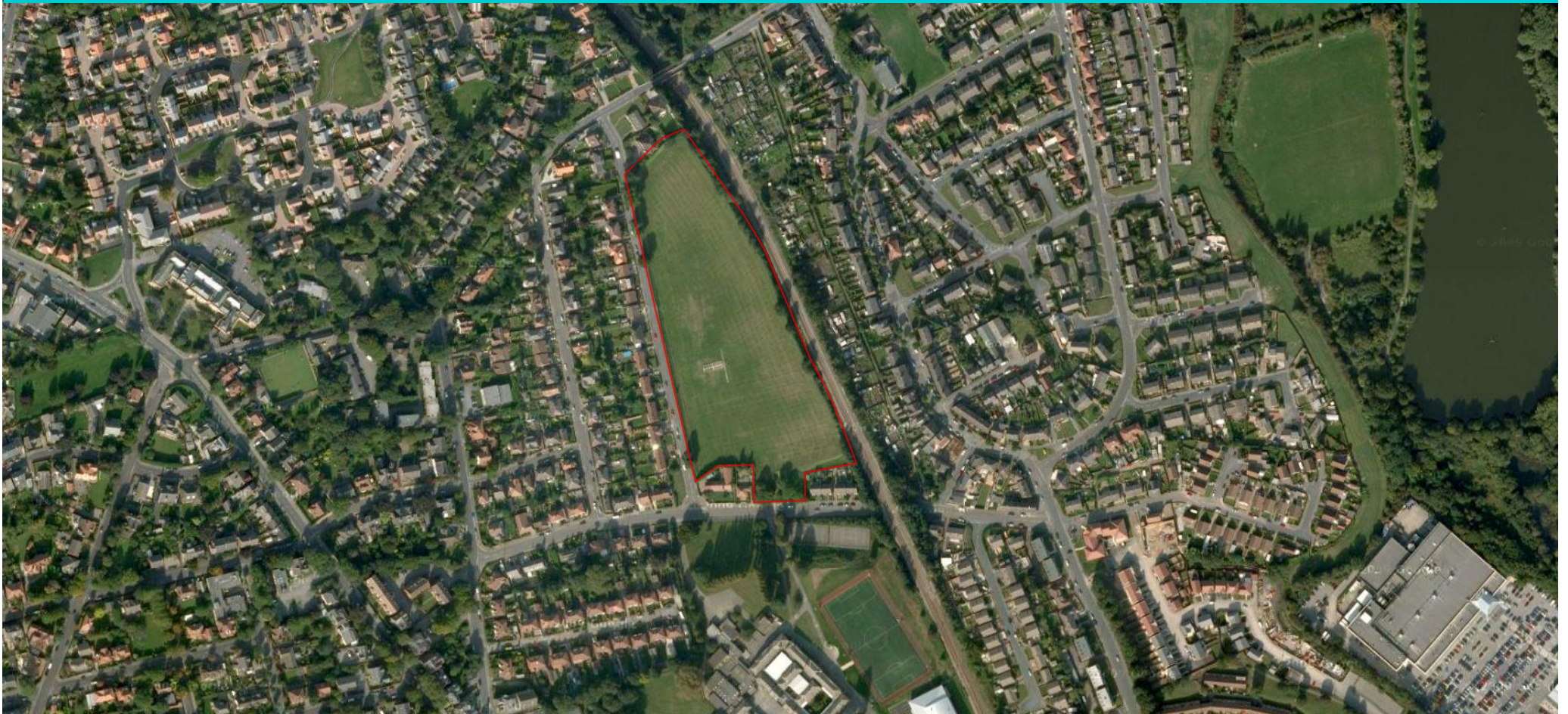


Design and Access Statement

For a Reserved Matters Submission

Miller Homes | Carrington Avenue, Barnsley

Issue 4 | September 2016



1.0 | Introduction

2.0 | Planning History

3.0 | Pre-application meeting

4.0 | Community Consultation

5.0 | Design Response

6.0 | Design Proposal

7.0 | Landscape

8.0 | Building For Life 12

9.0 | Summary

millerhomes
Client: **Miller Homes**

STEN
ARCHITECTURE
Architect: **STEN Architecture**


spawforths
Planning Consultant: **Spawforths**

1.0 | Introduction

WHAT IS THE PLANNING APPLICATION FOR?

This Design and Access Statement has been prepared by STEN Architecture on behalf of Miller Homes for a Reserved Matters submission for 81 dwellings at Carrington Avenue, Barnsley.

A detailed Design & Access Statement was prepared by Capita and it contained a number of chapters on site and context analysis and a study of the character of the site's adjacent residential development. Therefore we have not felt it necessary to duplicate this work. The site and context analysis was used as part of the outline application and we have also referred to that study as part of our work.

This document has been prepared in accordance with the Department for Communities and Local Government's (DCLG) Circular 01/2006. and responds to the requirements of the Town and Country Planning Development Management Procedure Order (England) (Amendment) 2015 for applications of this type to be accompanied by a Design and Access Statement.

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

The design and access statement seeks to explain the design principles and concepts that have been applied to the development. It also aims to demonstrate how the proposed development's context has influenced the design. The Statement also explains the approach to access and how relevant Local Plan policies have been taken into account.

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

This document is submitted in support of the planning application and sets out to achieve the following:

- Identify the existing context of the site
- Identify the key development principles and framework which have informed the detailed design of the scheme
- Provide a detailed design analysis and design solution.

The ethos of the design is to:

