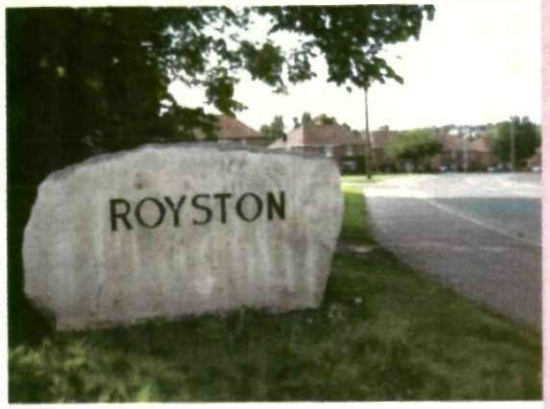




Bellway



Bellway Homes Presents -

Created By
KNAPTON
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1.Introduction

This statement responds to the requirements of the Town and Country Planning (General development procedure (amendment) order 2006 for the applications of this type to be accompanied by a Design and access statement.

The aims of the statement are to ensure design is integral to the creation of new developments; this further reinforces guidance contained within PPS 1 " Delivering Sustainable Development" which requires:

" Good design ensures attractive, useable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning." (para 3.3)

The content of the design and access statement must demonstrate how the physical characteristics of the scheme have been influenced by a thorough process, which includes:

Assessment

Involvement

Evaluation

Design

The statement should also address the following factors;

Use— what the land and buildings will be sued for.

Amount– How much the development can the site accommodate.

Layout— How the buildings and public and private spaces will be positioned and the relationship between them and the buildings and spaces around the site

Scale—How big the buildings and spaces will be, specifically their height width and length

Landscaping– How open spaces will be treated to enhance and protect the character of a place



The access element of the statement must include two aspects to the development:

Vehicular and transport links– why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

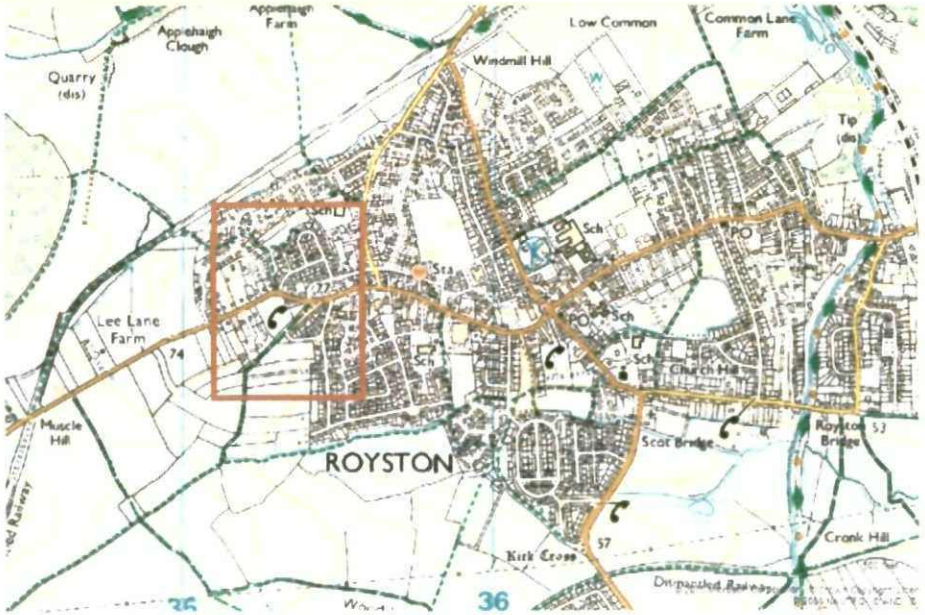
Inclusive access– how everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping

2. Site Area and Analysis-

Locational Context

Royston is a town in Barnsley, South Yorkshire, England. The site is located to the West of Royston centre, some 4.8kn to the North of Barnsley town centre. Royston lies on the Barnsley Canal, and on the intersection of the B6132 and B6428 roads. It is located due North of Monk Bretton, at approximately 53'35'40''N, 1'27'00''W, and at an elevation of around 75 metres above sea level. The trans Pennine trail runs through it along the canal bank.

Royston is approximately 4 1/2 miles North of Barnsley and 6 miles South of Wakefield.



History of the site

Originally a farming village, it joined the industrial revolution with the construction of the canal (built 1790's, now disused) then the railway (opened 1840, now disused). It had a mine, clay works and brick works. These are now closed, but a coke works is still in operation processing coal brought in by road. A large shirt factory (Brandname -Valusta) provided employment from the 1940's to 1980's. the Anglican parish church, St John the Baptist (built about 1234) has a clock and a sundial and 8 bells. The parish is part of the diocese of Wakefield. Other churches are the Bethel Church, the Royston Methodist Church and Roman Catholic Church.



Townscape character

Royston village provides varied types of amenities from Schools to post offices and public houses. Barnsley town centre, provides an even wider range of local amenities due to its size and population

2. Site Area and Analysis—

Locational Context

Going North along the B6132 there is very little development once you get out of the village. Newmillerdam Country Park is 4 miles or so North of Royston and is a woodland with a lake in a picturesque village setting, perfect for walking, cycling and horse riding.

South of Royston along the B6132 the residential area is more populated with varied missed use of buildings shown on page 5 & 6.

