

DESIGN and ACCESS STATEMENT

Planning Application for residential development

**Land off Lowfield Road
Bolton upon Dearne Stage 2**

On behalf of
**Gleeson Homes and Regeneration
6 Europa Court
Sheffield Business Park
Sheffield
S9 1XE**

Prepared by
Richard Ward Design
2 Burtram Close
Weston Favell
Northampton
NN3 3PH

June 2013

homes by
gleeson

Richard Ward Design

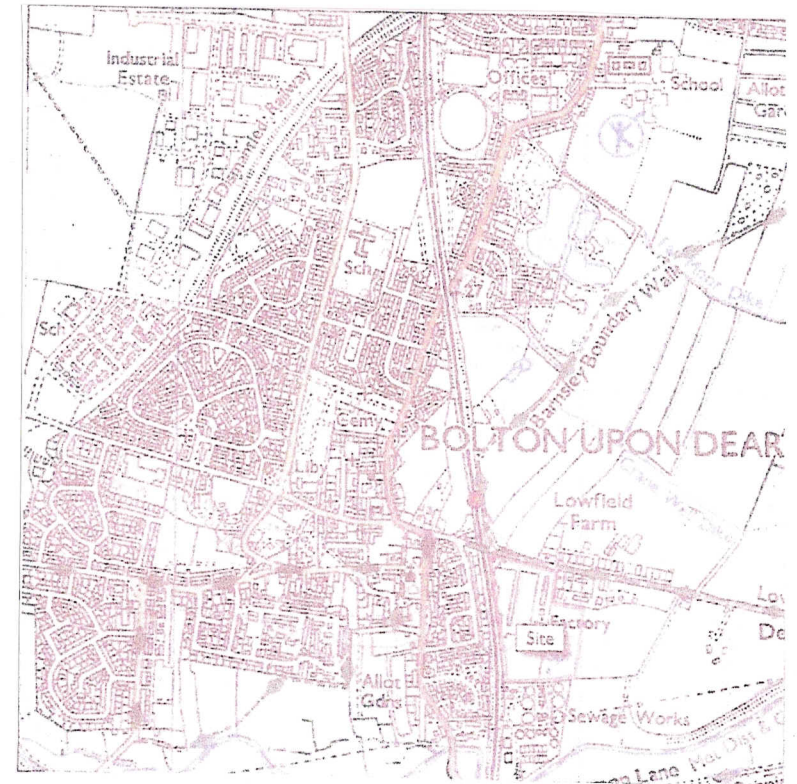


Forward

This Design and Access Statement has been prepared to support a Planning Application on behalf of Gleeson Homes and Regeneration to Barnsley Metropolitan Borough Council for the erection of 64 no. houses on land off Lowfield Road Bolton upon Dearne. The site is to the south of a recent development of 60 houses by Gleeson Homes and regeneration.