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

2.0 | Planning History

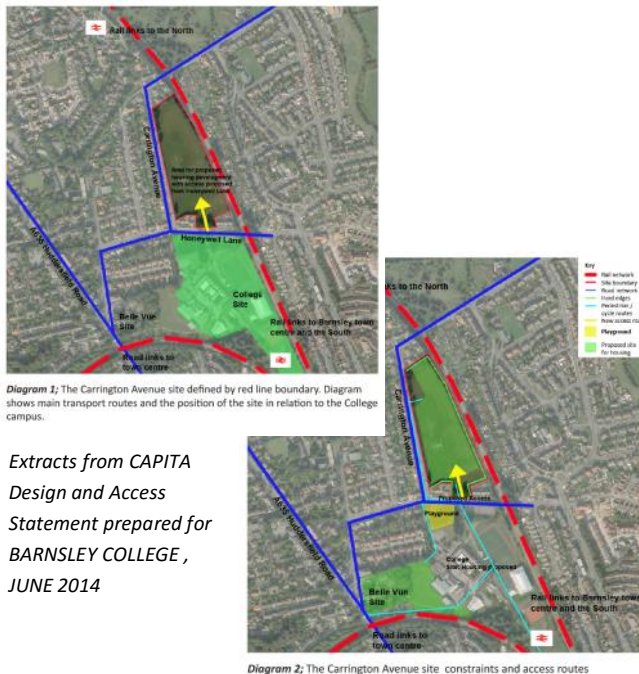
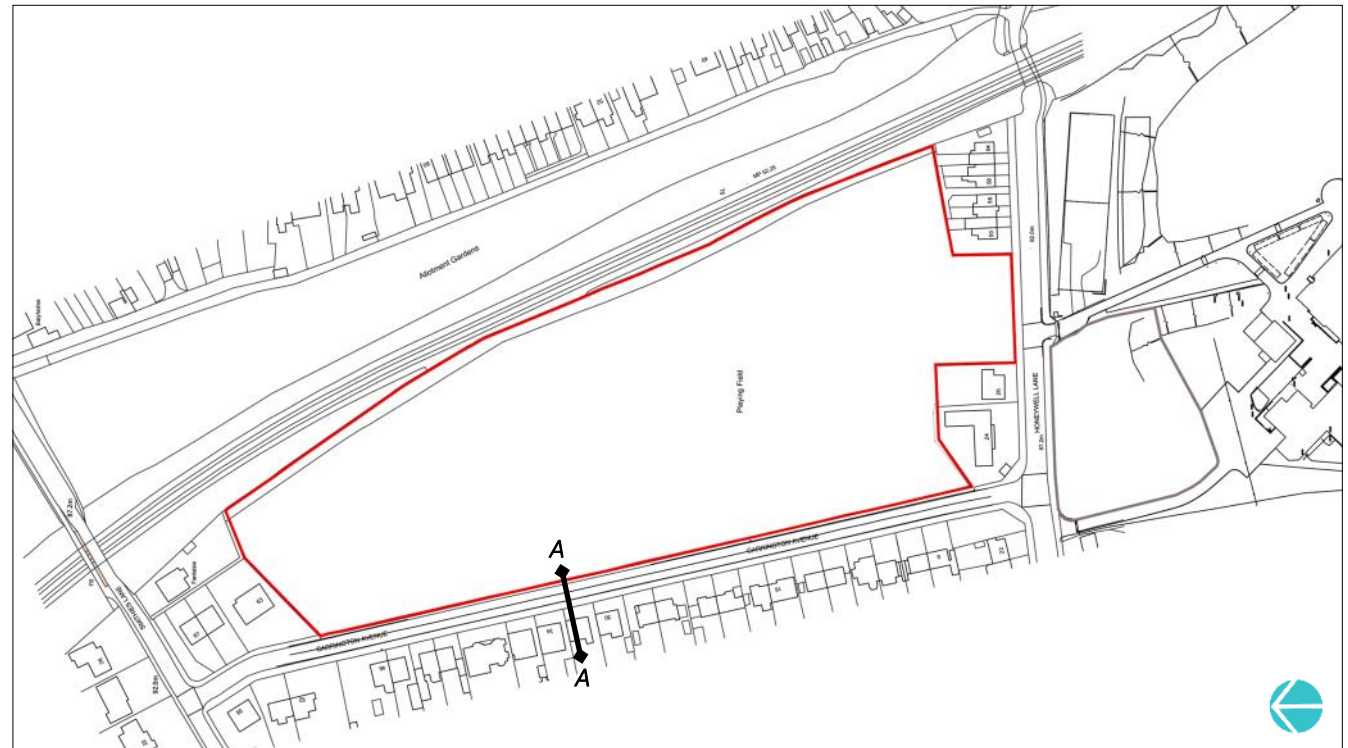
2.0 | Planning History & Site Location

An outline planning application was submitted by Capita on behalf of Barnsley College to Barnsley Metropolitan Borough Council in July 2014 (Ref:2014/0807) for up to 85 dwellings which was approved on 25th September 2015.

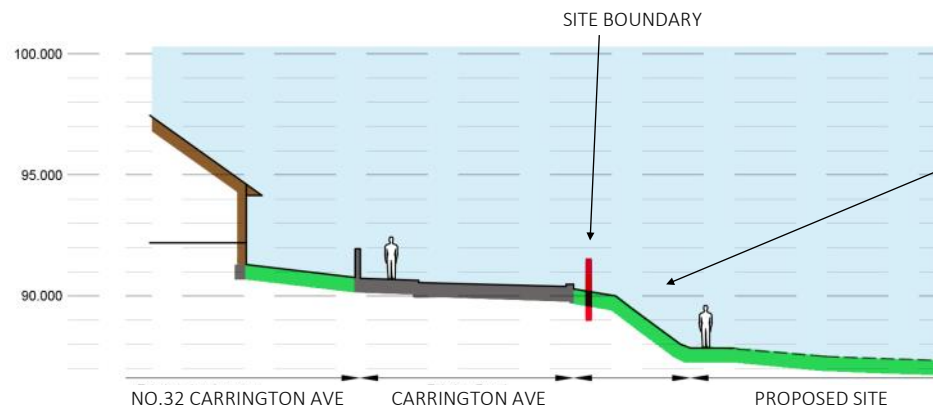
To the right is the location of the site in showing the Reserved Matters boundary in red.

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

A separate planning statement has been prepared to support this Reserved Matters submission by Spawforths.



LOCATION PLAN



Miller Homes have also commissioned a Topographical Survey which indicates a significant change in levels between Carrington Avenue (Western Boundary) and the site.

2.0 | Planning History - Illustrative Masterplan

As part of the outline application an illustrative masterplan was produced by Capita. This proposes a layout formed by a series of assessments. The Reserved Matters proposals seeks to draw from this analysis and subsequent masterplan to form the basis of the application.



Diagram 3; Carrington Avenue proposed layout showing the provision of public open space relating to the surrounding context

Extract from CAPITA Design and Access Statement
prepared for BARNSELY COLLEGE, JUNE 2014

Although illustrative, analysis of this masterplan produces a number of issues to be considered and developed at a more detailed design stage.

- The levels of the site require an appropriate drainage system.
- Direct access from Carrington Avenue is difficult to achieve given the difference in levels over a short distance and would present a significant engineering led solution.
- The masterplan has a very linear highway network without a clear vista or waymarker buildings.
- The open space has very little active frontage and the orientation of buildings should be reconsidered.
- Some plots are very close to existing trees.

Design Approach & Principles



Image 5; Housing style in red brick on Carrington Avenue

The design development after the Pre-App stage took into consideration the Planner's aspirations for the development which included for there to be houses facing onto Carrington Avenue to create a street frontage, driveways sited to the sides of dwellings where possible, and the provision of public open space. The proposed development is for 89 houses, all with rear garden offerings which meet the standards set in the South Yorkshire Residential Design Guide. The access to the proposed development takes into consideration some of the mature trees that are existing near to the Honeywell Lane edge of the site, and as such trees are proposed to be retained here and further tree planting is proposed throughout the scheme to create the local 'avenue' feeling.

The approach to the design of housing for the site has been influenced by the existing material palette in the surrounding residential areas. Dwellings on Carrington Avenue are a mix of semi-detached and detached red brick houses and as such red brick is proposed for the dwellings across the site. There is an option to introduce white render to the front elevations of properties to portray a more contemporary palette of materials. The lintels and sills to windows are designed in sandstone to mirror the heritage of the Victorian suburbs and the roofing proposed for the new dwellings reflects properties within the nearby conservation area which have grey-coloured Welsh slate roofs.



Image 6; Typical semi-detached property faces onto the site

The 2.5 storey house-type which is proposed along Carrington Avenue has three bedrooms over two floors, a kitchen/diner at ground level and the living area at lower ground level. The living rooms open up into the generous rear garden spaces which abut further new housing within the site. The 'half-storey' at lower ground level handles the change in level from the existing street level.



Image 7; Junction of Carrington Avenue with Honeywell Lane with open space

Extracts from CAPITA Design and Access Statement prepared for BARNSELY COLLEGE, JUNE 2014

The Outline Planning Application included an assessment of the built form, urban structure and character of Carrington Avenue. It also included details of a Public Consultation held in June 2014.

The Reserved Matters will use this analysis to produce a design that integrates well with the immediate existing development and as part of the larger settlement.

