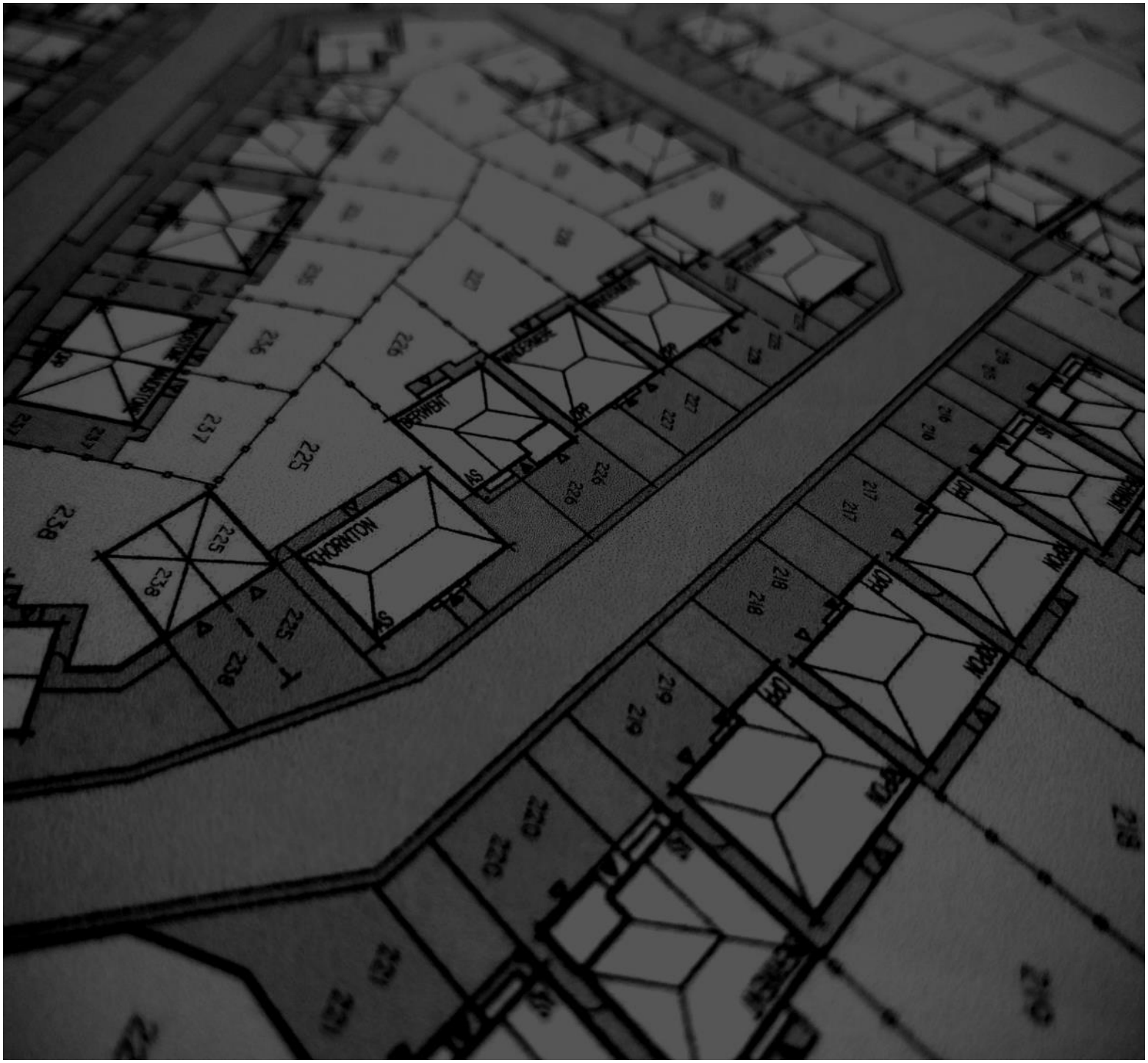

DESIGN AND ACCESS STATEMENT

ADDENDUM

FOR A PLANNING APPLICATION AT

LOWER BARUGH

ISSUE 3 | 30TH NOVEMBER 2018

STEN ARCHITECTURE

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Client: Barratt Homes Ltd

Architect: STEN Architecture

Issue No.	Date of Issue	Notes
1	16/11/2018	FIRST ISSUE
2	19/11/2018	SECOND ISSUE
3	30/11/201	THIRD ISSUE

