

PRELIMINARY

**DESIGN AND ACCESS
STATEMENT**

**FOR A PLANNING
APPLICATION AT**

**PHASE 3,
LAND OFF WILLOW ROAD,
THURNSCOE**

ISSUE 1 | JULY 2019



THIS STATEMENT HAS BEEN PREPARED BY STEN ARCHITECTURE ON BEHALF OF KEEPMOAT HOMES IN SUPPORT OF A PLANNING APPLICATION AT LAND OFF WILLOW ROAD, THURNSCOE. THE PHASE FORMS PART OF A WIDER PHASED MASTERPLAN WITH PLANNING PERMISSION (REF: 2017/1051).

CONTENTS

- 1.0 | Introduction
- 2.0 | Planning Policy Context
- 3.0 | Existing Permission and Context
- 4.0 | Design Solution
- 5.0 | Sustainability
- 6.0 | Summary
- 7.0 | BFL12 Assessment

THE STATEMENT SEEKS TO EXPLAIN THE DESIGN PRINCIPLES FOR THE DEVELOPMENT, BASED UPON AN UNDERSTANDING OF WHAT IS APPROPRIATE FOR THE SITE, AND IS DETERMINED THROUGH AN ASSESSMENT OF SITE OPPORTUNITIES AND CONSTRAINTS.

These principles are based upon good practice as set out in national planning and urban design guidance. The aim of the statement is to provide a framework to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

Keepmoat Homes has collaborated with consultants to prepare an appropriate design solution which responds to planning policy and site context whilst working to mitigate constraints and maximise the opportunities provided.

THIS DOCUMENT IS SUBMITTED ON THE FOLLOWING BASIS:

- The use and suitability of the site for residential development is well established;
- The key development principles and framework have been identified and will inform the detailed design of the scheme;
- The design solution is tested against the established principles to ensure compliance.

THE ETHOS OF THE DESIGN IS TO:

- Create a high quality residential development;
- Create a legible and attractive place with a sense of identity;
- Create a sustainable and high quality living environment;
- Make efficient use of land in terms of ecological enhancement and density;
- Provide a well planned sustainable settlement with dwellings which will meet high architectural standards and the creation of pleasant and well planned streets.



INTEGRATED PLANNING AND DESIGN

The centrality of good design as an integral part of achieving sustainable development is reinforced from the NPPF. An emphasis is placed on good design making “the best possible use” of resources, including land, community, economic, infrastructure and other resources over the long as well as short term.

It suggests good design should:

- Ensure that development can deliver a wide range of planning objectives;
- Enhance the quality of buildings and spaces, by considering form and function, efficiency and effectiveness;
- Address the need for different uses sympathetically.

The NPPF's expectation that design will have a prominent role in plan making is reiterated by a reaffirmation that the plan making body will need to “evaluate and understand the defining characteristics of the area as part of its evidence base”. Good design is identified as indivisible from good planning, and should be at the heart of the plan making process. A clear attempt is made to demystify ‘good design’ by establishing sound, clear and easy to follow design policies and processes. This provides the foundation for assessment by use of expert advice from appropriately skilled in house staff or consultants. However, it is clearly stated that design should not be the preserve of specialists and it is important to seek the views of local communities, emphasising the importance of the consultation process.

PROCESSES TO ACHIEVE GOOD DESIGN

The promotion of good design is relevant to all stages of the planning process, from the development plan stage through to planning applications.

For the latter stage a series of ‘established ways’ are identified in which good design can be achieved:

- Pre-application Discussions;
- Design and Access Statements;
- Design Review;
- Design Codes;
- Decisions on Applications;
- The Use and Implementation of Planning Conditions and Agreements.

The guidance recognises that qualities of well designed places are similar across most developments but articulates what this can mean for housing design, town centre design, and street design and transport corridors.

HOUSING DESIGN

Themes consistent with the NPPF are in evidence with functional, attractive, sustainable and adaptable criteria being singled out as underpinning well designed housing. Affordable housing provision is also highlighted as needing to be tenure blind and not ‘banished to the least attractive part of the site’ in well designed places. In recognition that comparatively small items can have a significant influence on the success of places, bin and bike storage, access to meter boxes, spaces for drying clothes and space for deliveries are identified as requiring particular consideration with a duty placed on local authorities to ensure that each dwelling is carefully planned.

LOCAL POLICY AND SPD

The Development Plan for Barnsley consists of:

- Barnsley Local Plan (adopted on 3rd January 2019); and
- the Barnsley, Doncaster and Rotherham Joint Waste Plan (2012).

SOUTH YORKSHIRE RESIDENTIAL DESIGN GUIDE

The SYRDG should be a point of reference for future Reserved Matters applications. This Guide is for use by residential developers and their design professionals, consultants and agents in formulating designs and making applications for planning permission for residential development in South Yorkshire. It is intended to provide a clear and consistent approach to design in the development management process – an approach that will result in higher quality neighbourhoods and efficiency savings for developers.