Public Consultations



Image 10; Consultation presentation for Belle Vue



Image 11; Consultation presentation for Carrington Avenue

Capita, alongside representatives from the College, arranged and attended a Public Consultation which was held at Belle Vue House on 18th June 2014. 150 properties in the near vicinity were invited to attend the consultation, where indicative proposals for the sites were displayed and the public were given the opportunity to ask questions and raise any queries.

In general, the proposals for the Carrington Avenue site were received well by residents and by all who attended. There were a number of residents who expressed their approval, their indifference and their objections. Some residents were extremely enthusiastic stating that they felt the development would encourage more community interaction.

The main objections were around the increase in car parking if the development goes ahead, particularly on Carrington Avenue as it is narrow to begin with. Other concerns were around the proximity of new properties to the existing properties on Honeywell Lane. Residents who live on Honeywell Lane were concerned that they would be overlooked by new dwellings of a larger scale. Representatives of Capita were able to reassure residents that only 2 storey dwellings are proposed to face or back onto existing houses and that planning privacy distances would be strictly adhered to.

Some residents were concerned about the loss of the football pitches on Carrington Avenue site, and so it was explained that these are to be reprovided (at Belle Vue and the Fleets sites) in line with Sport England recommendations and statistics of pitch-usage provided by the college.

3.0 | Pre-Application Meeting

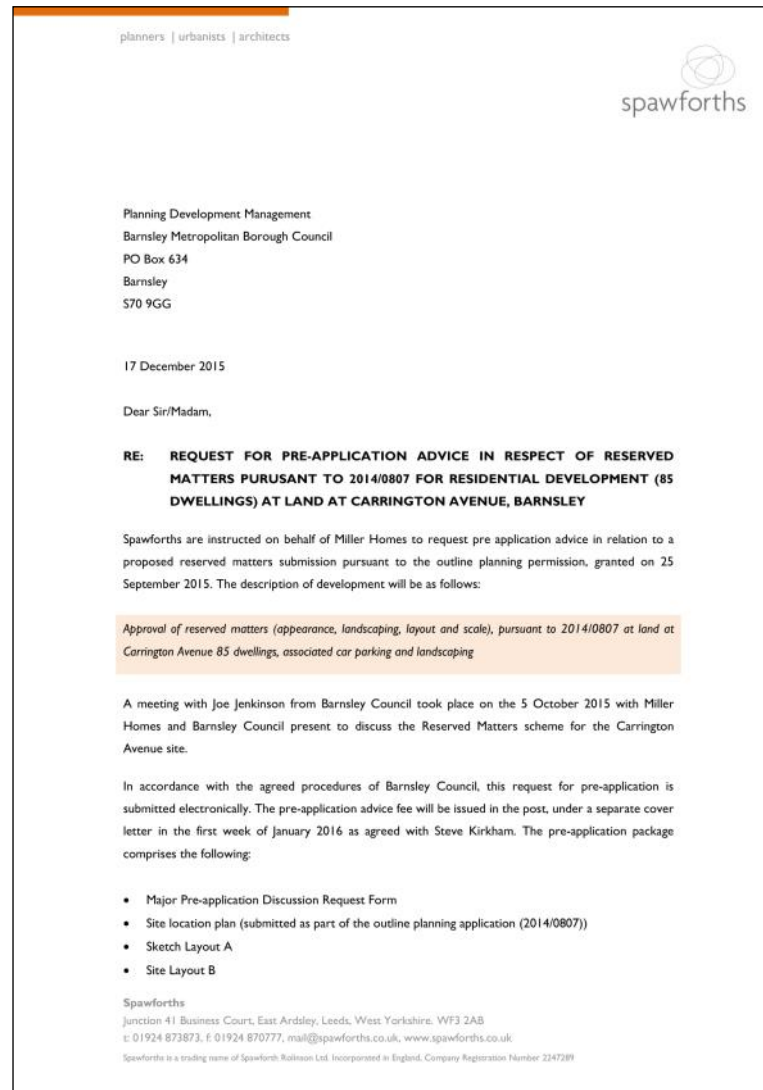
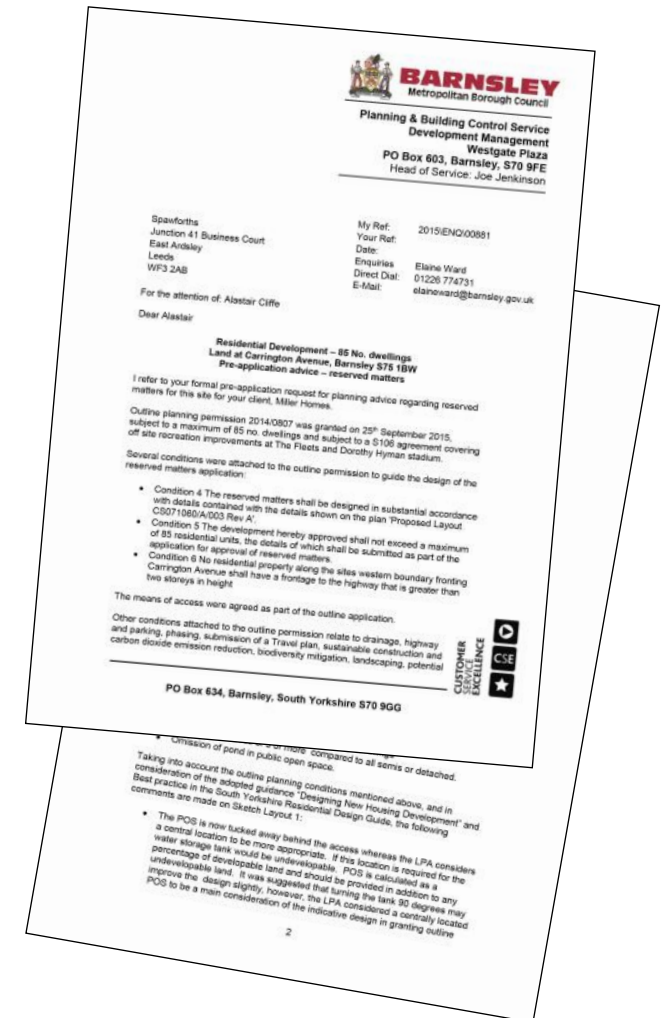
3.0 | Pre-Application Meeting

PRE-APPLICATION

Spawforths managed the pre-application process prior to a formal submission on behalf of Miller Homes.

This process produced a diverse set of comments with a number of factors arising with the returned advice.

Extracts and a summary of this process form the start of the Design Solution section in this D&A Statement with careful consideration given to the comments received.





These layouts were submitted as part of the Pre-Application process. The text below forms part of the response to this:

PRE-APP SUMMARY

Sheet SK01 dated 25 June 2015 by STEN Architecture was presented briefly by the client side as a first interpretation of the outline plan which was dismissed by them due to technical constraints.

However, the plan provided:

- Direct vehicular access to driveways from Carrington Avenue retained so dwellings set back from highway
- Open space remains located centrally to the site

- No information relating to number of floors
- parking mainly within curtilage apart from a handful of instances
- 15 plots in terraces of 3 or more compared to semis or detached in approved plan.
- Some plots have inadequate external space



PRE-APP SUMMARY

Sketch Layout 1 was presented as the preferred option by the client, Miller Homes. This was considered by the client to be more favourable for addressing sensitivities for existing residents on Carrington Avenue by turning some plots and blocks of plots at right angles to Carrington Avenue, allowing views through the site. The key differences between the draft Sketch L and the approved plan CS071060/A/003 Rev A are:

- all direct vehicular access from Carrington Avenue omitted but could possibly include pedestrian steps into the site.
- The open space was not located centrally but was located at the

extreme south of the site immediately behind the dwellings on Honeywell lane and proposed to cover the water storage tank required for drainage of the site.

