

DESIGN & ACCESS STATEMENT

Proposed Residential Development School Street, Thurnscoe



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Chris Gothard Architectural Ltd. has been instructed by Keepmoat Homes to produce this Design & Access Statement to accompany the Planning Application for a residential development on land at School Street, Thurnscoe. The application is a hybrid application including an area for which full planning permission is sought in the southern section of the overall site and a larger area in the northern section of the site for which outline permission is sought.

The site of the full application is the south western part of a larger site for which outline planning permissions for residential development were granted in January 2007 (2005/1221) and in January 2010 (2009/1408). The site of the outline application is the northern part of the site covered by the previous outline permissions. Those permissions establish the acceptability of residential development on this site. Approval of reserved matters was granted for the south eastern section of the outline permission site in April 2010 with amended details for some plots being approved in July 2014.

The purpose of this Design and Access Statement is to describe the character and structure of the development in order to consider and explain the principles and concepts that have been applied to particular aspects. It is divided into the following section:

SECTION 2: CONTEXT

An appraisal of the context of the development, considering the surrounding area, the site itself and the planning policy context.

Section 3: EVALUATION

Based on a strong understanding of the place, the constraints and opportunities of the site are identified and the design objectives are formulated.

Section 4: DESIGN PROPOSALS

Presentation of the design proposals describing the uses proposed, the amount, layout and scale of development, landscaping and appearance.

Section 5: SUMMARY

CONTEXT



PHYSICAL CONTEXT

WIDER CONTEXT

The site of the full application is 4.9 hectares in area and the site of the outline application is approximately 11 hectares in area. The whole site is located on the northern side of Thurnscoe. Thurnscoe is an ex-mining village located between Barnsley and Doncaster with Doncaster being approximately 8 miles to the east and Barnsley 9 miles to the west. The main road through the village is the B6411 and there is a link to the A635 to the south. There is also a railway station within the village which is an easy walking distance from the site.

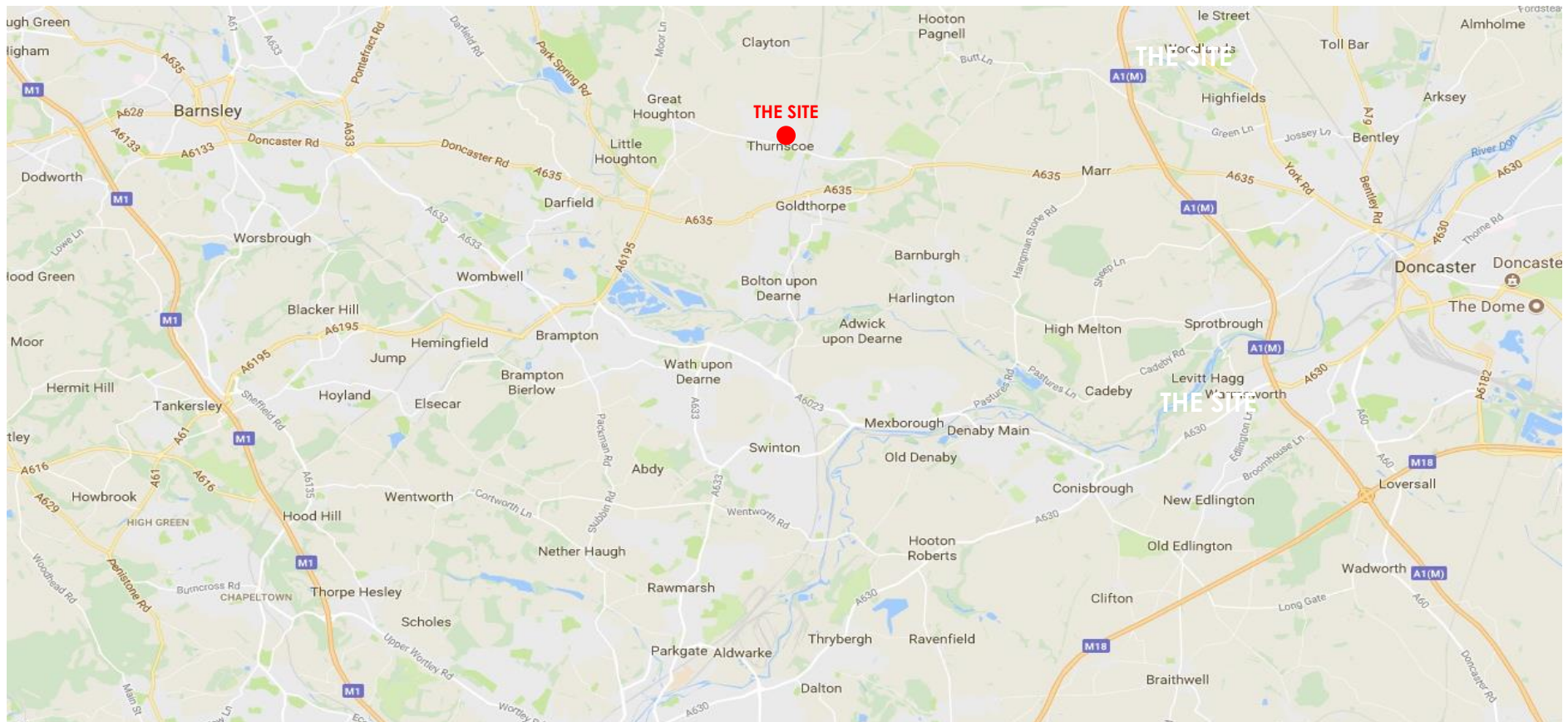


Figure 1. Context Plan

PHYSICAL CONTEXT



Figure 2. Aerial Photograph of site showing neighbour development and subject site cleared.



Figure 3. Aerial Photograph of site prior to any development on or near the site.