SUPPLEMENTARY PLANNING DOCUMENT

Designing New Housing Development Adopted March 2012 , This Document primarily supplements policy CSP 29 Design of the LDF Core Strategy and sets out the principles that will apply to the consideration of planning applications for new housing development, including infill and backland development.

THE SITE, KNOWN AS PHASE 3, BENEFITS FROM OUTLINE PLANNING PERMISSION (DETAILS BELOW):

APPLICATION NO. 2017/1051:

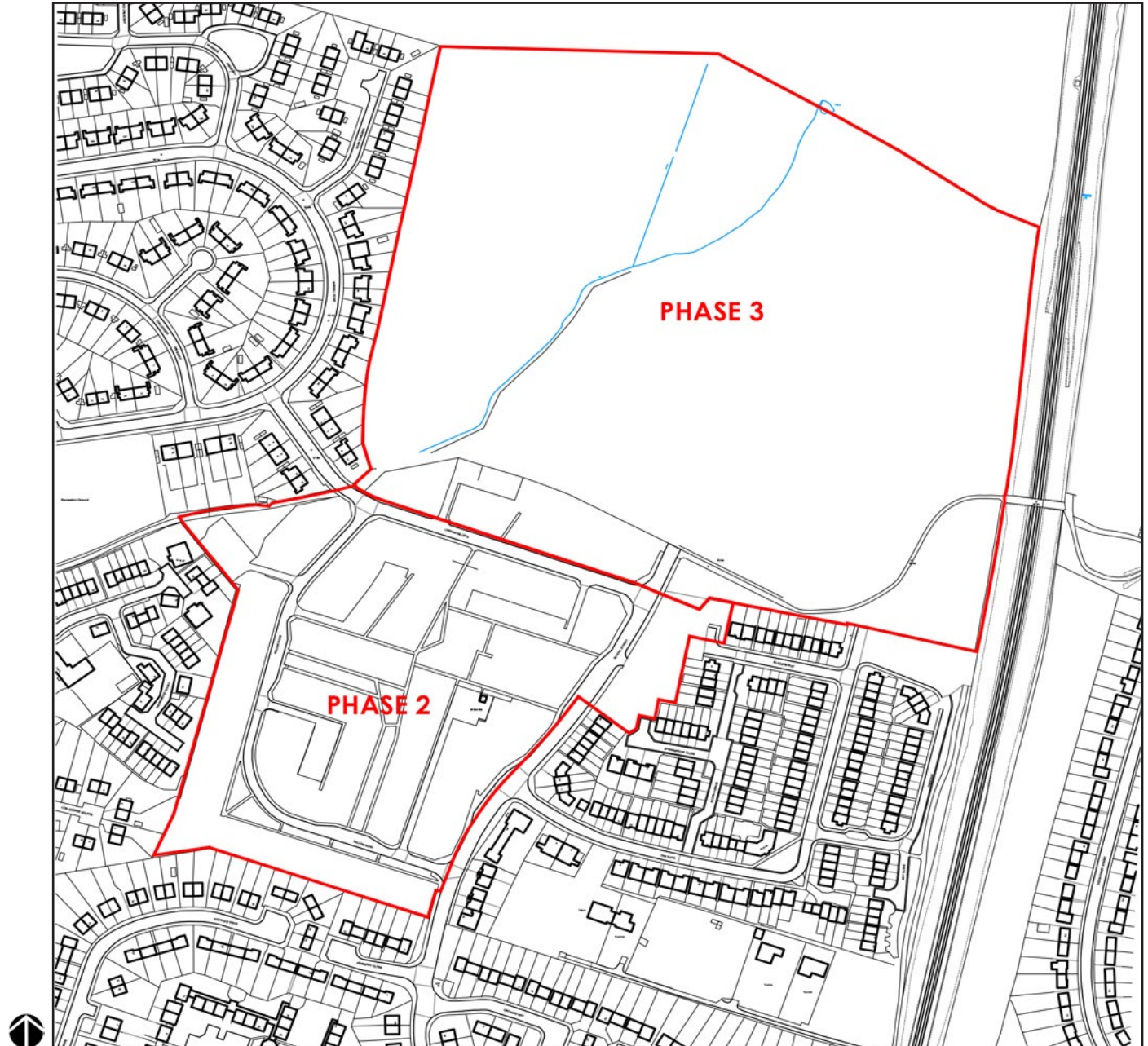
Erection of 129 dwellings (Phase 2), associated infrastructure and public open space (Full Consent). Residential Development (Phase 3) and associated infrastructure (Outline) - Hybrid Application.

