 3 stars, achieved through a wide variety of sustainable strategies.

At a detail level, a feature of the housing development will be the enhancement of the eastern boundary and the bridleway to improve the visual impact and amenity of this area and incorporate it into the wider environment, rather than it being an unpleasant link, allowing it to function as natural green space offering opportunities to provide a green edge to the proposed built form.

5.6 - Is the design specific to the scheme?

The layout design is, most certainly, specific to the scheme having evolved through the constraints placed upon the site by the existing bridleway connection, the proposed access into the development and the presence of existing neighbouring dwellings, together with the wish to retain as much of the existing ecology. The requirement to provide a turning facility for a refuse vehicle also provides a challenge and the location of a turning head again places constraints on the final proposals.

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5.6.1 – Constraints & Opportunities Plan

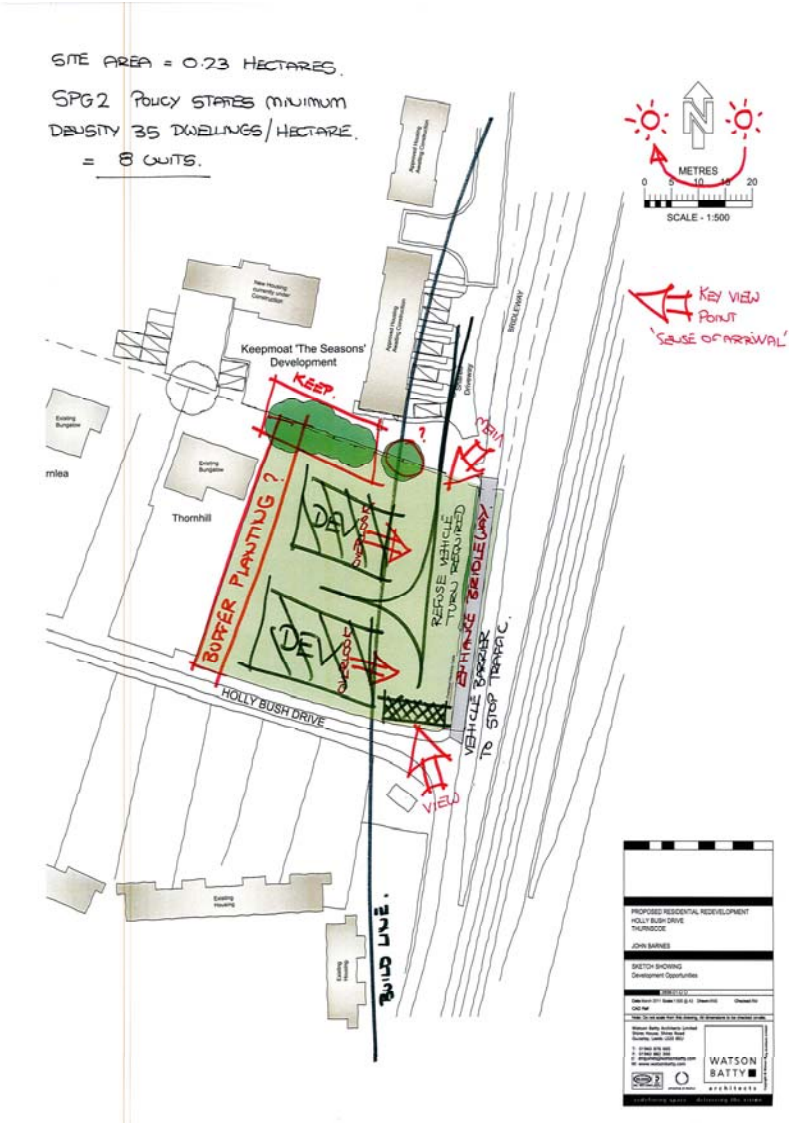
Having considered all of the constraints and opportunities available to the scheme, only then does a suitable layout present itself and this then forms the basis for the initial proposals. These are then consulted upon and amended to finally reach the layout presented with this proposal.