To the East and West on the B6428 it is a very similar picture. To the West of the site is the M1 motorway which gives excellent links to the North and South of the country.

The B6132 & B6428 form a crossroads in the heart of Royston, giving you good transport links in either direction.

Urban structure

Properties and dwellings around the site off High Street are of no consistency and are a mix of stone and brick work, both old and new and either terraced, semi detached or detached. Styles of the surrounding buildings also have no consistency or general theme. Pictures of the surrounding are can be seen overleaf.

Topography & Important Views

Although the majority of the application site is relatively flat, particular towards the areas nearest the road frontages, there is a slope in the land towards the South of the site. Consequently, there are prominent views from the application site and beyond.

From road level along High Street, prominent views of the site also exist when travelling from either direction of the site..

Landscape features

A detailed landscaping plan is submitted as part of the planning application which demonstrates how the site could provide a high quality provision of landscaping that would assist in integrating the development into the local context. The detailed content of the landscaping plan supersedes the illustrative landscaping details in the Masterplan and this Design and Access Statement.

Adjacent Habitable Room Windows

Existing residential properties do you have habitable windows backing onto the site with varying distance backing onto the site boundary. For instance plots 19-23 have their rear gardens a hedge row, West End Crescent and the front gardens of the existing dwellings between habitable windows.

Plot 10 & 15 are 14m away from the rear elevations of opposite existing dwellings. In that distance trees will be planted in the rear garden space.

Planning History

The site has had no previous planning approvals/notices.

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Proposed Development @ High Street, Royston, Barnsley.

Bellway














2. Site Area and Analysis







Dwellings situated on the site boundary off High street in Royston. There is a varied mix of buildings from brick to stone work , semi detached and terraced, usage.







There is a varied mix of buildings from brick to stone work, semi detached and terraced usage.

3. Access

This section will address access issues to the site including the following aspects.

Vehicular and transport links– why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access– how everyone can get to and move through the place on equal terms regardless

The proposed development comprises the provision of 36 dwellings over the entire site

Vehicular and Transport links.

Royston lies on the Barnsley Canal, and on the intersection of the B6132 and B6428 roads. It is located due North of Monk Bretton, at approximately 53°35'40"N, 1°27'00"W, and at an elevation of around 75 metres above sea level.

The primary access is to be taken off High Street; this consolidates the numerous access points, which presently exist.

Bus stops are situated to the East on High Street and to the West on Lee Lane.

Access to the site is off High Street with three vehicular and pedestrian access points. The main road into the site which leads into the heart space is predominantly for vehicular use with pavements either side of the road. The secondary road opposite Back Lane West serves plots 33-36 only and the other secondary road entering the site which again is predominantly for vehicular use serves plots 1-4.

Inclusive Access

External access

People are very different in their needs, and in the way they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone.

The principles of an inclusive environment will be:

- Easily used by as many as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to chose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality.

Internal Access

Inclusive access within the layout will provide for ease of movement by all social groupings and the house types will be compliant with part M of building regulations. This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc..are adhered to. Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

On street parking around 'the green' will be provided in limited locations in order to help calm traffic and provide activity along the street front. Landscaping will be used to help define and soften the impact of this parking provision.

On plot parking will be generally located in front of the properties or to the side of the dwellings in garages or individual parking bays.

3. Access

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice guidance an accessibility it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.

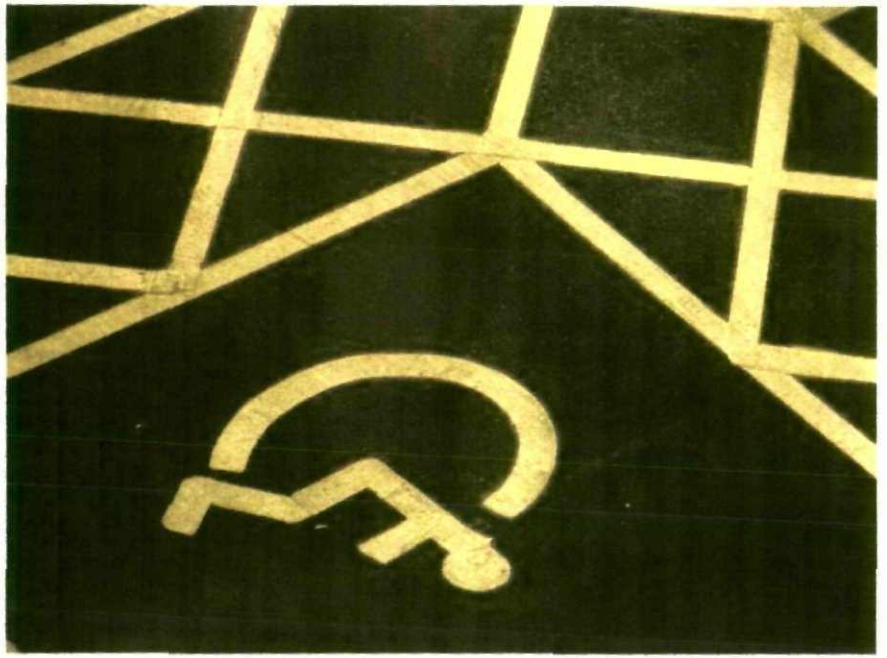
The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

Approach to Building

The approach to the building is the area of land within the cartilage of the property, from the boundary of the site up to the building itself. Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