Figure 4. Aerial Photograph showing Phase 2 & Phase 3 land

PHYSICAL CONTEXT

DESIGNATIONS

The entire site is allocated for housing development in the Barnsley Local Plan publication draft 2016. (Refer to LA document for Key)



Figure 5. Extract of Local Plan Map

PHYSICAL CONTEXT

LOCAL CHARACTER

The site is located on the edge of the village of Thurnscoe which has a predominantly residential character. To the south, east and west of the site is modern residential development while to the north are open fields designated as Green Belt. A railway line that links Sheffield and Rotherham to the south with Pontefract, Wakefield and Leeds to the north runs along the eastern boundary of the site.

The housing in the vicinity of the site is predominantly modern in character dating from the mid to late 20th century. The site of the full application forms part of a site formerly occupied by Reema homes that were constructed in the 1960s and now have been demolished. The first phase of the redevelopment of the Reema homes site is under construction on land on the eastern side of School Street. The surrounding housing is mixed in character with detached, semi-detached and terraced housing comprising bungalows, two storey housing and a few three storey blocks. The majority are constructed in red or a dark buff brick with red or grey roof tiles. All are set back from the road with small front gardens with a mixture of front boundary treatments and small, enclosed rear garden areas.

There is no single style that characterised the dwellings in the surrounding area, the main unifying feature being the modern character and the materials used. The main exception to this is a listed building (Low Grange Farmhouse) located to the west of the full application site off Thornwood Close. The listed building is separated from the application site by modern housing on Thornwood Court.



Photo 1. View of the site from south end of South Street



Photo 2. View of recent development on School Street



Photo 3. View of recent development on Oak Road



Photo 4. View of site from Lingamore Leys

SOCIAL CONTEXT

PEDESTRIAN CONNECTIONS

Pedestrian access into the section of the site that is the subject of the full application will be available from both School Street and Lingamore Leys. The main roads within the site will be provided with pedestrian footways which will link to footways along School Street and Lingamore Leys allowing pedestrian access to local facilities, bus services along School Street and Lingamore Leys and the railway station on Station Road. Private drives within the site will have a shared surface. There will also be pedestrian access to the play area and area of public open space within the site.

Whilst Phase 3 is for Outline only we have provided a typical site layout that shows that pedestrian footways will be provided throughout that area that link to those in Phase 2 and thus to local facilities and services.

LOCAL FACILITIES

The site is within walking distance of many local facilities.

- Primary school Goose Acre Primary School, Gooseacre Avenue
- Secondary school Wath Comprehensive School (accessible by public transport)
- Library on Shepherd Lane
- Shops Small supermarket on Merrill Road, larger supermarket on Houghton Road, a post office and a range of small shops and takeaways on Houghton Road
- Doctors and pharmacy Welfare Road
- Sports ground on Houghton Road and public open space on Merrill Road

There is also a range of local facilities in Goldthorpe to the south which is easily accessible by a longer walk or by bus.

PUBLIC TRANSPORT

There are bus stops on School Street and Lingamore Leys within easy walking distance of the site. There are regular services (half hourly and hourly) from these stops that provide links to local settlements including Barnsley, Wath-on-Deane and Doncaster (service numbers 219 and 226). These services also provide a link to Thurnscoe railway station from where there is one service per hour to Wakefield and Leeds and one per hour to Sheffield.

Future residents will not be reliant on the private car for transport.

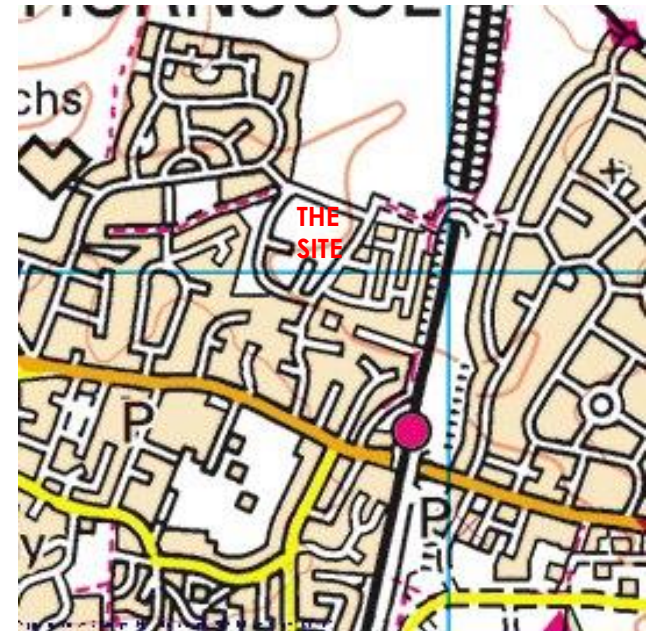


Figure 6. Extract of OS LandRanger Map

SOCIAL CONTEXT

LOCAL FACILITIES...

Overall it is maintained that the subject is in a sustainable location with good access to local services which are likely to encourage people to choose to walk rather than use the car for daily trips such as to school, or the local shops. The availability of bus stops through the site also provides a sustainable alternative mode of transport.

- pub/hotel
- shop
- Bus stop
- + healthcare
- community centre



Figure 7. Local facilities

PLANNING POLICY

This section outlines the context of the development in relation to national and local planning policy, focusing on policies specifically related to the design.

NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework sets out the government's national policies relating to specific topics and may be a material consideration in considering specific proposals.

The Framework sets out a presumption in favour of sustainable development. To achieve successful sustainability there are a number of requirements, including:

- The scheme provides the supply of housing required to meet the needs of present and future generations.
- Creating a high quality built environment with accessible local services (paragraph 7).

Paragraph 49 indicates that housing applications should be considered in the context of the presumption in favour of sustainable development.

Section 7 of the Framework relates to "Requiring good design". Paragraph 59 in this section indicates that design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.

Paragraph 60 indicates that planning decisions should not attempt to impose particular tastes and should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. Paragraph 61 states that securing high quality and inclusive design goes beyond aesthetic considerations. Planning decisions should address the connections between people and places and the integration of new development into the environment.

