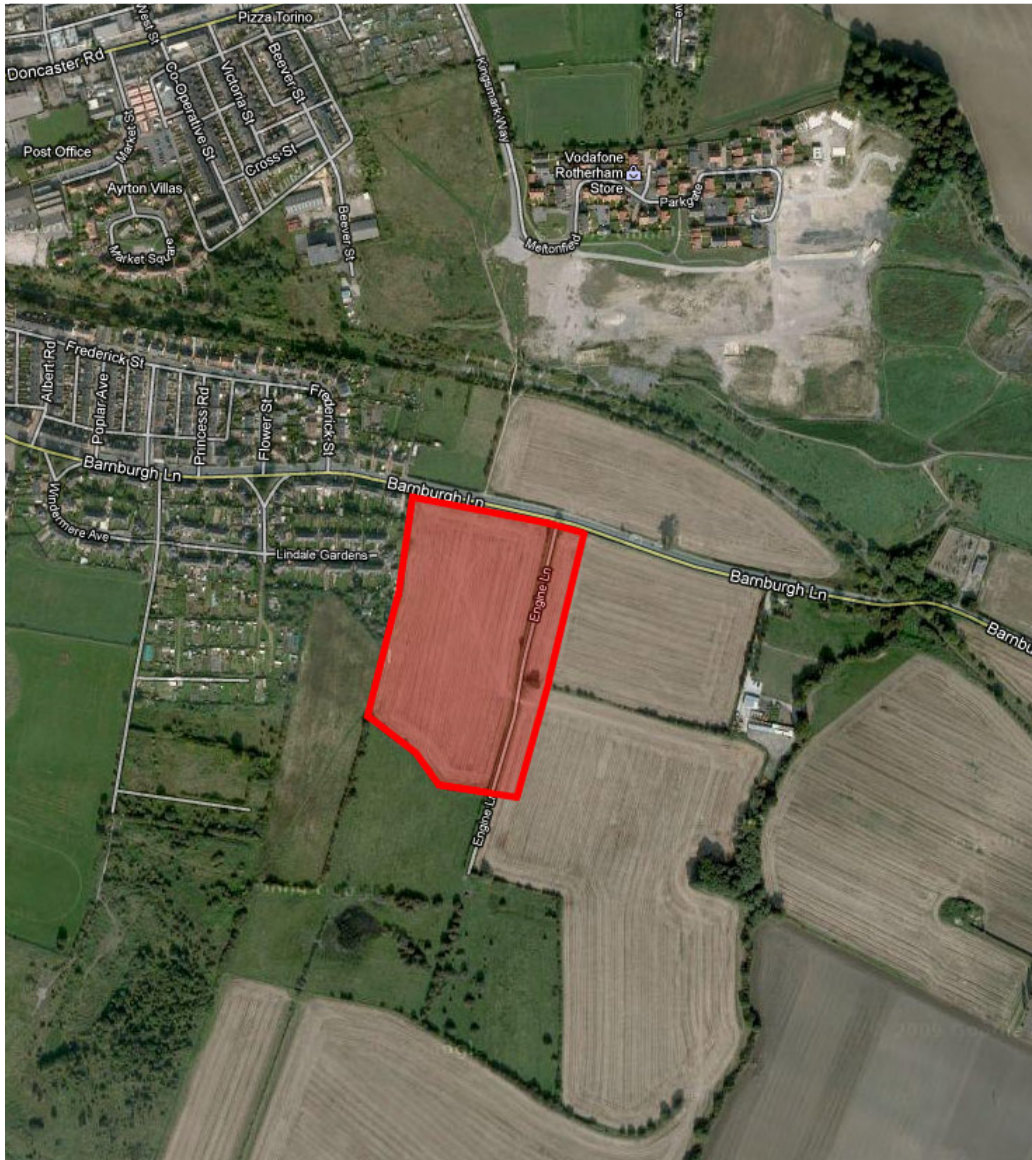


Design, Access and Planning Statement

New Housing, Barnburgh Lane, Goldthorpe.

Gleeson Developments Ltd.