Entrances

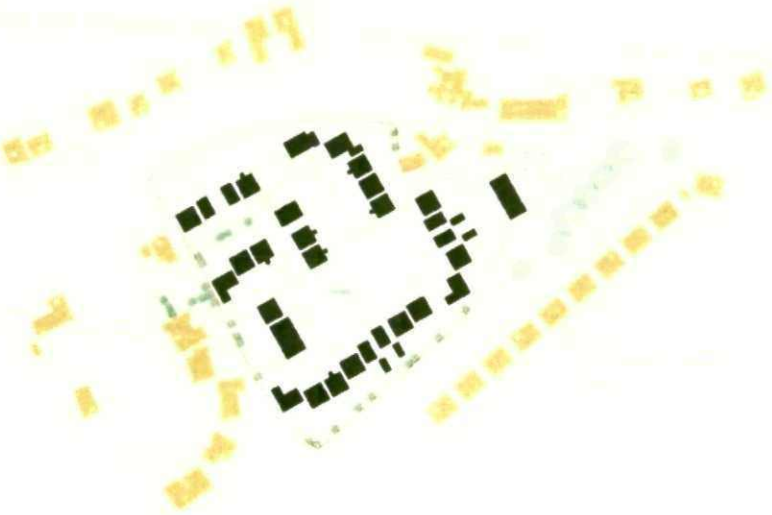
Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc. where the security is required to prevent unwanted access, means off access should be located in a position suitable to all users.



4. Urban Grain Analysis



The urban grain within the immediate locality is relatively loose, which is typical of Suburban properties off this area. This is again reflective of Properties slightly further a field.



The urban grain of the proposed development has been super imposed existing grain in order that an adequate analysis can be undertaken. As demonstrated the proposed grain of the residential development is reflective of that within the immediate locality.

5. Design Review Panel and Response

Recommendations of the Design Panel

1. Provide a pedestrian access route to the 'common' and High Street via the eastern corner of the site in the interests of safety and convenience
2. Consider the provision of individual gated accesses to properties which will back onto the unmade track. Less important if the pedestrian route above is established.
3. Engage a 'place making' approach to the design of the central space as the 'heart' of the site taking into account its likely usage and incorporating quality landscaping and planting
4. Design and set the houses fronting the central space to engage with it to give the site strong identity, reconsidering the number of units to aid spacing. In particular the unit at the head of the access road needs to be designed with a dual aspect
5. Give the site a more bespoke appearance through the architectural finish to dwellings and the good use of quality walls and fences to delineate side and rear garden areas
6. Create a continuity to the street scene along High Street by the use of walls, materials, landscaping and the setting of units
7. Design the social housing in the eastern corner of the site to integrate with the street scene along High Street and incorporate the use of natural stone to tie in within existing materials
8. Consider the incorporation of additional sustainable technology in the site design

Response by Knapton & Knapton Ltd

1. It was felt that providing a pedestrian route through the site would decrease the privacy of the residents who lived on the site and would provide an access through the site for any criminal activity.
2. It was felt that providing rear access to the plots that backed onto the unmade track would mean cutting back the hedge which was a good natural feature to the boundary.
3. We have submitted with the application a detailed landscaping layout to show area's of planting. Plots 7 & 28 are 2 plots that respond to the aspect of the avenue and are bespoke to the site.
4. The two units (plots 7 & 28) at the head of the access have been designed which Dual aspects Please see DWG No: 09/393/13 for details. All houses over 'the green' have a high window population and engage with the open space.
5. All house type to be submitted have been designed with a unique appearance to suite the application site and the materials used respond to the organic palette of materials in the area.
6. The existing boundary treatment is to be replaced with a new dry stone wall and certain landscaping to blend in with the local context.
7. The Milton house types on plots 33-36 are specific units that incorporates natural stone to tie in with the existing materials.
8. All Units comply with current sustainable homes requirements and Barnsley councils current standards.

6. Planning officer/Urban designer comments + response

Recommendations from the Planning officer/Urban designer

1. *The officer's have an issue with respect of the design (vertical emphasis of plots 19 and 20), particularly as to how they articulate upon the street scene* elevations. It was discussed that the street scene elevation does not necessarily reflect how those plots (in conjunction with its neighbours) would look in perspective (i.e. they are an artificial view). It was agreed that a variety of eye level visualizations from within the site would be provided to demonstrate this point
2. Plot 10, this dwelling needs to remove the side facing bedroom window from the western elevation
3. Plot 15, the officer's consider that this dwelling is too close to the western boundary and efforts need to be made to move it away from the boundary (no indication was made as to a suitable distance), along with the removal of the side facing bedroom window
4. Plots 33 to 26, the planning and urban design officer was insistent that these plots need to be more traditional. Initially this was to be in stone, but they moved away from this as we explained that the plots should have a reference to the remainder of the scheme. However, they want something that is more akin to the older terraces across the row (particularly window proportions and rhythm). They did indicate that they were happy with the use of more brickwork
5. Despite an initial preference toward the front gardens being enclosed by walling, the officer's did indicate that they would be happy with box hedging instead (on the basis that this would be maintained by a management company)
6. The planning officer wants to be provided with some cross sections between the three storey properties and the neighbour(s) to the west. This is not because there is a concern, as it meets their standards but because he believes that Committee will want to understand this and a cross section is the best way
7. The main issue was that of the lack of a footpath link from the site through the sites southern boundary. This was rebutted by indicating that it was not possible to do so because of common land issues. The officer's indicated that if we could provide information to demonstrate this point they would take this on board, but it does seem like a critical issue that needs to be put to rest.