PLANNING POLICY

LOCAL POLICY

Barnsley's Core Strategy was adopted in September 2011 and some policies in the Unitary Development Plan remain valid until the adoption of the Barnsley Local Plan which has been the subject of public consultation. The publication draft of the new Local Plan is currently under examination. We consider that the following policies are relevant in assessing the design and access elements of the development proposals.

Core Strategy

- **CSP1** relates to climate change and states that development will be expected to reduce and mitigate the impact of growth on the environment and carbon emissions and promote the efficient use of resources.
- **CSP2** promotes sustainable methods of construction.
- **CSP3** promotes the use of sustainable drainage systems.
- **CSP5** requires that major developments should incorporate renewable or low carbon energy sources and other appropriate design measures to reduce the development's carbon dioxide emissions by at least 20%.
- **CSP14** requires that housing proposals should include a broad mix of house size, type and tenure. It expects a minimum density of 40 dwellings per hectare unless lower densities are necessary for need, viability or sustainable design reasons.
- **CSP15** requires 15% affordable housing in developments of 15 or more dwellings in this part of the borough
- **CSP17** supports a range of housing market regeneration programmes aimed at the renewal of poor housing and the revitalisation of the neighbourhoods and communities in recognised areas of low housing demand including Thurnscoe.
- **CSP25** expects that development will be designed to reduce the need to travel, be accessible to public transport, and meet the needs of pedestrians and cyclists. Minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people should be provided and car parking should not exceed the maximum number of car parking spaces set out in a SPD.
- **CSP26** expects that new development should be designed and built to provide safe, secure and convenient access for all road users.
- **CSP29** requires high quality development that respects, takes advantage of and enhances the distinctive features of Barnsley.
- **CSP37** requires that development should retain and enhance the character and distinctiveness of the individual Landscape Character Area in which it is located.

PLANNING POLICY

Local Plan Publication Draft 2016

This document repeats many of the policy requirements set out in the Core Strategy.

- **SD1** sets out a presumption in favour of sustainable development.
- **GD1** sets out that proposals for development will be approved if they comply with a number of detailed considerations.
- **LG2** gives priority to development in certain areas including the Dearne Towns which include Thurnscoe.
- **H2** requires that 14% of the total housing requirement in the period 2014-2033 should be provided in the Dearne Towns.
- **H3** lists the former Reema Estate and adjoining land off School Street, Thurnscoe as a housing site capable of providing an indicative number of 525 dwellings.
- **H7** requires that housing proposals should include a broad mix of house size, type and tenure. It expects a minimum density of 40 dwellings per hectare unless lower densities are necessary for need, viability or sustainable design reasons. Homes must be suitable for different types of household and be capable of being adapted to meet the changing needs of the population.
- **H8** requires 10% affordable housing in developments of 15 or more dwellings in Thurnscoe.
- **H9** supports a range of housing market regeneration programmes aimed at the renewal of poor housing and the revitalisation of the neighbourhoods and communities in Thurnscoe.

- **T3** expects that development will be designed to reduce the need to travel, be accessible to public transport, and meet the needs of pedestrians and cyclists. Minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people should be provided and car parking should not exceed the maximum number of car parking spaces set out in a SPD.
- **T4** expects that new development should be designed and built to provide safe, secure and convenient access for all road users.
- **D1** requires high quality development that respects, takes advantage of and enhances the distinctive character and features of Barnsley.
- **LC1** requires that development should retain and enhance the character and distinctiveness of the individual Landscape Character Area in which it is located.
- **CC1** expects development to reduce and mitigate the impact of growth on the environment and carbon emissions and increase the efficient use of resources through sustainable construction techniques and the use of renewable energy. It promotes the use of previously developed land in sustainable locations and the use of sustainable drainage systems.

Detailed design advice is set out in the South Yorkshire Residential Design Guide.

THE SITE

The site of the full application was previously occupied by Reema homes that were constructed in the 1960s and have now been demolished and the site cleared. This section of the site is contained on three sides by existing housing.

The site of the outline section of the application is to the north of the full application site and is open agricultural land bounded to the west by a housing estate and to the east by the Sheffield to Leeds railway line beyond which is a narrow area of open land and further housing. The land within the site slopes down slightly from north to south and there is a band of trees and bushes along the eastern boundary with the railway line. The trees along the railway line together with the existing housing around the site ensure that the site is not prominent in any public views and the northern boundary of the site being in line with the boundary of existing housing to the west means that the development of the site will not appear as an intrusion into the adjoining countryside.



Photo 5. Site entrance – School Street



Photo 6. Site entrance – Lingamore Leys

EVALUATION



CONSTRAINTS AND OPPORTUNITIES

The key constraints and opportunities have been identified in order to inform the design of the scheme.

Constraints

- The layout of the development on the full application section of the site must take into account a sewer easement that crosses the north western corner of the site and a 30 metre exclusion zone on the eastern side of the site.
- The amenity of existing residents adjoining the site must be respected.
- The style of the housing must be in keeping with that of the adjoining sites.
- The layout of development on the outline section of the site must take into account a watercourse that crosses the western side of the site.
- The layout of the development in the outline section of the site must allow for the possibility of a road to cross the railway line and provide a link between the two sections of Thurnscoe.
- The layout of the development on the outline section of the site must take into account potential noise from the railway line.
- The layout of the development on the full application section of the site must take into account the setting of Low Grange Farmhouse.

Opportunities

- The site has good connections to the public transport network, both buses along School Street and Lingamore Leys and trains from Thurnscoe station.
- There are local facilities within walking distance of the site.
- Both sections of the site are well contained by existing housing.
- A range of house types can be provided to meet the needs of the local housing market, complement the house types used in phase 1 of the larger development and assist in the regeneration of the area.
- Areas of public open space can be provided which will benefit existing and new residents.
- The site is reasonably level so allowing for an efficient density of development of 34 dwellings per hectare.

DEVELOPING A DESIGN CONCEPT

PREVIOUSLY APPROVED SCHEME

The previous permission on the whole site was an outline permission with all matters reserved for subsequent approval. Reserved matters have subsequently been granted for Phase 1 of the development comprising 160 dwellings on the south eastern section of the overall outline site. The design concept for the current proposal seeks to relate to the layout and detailed design of that approved scheme.