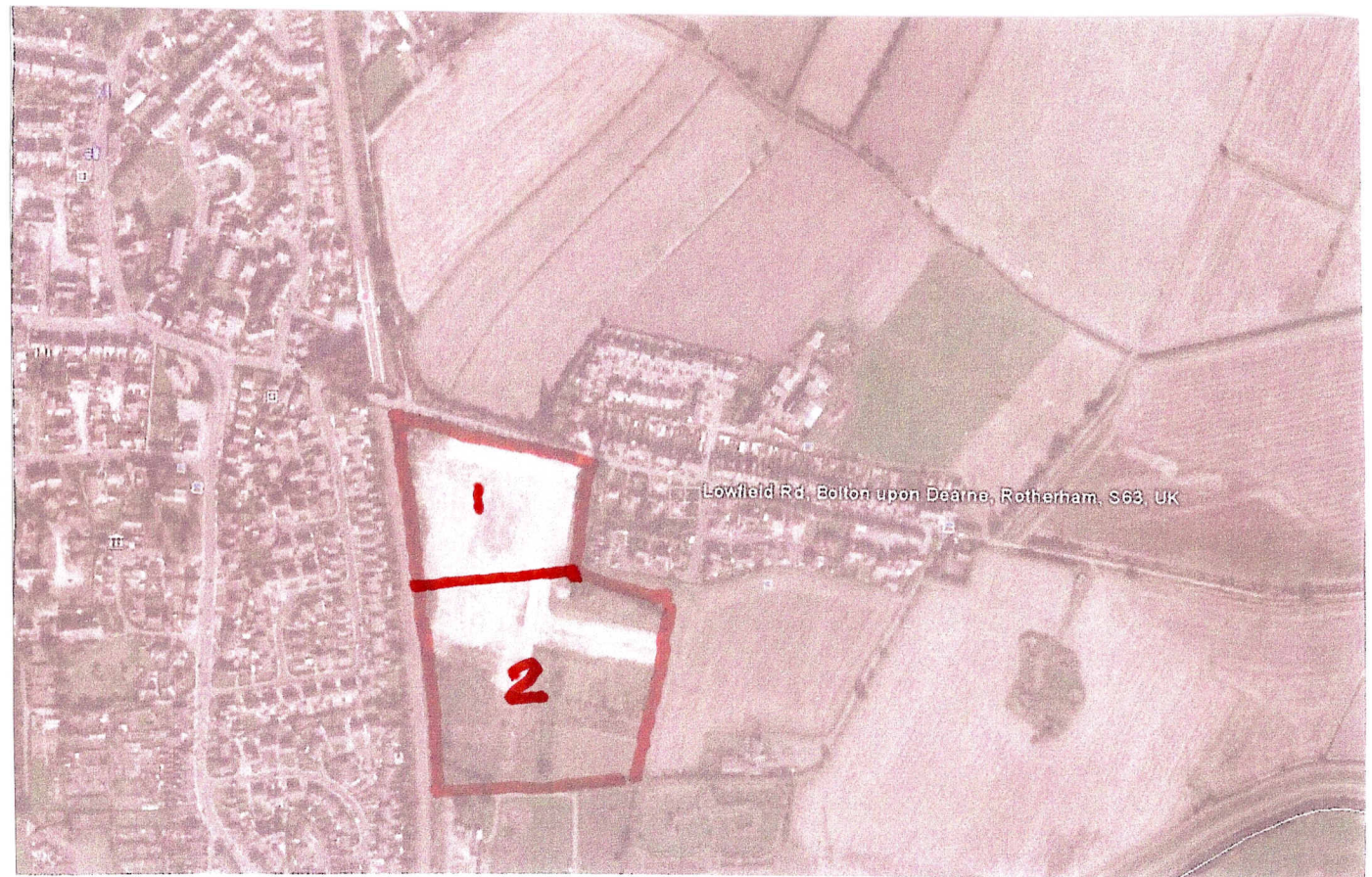
The various required components of a Design and Access Statement: Use, Layout and Scale, Amount, Appearance, Landscape and Access are provided as individual sections with reference also made to Planning Policy and considerations that have informed the design process where appropriate.

We trust that this document will be useful in describing the design, planning and development principles for the proposals. However, do not hesitate to contact RW Design or Gleeson Homes and Regeneration at the addresses given on the front cover of this document if you require any further information.



Contents

- Development Overview
- Site description and Context
- Policy
- Use
- Layout and Scale
- Density/ Amount
- Appearance
- Landscape
- Access
- External Environment
- Conclusion



Development Overview

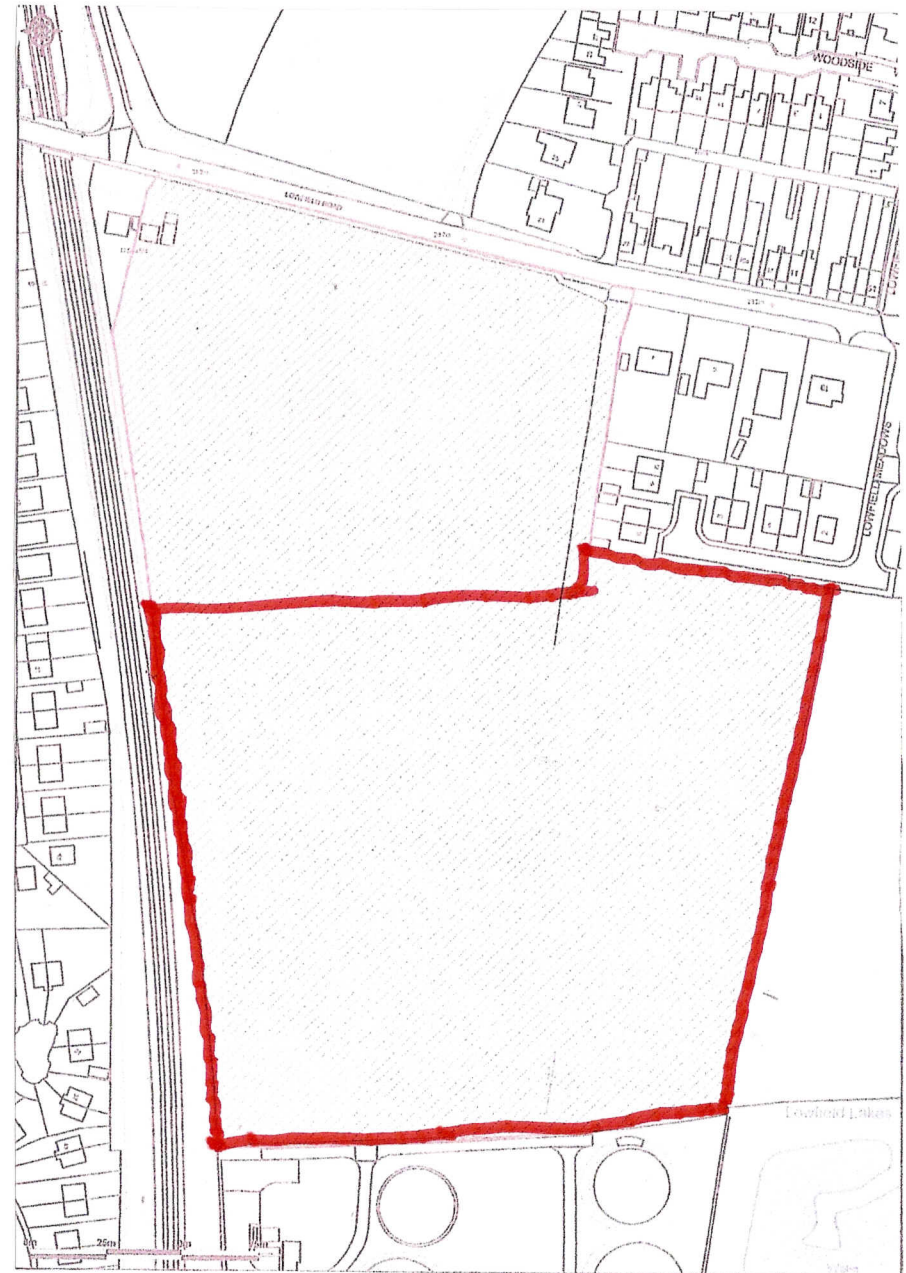
As stated in the forward to this document the proposals are for the creation of 64 new dwellings on land at Lowfield Road, Bolton upon Dearne on what will be the second stage of the development.