Response by Knapton & Knapton Ltd

1. Street scenes, axonometric views and 3d images produced.
2. House type changed from a Holmrook to a Pl6a.
3. House type changed from a Holmrook to a Pl6a.
4. Plots 32-35 are now traditional house types.
5. Further details from Landscape architect to reinforce & clarify
6. Site section shown
7. Footpath link provided between plots 20 & 21

6. Design Solution - Street Scenes 1 of 2

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Proposed Development @ High Street, Royston, Barnsley.

Bellway



Plots 1-4 and 31-32



Plots 8-10



Plots 11 - 14

Street Scenes

DRG No: 09/393/05

6. Design Solution - Street Scenes 2 of 2

KNAPTON & Knapton

Proposed Development @ High Street, Royston, Barnsley.

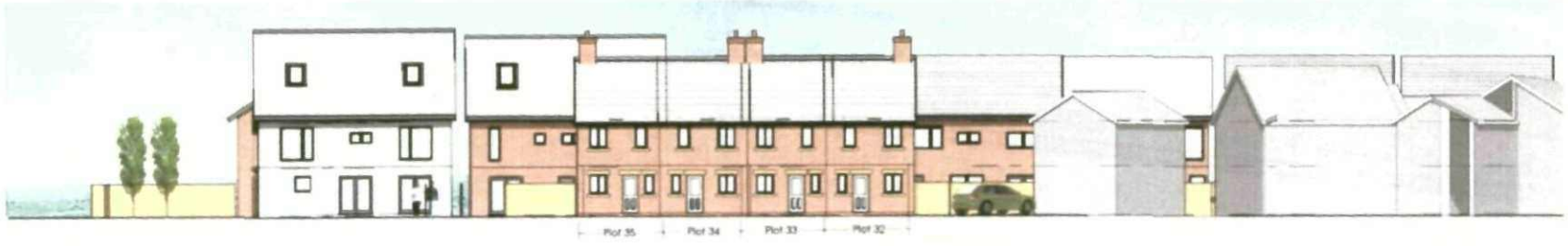
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Plots 15 - 22