DESIGN OBJECTIVES

The formulation of the design has arisen as a result of:

- An understanding of the context of the development, including the surrounding features.
- The relevant planning policy relating to design.
- The identified constraints and opportunities.
- The previously approved proposals for the first phase of the overall scheme.

As a result of the evaluation of the site the following design objectives are identified:

INTEGRATING INTO THE NEIGHBOURHOOD

- **Connections and Facilities:** Ensure easy pedestrian/cycle access to local facilities and provide areas of public open space within the development.
- **Public Transport:** Provide easy access to the public transport network.
- **Housing mix:** Build a mix of 2 and 3 bedroom homes to meet the local needs with the emphasis on smaller properties.

CREATING A PLACE

- **Character:** Create a development that has a character in keeping with the local area.
- **Site and Context:** Provide a layout that complements adjoining development, provides areas of public open space and provides a buffer from the railway line to the north east.
- **Streets and Spaces:** Create pedestrian friendly streets.

STREET AND HOME

- **Car Parking:** Provide sufficient off-street car parking so that cars can be parked off the road and where possible behind/at the side of houses to protect the appearance of the roads.
- **Public and Private Spaces:** Ensure that the streets, private drives and the pedestrian accesses to areas of public open space are naturally overlooked and that all dwellings have a private space.
- **External Storage:** Ensure that all dwellings have spaces that can be utilised for cycle storage and suitable areas for bin storage to the side or rear.

SECTION 4

DESIGN PROPOSALS



SCALE, AMOUNT & USE

SCALE

62 of the dwellings on the full application section of the site are two bed dwellings ranging from 58 to 69 square metres gross internal floor area. The 68 three bed types range from 80 to 98 square metres gross internal floor area. The majority of the dwellings on the full application site are two storeys in height but there are 14 that have rooms in the roofspace and 14 bungalows. The bungalows are grouped together along the southern boundary of the site and the dwellings with the rooms in the roofspace are well integrated throughout the proposed layout and will not be prominent in the wider area.

AMOUNT

The section of the site that is the subject of a full application is 4.9 hectares (gross) and 3.42 hectares net. A total of 129 dwellings are proposed on this section of the site giving a net density of 34 dwellings per hectare. The difference between the gross and net areas is accounted for by a sewer easement and an exclusion zone. The dwelling types include 61 two bedroom dwellings and 68 three bedroom dwellings. This mix of housing types has been chosen to meet the market demands in the area.

While the outline application section of the site does not seek detailed consent for the development an illustrative layout plan shows a total of 311 dwellings (two and three bed house types) on that section of the site. As shown on the layout this number of units can be achieved without overdevelopment however as this area is for Outline only we suggest that the Application states an upper limit of 350 units.

In addition to the housing the full application site includes two areas of public open space and the outline application site includes a number of areas of public open space.

USE

The site is in a residential area within the built framework of Thurnscoe and is a designated housing site in the publication draft Local Plan 2016. Outline permission for residential development has previously been granted on the site. This permission has established the principle of residential use on the site.

PHASE 2 - APPRAISAL ACCOMMODATION SCHEDULE									
PRIVATE SALES UNITS			GIA		total GIA of type		No.	%	
House Type			sq.ft.	sq.m.	sq.ft.	sq.m.			
621	Detached	2 bed. 3 person	621	57.7	8073	750.0	13	13	
651	Semi-detached and terrace	2 bed. 4 person	651	60.5	18228	1693.4	28	29	
857		3 bed. 5 person	857	79.6	5142	477.7	6	6	
867	Detached	3 bed. 5 person	867	80.5	13872	1288.8	16	16	
	Semi-detached	3 bed. 5 person	867	80.5	2601	241.6	3	3	
955	Detached	3 bed. 6 person	955	88.7	16235	1508.3	17	18	
1054	Semi-detached	3 bed. 5 person	1054	97.9	14756	1370.9	14	14	
SUB-TOTAL					78907	7330.7	97	100	
AFFORDABLE UNITS			GIA		total GIA of type		No.	%	
House Type			sq.ft.	sq.m.	sq.ft.	sq.m.			
740	Semi-detached	2 bed. 4 person	740	68.7	14800	1375.0	20	63	
953	Semi-detached	3 bed. 5 person	953	88.5	11436	1062.4	12	38	
SUB-TOTAL					26236	2437.4	32	100	
TOTAL					105143	9768.1	129		