In delivering Phase 3, amongst others, some of the key conditions to consider in producing a successful and integrated design are:

CONDITION 8: The development of phase 3 hereby permitted shall not be commenced unless and until approval of the following reserved matters has been obtained in writing from the Local Planning Authority:-

- (a) the layout of the proposed development.
- (b) scale of building(s)
- (c) the design and external appearance of the proposed development.
- (d) means of access
- (e) landscaping

CONDITION 19: Unless otherwise agreed in writing with the Local Planning Authority, plans submitted at the reserved matters stage for phase 3 shall make provision for the retention of the existing public footpath passing through the site.



PHASE 2

The Phase 2 application is an important indicator in ensuring an appropriate design solution for Phase 3. The scale and massing of this phase alongside its appearance and character should be considered and could be reflected in subsequent proposals.

1. Proposed access points for Phase 3 to the north from the existing highway with open space along the northern side;
2. Outward facing dwellings along the northern edge;
3. Central area of open space includes play areas;
4. Small pocket of dwelling with boundaries directly abutting the Phase 3 boundary;
5. Route of underground services and easement;
6. Dwellings overlook the central space ensuring natural surveillance and a positive outlook for residents. The layout makes use of dual aspect dwellings to frame gateways and turn corners.



DESIGN SOLUTION

The principles of good urban design are well established and are consistent throughout many residential developments. In keeping with the existing Outline planning permission and Phase 2 development, the proposed design solution can be assessed against these principles to ensure a successful and sustainable development. The site constraints, considerations and strategies have all been borne with the final scheme. The use of the phase for residential development with vehicle access is established and the layout has been designed so that there is good natural surveillance to all areas of open space and roads with new dwellings looking onto these areas.

Proposed dwellings are well laid out with parking either alongside or in front of dwellings. This mix of car parking arrangement allows for landscaping in the street. In total Keepmoat Homes are proposing a development of housing that totals 357 residential dwellings. The proposed development includes a mix of 2,3 and 4 bedroom dwellings. The following text clarifies some of the specific details of the submitted scheme:

1. Primary vehicle access from the existing highway;
2. Existing public right of way retained within an area of open space. New dwellings overlook the route to ensure natural surveillance and a safe environment;
3. Central greenspace defined by route of existing and retained watercourse. Dwellings overlook the space throughout with complimentary planting enhancing this important feature;
4. Series of nodes along the primary route, which forms a continuous loop, ensure legibility, aid wayfinding and act as traffic calming measures;
5. Proposed field ditch along the northern boundary, alongside rear boundaries of new dwellings creates a defensible edge to the development;
6. Route of existing overhead cables creates a no-build zone; and
7. Proposed play area and MUGA for the benefit of both Phase 3 and Phase 2 residents.



LAYOUT

The layout has been designed so that there is good natural surveillance to all areas of open space and roads with new dwellings looking onto these areas. Proposed dwellings are well laid out with parking either alongside or in front of dwellings. This mix of car parking arrangement allows for landscaping in the street.

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

A clear road hierarchy has been established with defined routes through the development, reinforced with the choice of surfacing material finish. The road typologies have been designed to accommodate the regular vehicles that use them – private, waste collection, other service vehicles, emergency as well as cyclists and all pedestrian needs.



LAYOUT

The design team have identified different character areas for the proposed development. The character areas are defined by their locations and respond to the features of the proposals

Style	Below DPC	Walls	Mortar	Render *	Feature Brickwork	Eaves	Roof
Style 1 (Feature Brick)	Edenhall Harrogate Burnt Harvest (red)	Edenhall Harrogate Burnt Harvest (red)	Natural	Parex through colour, white	Non contrasting with alternate courses projecting by 10-15mm	Upvc fascia/soffit, Grey (RAL 7016)	Sandtoft Calderdale Edge Light Grey
Style 2	Edenhall Rundle Buff Mutli (buff)	Edenhall Rundle Buff Multi (buff)					Sandtoft Calderdale Edge Rustic
Style 3	Edenhall Leamington Wine (dark red)	Edenhall Leamington Wine (dark red)					Sandtoft Calderdale Edge Dark Grey



Edenhall Harrogate Burnt Harvest (Red)



Edenhall Rundle Buff Multi



Edenhall Leamington Wine (Dark Red)



SCALE

The scale of the dwellings varies across the development and informs character, defines spaces and ensure a number of housing options. Dual aspect dwellings are proposed at important corners to ensure continuity of activity natural surveillance. Larger scale buildings create gateways through the site, aid legibility and promote non-vehicle movement.

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

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

A Sustainability Appraisal is included later in this document which details the Design Team's approach. In general the proposals will generate a new place that aims to meet the needs of the new community and its future generations.



STREETSCENE A



STREETSCENE B



STREETSCENE C



STREETSCENE D

Materials and details vary through the development and have been carefully considered. A supporting materials plan confirms the use of differing treatments and detailing with the intention of defining character, reinforcing important spaces, ensuring legibility and integrating with adjacent development.