The principle of residential development on the site has been established by the grant of Outline Planning Permission reference 2008/1599 in February 2009 for 50 houses. However, more recent research into market needs in the current economic climate indicated that slightly higher density scheme with a greater range of accommodation would be more appropriate. A new planning permission was granted subsequently for sixty dwellings.

The site was formally used for industrial purposes. The industrial buildings which occupied the site had become dilapidated and were demolished. The industrial units have now been replaced by the 60 houses recently built by Gleeson.

This proposal seeks to continue the more appropriate and beneficial use for the site and will enhance the residential development that provides a range of dwelling types and sizes to suit local needs. The external appearance of the buildings blends seamlessly with the surrounding context to provide an attractive residential area which is visually cohesive.

The further development of the site will add to the number of environmental and visual amenity benefits. Furthermore, the additional housing will underpin existing services and facilities and help attract new ones to the local area. The development is designed to meet Sustainable Development code level 3.



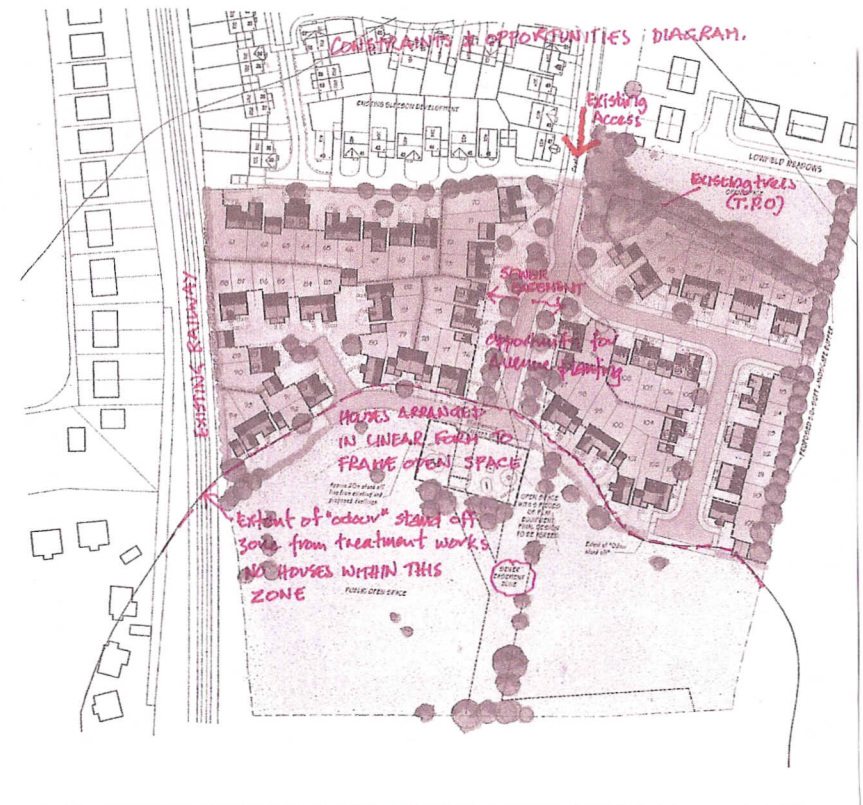
Site Description and Context

The application site is located on the south-eastern boundary of Bolton upon Dearne and within 800m of the local centre. There are a number of other local shops within 400m of the site. Bolton upon Dearne is approximately 10.5 miles south east of Barnsley Town Centre and 7.4 miles north-east of Rotherham Town Centre.