Figure 8. Phase 2 Site Layout – FULL PLANNING APPLICATION



Figure 9. Phase 3 Site Layout – OUTLINE APPLICATION

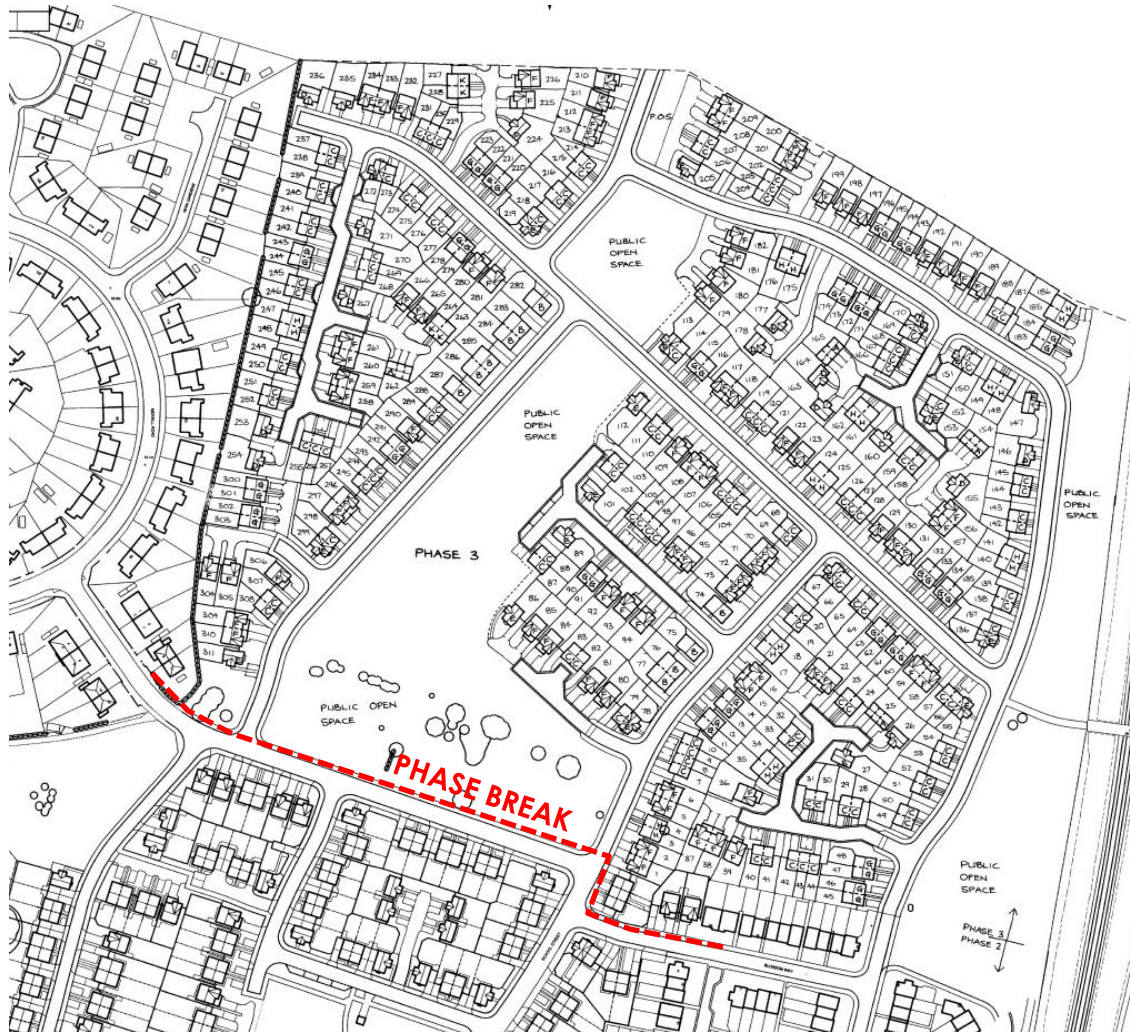
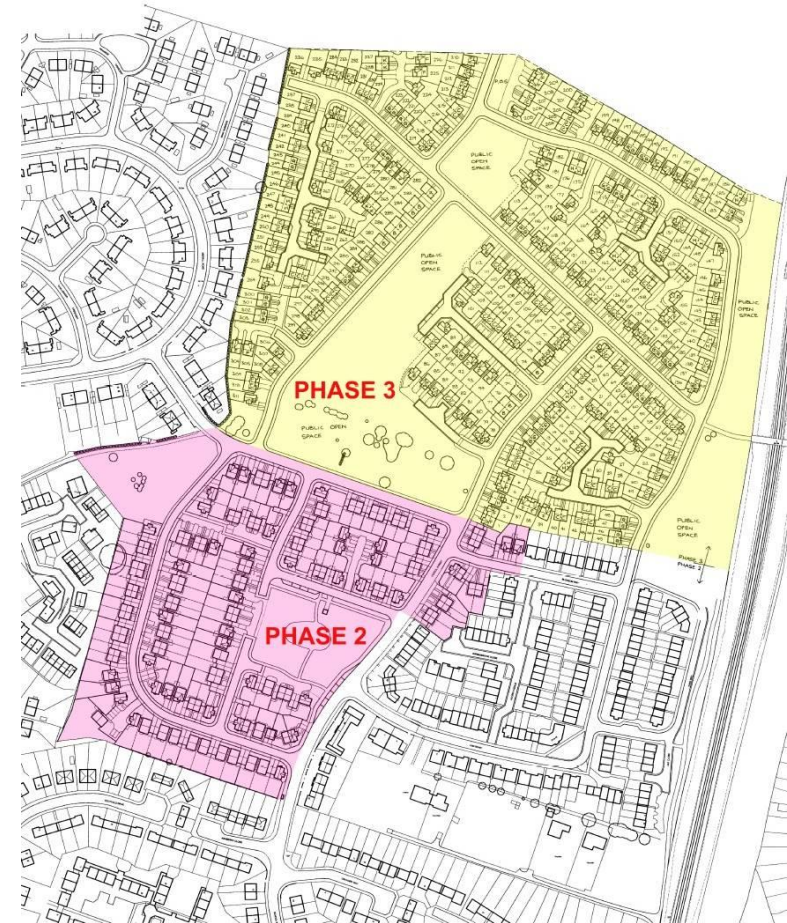


Figure 10. Context Plan - Phase 2 & 3



SITE LAYOUT

LAYOUT

The following sections describe the detailed aspects of the layout, how this relates to adjoining features and contributes to the creation of an attractive development.

STREET LAYOUT

The street layout in the full application section of the site includes a road (road 1) leading from School Street in the south eastern corner of the site to Lingamore Leys in the north western corner of the site in a similar alignment to the former Willow Road that served the Reema estate. Lingamore Leys is to be retained across the northern edge of the site with a road off here (road 4) that links to a road off School Street (road 5). A cul de sac (road 2) will also be provided off road 1. In addition to the adoptable roads there will be a number of private drives serving small groups of houses off all these roads. The main sections of the adoptable roads will be provided with a footway to either side. This variety of layout will help to provide interest in the appearance of the streetscene. The proposed plots on the eastern side of School Street will be served by existing roads: School Street itself and a new road that has been constructed to serve Phase 1 of the larger development.

The street layout of the outline section of the site is illustrative but would involve an extension to the north of School Street with roads leading off this and a potential link across the railway line to the east.