1. INTRODUCTION

This Design and Access Statement has been prepared by STEN ARCHITECTURE on behalf of Barratt Homes to support a revision to an existing planning permission at Lower Barugh, Barnsley.

The statement seeks to explain the design principles for the development, based upon an understanding of what is appropriate for the site, determined through an analysis of the site's opportunities and constraints.

These principles are based upon good practice as set out in national planning and urban design guidance. 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.

Barratt Homes have 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;

2. EXISTING PERMISSION

This application forms a small parcel of a wider approved residential development. The wider development has planning permission for 170 new dwellings and associated landscaping and infrastructure. This addendum covers a parcel to the western end of the larger development immediately adjacent to the site entrance indicated by the black dashed line. The site has been subject to a number of applications including Outline, Reserved Matters, Discharge of Conditions and Variations of Conditions as below:

- Application Number: 2017/1247
  Application Type: Discharge of Conditions
  Date: 2018-02-22
  Decision Type: Approved

- Application Number: 2015/0891
  Application Type: Reserved Matters
  Date: 2016-02-25
  Decision Type: Approved with Conditions

- Application Number: 2013/0280
  Application Type: Outline
  Date: 2014-01-23
  Decision Type: Approved with Conditions

The planning permissions required to enable the development of the site are in place. Barratt Homes are now simply seeking to amend the house type designs of those homes located inside the red line area shown on the plan opposite. All other homes within the scheme located inside of the identified blue line will remain unchanged and are not included within this application.

Design Solution
Extracted from the previously submitted application, the adjacent image shows the extent of the existing permission with the application line in red.

The adjacent images are taken from the Reserved Matters Design and Access Statement.

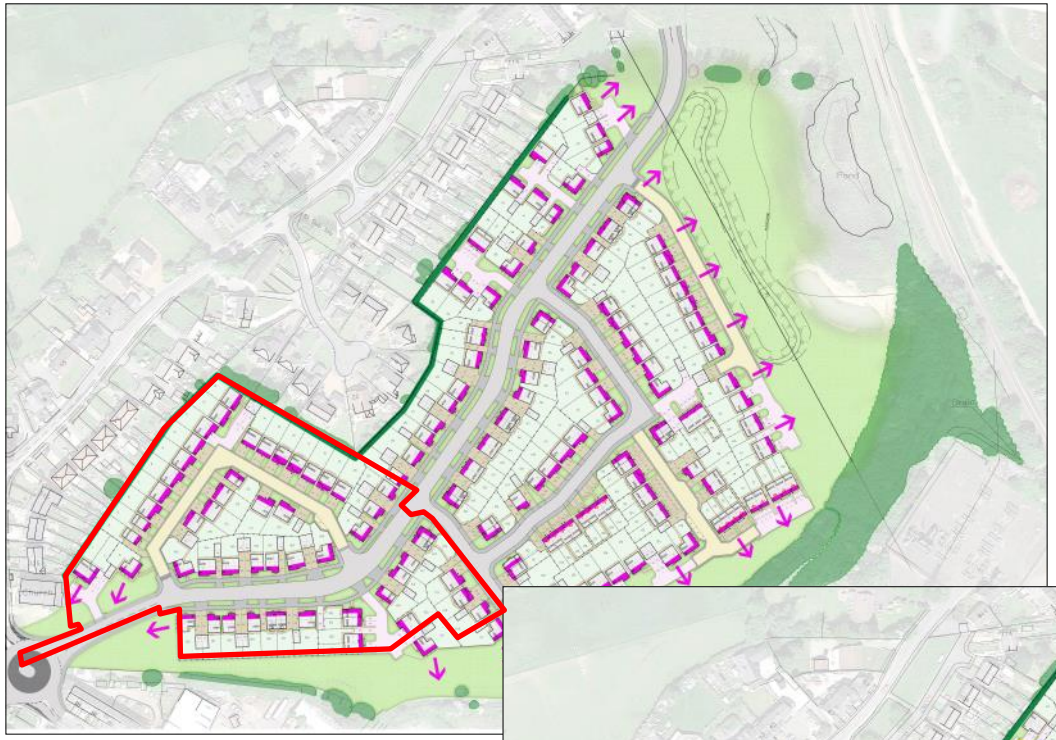
The images are a small part of a series of drawings which together form a comprehensive analysis of the design solution.