- 3 storey dwellings along Carrington Avenue with dwellings set approximately 5m back from highway at the bottom of a landscaped embankment.
- Significantly more bays outside curtilage of dwellings
- 27 plots in terraces of 3 or more compared to all semis or detached.
- Omission of pond in public open space

4.0 | Community Consultation

4.0 | Community Consultation

A postal public consultation was used to engage the community in dialogue and request views and feedback. The advantages of this method of consultation are that it:

- provides an opportunity for the public to view the proposals in their own time and to retain the information for future reference;
- provides information in an accessible, easy-to-read format;
- and provides the opportunity for the submission of comments.

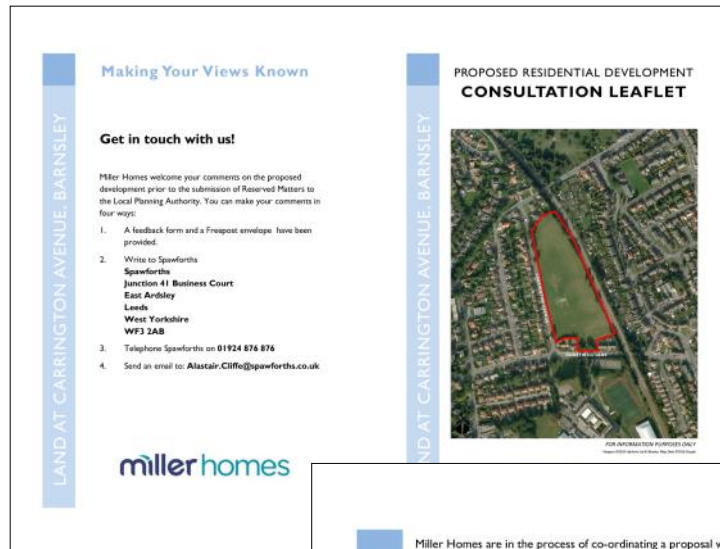
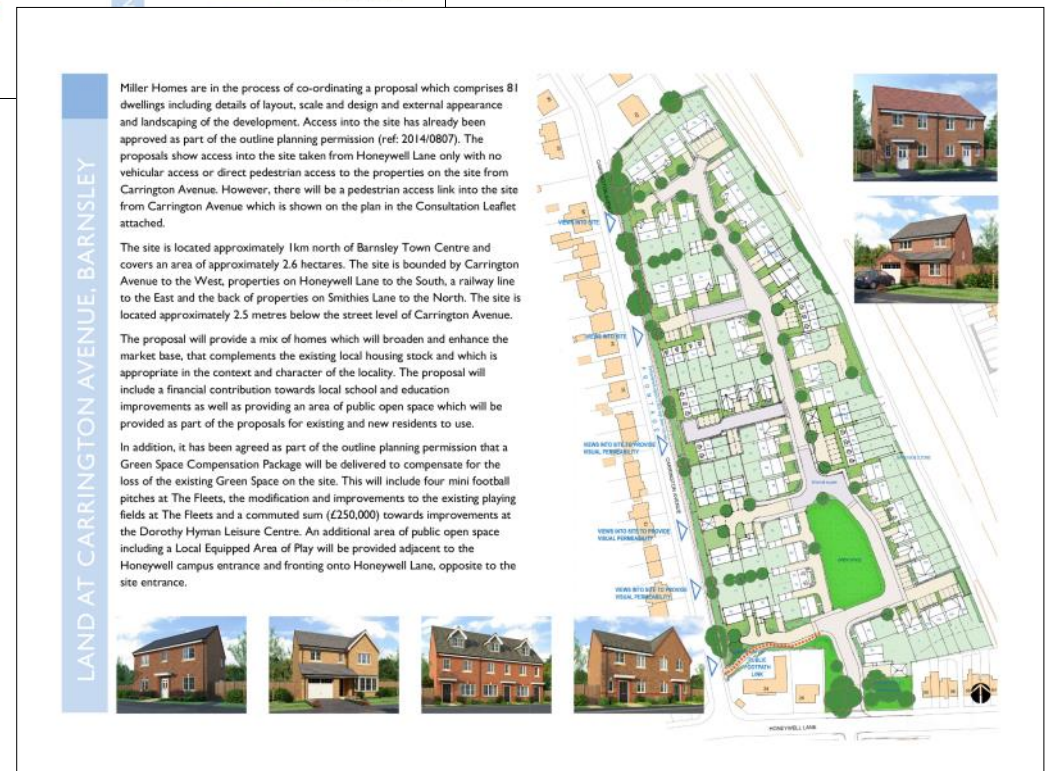
Summary of Responses

Spawforths have produce a Stakeholder Engagement Summary in support of this submission which includes a detailed table of responses from the public.

Key concerns included:

- details of the Play Space and The Green Space Compensation Package.
- impact on the current parking situation
- storey heights
- removal of existing trees
- vehicle and pedestrian access points

A full report and a response to the feedback is included in the Stakeholder Engagement Summary.



5.0 | Design Response

FURTHER DESIGN

From comments received a further sketch design was undertaken incorporating the following design alterations:-

- 1) POS Re-located to more appropriate central location
- 2) External private amenity increased to meet local authority standards
- 3) Frontage Car Parking reduced
- 4) Western parcel redesigned to local authority comments
- 5) Highways updated to suit design standards



6.0 | Design Proposal

The site constraints, considerations and strategies discussed in Design & Access Statement that was prepared for the outline application have all been borne with the final scheme incorporating refinements from earlier sketches where deemed appropriate in order to address and improve certain aspects following the consultation process. The following text clarifies the specific detail of the submitted scheme.

DEVELOPMENT PROPOSALS

The Miller Homes proposal follows the principles that were set out in the outline application and on the Illustrative masterplan that was produced to support the outline application.

The new development will be served off a single new access point.

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

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

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

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

A summary of the development proposals is below:

- 80 new residential units
- Mixture of 3-4 bedroom accommodation.
- Density of 34 dwellings per hectare
- New LEAP from Honeywell Lane
- Predominantly 2 storey dwellings
- Single access point (already approved) from Honeywell Lane
- The Green
- Landscape buffer to railway and Carrington Avenue boundaries
- Pedestrian links

USE AND AMOUNT & SCALE

The outline application that was approved has already established that the use of the site for residential development for up to 85 dwellings from a single access off Honeywell Lane.

The proposed layout follows the principles that were set out in the outline planning application and follows the 'Illustrative Masterplan' that was produced as part of the outline application.

In total Miller Homes are proposing a development of housing that totals 80 residential dwellings.

The proposed development includes a mix of 3-4 bedroom mews, semi-detached and detached dwellings.. The majority of dwellings are 2 storey with the occasional 2.5 and 3 storey dwellings, which have been located in key locations.

ACCESS

The access has already been approved as part of the outline application and is on the Southern boundary of the site from Honeywell Lane. This is the only vehicle access to the site.

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

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

Inclusive access within the layout provides for ease of movement by all social groupings and seeks certain minimum standards for disabled access for such items as steps, ramps, door widths, etc. The 'approach' to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will have 'accessible' paths and drives wherever possible, taking into account the topography of the site. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

LAYOUT

The location and orientation of the new dwellings respect the surrounding properties and relate well to one another. They are generally positioned parallel to one another, or at 90 degrees to their neighbours.