PRESERVING THE AMENITY OF ADJOINING RESIDENTS

The existing housing to the south of the site mainly includes houses with their rear elevations facing the site. Plots 2-10 are bungalows with rear gardens exceeding 12 metres in length facing these residents and the remaining plots along this boundary (1 and 11) have gables and rear gardens facing the existing properties. Along the western boundary again rear gardens of the new properties of approximately 12 metres in length will provide a good separation from existing properties along this boundary. The new plots on the eastern side of School Street will involve either side or rear elevations facing the rear and side elevations of plots on Phase 1 of the overall site at distances complying with the relevant guidelines. Overall the proposed layout together with existing boundary treatments (hedges and fences) will protect the privacy and amenity of these residents.

The detailed layout of housing on the outline section of the site will be designed to ensure no adverse effects on the amenity of existing residents.

PROVIDING SCREENING FROM THE ADJOINING RAILWAY LINE

The section of the site subject to the full application is well separated by other housing from the railway line to the east. The illustrative layout attached to the outline proposal shows an area of public open space adjacent to the railway line and there will be space within this area to provide a landscaped buffer to help to reduce noise from trains.

SITE LAYOUT

HOUSING LAYOUT

The individual plots have been sited to ensure that they have an active elevation facing the highway which will ensure an attractive appearance. In the case of corner plots house types with active elevations to both roads have been chosen. All plots are set back from the road being separated from it by a small garden area. The majority of car parking spaces are to be provided to the side of the dwellings which provides a separation between each pair of houses and helps to reinforce the character of an open attractive streetscene. Where parking spaces are to be provided to the front of plots these will be separated by landscaped areas to avoid car parking dominating the appearance of the streetscene. Bin stores will be provided to the rear of each dwelling to avoid these being prominent in the streetscene with pedestrian access through the plot for use on collection days.

The proposed affordable housing (32 of the total 129 units) will be spread throughout the development rather than being concentrated in a single area.

PARKING PROVISION

All private plots, two and three bedroom properties, to be provided with two off street parking spaces. The three bedroom Affordable unit will be provided with two spaces whilst the two bedroom units will have one space.

Visitor parking spaces have been provided adjacent to the Public Open Space area in the centre of the site.

All parking bays have been positioned close to the dwellings they serve and all parking bays will be well overlooked to provide adequate surveillance.

PUBLIC OPEN SPACE

Two areas of public open space are to be provided within the full application site. The first of these is in the north western corner of the site at the junction of road 1 and Lingamore Leys. This will be accessed off Lingamore Leys from a path leading from the existing housing to the west. It will be separated from the roads by a low timber knee rail fence that will allow surveillance of the area from the roads with additional surveillance from existing housing and from proposed housing along road 1.

The second area will include a play area and will be located on the western side of School Street. This will be surrounded by low timber rail fencing with accesses off roads 2 and 5. It will have a boundary with School Street allowing surveillance from that road and from houses on roads 2, 4 and 5.

The layout plan accompanying the outline application is illustrative only but it includes a large area of public open space on the southern side of the site with smaller areas along the line of a watercourse that runs through the site and a landscape buffer to the railway line on the eastern side.

DAYLIGHT/SUNLIGHT

The layout has been designed to minimum impact on the neighbouring estate in terms of overshadowing with extended gardens to the plots on the periphery of the site. Bungalows are also proposed facing the existing dwellings on the southern boundary.

Refer to Scale of the Built Form diagram for details of the heights of the structures proposed.

SITE LAYOUT

CONSERVING THE SETTING OF THE LISTED BUILDING

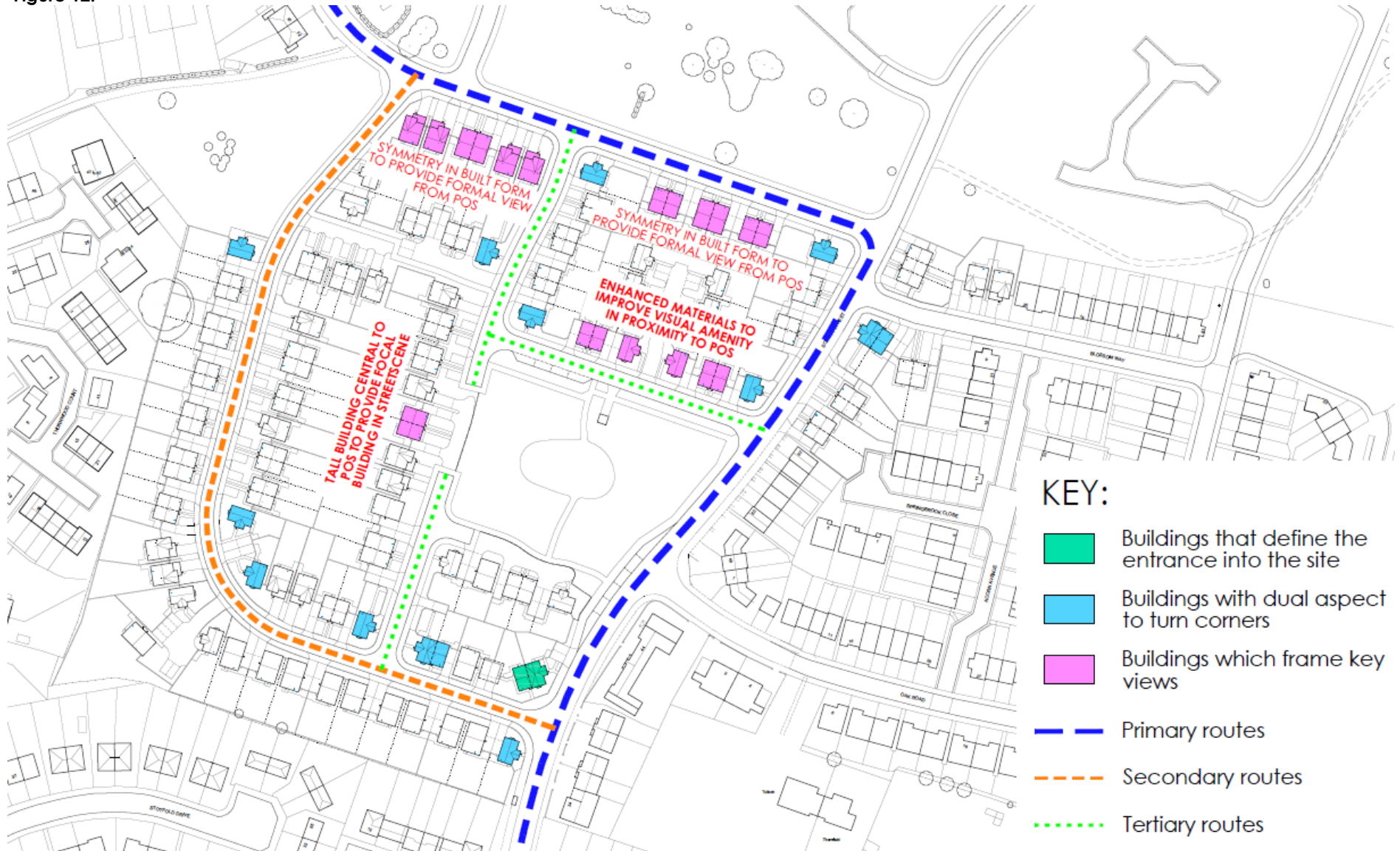
Low Grange Farmhouse is a house listed as Grade II probably dating back to the late 16th century with later additions. The listing previously included a barn, and a dovecote and stable but these buildings have been demolished following consent for their demolition being granted by Barnsley Council in 1996. The farmhouse now has a limited original setting and is surrounded by modern housing, including housing on Thornwood Court which lies between the listed building and the application site. The closest proposed housing to the building is the new units on the western side of Road 1. These are largely screened from the listed building by the intervening housing and they replace Reema homes that were sited in a similar position. While the effect on the setting of the listed building is very limited it must be regarded as a positive effect by virtue of the improved quality and appearance of the proposed housing.