It is the Design Team's intention to maintain the established principles of the original, and approved, Reserved Matters submission.

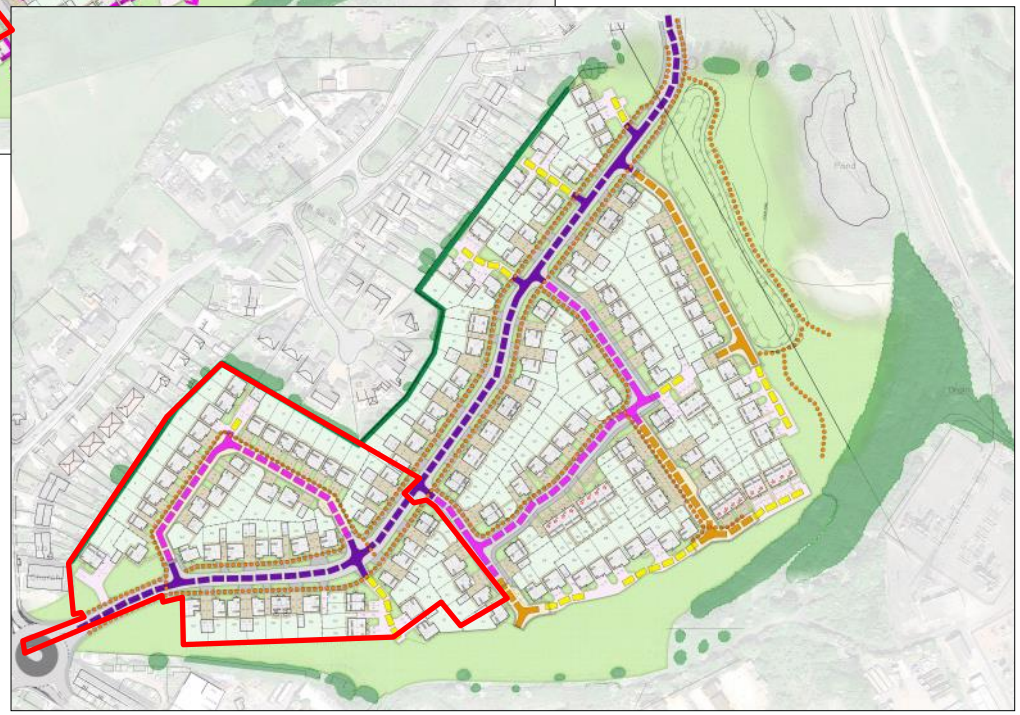
These principles include, amongst others;

- Active frontages;
- Natural Surveillance;
- Legible and safe movement;
- Landscaping;
- Security.

The following chapter shows how these principles have been maintained in this new application.



Active Frontage
Extracted from the previously submitted Design and Access Statement, active frontage is proposed throughout the development and should be carefully considered in subsequent applications (application site indicated by red line).