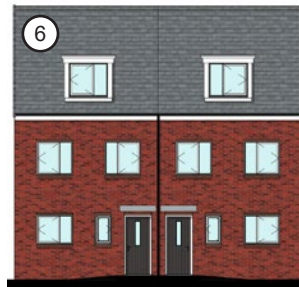
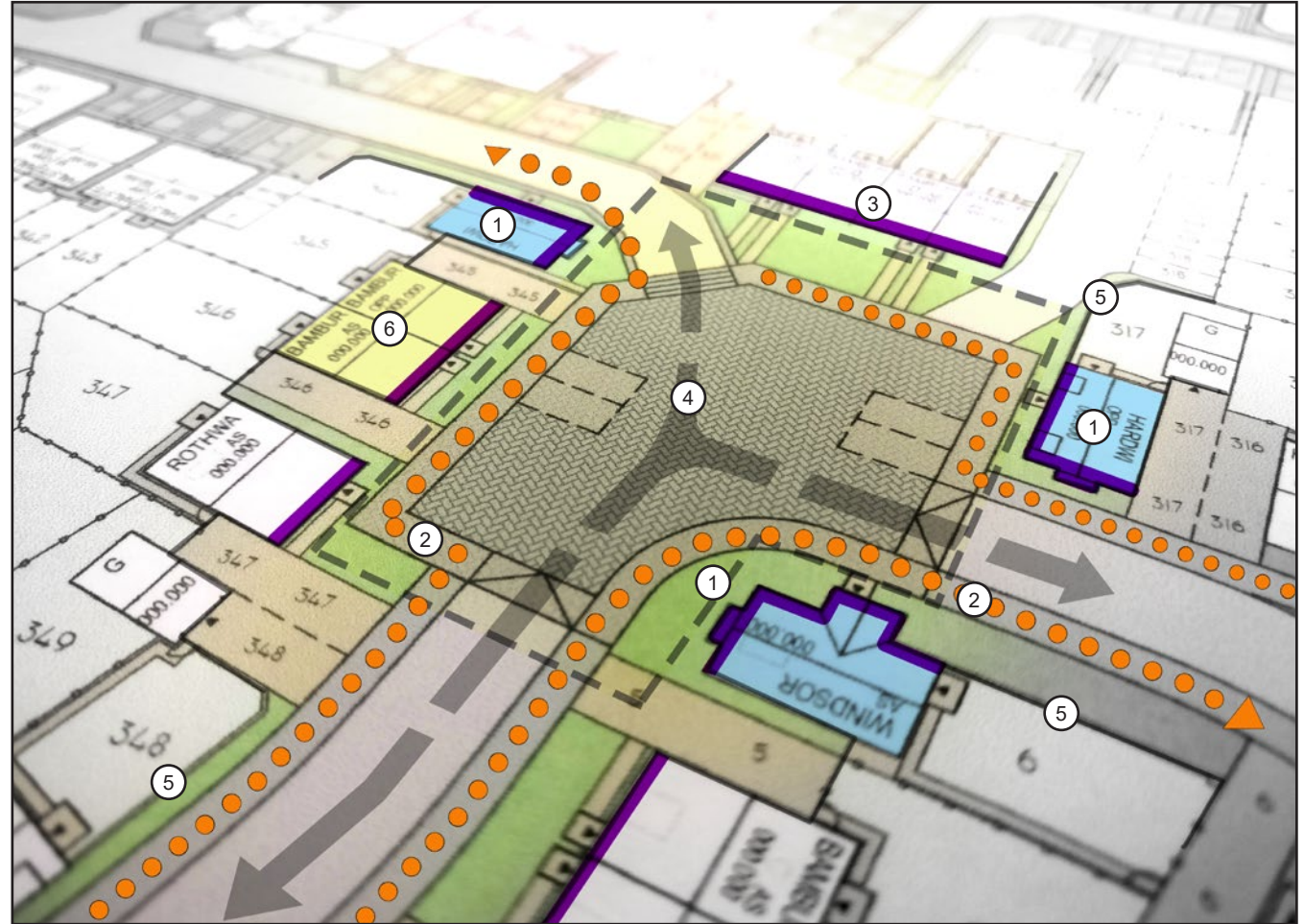


APPEARANCE

The external appearance of the buildings and the development are key to ensuring a successful and integrated design solution. With this in mind the proposed development strengthens and contributes to the overall character of the wider proposed development, with materials and detailing to be carefully considered to reflect this.