Photo 7. Low Grange Farmhouse



FEATURES OF THE BUILDING LAYOUT (PHASE 2)

Figure 12.



SCALE OF THE BUILT FORM (PHASE 2)

Figure 13.



APPEARANCE

ARCHITECTURAL STYLE AND MATERIALS

As noted previously the locality is characterised by modern housing with no predominant architectural style.

The house types proposed on the site have been chosen for their attractive modern appearance that will blend with the dwellings in the locality. To avoid bland uniform facades the dwellings have been mixed throughout the site.

The materials to be used will be brick with concrete tiles in colours to be in keeping with adjoining development.

The individual house types to be used are described below.

HOUSE TYPE 621

- Fourteen of these house types are to be used
- A small detached bungalow
- Simple design
- Projecting roof over the front door

HOUSE TYPE 651

- Thirty one of these house types are proposed
- A two storey semi-detached house, ideal for starter homes
- Simple design
- Windows to the eaves at first floor
- House type interspersed with types of a different size or with front facing gable features in the layout to avoid a bland appearance. Some of this house type to be paired with type 867 to provide an active elevation on corner plots or plots at an angle to the highway.

Figure 14. 621 Type



Figure 15. 651 Type



APPEARANCE...

HOUSE TYPE 867

- Nineteen of these house types are proposed
- A detached or semi-detached three bedroomed, two storey house
- A dual aspect house with a front facing gable feature offset from the centre of the front elevation, a bay window and first floor windows to one side elevation, a patio door and windows to the other side elevation and a blank rear elevation
- Positioned on the site on corner plots or at bends on the road to provide active elevations to the roads, either as a detached unit or attached to house type 651



Figure 17. 867 Type (857 is a variant of this type)



Figure 16. 857 Type



HOUSE TYPE 857

- Six of these house types are proposed
- A detached three bedroomed, two storey house
- A front facing gable feature offset from the centre of the front elevation
- This house type is a wide fronted dwelling to contrast the stock narrow fronted semi-detached dwellings
- This type is located at key corners of the site and at the end of a private drive to add interest to the streetscene

APPEARANCE...

HOUSE TYPE 955

- Seventeen of these house types are to be used
- A three bedroomed, detached two storey house
- Integral garage
- Front facing gable to part of the front elevation
- Monopitch roof over front section of garage and porch

HOUSE TYPE 1054

- Fourteen of these house types are proposed
- 2.5 storey three bedroomed, semi-detached house
- One unit attached to house type 651 at the site entrance to add elevational interest to the sales centre
- Front facing dormer windows
- Projecting roof over the front door
- House type positioned throughout the site and interspersed with two storey house types to break up the apparent bulk of these units and provide a variation in the streetscene

Figure 18. 955 Type



Figure 19. 1054 Type



Figure 20. 740 Type



Figure 21. 953 Type



HOUSE TYPE 740 – AFFORDABLE UNIT

- Twenty of these house types are to be used
- A two bedroomed, semi-detached two storey house
- Simple design
- Windows to the eaves at first floor
- Projecting roof over the front door

HOUSE TYPE 953 – AFFORDABLE UNIT

- Twelve of these house types are proposed
- A two storey generous three bedroomed, semi-detached house
- Simple design
- Windows to the eaves at first floor
- Projecting roof over the front door

The house types to be used in the outline section of the site will be chosen to be in keeping with the full application site and other surrounding development and in order to provide a development of an attractive appearance.

LANDSCAPING

The character and appearance of a development is influenced by the treatment of spaces between the buildings including soft landscaping and boundary treatments. The elements of the landscaping are outlined below.

RETENTION OF EXISTING LANDSCAPE FEATURES

Currently there are few landscape features within the full application section of the site. There are a few small trees and hedges on the site boundaries and two mature trees adjacent to the western boundary of the site all of which will be unaffected by the development.

There are hedges along the western boundary of the outline application site and trees and bushes along the railway line. All of these features will be unaffected by the development.