Movement Framework
Extracted from the previously submitted Design and Access Statement, the movement framework is well established and should be carried forward in any following applications (application site indicated by red line).

3. DESIGN SOLUTION

The principles of good urban design are well established and are consistent throughout many residential developments. This proposal utilises many of these principles in delivering a successful design solution.

In total Barratt Homes are proposing a development of housing that totals 59 new residential dwellings. The proposed development is made up of a mix of 2, 3 and 4 bedroom dwellings. The proposals also include an increase in visitor parking spaces along the highways.

The following text clarifies the specific detail of the submitted scheme;

1) Dual aspect dwelling at corners and junctions;
2) Boulevard style highway with dwellings set back behind verges and footpaths;
3) Clear road hierarchy in keeping with existing permission;
4) Increase in designated visitor parking;
5) Pedestrian routes are clear and defined.

In this extract the primary boulevard, which runs through the whole of the site , is shown.

1) Buildings set back from the highway with the private realm and front gardens clearly defined by change in materials and landscaping;
2) Highway defined by verges and footpaths;
3) Dual aspect dwelling at the entrance to the proposals and a focal point;
4) Variation in housetypes and roofscape ensures variety and interest along the primary vehicle route;
5) Parking to the side of dwellings provides opportunity for formal front gardens and planting.

Streetscene A-A

Dwellings are plotted with regular gaps between with materials and differing roofscapes ensuring variety and interest. Formal front gardens present opportunity to break up the vertical dimension of the streetscene.

In this extract a portion of the secondary street and loop road is shown.

1) Active frontage throughout the development;
2) Breaks in hard standing allow for planting and tree planting and level front gardens;
3) Private realm is clearly defined by change in materials;
4) Low speed shared surface;
5) Side boundaries are robust and ensure rear amenity space is protected;
6) Designated visitor parking.