The location and orientation of the new dwellings respect the adjacent properties and relate well to one another. They are generally positioned parallel to one another, or at 90 degrees to their neighbours. There are also intimate dwelling clusters, typically at the head of the cul-de-sacs with some buildings located to create focal ends and vista stops to the streetscene. The following notes give an example of how some of these principles have been realised;

1. In street landscaping and front gardens contribute enhance the streetscene and break up areas of hard standing;
2. Pedestrian movement is clear and defined;
3. Buildings are positioned at the head of junctions;
4. Low speed private drive serves a small number of dwellings, differing appearance helps define the route;
5. Visible rear and side boundaries are robust and contribute to the character of the space; and



6. 2.5 storey building at head of the highway and overlooking an important node. The building acts as a waypoint and an important marker, reinforcing the character of the space and adding variety to the streetscene.

ACCESS

The detailed design proposes access from the existing estate road via a junction to the south and a pedestrian links to the north. Pedestrian connectivity has been thought of within the design allowing safe movement into the site by means of 2m footpaths to the sides of the new access road that run right into the heart of the development. Inclusive access within the layout provides for ease of movement by all social groupings and seeks certain minimum standards for disabled access for such items as steps, ramps, door widths, etc. The 'approach' to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will have accessible paths and drives wherever possible. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all users. The following explains how the details of the access points:

1. Western vehicle access to the development;
2. Existing hedges and planting retained along the boundary;
3. Existing watercourse is set within a large area of open space and creates a green corridor to the centre of the site;
4. Pocket greenspace at the entrance to the proposals;
5. Existing dwellings adjacent to the site are well respected with distances to rear gardens and amenity ensured; and

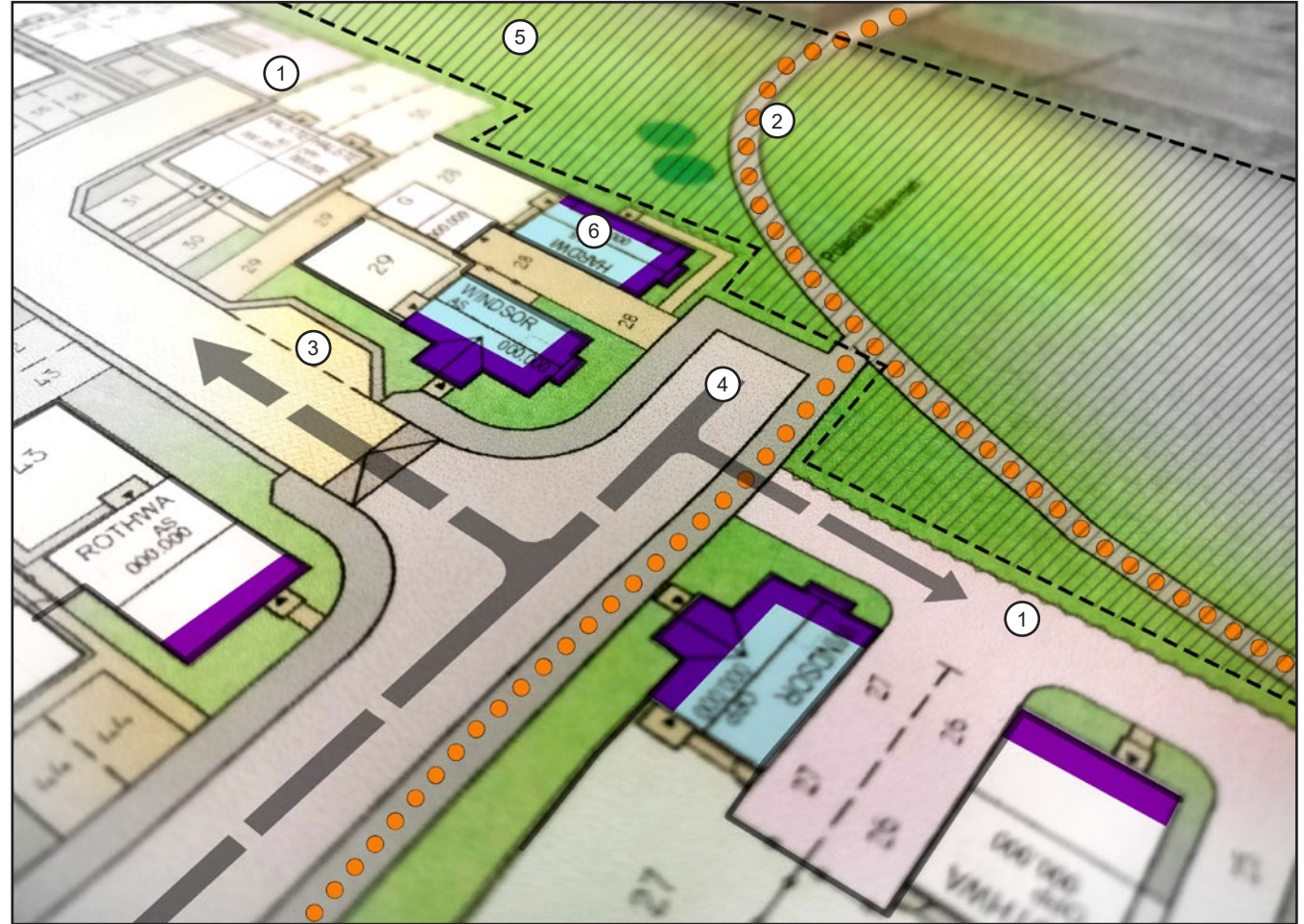


6. Dual aspect dwelling at a prominent and important corner in a contrasting material ensures a positive and active entrance to the development.