The layout of the individual house types will represent those followed by current designs that have been market tested with excellent feedback from households. Having accommodation that stands out in the market place, the elevational treatment and positioning of property types is specific to this development to provide an aesthetic that sympathises with the surrounding area and at the same time enhances the design quality of the area.

5.7 - Does the scheme exploit existing buildings, landscape or topography?

Exploiting existing buildings, landscape or topography is a powerful urban design device that helps new development relate to an existing context in a sympathetic manner, giving it a sense of belonging in a particular location. It also allows the development to 'borrow' mature forms that help mitigate against the initial sense of newness that is an inevitable characteristic of all recently completed projects.

The nature and size of the proposed development opportunity means that there are no existing buildings and relatively few valuable landscape features in or adjacent to the site that can be exploited. However, the group of trees to the North/West corner of the proposed site provide a valuable landscaping feature and as a consequence the proposals aim to keep these and exploit them as a basis for perimeter and buffer planting to the Northern and Western boundaries to protect the privacy and garden amenity of both the existing neighbouring dwellings and the proposed dwellings and as outlined already the existing Bridleway will be improved and brought into the scheme to again enhance its' appearance and that of the proposed development.



5.7.1 – Development Opportunities Plan

5.8 - Does the scheme feel like a place with a distinctive character?

Creating a 'sense of place' in a new development is challenging because many of the environments that exhibit this character have evolved over a long period of time, and their richness and vitality are often derived from repeated overworking, habitual usage, well weathered materials and mature landscape.

The design concept for the development has been to create a stimulating environment with a unique sense of identity within the small confines of the available site. This has been achieved by ensuring that the scheme reflects its location and opens out into the surrounding area, where appropriate, and is masked by careful landscape treatments where overlooking may be inappropriate.

The built form is used to enclose private space, and the dwellings - often in traditional terraced forms - work together to create a strong sense of place that overrides the individual house and creates a sense of shared identity.

A common architectural language will be used throughout the scheme to unite the built form, although changes in materials occur in some places to add richness to the environment. A high quality hard and soft landscaping scheme compliments the architecture and helps to relate the development to its immediate context whilst at the same time hopefully giving the development an identity, distinctive character and creating a sense of place.

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

The ability to navigate easily through an urban environment appears an obvious approach to design but was one of the major contributing factors to the failure of developments built during the 1960's. Beyond the practical purpose of simply finding where they are going, a well-structured environment contributes to a general sense of security because at a psychological level it can allay the anxiety of a pedestrian becoming lost.

Way-finding is a key aspect of the urban design approach and this is simplified within a small scheme, such as this, as the dominant route taken through the development will be along the bridleway, and as such this needs to be clearly defined so as not to become a nuisance to the residents of the scheme. We need to ensure that the bridleway is brought into the scheme but at the same time ensure that the resident's private space is clearly defined so as to avoid any undue loss of privacy and amenity.

The private spaces need to be defined through changes of material etc. so as to clearly mark out where the desired routes through the scheme should be and where private spaces are located. This is achieved by positioning the buildings to form a pinch point which leads to an area of private space whilst the desired routes open out and leads the pedestrian towards their intended destination.

5.10 - Are the streets defined by a well-structured building layout?

Creating a sense of enclosure is particularly important to place making as at a psychological level it appears to define the 'hereness' or 'being somewhere' that people need in order to feel comfortable in the public realm. Enclosing space with buildings creates intimacy and provides a spatial container for public life. The shared sense of identity and increased activity that derive from this encourage and support good neighbourliness and a strong community spirit.

A sense of enclosure has been created by using buildings to define a build line parallel with the railway line creating a clear distinction between public and private space. The private spaces are located behind the terraced dwellings forms and as such are protected from the public space by means of separation, by the road, and a physical / Psychological barrier, through the use of landscaping.