Plots 23-29

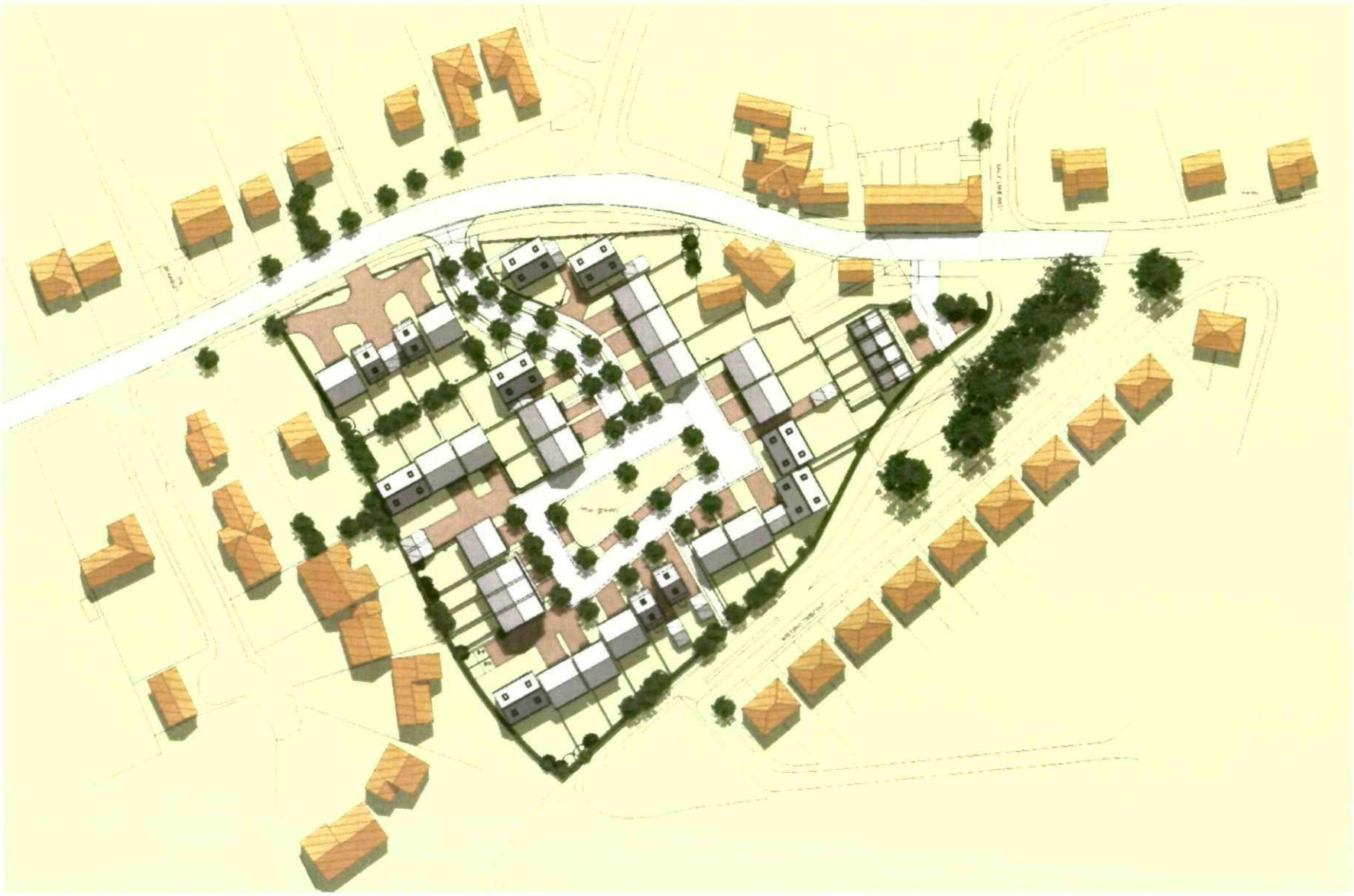


Plots 32-35

Street Scenes

DRG No: 09/393/06

6. Design Solution– Site Layout



6. Design Solution Street Images 1 of 2

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Proposed development @ High Street, Royston, Barnsley.

Bellway



View Across "High Street"



View Down "The Avenue"



View Down "High Street"



Planning Layout.

6. Design Solution Street Images 2 of 2

KNAPTON & Knapton

Proposed development @ Hight Street, Royston, Barnsley.

Bellway



View Across "the Green"



View Down "the Avenue"

Brickwork

Render



Elevated View Across "the Green"

DRG No: 09/393/04

7. Design Justification. Objective 1– character.

The proposed scheme is for residential dwellings that intend to blend seamlessly with the surrounding area. The design objectives and prompts to thinking are set out in this section along with a justification for each design solution adopted, illustrating how each objective will be achieved.

Character:

A place with it's own identity;

- Consider the site's landform and character when laying out a new development.
- Integrating new development into it's landscape setting reduces its impact on nature and reinforces local distinctiveness.
- Responding to the existing buildings, streets and spaces ensures that adjacent buildings relate to one another, streets are connected and spaces compliment one another.
- Responding to local building forms and patterns of development in the detailed layout and design of a development helps to reinforce a sense of place.
- The use of local materials, building methods and details is a major factor in enhancing local distinctiveness.
- The scale, massing height of proposed development should be considered in relation to that of adjoining buildings, the topography, the general pattern of heights in the area, views, vista's and landmarks.

The urban grain analysis on page 9, illustrates clearly the existing grain within the immediate locality and through the evolution of the layout this has been referenced to ensure some of the local characteristics are reflected in the development, blending it with the existing surroundings.

The local distinctiveness will be retained through the site with the careful use of selected materials to reflect the historic red brick used on the factory buildings, along with a palette of materials to reflect the wider area.

The proposed development responds well to natural and existing ground levels and through the use of buildings of varying scales, the character of the locality is enhanced.

7. Design Justification 3d Massing - character.

Key Objectives

- Strong street scene and gate-way buildings to entrance.
- Simple road pat-tern and hierar-chy.
- Organic and clear building .
- Varying building heights to en-hance local char-acter.
- Layout responds and enhances greenbelt.



7. Design Justification. Objective 2 - continuity and enclosure.

Continuity and enclosure.

A place where public and private spaces are clearly distinguished.

- Buildings that relate to a common line to reinforce and define the street.
- The primary access to the buildings is best achieved from the street.
- The front and backs are legible and respond to the proposed use.
- Clearly defined private space for better privacy and security.
- Development that defines the streets and public places.
- Definition between the fronts of the buildings and the street.



7. Design Justification 3d Massing - continuity and enclosure.

The image demonstrates; .

- The surrounding built form and the proposed development from different views of the site.



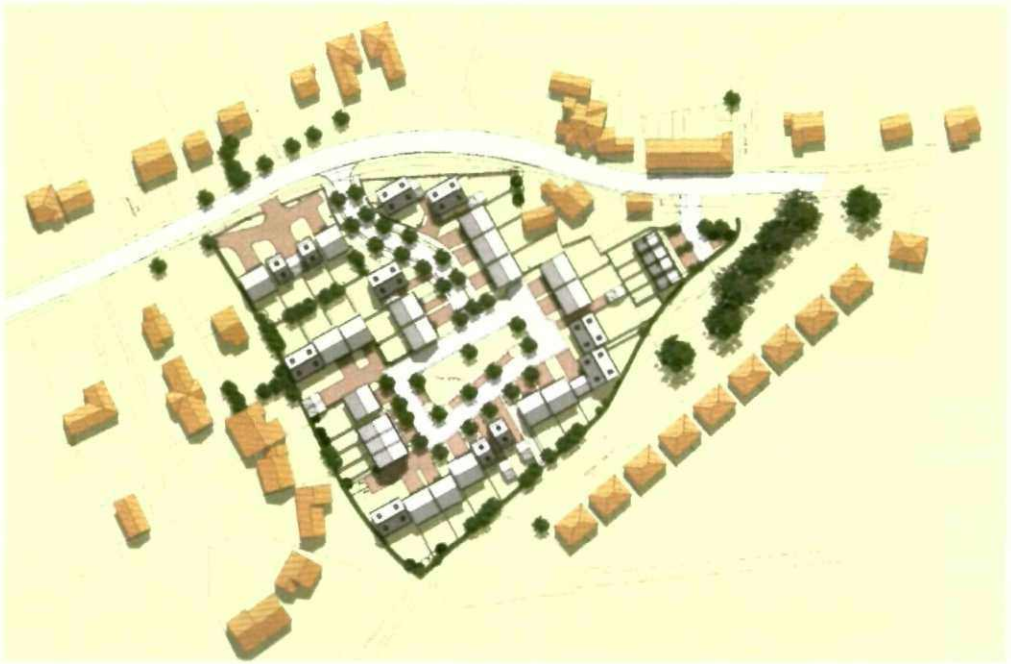
7. Design Justification. Objective 3 - quality of the public realm.