ACCESS

The detailed design seeks to retain and enhance the existing pedestrian route to the south-east of the proposals. Dwellings overlook the route throughout to ensure natural surveillance and an active and positive space.

1. Low speed private drives against the green corridor serve a small number of dwellings in a safe and controlled space;
2. The existing route is retained within a corridor of greenspace ensuring a pleasant and safe journey for users;
3. Designated visitor parking is provided throughout the proposals;
4. Highway is designed to allow for a potential future vehicle link over the railway to the East;
5. Overhead cables restrict development in this area, boundaries are robust, create a defensible edge and protect the proposed meadowland; and



6. Dual aspect dwellings at the entry to the site create a gateway to the development and maintain activity and natural surveillance.

LANDSCAPING

The general principle of the landscaping scheme is that the green spaces will be landscaped with areas of planting using a range of native trees and shrubs of local provenance to blend in with the surrounding area and maintain the character of the surrounding landscape. Specific details of individual areas of the scheme are shown on the next page.

Furthermore, within the housing layout, parking is provided in drives or parking courts and the open frontages to the plots allow for the inclusion of shrub planting set within formal grassed lawns which will provide a foil to the colour, shape and form of the chosen shrubs, grasses and herbaceous plant material.

The use of trees in key locations throughout the housing areas will help to break up the building line, filtering views of the housing and providing a vertical dimension to the street scene.

Important consideration is given to the existing watercourse at the centre of the development;

1. Playspace and MUGA along the southern edge of the development benefits the Phase of development and also contributes to the amenity of residential development to the west and south;
2. Existing watercourse forms an important green corridor at the centre of the development. This important feature reinforces the character of the proposals alongside ecological enhancements;
3. The existing public Right of Way to the south-east is set within a greenway and community orchard with dwellings overlooking throughout. Planting within the public and private realm will guide users of the space and provide a pleasant backdrop to important route;
4. Existing overhead cables prevent development and allow the formation of a meadow against the railway edge; and
5. Proposed field ditch along the northern boundary, alongside rear boundaries of new dwellings creates a defensible edge to the development;





Central Park
Open grassland of undulating mounds and small copses provides excellent opportunity for leisure, play & biodiversity. Species include *Betula nigra*, *Salix* spp and *Populus tremula* along with flowering herbaceous layer and understorey bulbs



Swale
Temporary wetland area as part of an integrated SUDS scheme with attractive and appropriate planting, biodiversity hotspot and wildlife corridor

Landscape Basin
To mitigate for a 1 in 100 year flooding event as part of an integrated SUDS plan and visually interesting

Close up Plot Detail



Attractive ornamental shrubs and herbaceous planting with trees in the rear gardens suitable to site conditions and appropriate size at maturity.



Natural Play Ground
Trees, undulating landform, boulders and shrubs used to create a 'wild' playspace for children to explore



Community Orchard
An edible landscape and community focus with excellent biodiversity credentials



Drainage Ditch with Wetland Planting
A key part of the blue/green infrastructure and integrated SUDS scheme. Excellent as a habitat and wildlife corridor

Street Trees
Attractive and site appropriate

Buffer Hedge
Using native species to create a noise and visual barrier to the railway line and great habitat for nesting birds, small mammals and invertebrates



Flowering Meadows
Beautiful spring to autumn planting and excellent benefit to wildlife. Low maintenance requiring a summer 'hay' cut.
20% native wildflowers
80% Slow growing grass

ECUS have produced the adjacent landscape masterplan which illustrates specific treatments for the various landscape elements of the design.



The proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being. . The proposals therefore have the potential to support the existing community facilities and local businesses through an increased population living nearby. The Government’s guidance on sustainable development is contained in the National Planning Policy Framework.

The following statement addresses the key headings below:

- Support and help revitalise the local economy;
- Reinforce neighbourhoods and communities;
- Provide a range of transport options and inclusive access; and
- Protect and enhance the natural environment and resources;

SUPPORT AND HELP REVITALISE THE LOCAL ECONOMY

This application is proposed in a sustainable location with good access. The site is also located within short distances of services such as shops, pubs, post office and schools. The site provides an opportunity for residential development within easy reach of a range of education, employment, retail and leisure opportunities. The proposed site will provide high quality residential accommodation and will contribute towards the overall amenity, and sustainability of the area. Employment will also be created during the construction process.