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1 Introduction

- 1.1 This Design and Access Statement has been prepared by Edward Architectural Services Limited on behalf of Gleeson Developments Ltd and Harworth Estates (Agricultural Land) Limited (Co. No. 02835767), to support an application for Outline Planning Permission for 148 new dwellings.
- 1.2 The application is submitted in outline and proposes 148 new 2, 3 and 4 bed family dwellings. Layout, scale, appearance and access are to be considered as part of this outline application. The landscaping scheme has been prepared by Popplewell Associates and has been submitted as part of the application.
- 1.3 The application is supported by a number of drawings as listed on the Drawing Issue Sheet which has been submitted for reference.
- 1.4 The purpose of this statement is to describe in detail the site and its surroundings, relevant design policy and guidance, and the concepts and principles behind the development of the site.
- 1.5 The statement seeks to follow the CABI good practice guide on design and access statements and is set out under the same headings as this document, commencing with an assessment of the site and its context, followed by an evaluation of the proposals and design.

2 Assessment

Site and Surroundings

- 2.1 The site is located to the South-East of Goldthorpe, approximately 9 miles East of Barnsley town centre and is some 13.8 acres in area. The site is on the edge of the settlement and is currently disused farmland. In the Barnsley Unitary Development Plan for the Dearne Community Area the site is allocated for Housing Proposal under policy number DE1/1-22.

The site is bound to the North by Barnburgh Lane and to the East by Engine Lane, a narrow farm-vehicle track. A housing estate bounds the site to the North-West and farmland surrounds the site to the South and South-West. Barnburgh Lane provides existing vehicular and pedestrian access to the site.

Goldthorpe town centre is 800m from the site and has the typical local amenities such as local shops, post office, church and library. There is also a primary school, boy's school and high school within 1 mile of the site. Buses run along Barnburgh Lane outside the site.



View from Barnburgh Lane looking South



View from Barnburgh Lane looking East



View of site from Barnburgh Lane looking East



View of site from Western boundary looking South



View of site from Western boundary looking South



View of site from Engine Lane looking West

Site Constraints

- 2.2 Refer to the detailed Site investigation report prepared by Eastwood and Partners.
- 2.3 The site is elevated at approximately 35m AOD (above ordnance datum). There is a gentle slope across the site sloping downwards from West to East. The site also slopes downwards from North to South including a more noticeable change in level along the Western boundary approximately halfway down the site. The total drop in level between the North and South of the site is approximately 13m. For more detailed level information please see Drawing No. PL-02 – Topographical Survey, drawn by Sutton Surveying Services.
- 2.4 The site is in a Coal-Mining Referral Area and as such a Coal Mining Report and full Site Investigation Report have been included as part of the application.

3 Policy

- 3.1 Section 38 (6) of the Planning and Compulsory Purchase Act directs Local Planning Authorities to make their determinations in accordance with the Local Development Plan and National Policies as follows:

National Policies

- PPS1 – Delivering Sustainable Development
- PPS Planning and Climate Change - Supplement to PPS1
- PPS3 – Housing
- PPS9 – Biodiversity & Geological Conservation
- PPG13 – Transport
- PPG14 – Development on Unstable Land
- PPS23 – Planning & Pollution Control
- PPG24 – Planning & Noise
- PPS25 – Development & Flood Risk

In addition to the above, prior to the submission of the Planning Application, Gleeson Homes sought advice from Barnsley MBC and a comprehensive list of the policies and guidance pertinent to the site was provided. The submitted scheme takes account of the relevant policies and guidance.

4 Involvement

- 4.1 Community involvement has taken place during the course of the design process, with comments being taken on board and changes made to suit prior to the application being made.
- 4.2 Formal pre application consultations with Barnsley Metropolitan Borough Council Officer Andrew Burton and relevant colleagues have taken place. A brief summary of the changes made during these meetings are:
- Loop road added within site
 - More organic layout resulting in varied street frontages and more visual interest
 - Affordable Housing added to housing mix at 15%
 - Central child's play area added
 - 15m landscaping strip added to the Eastern Boundary
 - All dwellings to achieve Level 3 under Code for Sustainable Homes
 - Frontage landscaping/boundary treatments added to key areas
 - Introduction of two character areas
 - Adjustments to suit recently introduced Space About Dwellings requirements
- 4.3 Particular consideration has been given to a letter from Andrew Burton ref no. 2011/ENQ/00488, dated 4th November 2011. The advice given in the letter has been followed extensively throughout the pre-application process.