Quality of the Public Realm.

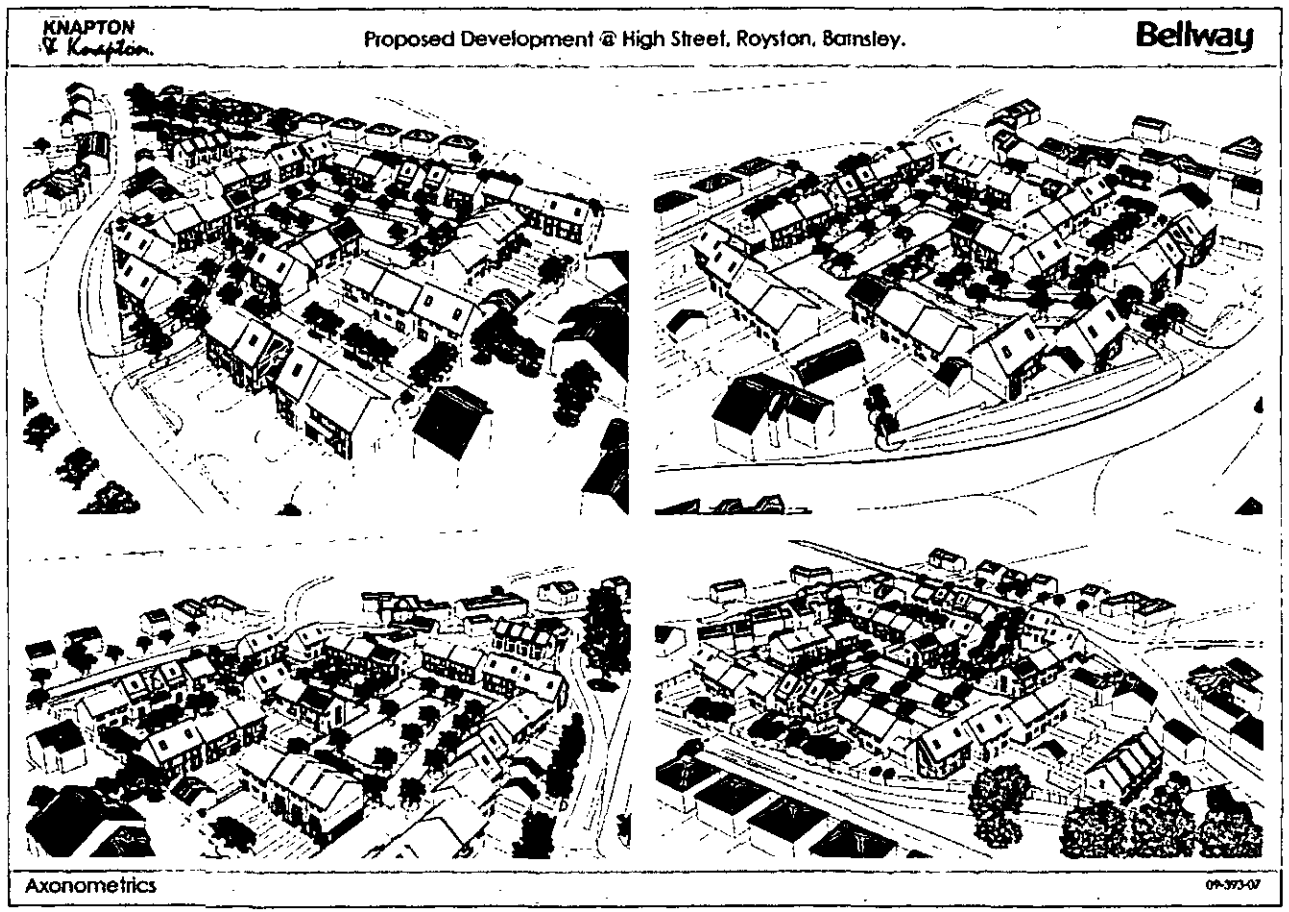
A place with attractive and successful outdoor areas.

- *A successful place has a system of open and green spaces that respect natural features* and are accessible..
- High ground floor window population.
- Well designed public spaces relates to the buildings around it..
- Street and spaces that are overlooked allow natural surveillance, feel safer and generally are safer.
- The design of public spaces should take account of the microclimate.
- Works of art and well designed street furniture integrated into the design of public spaces give identity and enhance the sense of place.

One of the key elements of the layout is personal security. Through the appropriate boundary treatments ensures a high level of natural surveillance and hence provides safe routes and areas.



7. Design Justification 3d Massing - quality of the public realm.



The Image demonstrates;

- How the public open space links to the green belt.
- The pedestrian and cycle links within and beyond the site.
- The softening of the built form to detached units to soften the interface with the green belt .