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

Certain buildings are located to create focal ends and vista stops.

There is a clear definition between the public and private domain with all properties

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

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

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

PARKING

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

6.0 | Design Proposal | The Proposed Layout

FINAL LAYOUT

Above is a copy of our final detailed layout that incorporates pre-application



6.0 | Design Proposal | Layout Principles - Key Features

KEY FEATURE

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

- 1 Primary vehicle access point
- 2 Central greenspace
- 3 LEAP
- 4 Pedestrian connection
- 5 Landscape buffer to railway line
- 6 Existing residences
- 7 Landscape buffer to Carrington Avenue



6.0 | Design Proposal | Layout Principles - Primary Entrance

PRIMARY ENTRANCE

This diagram illustrates the primary connection to the existing highway and pedestrian network.



6.0 | Design Proposal | Design Principles - Central POS

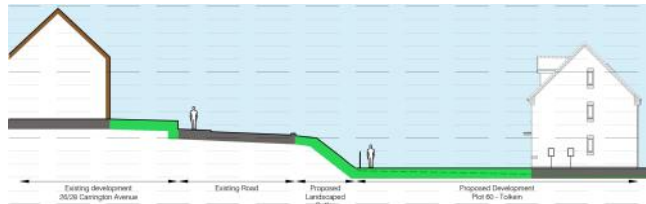
CENTRAL POS

This diagram illustrates the design principles of the central POS area.

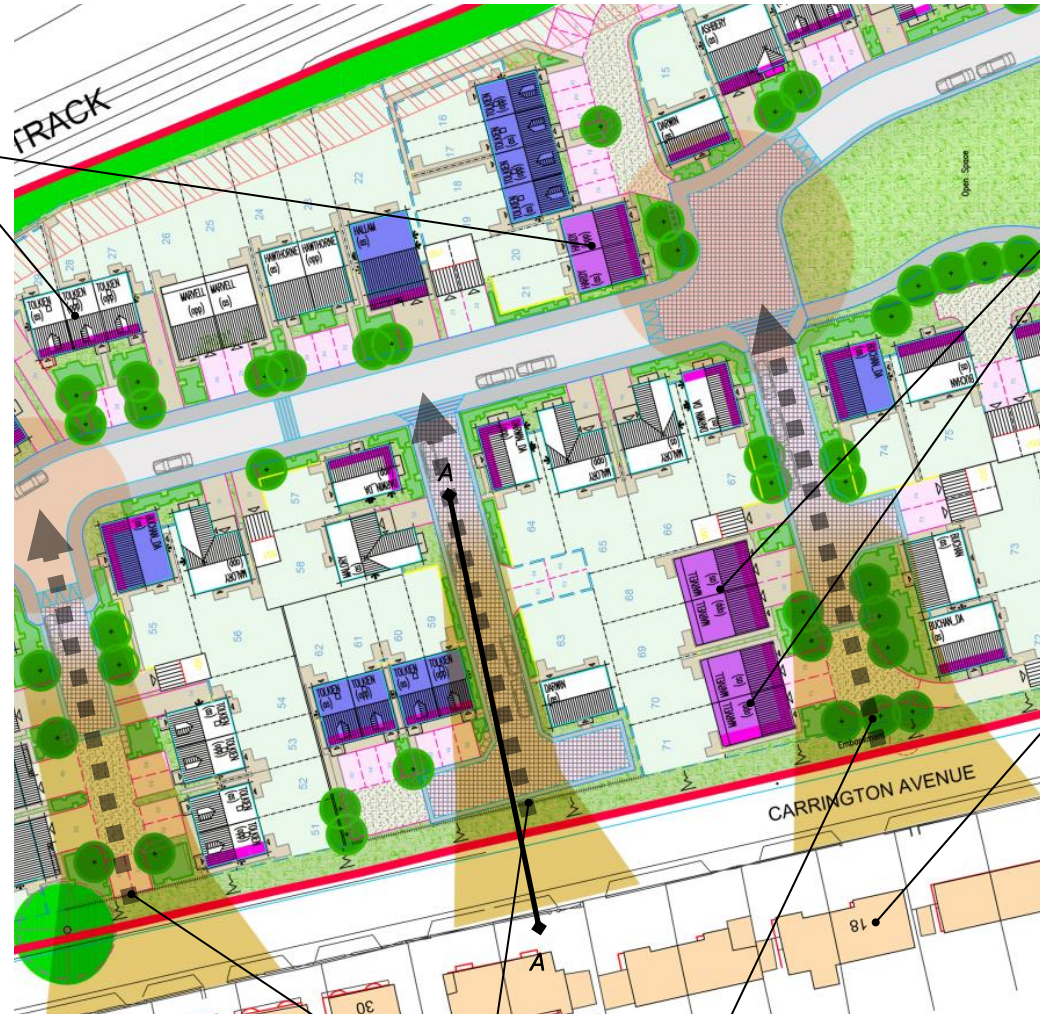


INTERACTION WITH CARRINGTON AVENUE

This diagram illustrates how the proposals interact with the existing residential development along Carrington Avenue.



Edge response to Carrington Avenue (A-A)



Dwelling creates vista stop

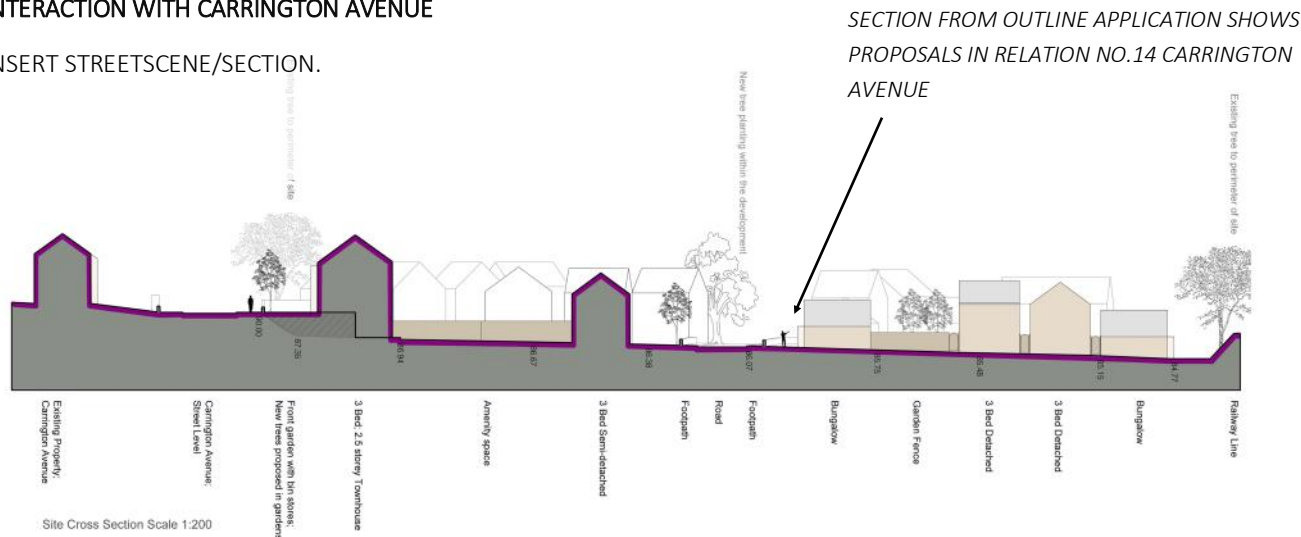
2.5 and 3 storey dwellings ensure positive frontage onto Carrington Avenue without direct vehicle access

Existing dwellings along Carrington Avenue

Open views from Carrington Avenue with dwellings placed to create vista stop create visual connections

INTERACTION WITH CARRINGTON AVENUE

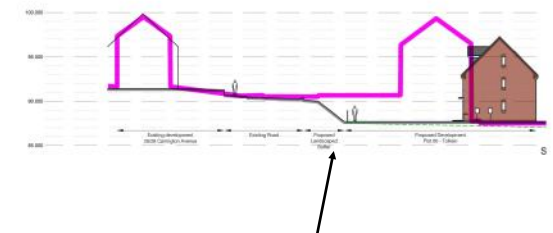
INSERT STREETSCENE/SECTION.