The dwellings have been designed to a traditional two storey format and as such provide a correct sense of scale to the street scene without being overpowering and dominating. The proposed dwellings front onto the road and the bridleway to provide overlooking and the clearly defined private garden spaces enables the residents to create a clear identity to their individual homes.

5.11 - Does the building layout take priority over roads/car parking?

A shift has taken place over recent years - with the recognition that overly rigid adherence to highway design standards and the needs of the car have been responsible for creating developments that not only lacked in character, but were also hostile to pedestrians and cyclists.

Whilst the design has taken into account access for emergency and refuse vehicles their impact on the scheme has been kept to a minimum. By using private courts the scheme has also focused on switching the priority of use in streets away from the car and the proximity of the bridleway will hopefully encourage more sustainable modes of transport such as walking and cycling. A strategy has been employed to minimise the impact of car parking on the building layout with different characters of parking type used such as on cartilage and parking courts and groupings of cars kept relatively small, positioned out of sight of the main spaces and well landscaped.

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The benefits of this approach are not only the creation of more visually interesting environments, but also of public spaces that allow for social interaction such as children playing.

5.12 - Is the car parking situated so as to support the street scene?

Although our overall aim must be to reduce our dependency on the car – with improvements to public transportation - in the short term this has to be balanced with peoples needs for personal mobility. High levels of car ownership not only consume natural resources and create pollution, but without careful thought they can also be a blight on place making.

Within the scheme, car parking has been closely related to its residential unit, where practical, to allow for the safe and convenient unloading of children and shopping. This also benefits security as cars that are not overlooked can encourage crime. A reasonable level of car parking can animate an environment but needs careful consideration if it is not to detract the street scene

Overall the strategy for dealing with car parking has been to break it down into small amounts and use a variety of parking types to ensure that they do not dominate the layout. These different approaches to parking may include:

- **Parking Courts** - Small parking courts are used to accommodate cars which are overlooked by adjacent properties for security, and generally concealed from the main spaces with high quality landscaping to further lessen their impact.

- **On-Street Parking** - Low levels of on-street visitor parking are available only where necessary, in order to promote the use of streets and spaces by pedestrians and cyclists. The positioning of private spaces actively discourages parking within the turning area so that this is maintained at all times to allow for refuse and emergency services to freely access the scheme.

- **In-Curtilage** - In-curtilage parking is provided for many of the housing units integrated into front gardens using landscaping. In many instances, the use of shared surfaces and margins removes the need for crossovers.

5.13 - Are the streets pedestrian, cycle and vehicle friendly?

Promoting the use of public space, whether along streets or in squares, is vital for place making because it creates an animated environment. The presence of people improves the security of a neighbourhood and acts as a draw for others.

The layout, due to its compact size, is vehicle friendly in that it is easy to navigate, and that parking is provided for residents adjacent to dwellings. The scheme, however, will be a very low speed environment to encourage walking and cycling.

The Bridleway will be separated from the highway and as such will provide a safe route for both Pedestrian and cyclists with the aim that the quality of this network makes it more likely that people will choose alternative modes of transport to the car for local journeys.

5.14 - Does the scheme integrate with existing road, path and development?

The integration of new schemes with existing roads, paths and development is important for permeability - which is to say the overall interconnectedness of an area. In order to be truly successful - new places need to act as a logical or natural extension to the surrounding environment and encourage people to use them.

The proposed development has been carefully designed to ensure that all movement occurs in a clear and logical fashion and is structured around the existing hierarchy of streets, cycle ways and footpaths / bridleways.



5.14.1 – Local Road & Footpath connections Plan

As the Bridleway provides a more direct link to the public network connections it is hoped that this will discourage the use of private cars and promote the use of public transport and walking or cycling.

The positioning of the proposed dwellings has taken account of the existing surrounding dwellings and through the careful orientation of the units and the introduction of buffer planting the amenity of both existing and future residents will be protected.