Streetscene B-B

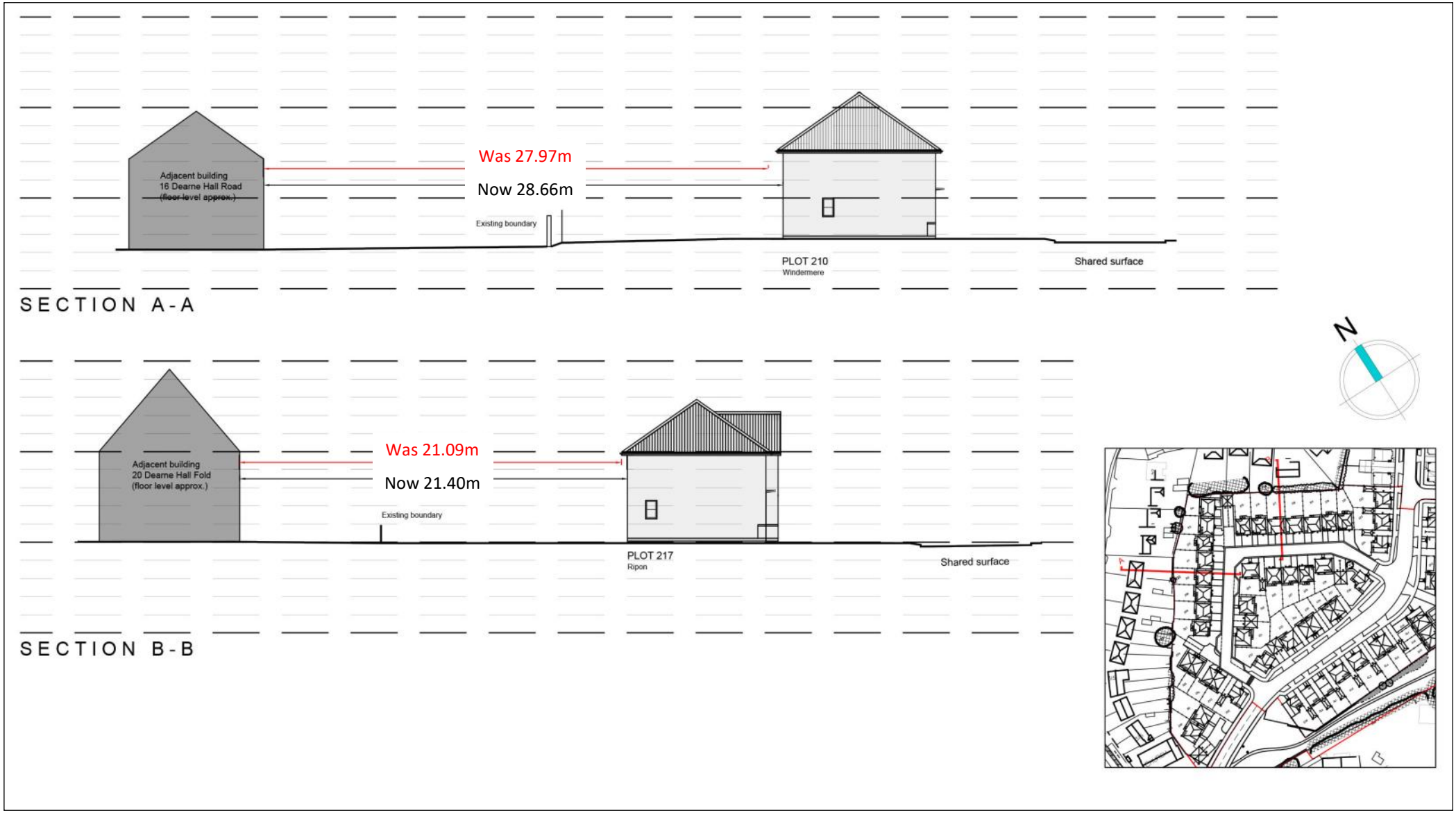
Closer grain dwellings present a more intimate character and help ensure clear movement. The use of a shared surface ensures reduction of traffic speeds and a clear change from the primary highway

The adjacent image shows how the application fits into the existing permitted development and how the approved highway network and general form remain.

Furthermore dwelling heights and separation distances from existing dwellings have either been retained or improved with more information included within the accompanying Cross-Section drawings.

Proposed boundary treatments and other mitigation for surrounding land uses will also remain the same.

Furthermore dwelling heights and separation distances from existing dwellings have either been retained or improved with more information included within the accompanying Cross-Section drawings (extract below).



4. SUSTAINABILITY

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. This document has shown how well the site is located in terms of access to existing community facilities and services supporting the walkable neighbourhood concept. 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 5 key headings below:

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

SUPPORT AND HELP REVITALISE THE LOCAL ECONOMY

This application is proposed in a sustainable location with good access. The site is also located within walking distance of have 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, wellbeing 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 safer, 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 has some hedges and a significant number of trees through the site and on its boundary. The majority are proposed to be retained and where removed mitigation measures will be enforced. The proposals will provide opportunities for a mix of biodiversity within the site. 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.

INTEGRATE HIGH QUALITY DESIGN AND CONSTRUCTION

There are opportunities to reduce the environmental footprint of the development by incorporating sustainable design and construction techniques. The following list are a set of principles that could be explored by the developer. Use renewable / sustainable sources and recycled aggregates in construction.

- Orientating the new homes and buildings to maximise solar gain
- Provide opportunities and space for home based working and office space within new homes;
- The use of efficient appliances, heating systems, energy controls and management; improved insulation and glazing;
- Project wide preference for local labour, materials, goods and services where possible.
- Enhance existing green spaces in the surrounding area.
- Provide cycle parking and associated facilities within the development.
- Waste minimisation during construction process and the promotion of future waste reduction.
- The use of permeable surfaces and paving as part of the sustainable urban drainage strategy
- Investigate into the potential use of grey water / rainwater harvesting systems to reduce water consumption.
- A certain percentage of dwellings could also be fitted with Photovoltaic panels to the roof to provide solar energy.
- Dwellings will have energy efficient condensing boilers installed together with toilets and showers that have water saving features.
- High levels of insulation will be provided as required by current building regulations in order to make the buildings sustainable as well as cost effective.