The studies shown here show a direct comparison between the Outline proposals versus the Reserved Matters submission. They indicate that the Reserved Matters submission proposes a 'lesser' impact on the visual amenity of existing residents. There is no direct vehicle or pedestrian access to the development which means no underbuild is required to 'lift' the dwellings to the level of Carrington Avenue.



PROPOSED SECTION OF THE RESERVED MATTERS SUBMISSION SHOWS PROPOSALS IN RELATION TO NO.14 CARRINGTON AVENUE. PINK OUTLINE SHOWS COMPARISON OF PROPOSED ROOFLINES.



SECTION FROM RESERVED MATTERS SHOWS
PROPOSALS IN RELATION TO NO.26
CARRINGTON AVENUE.



STREET SCENE D-D @ 1:500

PROPOSED STREETSCENE ALONG CARRINGTON AVENUE

KEY NODES

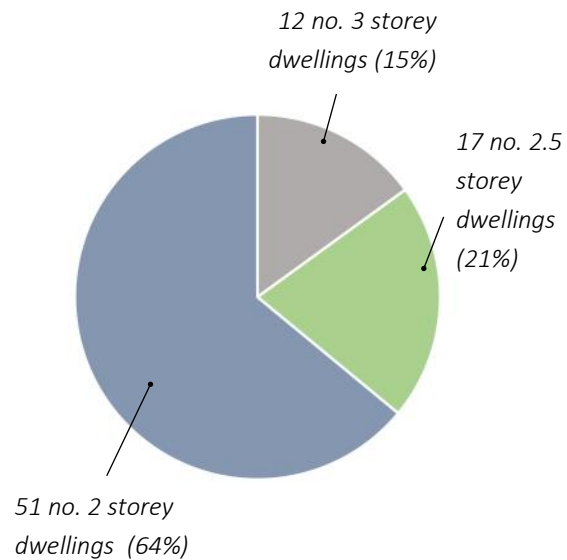
This diagram illustrates the design principles behind the key nodes towards the North of the development.



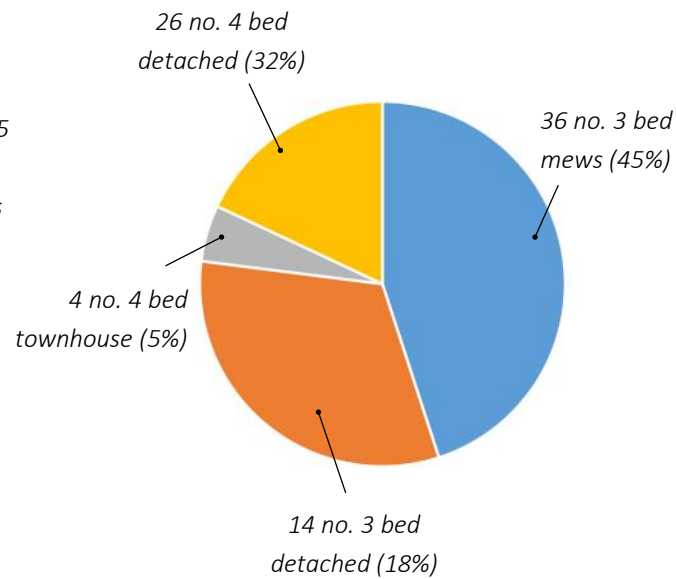
ACCOMMODATION

The development includes a mix of house types and accommodation.

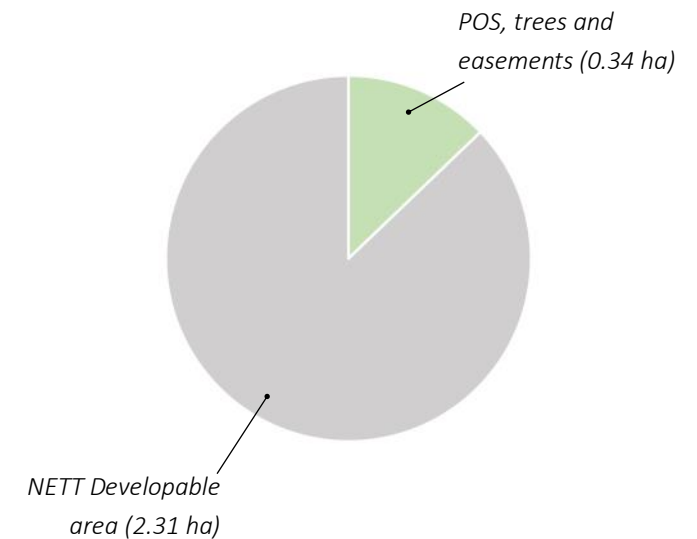
STOREY HEIGHTS



DWELLING TYPES



AREA BREAKDOWN



∴ 80 dwellings over a nett developable area of 2.31 ha gives a density of 34 dwellings per hectare

6.0 | Design Proposal | Proposed Dwellings

DWELLING TYPES

A selection of the proposed dwelling types are shown below (full range of house type drawings has been submitted as part of the Reserved Matters Submission).

The dwellings will be a mixture brick type throughout.



STREET SCENES & SITE SECTIONS

We have produced a series of site sections and street scenes to allow a clear picture of how the new dwellings will look and relate to each other.