5.15 - Are pedestrian routes overlooked and do they feel safe?

Creating a sense of security is crucial to placemaking as it is one of the main factors in determining whether people feel they can relax and inhabit public space. By far the most appropriate and natural approach is to make places safe 'by design', and to utilise natural surveillance by structuring the environment so that the entire public realm is overlooked.

The proposed development has been designed so that all of the major spaces and routes through the site are all addressed by building frontages and will encourage the pedestrian movement that is vital for the animation of the public realm.

The frontages have clearly articulated entrances addressing the main thoroughfares and the feeling of 'eyes on the street' - the natural surveillance that helps police pedestrian behaviour, is accentuated by orientating rooms that have major usage such as kitchens or lounges, towards the street. Minimising housing set backs and the use of high levels of street lighting will further enhance the sense of security.

Where cars are parked in courtyards these areas have been designed such that passive overlooking from adjacent residences or from rooms over garages will ensure that they remain safe for users.

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

The Green Space Strategy produces a variety of functional open spaces, overlooked by adjacent properties that provide valuable passive surveillance. The strategy takes into consideration links with existing circulation routes, the optimisation of views into the wider landscape and creation of a green edge to the proposed development.

The objective is to utilise the existing site features, working with the existing ground levels, to produce a design that sits easily within the local topography.

A sustainable long term solution is required for the maintenance and upkeep of the Bridleway and associated public open space. The proposal would be for this to be adopted by the local authority upon satisfactory

completion to then join with the existing proposals being implemented on the adjacent 'The Seasons' housing scheme.

5.17 - Do the buildings exhibit architectural quality?

Architectural quality will be achieved through careful consideration of built form and how the massing of buildings comes together. Stepping of buildings and a combination of building height and sensitive use of materials will provide an interesting character and form.

At key locations certain buildings will be treated to architectural enhancements that will act as a visual focus of high interest when viewed from key access points or from a distance. These focus points are further enhanced with axial or similar rational within the external works and landscape to further reinforce the sense of place created through the public realm to the point of interest.

Detailing will be important to ensure that flashing and other such issues do not destroy the pure aesthetic and this has been considered by providing sufficient set back to allow a neat approach to the flashing detail.

To reinforce the building statement external works will be carefully considered to enhance the built form. In addition car parking provision is provided for in a variety of methods to prevent a streetscape dominated by cars.

Innovation in design will help to provide detailing and utilise components such as windows and canopies etc to improve architectural interest without the use of pastiche or having to resort to kitch. The success in architectural quality will be that if a scheme which is visually highly stimulating whilst still being sympathetic with the surrounding, whilst not limiting the use if innovation or contemporary design as the scheme develops.



5.18 - Do internal space and layout allow for adaptation, conversion or extension?

The provision of flexible accommodation is an important factor in the development of sustainable communities as it can help foster social stability. Developing housing that is responsive to the changing needs of its inhabitant's means that people possess a genuine alternative to moving. They are able to retain local friendships and involvement with organisations and facilities such as churches, schools, surgeries, interest group, and sporting teams. Remodelling space can be considered in relation to three specific needs:-

- **Requirement for more space** - Typically affecting young families, the addition of further children can place pressure on space - and with older children settled in schools - moving house can be highly disruptive. Similarly the sudden need for additional space may arise with the need to care for a sick or elderly parent or other close relative.

- **Changing circumstances** - As people there is a natural desire to stay in their own home - as their health or mobility falters there may be a need to adapt the layout of their accommodation to better suit their circumstances.

- **Shifting patterns of living** - Perhaps one of the most difficult aspects to plan for - shifting patterns of living might cover adaptations that stem from a desire for open plan living or the need to create a home working environment.

Through careful layout design and by utilising traditional construction methods for the proposed dwellings there will be an opportunity to adapt the houses to incorporate minor modifications to allow residents to continue living in their homes should their circumstances change during their occupancy of the dwellings.