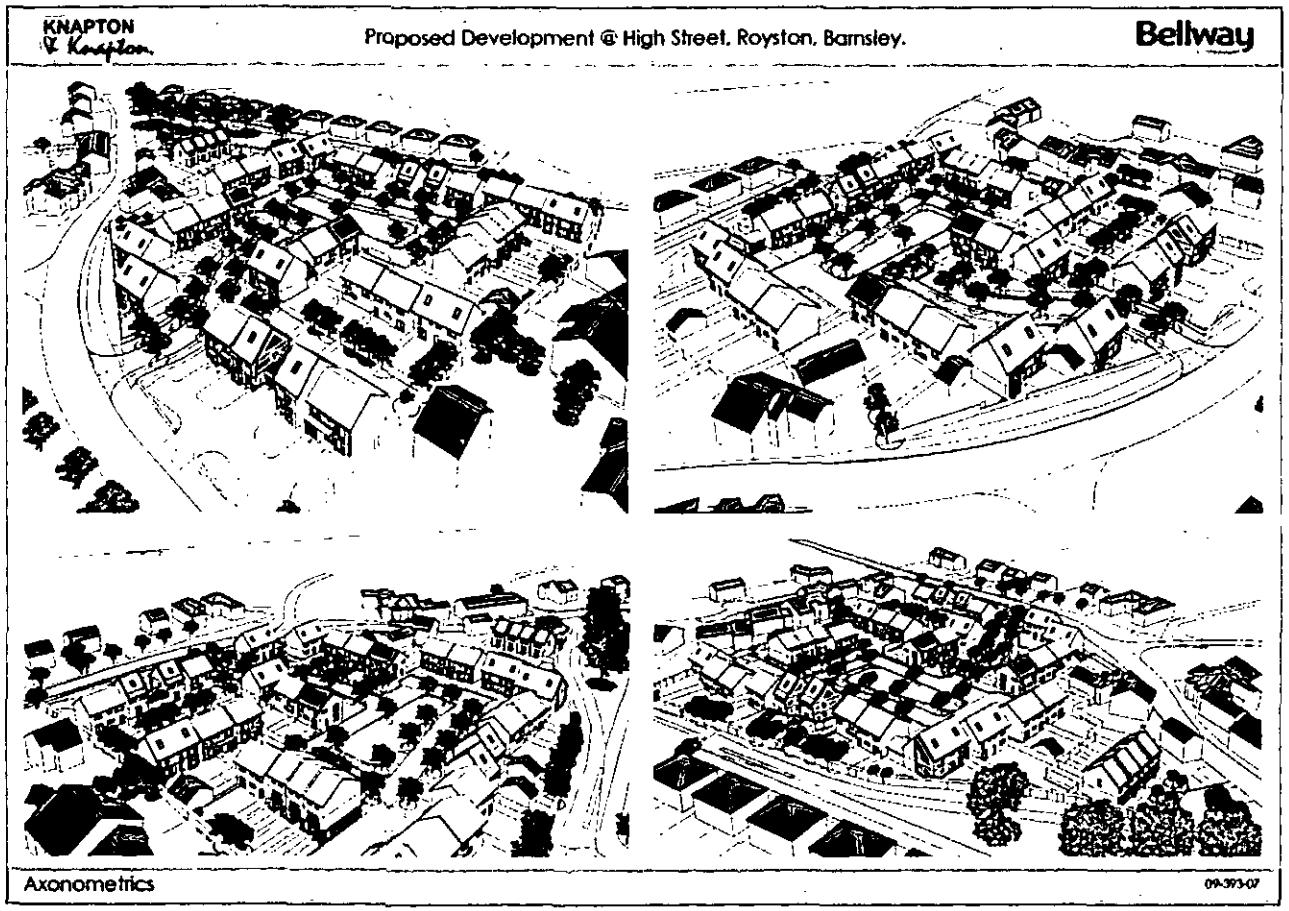
7. Design Justification. Objective 4 - ease of movement.

Ease of Movement.

A place that is easy to get to and move through.

- A well designed urban structure has a network of connected spaces and routes, for *pedestrians, cyclists and vehicles.*
- Transport routes should reflect urban design qualities and not just traffic considerations.
- A developments access and circulation should contribute to a fine grain network of direct and connected routes with and beyond the site rather than creating big blocks.
- The way a development is laid out can encourage low traffic speeds.
- The layout and density of development can help increase accessibility to public transport.
- Integrated transport interchanges promote the of public transport and provide for seamless movement between all modes of travel.
- Permeability is the key element of the layout.

7. Design Justification 3d Massing - ease of movement.



The Image demonstrates;

- Movement around the development.
- The pedestrian and cycle links within and beyond the site.

7. Design Justification. Objective 5 - legibility.

Legibility.

A place that has a clear image and is easy to understand.