REINFORCE NEIGHBOURHOODS AND COMMUNITIES

The development of this residential scheme will contribute towards an increase in the number of people living in this area. Neighbourhoods can be reinforced by movement networks, the mix of uses and tenures, the amount and position of open space and local vernacular building materials and styles. The health, well-being and quality of life of those who will be using an area will be influenced by its cohesion. The vitality of neighbourhoods is enhanced by creating variety and choice within the development and should cater for a range of demographic groups especially families. The layout of the

proposed development will increase natural surveillance both within the application site and of the surrounding area and footpaths An increase in activity in the area will also promote a safe, crime-free environment.

PROVIDE A RANGE OF TRANSPORT OPTIONS AND INCLUSIVE ACCESS

The road structure has been designed to create good permeability for both pedestrian, cyclists and vehicle movements within the development. Inclusive access within the layout will provide for ease of movement by all social groupings and will meet the standards for disabled access for such items as steps, ramps, door widths, etc. The approach to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will have accessible paths and drives , taking into account the topography of the site. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

PROTECT AND ENHANCE THE NATURAL ENVIRONMENT AND RESOURCES

The site is arable and has been used for farming in the past. As a result there are very little natural features within the site boundary. There are a limited number of trees along the boundaries which are to be retained wherever suitable, and new planting will mitigate the effect of any removals.

The only natural feature within the site is an existing watercourse running from the south-west corner to the centre of the site. This is set within a large area of open space with new planting complimenting the space to ensure long term protection of this important resource.

Finally, the garden areas will be lawned and surrounded by secure boundary treatments. The mix of plant species grown within gardens will provide opportunities for small wildlife and garden birds to benefit from the development to a much greater extent than that which currently exists.



THE DESIGN TEAM HAVE PROPOSED A SUSTAINABLE AND HIGH QUALITY LIVING ENVIRONMENT WHICH MAKES EFFICIENT USE OF LAND IN TERMS OF HOUSING NUMBERS AND DENSITY. THE PROPOSAL IS A WELL PLANNED SUSTAINABLE SOLUTION WITH DWELLINGS WHICH WILL MEET HIGH ARCHITECTURAL STANDARDS ALONGSIDE THE CREATION OF PLEASANT AND WELL PLANNED STREETS.

Below is a summary of the scheme proposals:

- 357 new dwellings including a mix of 2-4 bedroom housetypes;
- Landscape led-approach, the proposals ensure a green edge to the northern and eastern boundaries and an appropriate response to the existing watercourse;
- Vehicle access from existing highway, the internal highway network includes loop road and appropriate turning movements;
- Existing Public Right of Way is retained within open space and is overlooked by new dwellings to ensure a safe and secure route;
- Clear and defined non-vehicle routes, the highway infrastructure is legible; and
- New homes compliment the setting of the phase within the larger development and provide a variety of options for new residents.



Building for Life is the industry standard endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live. The 12 questions below reflect the vision of what new housing developments should be: attractive, functional and sustainable places. Redesigned in 2012, from the original 20 questions, Building for Life 12 is based on the new National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning. We have carried out our own assessment below:



INTEGRATING INTO THE NEIGHBOURHOOD

●●● 1. CONNECTIONS - DOES THE SCHEME INTEGRATE INTO ITS SURROUNDINGS BY REINFORCING EXISTING CONNECTIONS AND CREATING NEW ONES, WHILST ALSO RESPECTING EXISTING BUILDINGS AND LAND USES ALONG THE BOUNDARIES OF THE DEVELOPMENT SITE?

The layout has been designed in a legible perimeter block principle with dwellings located to take advantage of areas of open space, enforce existing footpath links and well as propose new ones. The proposals offer a well balance tenure of housing from 2 bed to 4 bed. In addition the existing watercourse has been retained through the open space.

●●● 2. FACILITIES AND SERVICES - DOES THE DEVELOPMENT PROVIDE (OR IS IT CLOSE TO) COMMUNITY FACILITIES, SUCH AS SHOPS, SCHOOLS, WORKPLACES, PARKS, PLAY AREAS, PUBS OR CAFÉS?

The site is located to the north of Thurnscoe, which provides a range of facilities including:- Asda, Go local Windsor Stores, Home Bargains, Weldricks Pharmacy, Thurnscoe sport ground, two Post offices, Saint Hildas Church, Various fast food and betting shops, Gooseacre Primary School, The Hill Primary school and National Autistic Society – Robert Ogden school

●●● 3. PUBLIC TRANSPORT - DOES THE SCHEME HAVE GOOD ACCESS TO PUBLIC TRANSPORT TO HELP REDUCE CAR DEPENDENCY?