5.19 - Has the scheme made use of advances in construction / technology that enhance its performance, quality & attractiveness?

The aspiration of a Code Level 3 star rating of the Code for Sustainable Homes demonstrates how the proposed specification will ensure enhanced performance of the buildings. At this early stage the method of construction has not yet to be agreed but it is hoped that the selected method will exceed the current standards set by the Building Regulations.

5.20 - Do the buildings/spaces outperform statutory minima such as Building Regs?

The statutory minima laid down by the government in legislation such as the Building Regulations should not be considered to be best practice approaches. Rather, they represent the lowest level of achievement deemed satisfactory for their purpose.

The aspiration of the scheme is to score a 3 star rating according to the Code for Sustainable Homes and this will only be achievable through the out performance of Building Regulations requirements. This includes the Dwelling Emission Rate being 25% below Part L of the Building Regulations (2006), and the 'U' value rating of building fabric also exceeding the requirements of Part L

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6.0 – Green Space Strategy

The Green Space has been considered as an integral part of the design and forms an important part of our strategy within the overall site layout. The route of the existing bridleway will be enhanced to encourage it use through;

- **Lighting** - Pedestrian routes are lit by either street lighting or if located within public spaces, the main routes will be lit by column lighting to ensure community safety.
- **Clear sightlines** - Pedestrian routes are designed to be as direct as possible. Pedestrian routes are linear, avoiding corners or difficult angles. Where routes are alongside planted areas, the planting or meadow is kept low on either side for a minimum distance of 5m from the edge of the footpath. This has been shown to be the desired distance whereby a pedestrian is comfortable in terms of security.
- **Physical Access** - Pedestrian routes are designed to be as direct as possible providing ease of access to the station and town centre to the north, retail and schools to the east and west and links to the countryside to the north. Cul de sac layouts are kept to a minimum to ensure routes are leading directly from one side of the development to the other.
- **Accessibility** - The design will be compliant with the 'Access for all' principles in compliance with the requirements of the BMBC Council and Government policy. Throughout, levels have been planned to comply with the recent (2001) British Standard on accessibility, offering gentle grades for ease of access for wheelchairs. Signage will be clear and legible with consideration given to the needs of others.





7.0 – Appendix

Appendix A – Proposed Site Plan

Appendix B – Site Photographs

Appendix A – Site Plan



Appendix B – Site Photographs



Plan showing location for photographs



Photo 1 – Bridleway looking North towards the adjacent New Build Development



Photo 2 – Looking West towards the New Build Properties from the Bridleway



Photo 3 – looking West across the Site towards the Existing Bungalow (Thornhill) from the Bridleway



Photo 4 – Looking South West across the Site towards the rear of the properties on John Street from the Bridleway



Photo 5 – Bridleway through the Site looking South towards Holly Bush Drive



Photo 6 – Bridleway through the Site looking North



Photo 7 – looking North West across the Site towards the group of trees to the Northern Boundary from the Bridleway



Photo 8 – looking West across the Site towards the Existing Bungalow (Thornhill) from the Bridleway



Photo 9 – looking South West across the Site towards the rear of the properties on John Street from the Bridleway



Photo 10 – Bridleway through the Site looking South towards Holly Bush Drive



Photo 11 – Bridleway through the Site looking North



Photo 12 – looking North West across the Site from the Holly Bush Drive / Bridleway junction



Photo 13 – looking West Along Holly Bush Drive from the Holly Bush Drive / Bridleway junction



Photo 14 – Looking South along Holly Bush Drive from the Holly Bush Drive / Bridleway junction



Photo 15 – Looking North East towards the Bridleway / Railway from Holly Bush Drive



Photo 16 – Looking North across the Site from Holly Bush Drive



Photo 17 – Looking North West toward the Existing Bungalow (Thornhill) from Holly Bush Drive