SOFT LANDSCAPING

All dwellings in the full application section of the site will have grassed front garden areas with appropriate planting in order to soften the appearance of the development.

Appropriate landscaping (both hard and soft) will be provided on the outline section of the site at the time of a detailed scheme.

HARD LANDSCAPING

No separation between front garden areas is proposed leaving an open appearance. Where rear gardens adjoin the highway the boundary treatment will be a 1.8 metre high close boarded timber screen fence in order to provide privacy for the residents. Most of these fences will be set back from the highway boundary to reduce their prominence. Other boundary treatments separating rear garden areas will include 1.8 metre high close boarded fences or 1.5 metre high close boarded fences with trellis above. The majority of these boundary treatments will be screened from view.

The estate roads and the shared private drives will be surfaced in tarmac.

PUBLIC OPEN SPACE

The area of public open space in the north western corner of the site will be grassed with some trees and bushes planted in the centre of this area. Existing properties adjoining this area have hedges and fences along their boundaries and a 1.8 metre high close boarded fence will be provided along the boundary of the rear garden of plot 29 to the south in order to allow this garden some privacy.

The area on the western side of School Street will be a grassed area around a play area. No tree planting is proposed in this area other than around an existing substation on the northern edge of this area.

Details of the landscaping to the areas of public open space within the outline area will be provided to accompany a detailed application on that area.

ROADS & FOOTPATHS

Access to the principle access doors of each dwelling will be via well illuminated and overlooked footpaths. The private footpaths will be paved in a contrasting material to the main public thoroughfares ensuring a sense of "private defensible space".

Footpaths within the site are minimal, however streetlighting will be provided to all adopted roads and footpaths including those within the P.O.S. area. No footpath link is proposed to the existing estate through the P.O.S.

DWELLING BOUNDARIES

Dwelling frontages are open in view to provide active surveillance but with low boundary walls and railings to demarcate boundaries and provide 'defensible spaces'. The landscaping will be maintained to a suitable height to ensure there are no hiding places. Rear gardens are intended to be overlooked by neighbours, particularly at first floor level to act as part of the passive security. Although division fences will be 1800mm high the top 300mm of the inner plots will be open trellis. All boundaries facing onto the public realm will be solid 1800mm fences or walls/fences.

All rear gardens will be provided with a 1800mm high secure gate which will be designed to resist climbing and forced entry and can be easily seen from the surrounding houses.

CAR PARKING

Private car parking is provided on a hard standing within each dwelling's boundary.

LAYOUT & ORIENTATION OF DWELLINGS

Dwellings are positioned to provide active frontages which will overlook the new principle entrance doors but without creating privacy issues both to the new units and the existing properties in the surrounding streets.

SITE – DESIGN, LAYOUT AND SPATIAL RELATIONSHIPS

Any recesses or canopies are as high and as shallow as possible to avoid the creation of sheltered or hidden areas (which could encourage loitering/gathering and become a focal point for crime and anti-social behaviour). There will be no features of the building (such as low walls, projections or window cills) that provide climbing aids to upper floor windows.

PLANTING

Any planting beds provided for security will contain dense, low-level self-defensive planting (mature when planted) to deter access. The proposed landscaping will not impede natural surveillance or create potential hiding places for intruders.

SUMMARY

The development will be built in accordance with Part Q of the Building Regulations, with emphasis on natural surveillance and defensible spaces.

ACCESS

STREETS

Points of access are proposed off both School Street and Lingamore Leys. At the time of the outline application for the overall site it was considered that the traffic generated by the development including both the full and outline sections of this site could be accommodated on the local highway network without detriment to highway safety.

The layout of the roads within the full application site has already been described in the previous "Layout" section.

It is clear that the inclusion of a shared surface element for the private drives within the scheme with pedestrian footways along other roads will provide a pedestrian friendly environment.

PARKING AND STORAGE

The detailed scheme has sought to ensure that on-street parking is not necessary and that with a few exceptions parking spaces are not located to the front of the houses, both arrangements resulting in a very car dominated streetscene. Most plots are to be provided with two parking spaces located at the side of the dwelling, while house type 740 (2 bed affordable housing) will have one space to the front of the dwelling. This level of provision will ensure that each plot has adequate parking space without needing to park on the highway.

Some additional visitor parking is to be provided by localised widening of road 4 adjacent to the public open space and play area. This is a small group of spaces and their location will ensure that they do not result in a car dominated streetscene.

With the exception of house type 955 the dwellings do not have garages so these would not be available for items such as cycles. All properties however have rear garden areas that are accessible via lockable gates from the front, allowing space for covered storage of cycles and for bin storage. This will avoid the need to store bins on the highway to the front which is detrimental to the appearance of a streetscene.

PEDESTRIANS

The scheme includes footways along all adoptable roads and shared surfaces along the private drives. These pedestrian facilities link to the existing footways on School Street and Lingamore Leys which lead to Houghton Road to the south with its associated local facilities and public transport services, and to Merrill Road to the west where the nearest primary school is located.

As noted above the footpaths leading to both areas of public open space are well overlooked by users of adjoining roads and by habitable room windows in nearby houses which will ensure the safety of users of this path.

PUBLIC TRANSPORT

The location of the site (both sections) and its layout will ensure that the public transport services identified above can easily be reached by pedestrians.

SUMMARY



SUMMARY

BENEFITS OF THE PROPOSAL

Through the careful design of the proposed development Keepmoat Homes will bring major benefits including:

- Highly sustainable location for new homes as it is located within walking and cycling distance from the number of services available and public transport routes.
- The proposal represents a deliverable proposal.
- It meets housing needs and demand.
- Provides high quality, energy efficient modern homes.

CONCLUSION

The details of the site layout and the appearance of the development have sought to ensure that this scheme will have a high quality, attractive character that complements the adjoining neighbourhood, respects the constraints imposed by features adjoining the site and provides a range of housing that is needed in the locality. It involves the renewal of an area of poor housing and will revitalise this area of Thurnscoe.