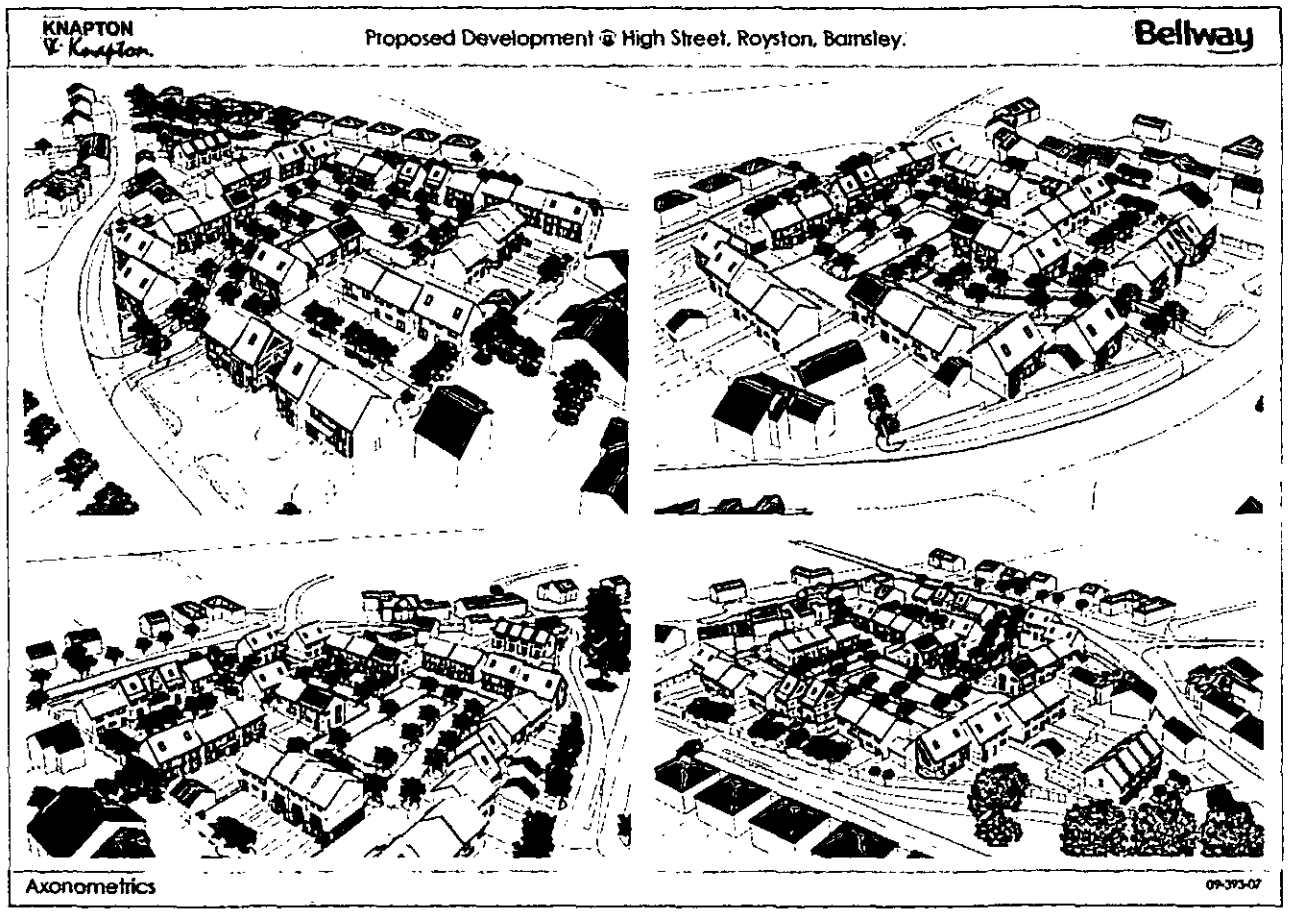
- A development that s sited so as to enhance existing views and vistas and create new ones, can help people to find their way around.
- The design, location and function of buildings can reinforce the identity and character of the routes and spaces they serve.
- Well designed corners enhance legibility by creating visual interest and contributing to distinctive identity.
- The legibility of an area can be improved through the detailing and quality of materials in a new development.

Permeable routes through the site have been designed to give a variety of vista lengths, with interesting buildings or spaces located at each change in direction to generate memorable routes through and around the development and to instil a sense of place.

The gateway into the site has been designed to improve the legibility of the site, being marked by two distinctive buildings and planted areas in front of the terraced units. The mirrored approach to use of these buildings will further reinforce this important gateway.

Throughout the layout, it has been envisaged that the buildings will be of high quality, well detailed and constructed materials. These are issues to be fully addressed at a later stage in the planning process.

7. Design Justification 3d Massing - legibility.



The image demonstrates;

- Key focal buildings
- The primary route through the development.

7. Design Justification. Objective 6 - adaptability.

Adaptability.

A place that has a clear image and is easy to understand.

- Simple robust building forms, not tightly designed to very particular use, allow for the future opportunities and give the greatest variety of future possibilities.
- Places should be capable of being used for a range of activities.
- Development that endure have flexible layouts and design.

The design of the various uses of buildings, ranging from light business, office and residential should reflect their use, however, these buildings should be adequate to future changes in uses and the requirements of the occupants.

The mixture of uses on the proposed development will ensure varying levels activity throughout the day, adding to the vibrancy of the neighbourhood.

Objective 7 - diversity.

Diversity.

A place with variety and choice.

- Creating a mix of uses can help to attract people to live, work and play in the same area.
- Getting the mix right is important.
- Diversity of layout, building form and tenure can contribute to making successful living and working environments.

The highway network has been designed to adoptable standards and as outlined previously, is of a relatively fine grain ensuring flexibility for future changes.

As stated earlier, the mixture of uses on the proposed development will ensure varying levels of activity throughout the day, adding to the vibrancy of the neighbourhood. This mixture will also add to the aesthetic variety of the street frontage, offering the potential for a wide variety if architectural form, which whilst different should sit harmoniously together.

The permeability of the layout, the mixture of uses and the proximity to good public and private transport networks should ensure a viable and successful addition to the community.

Overall the layout blends a variety of complimentary uses with good permeability, strong links to public transport, safe and secure access to public open space and a good variety of built form. These elements will hopefully ensure a pleasant environment both to live and work.