5 Evaluation

- 5.1 The proposal is to erect 148 dwellings on a site with full planning permission for this use.
- 5.2 A mix of 2, 3 and 4 bed family 2 storey dwellings all with 'on plot' parking is proposed. Generally, 4 bed houses will either have an integral garage or a separate garage.
- 5.3 All houses will be built to achieve Level 3 under Code for Sustainable Homes.
- 5.4 The inclusion of on-site renewables is not viable. Through the process of deliberations with the Local Authority as well as on site investigations, the following additional and unexpected costs have come to light;
- Plots lost due to the on-site Public Open Space which at the time of the purchase was assumed to be off-site.
 - The site requires grouting at a cost of £125,000.
- These items were not envisaged at the time the land value was agreed with the landowner.
- 5.5 The scheme accords with the planning guidance and pre-application discussions and takes account of the site constraints notified in the comprehensive set of specialist reports carried out by the applicant.

6 Layout

- 6.1 The proposed layout adopts the following principles;
- Street fronting houses with 'In plot' parking and some with garages
 - Two storey family dwellings
 - Good surveillance and boundary treatments according with many principles of secure by design (see separate report prepared by the applicant)
 - Utilising the existing topography and features of the site to make best use of the site parameters and set levels to minimise retaining walls
 - A mix of house types to add variety to streetscapes



Proposed Site Layout

- 6.2 During the pre-application process several draft layouts were produced. From the alternatives a preferred scheme emerged and this has formed the basis for the scheme now proposed. Overall, the layout and design approach used for the site will result in a form of development not only appropriate given the sites location and context, but also appropriate for the site due to its shape and relationships to other uses.
- 6.3 New dwellings have been orientated to ensure an appropriate relationship to Barnburgh Lane and also the existing properties to the West. Houses to the East will back onto Engine Lane and together with the new landscaping buffer will minimise the impact of the development on the surrounding countryside to the East.
- 6.4 A new access from Barnburgh Lane will provide primary access through the site. Secondary roads will branch off this spine and provide pedestrian and vehicular access to the remainder of the site. Private drives forming short mews cul-de-sacs provide quieter residential zones and deter extraneous through traffic.



Road Hierarchy Plan

- 6.5 All new houses will front onto and overlook the public realm. This feature of the layout is seen as particularly important in designing out crime. When formulating the proposed layout various other factors were considered in addition to this, such as parking. Through the particular configuration of the site layout we have been able to create a distinctive residential scheme which allows all the properties to have parking spaces within their cartilage. As a general rule, car spaces have been located to the side of properties rather than the front, so as not to dominate the street scene.
- 6.6 Feature buildings have been incorporated to corner plots, often with dual aspects, to aid the transition around the corner and to add variety and interest to the streetscape.
- 6.7 The application includes a 0.11 Ha area designated as Public Open Space and will include provision for a Children's Play area.
- 6.8 The scheme scores highly on BMBC's PAN 30 document. The highlighted issue of the sites proximity to the countryside has been addressed through the inclusion of a 15m buffer zone including planting.

7 Design and Appearance

- 7.1 This development was conceived to provide a number of dwelling sizes and forms to accommodate local needs. The proposal includes a mix of house types throughout the development with a series of eaves and ridge heights to provide a varied and attractive street scene creating a sense of place. This varied townscape is illustrated by the street scenes that have been submitted as part of the planning application.

- 7.2 In providing a range of property formats it was considered vital to retain a degree of consistency of materials and some key design details to ensure that the new streetscape has visual cohesion and a distinct identifiable character. In establishing the concept for this proposal, however, the fundamental design rationale was to produce a suite of dwelling styles that compliment traditional local buildings and maintain a cohesive appearance. To achieve this objective, a palette of local building components was defined which reflected, but did not replicate, the colouration and construction methodologies of neighbouring residential areas.
- 7.3 The dwellings are of traditional 2 storey scale and constructed in brickwork and traditional roof tiles to complement the locality. There are two distinct character areas throughout the site, which provide character, variety and reference within the scheme. These are:

- Country Lane



Indicative Country Lane Street Elevation

The detailing of the Country Lane elevations will be rural in character with exposed rafter feet at the eaves, cottage window, curved brick arches, contrasting brick band courses and dual pitch entrance door canopies.

- Urban Core



Indicative Urban Core Street Elevation

Urban Core houses will be more urban in appearance and the detailing will include brick corbelling to the eaves, plain casement windows, flat lintels, contrasting brick plinths and mono-pitch canopies to the entrance doors.