5. BUILDING FOR LIFE

Building for Life 12 is a government-endorsed industry standard for well-designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live.

The sign of a good place to live

BUILDING FOR LIFE 12

INTEGRATING INTO THE NEIGHBOURHOOD

1 **CONNECTIONS** Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

The layout provides overlooked streets and spaces which plug into the existing neighbourhood. This includes vehicular accesses from Dearne Hall Road and Barnsley Road which will help provide relief to Dearne Hall Road. These direct and convenient connections will facilitate movement to neighbouring areas and across the site and the wider area generally. Existing vegetation has been integrated into a wider scheme of landscaping.

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 site is situated within Urban Barnsley in a sustainable location with a high number of destinations that can be reached on foot, by cycle and on public transport.

The layout of the site and open space have been designed so that play areas are located to be accessible and sufficiently overlooked.

3 **PUBLIC TRANSPORT** Does the scheme have good access to public transport to help reduce car dependency?

There is good access to public transport - buses and access to Barnsley town centre.

The principal street has been designed to accommodate a bus route or bus route extension.

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 affordable 2 bedroom dwellings to four bedroom executive houses to meet aspirations and needs within Lower Barugh and the surrounding area. 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 proposals respond to existing landscape features that will give the site a distinctive sense of place. The design is a contextual response to the qualities of the site and density of the surrounding area.

The housetypes have been chosen to contribute and reinforce the character of Lower Barugh.

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 layout responds to the landscape and topography to determine optimum drainage areas, the landscape strategy for habitats, and seeks to integrate existing features into the layout. Through designing habitats and open spaces which marry with the existing landscape, the proposals improve the functioning of existing habitat areas. The electricity overhead lines define a landscape corridor which connects the northern entrance of the site to the newly created Public Open Space.

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?

There is a logical hierarchy of streets with the tree lined principal street through the development from which are lower order street spaces.

All public spaces are addressed by the principal building frontages. Getting around by foot within the scheme is easy, with the structure of the spaces providing safe, and attractive routes.

Marker features, including corner buildings and landscaped spaces could further enhance legibility.

8

EASY TO FIND YOUR WAY AROUND Is the scheme designed to make it easy to find your way around?

Buildings and landscaping will be used to provide landmarks and waymarks for navigating within the development. This will be enhanced by the palette of materials.

The use of different roof materials (colours) will help to emphasise the character spaces.

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. This assists in creating a more legible environment and provides interest to the development. All streets are adequately framed through the siting of dwellings and the use of dual fronted corner turning units assist in creating visual interest and additional surveillance to the street.

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

Public and private spaces are clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This has been achieved through a well -designed and sensitive landscaping scheme and boundary treatments, which delineates the public from the private realm to the front of dwellings. The use of high boundary treatments to rear boundaries provide defensible spaces whilst protecting the amenity of future residents.

12

EXTERNAL STORAGE AND AMENITY SPACE Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Car parking provision will be provided throughout the development, all dwellings have a dedicated parking space. Cycle storage can either be accommodated in the garage where available, where not gardens are sufficiently large to accommodate a cycle store. All dwellings will have access to the rear to enable residents to store bins out of view and thus not blighting the street scene.

6. SUMMARY

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 solution also respects the principles of the existing planning permission. 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:

- 59 new dwellings;
- Defined site entrance with dual aspect dwellings creating gateways;
- Clear vehicle and pedestrian movement;
- Increase in designated visitor parking;
- Mix of housetypes and a variety in parking solutions.

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