Thurnscoe train station is within 10 minutes walk with regular train to Leeds and Sheffield which connect with the wider network. London, Birmingham, Edinburgh. Adjacent to the site is a bus stop with services 219 to Barnsley / Doncaster every ½ hour to 1 hour. In addition the 406 runs hourly to Barnsley.

●●● 4. MEETING LOCAL HOUSING REQUIREMENTS - DOES THE DEVELOPMENT HAVE A MIX OF HOUSING TYPES AND TENURES THAT SUIT LOCAL REQUIREMENTS?

A range of housing needs have been identified and realised in the design proposals, which incorporates a mix of housing from two-bedroom houses to Four bed detached house. This will enhance the settlement and offer the opportunity to provide dwellings for the first-time buyer through to families.

CREATING A PLACE

●●● 5. CHARACTER - DOES THE SCHEME CREATE A PLACE WITH A LOCALLY INSPIRED OR OTHERWISE DISTINCTIVE CHARACTER?

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

●●● 6. WORKING WITH THE SITE AND ITS CONTEXT - DOES THE SCHEME TAKE ADVANTAGE OF EXISTING TOPOGRAPHY, LANDSCAPE FEATURES (INCLUDING WATER COURSES), TREES AND PLANTS, WILDLIFE HABITATS, EXISTING BUILDINGS, SITE ORIENTATION & MICROCLIMATES?

The site slopes North to South by 1m and West to East by 6m with dwellings orientated to avoid retaining structures, maximise solar gain and to allow privacy distances to existing dwelling. Full advantage has been taken for plots to overlook the open spaces within the site and provide surveillance over the existing footpath that links the site to the east of Thurnscoe over the existing railway line.

7. CREATING WELL DEFINED STREETS AND SPACES - ARE BUILDINGS DESIGNED AND POSITIONED WITH LANDSCAPING TO DEFINE AND ENHANCE STREETS AND SPACES AND ARE BUILDINGS DESIGNED TO TURN STREET CORNERS WELL?

The proposed movement and street network provide a clear hierarchy of street types which will aid legibility and wayfinding, dwellings are orientated to denote the hierarchy of the road, with dual aspect types on corners. Smaller estate roads lead from the main road into more intimate areas of the site. Key prominent plots/vista stopping homes will have slightly contrasting material approaches to provide subtle way-markers throughout the scheme with complementary landscaping creating reinforcing this approach.

8. EASY TO FIND YOUR WAY AROUND - IS THE SCHEME DESIGNED TO MAKE IT EASY TO FIND YOUR WAY ROUND?

Dwellings will be orientated to denote the hierarchy of the road. Smaller estate roads lead from the main road into more intimate areas of the site. Each area will be differentiated through the innovative use of different (but complementary) materials, road surfacing, colour differentiation and landscaping

STREET & HOME

9. STREETS FOR ALL - ARE STREETS DESIGNED IN A WAY THAT ENCOURAGE LOW VEHICLE SPEEDS AND ALLOW THEM TO FUNCTION AS SOCIAL SPACES?

A clear hierarchy of streets has been established within the detailed layout with the primary vehicular routes, shared surfaces and private drives clear identifiable. All streets are adequately framed through the siting of dwellings and the use of dual fronted corner turning units with individual accesses to dwellings identified ensuring they are clearly visible within the development and direct access to each property is clearly identified with footpath clearly identifiable for all users

10. CAR PARKING - IS RESIDENT AND VISITOR PARKING SUFFICIENT AND WELL-INTEGRATED SO THAT IT DOES NOT DOMINATE THE STREET?

The housing layout has been designed with consideration of not only the amount of parking but how and where it is accommodated ensuring that ad-hoc on-street parking is minimised. The treatment of parking for the site varies according to the buildings it serves, and always with a view to creating an attractive and safe environment. The parking arrangements ensure that all dwellings have a driveway, garage or parking bays.

11. PUBLIC AND PRIVATE SPACES - WILL PUBLIC AND PRIVATE SPACES BE CLEARLY DEFINED AND DESIGNED TO HAVE APPROPRIATE ACCESS AND BE ABLE TO BE WELL MANAGED AND SAFE IN USE?

All residential streets will benefit from active frontage and natural surveillance from the new homes that enclose them. Front gardens will be clearly defined by changes in surface, landscape and/or boundary treatments to provide clearly defined public and semi-private space. Rear gardens are locked together to form secure private spaces with robust and attractive boundary treatments to

public areas and between plots. The open space focal points each have a specific function and have been located as to provide easy access for residents, and high levels of natural surveillance from surrounding properties, passing pedestrians and motorists.

12. EXTERNAL STORAGE AND AMENITY SPACE - IS THERE ADEQUATE EXTERNAL STORAGE SPACE FOR BINS AND RECYCLING, AS WELL AS VEHICLES AND CYCLES?

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