Please note that the above elevations are indicative. For further details please refer to Drawing No. PL-55 – Character Area Strategy and PL-20 – PL-45 for the house elevations.

- 7.4 The natural choice for external elevations of the properties in this location was buff and red brick. Traditional materials and construction techniques will be integral to the design of properties. This has been the result of a conscious

desire to ensure that whilst development compliments local residential form it creates and maintains a unique identity to foster a sense of place.

- 7.5 Sufficient distances are maintained between existing and proposed dwellings so as to protect the residential amenity of existing and future residents in terms of overlooking, overshadowing and dominance. Detailed comments and discussion have taken place to withy this regard to achieve the submitted layout and distances required.
- 7.6 Parking spaces and/or garages are all provided within the cartilage of each dwelling in the interest of security and convenience. The use of communal parking courts has been avoided as they can be a magnet for anti-social behaviour. Where possible, garages have been sited behind the main building line to avoid the domination of the street scene by garage doors and parked vehicles.

Use

- 7.7 The proposed use is residential and involves the redevelopment of an allocated site that was previously arable farm land.

Amount

- 7.8 The application proposes 148 new dwellings as follows:

201	2 bed	semi	651 sq ft	29no
202	2 bed	semi	671 sq ft	6no
301	3 bed	semi	759 sq ft	31no
302	3 bed	semi	759 sq ft	10no
303	3 bed	semi	772 sq ft	22no
304	3 bed	det	772 sq ft	5no
309	3 bed	semi	793 sq ft	7no
310	3 bed	det	793 sq ft	9no
400	4 bed	det	960 sq ft	3no
401	4 bed	det	1,066 sq ft	11no
403	4 bed	det	1,048 sq ft	3no
405	4 bed	det	1,137 sq ft	5no
406	4 bed	det	1,096 sq ft	7no

Total area is 118,676 sq ft 148no

Scale

- 7.9 The new houses are 2 storeys complementing the locality. The mix of house designs adds variety to the roofscapes and street scenes.

8 Landscaping

- 8.1 The landscaping scheme for this proposal has been prepared by Popplewell Associates. The following statement gives an overview of their landscaping scheme:

'When designing the landscape for this development, great care was taken to integrate this site into the surrounding landscape, particularly the area of Green Belt to the east. Existing footpaths are located to the east and west of the site, the largest of which being Engine Lane, so taking these into consideration was also an important factor from the outset. The existing vegetation around the boundaries of the site (mainly hedgerows) is regularly maintained though in some areas have become 'gappy'. Therefore we have proposed to fill in these gaps to create a more effective boundary treatment and for them to be managed more successfully.'

Where possible, planting is proposed where front gardens abut main roads and junctions. The plant species selected for these areas will be both attractive and functional in their use defining the private domain of the houses. Through careful maintenance these shrub beds will only improve with time providing a vibrant and colourful landscape for both the home owners and pedestrians within the site. Climbers have also been proposed along any large stretch of boundary wall within the site. Visually this will break up the surface area of the wall and introduce more green features within the development.

Semi mature shrubs and trees have been proposed within beds at key locations (e.g. at the site entrance, important junctions) to provide a mature appearance immediately after planting. Strategic planting incorporating specimen shrubs will also be used to help navigate pedestrians through the

site without encroaching on private land. Also, along certain stretches of front garden (e.g. at important junctions, main corners) knee rails have been proposed to define private areas and reinforce direction through the site.

Elsewhere, ornamental tree and shrub planting shall be included throughout the proposed housing area to provide visual definition to the new dwellings from within the site. This will minimise their impact on views from the neighbouring properties. Tree species will be selected to augment the shrub planting and also provide a distinctive appearance to the different areas of the site.

The area of Public Open Space within the centre of the development will provide residents with an outdoor space they can relax in and enjoy. A mixture of semi mature and heavy standard trees will be used here, again providing a mature appearance immediately following planting.'

9 Access

- 9.1 Please refer to the relevant Transport Statement, Travel Plan and other supporting documents and drawings prepared by Bryan G Hall.

10 Refuse

- 10.1 There is provision for each property to incorporate in-curtilage bin and recycling storage and all to have access to the rear for ease of movement on collection day.

11 Summary

- 11.1 Detailed and careful consideration has been given to the proposed layout. The proposals create a development that not only respects the site and its surroundings but also creates a high quality development in this location.
- 11.2 In light of the evidence submitted in support of this application it is considered that consent should be granted for the proposed development.