STREET SCENE A-A



STREET SCENE B-B



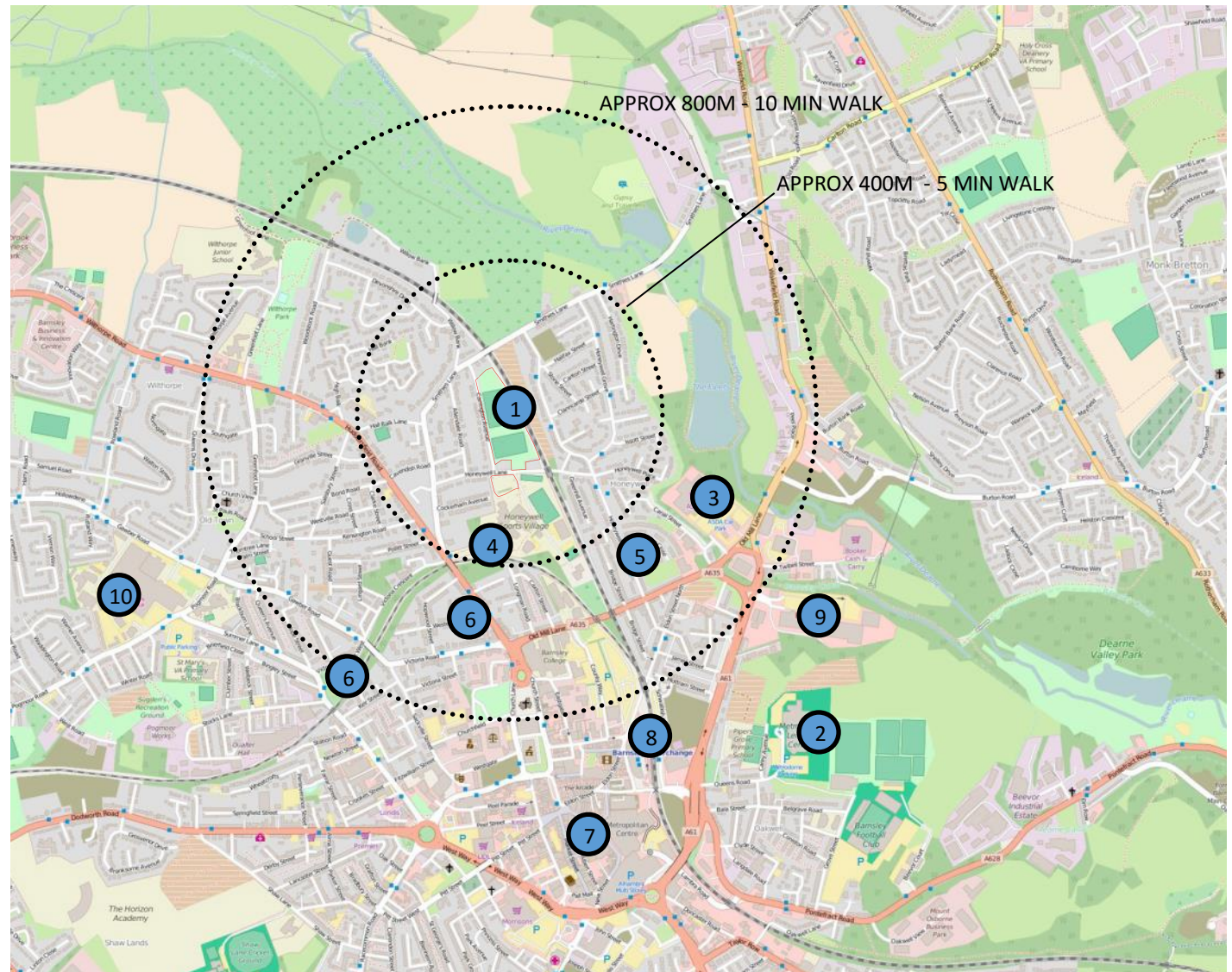
STREET SCENE C-C



SUSTAINABILITY

The analysis demonstrates the site has good accessibility to a range of services and facilities within a 5-10-minute walk. These include a Barnsley College and Sport Centre, ASDA Super store, McDonald's, Kell Fitness Centre, Keel Inn & Honeywell Inn Public Houses, Honeywell Community Centre, Huddersfield Road Surgery and a B+M Bargain Store. Within a 20min walk away lies a large industrial park which include B+M, Pizza Hut, Halfords, The Range, Pets at Home, ARGOS, DW Sport Fitness Centre and Curry's. Public Open Space will be provided on site as part of the proposals, available and accessible to existing and new residents with a new local equipped area of Play (LEAP) provided across from the site entrance.

- 1) Site Location
- 2) Sports Centre
- 3) Supermarket
- 4) Barnsley College
- 5) Community Centre
- 6) Medical Surgery
- 7) Barnsley Town Centre
- 8) Train Station
- 9) Retail Park
- 10) Barnsley Hospital



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7.0 | Landscape

CONCEPT

The rationale behind the landscape design for the development has been the desire to enhance the built form of the housing layout, providing a pleasant green environment for the user whilst also creating a setting which helps to assimilate the site into the surrounding environment.

DESIGN CONSIDERATIONS

The following factors were taken into account when formulating the landscape design for the site:

A) EXISTING LANDSCAPE FEATURES AND ECOLOGY

The retention of the existing boundary vegetation to the north and west is important. The use of native species within the area of open space and within the residential areas where appropriate will help to reinforce linkages into the wider landscape and add to the overall bio-diversity of the area.

B) OBJECTIVES

The landscape design for the development has been led by the following objectives:

- To create an attractive and safe environment for the residents and users of the site and help to assimilate the development into its surroundings.
- To satisfy circulation requirements without allowing vehicles to dominate the character of the site.
- To develop a range of planting styles that complements the housing, softening the building lines and defining different spaces.
- To provide high quality Open Space for the residents use and enjoyment.

C) PROPOSALS

The open space at the 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.

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 will help to break up the building line, filtering views of the housing and providing a vertical dimension to the street scene.

D) MATERIALS AND STREET FURNITURE

Materials and furniture throughout shall be selected to complement the building design using a variety of hard landscape materials which define the space and highlight change of use where required.

E) SOFT LANDSCAPE STYLES

Planting will generally be bold and colourful, helping to break up the area into zones and create distinct identities within the site.

More gardenesque planting will be used around private garden spaces with larger and more robust planting around the public and communal areas.

The soft landscape framework as a whole will create distinct identities within the site and contribute to the overall legibility of the scheme.

Plant species will include both native and exotic species. All native species or their cultivars will be used within the open space and in suitable locations in the residential area and a mix of ornamental shrubs, grasses, groundcover roses and herbaceous perennials will be used in the front gardens and other areas of incidental communal amenity space.

SUMMARY

Carefully considered landscape proposals will complement the building design and help to integrate the scheme into its surroundings, whilst providing an attractive and vibrant environment for its future residents.



KEY POINTS

- 1 The eastern hedgerow, standard trees and adjacent semi-improved grassland will be retained, gapped up and protected during development by a 5 m wide 'no build buffer zone'. Gap planting will be undertaken to strengthen the existing hedgerow where practicable
- 2 The landscape buffer along Carrington Avenue will comprise a mix of seeded grassland and native species planting and retained trees. Additional native hedgerow and shrub is proposed on sections of this and the southern boundary. Species will include native flowering and fruiting species.
- 3 Localised tree planting to provide visual interest along Carrington Avenue
- 4 Additional native trees and shrubs to screen plots.
- 5 Central greenspace

LANDSCAPE DETAILS

Extracts from TPM Landscape Architects drawings - full details are included as part of the application pack.



8.0 | Building For Life 12

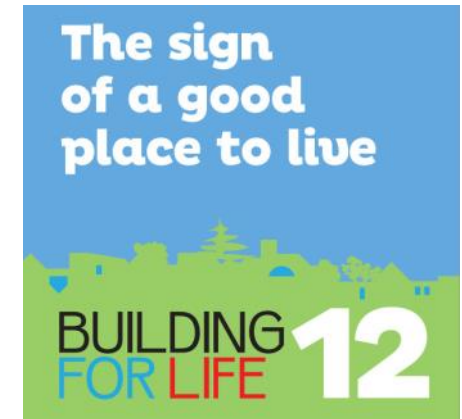
8.0 | Building For Life 12

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

The 12 questions below reflect the vision of what new housing developments should be: attractive, functional and sustainable places. Redesigned in 2012, from the original 20 questions, Building for Life 12 is based on the new National Planning Policy

Framework and the Government's commitment to build more homes, better homes and involve local communities in planning.

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



INTEGRATING INTO THE NEIGHBOURHOOD

1 Connections

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

The site is well positioned in relation to established residential neighbourhoods and local facilities and lies to the north of Barnsley Town Centre. A railway line bounds the eastern boundary with existing dwellings to the Southern, Eastern and Western boundaries. An existing tree / hedge buffer runs along the railway boundary with trees to the North Western boundary. Trees to the Southern boundary are to be removed to form the site access off Honeywell Lane.

Our proposals respect privacy distances and minimise intrusion on existing dwellings and meet / exceed the local authority minimum standards. Along Carrington Avenue there is a level difference of 2.5 to our proposals which will result in our dwellings lying lower thus having very minimal impact.

A new footpath connection is proposed to Carrington Avenue from the site, this convenient connection will facilitate movement to neighbouring areas and across the site and the wider area generally.

2 Facilities and services

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

The analysis demonstrates the site has good accessibility to a range of services and facilities within a 5-10-minute walk. These include a Barnsley College and Sport Centre, ASDA Super store, McDonald's, Kell Fitness Centre, Keel Inn & Honeywell Inn public houses, Honeywell Community Centre, Huddersfield Road Surgery and a B+M Bargain Store. Within a 20min walk away lies a large industrial park which include B+M, Pizza Hut, Halfords, The Range, Pets at Home, ARGOS, DW Sport Fitness Centre and Curry's

Public Open Space will be provided on site as part of the proposals, available and accessible to existing and new residents with a new local equipped area of Play (LEAP) provided across from the site entrance.

8.0 | Building For Life 12

3 Public transport

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

The site has good access to local bus stop facilities via the proposed network of streets and footpaths which connect into the existing neighbourhood. These stops are on Clanricarde Street, Smithies Lane and Honeywell Place. These bus service provides good access to Barnsley Town Centre in 10 minutes.

4 Meeting local housing requirements

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

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

CREATING A PLACE

5 Character

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

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

6 Working with the site and its context

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

The proposed site is flat with access taken from Honeywell Lane which significantly rises from East to West, a green entrance has been utilised to overcome level issue as well as give a pleasant entrance to the site. Carrington Avenue to the west is some 2.5m higher than the site due to an existing

banking on site which has been utilised as a green corridor and provides greater front to front / front to side stand-off distances. An existing hedge to the railway boundary has been retained and enhanced where required. The proposed on site POS is located at the site entrance and provides open views into the site from Honeywell Lane for the public.

7 Creating well defined streets and spaces

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

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

8 Easy to find your way around

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

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

STREET & HOME

9 Streets for all

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

The main street includes speed restraint measures such as horizontal deflections and tight corner radii. Lower hierarchy streets have been designed to encourage low vehicle speeds through narrower carriageways, shared surfaces and the positioning of homes to create

8.0 | Building For Life 12

more intimate streetscapes. Whilst many of these lower order streets are to be shared space, and therefore offer more scope for informal activity, the design approach has been to create good access to open spaces throughout the development as key locations for social interaction.

10 Car parking

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

Sufficient allocated parking and spaces for visitors have been provided throughout the scheme. There are a mix of parking solutions proposed, with the underlying objective being to reduce the dominance of the car within the street-scene. In response, garages have been set back from the building line in the many cases with parking to the side, in locations where the parking is to the front area, of landscaping help break up runs of frontage parking .

11 Public and private spaces

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

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

12 External storage and amenity space

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

Proposed homes have sufficient private amenity spaces for the storage of bins away from the front of properties in rear gardens, with easy access to the street. Homes have sufficient allocated parking and in most instances garages are provided which can store

cycles. Where garages are not available (e.g. terraced and some semi-detached units) sufficient amenity space has been provided to enable sheds to be erected.

9.0 | Summary

9.0 | Summary - Designing Out Crime

FOOTPATHS AND WALKWAYS

Through the design of the layout natural surveillance of footpaths and walkways are proposed throughout the scheme. Footpaths should be well lit and where applicable provide provision for cyclists.

FRONTAGES

As mentioned the natural surveillance benefits will also assist in enhancing the security for fronts of dwellings. In addition to this, improvements to structure security are also proposed and are to include such measures as access door to all properties to be fitted with 5 lever mortise locks with lockable double glazed windows at all levels.

PRIVATE SPACE TO REAR OF DWELLINGS

Gardens will be fenced. No areas within the site provide for visual refuges where intruders could remain unobserved.

BOUNDARY TREATMENTS

Boundary treatments to rear facing gardens are to be timber domestic grade fencing 1.8m high, which, whilst providing a degree of physical security is most effective as a psychological deterrent to opportunistic crime.



Active Frontages



Natural surveillance over public spaces

9.0 | Summary - Biodiversity Mitigation and Drainage

BIODIVERSITY MITIGATION

ECUS Environmental Consultants have produced a Biodiversity Mitigation and Enhancement Measures document in support of this submission which includes details of Mitigation, Enhancement and Management Works and Future Management. Extracts from this document are shown below:

“Mitigation, enhancement and management works can be divided into the following broad categories:

- *control and treatment of invasive species;*
- *retention and protection of existing hedgerow and scattered trees and semi-improved neutral grassland, where practicable;*
- *incorporation of features to enhance the value of the site for specific species groups; and*
- *nesting”*

“The site should be maintained in accordance with the landscaping maintenance schedule. Responsibility for ensuring that bat and bird boxes remain in place should also fall to the contractor.”



DRAINAGE

Eastwood and Partners have produced a Drainage Statement in support of this submission, extracts from this document are shown below:

“Infiltration type SuDS such as soakaways and infiltration basins are not considered viable on the site.

“It is considered that there would be a risk of groundwater seepage affecting neighbouring properties and the nearby railway line if infiltration SuDS were used in this area.”

“There are no watercourses in the vicinity; surface water disposal will be to the public sewer.”

“There is a public surface water sewer in Honeywell Lane. The site will drain by gravity to this sewer at a restricted rate ”

“There is a public combined sewer in Honeywell Lane. The site will drain by gravity to this sewer.”



9.0 | Summary - Movement and Access

MOVEMENT

Access does not just relate to an access junction and this section will also make reference to all users and modes of access to and around the development e.g. vehicular, cyclists, pedestrians, and with reference to provision for inclusion of disabled people.

The section will also explain how the proposal relates to and links existing and neighbouring movement networks; roads (including public transport), footpaths and the public realm and open spaces. It will also describe how the design, access points, layout and materials of roads and footpaths has been planned to achieve broader objectives including reducing vehicle speed, and creating places with a particular character.

HIGHWAYS

Vehicular access to the site will primarily be achieved via Honeywell Lane.

FOOTWAYS

New footpaths alongside the new access road will allow safe routes in and out of the proposed development. A second pedestrian only access point is proposed from Carrington Avenue

INTERNAL LAYOUT

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, potential bus route connection as well as cyclists and all pedestrian needs.



In accordance with national and local transport planning policies, the Applicant is committed to encouraging the use of more sustainable modes of transport. In this regard, the following sustainable transportation measures have been incorporated into the development:

- Car parking that accord with the adopted policy Inc. visitor spaces
- Pedestrian links that will connect the site with the existing transport networks



Primary Vehicle Route



Secondary Vehicle Route



Private Drives



Pedestrian Routes

9.0 | Summary

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

- 80 new residential units
- Mixture of 3 & 4 bedroom accommodation.
- Density of 34 dwellings per hectare
- New LEAP on Honeywell Lane
- Predominantly 2 storey dwellings
- Single access point (already approved) from Honeywell Lane
- The Green
- Landscape buffer to railway and Carrington Avenue boundaries
- Pedestrian links