The original factory unit was built in the 1960's for the purpose of clothing manufacture. It was not a suitable building for more modern industry due to the very restricted headroom and could not be accessed by mechanical handling plant. The remaining land within the associated curtilage was undeveloped and has not been maintained for some time. There were some areas of fly tipping primarily associated with the former use of the factory.

The factory units were vandalised repeatedly despite constant site security and eventually all the buildings that once occupied the site were demolished. Access to the site is currently taken directly from Lowfield Road which forms the northern boundary. The main Leeds to Sheffield railway line forms the western boundary, whilst open land bounds the eastern side of the site. There is a sewage works on the southern boundary.

The Lowfield Mews housing development is situated above the north-eastern edge of the site and consequently consideration has been given with respect to potential overlooking.



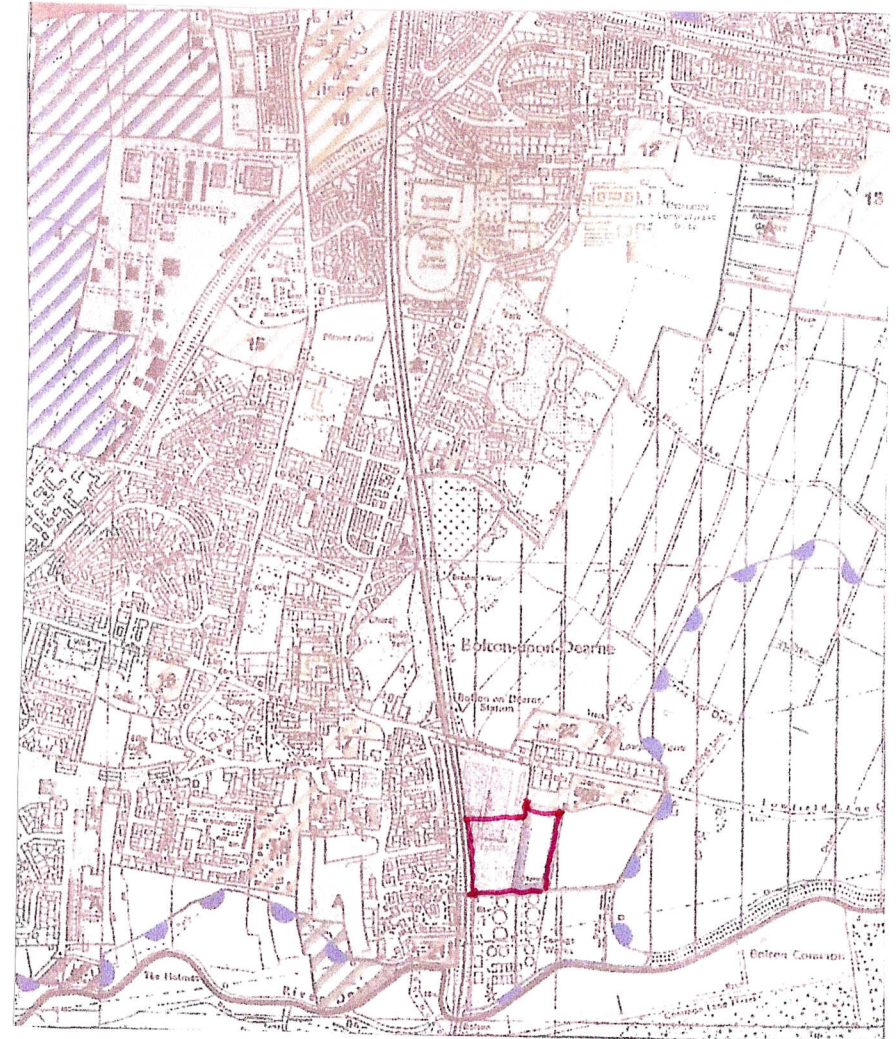
Policy

Section 38 (6) of the Planning and Compulsory Purchase Act directs Local Planning Authorities to make their determinations in accordance with the Local Development Plan and National Policies as follows:

National Policies

- PPS1 - Delivering Sustainable Development
- PPS Planning and Climate Change- Supplement to PPS 1
- PPS3 - Housing
- PPS9 - Biodiversity & Geological Conservation
- PPG 13 - Transport
- PPS23 - Planning & Pollution Control
- PPG 24 - Planning & Noise
- PPS 25 - Development & Flood Risk

In addition to the above, prior to the submission of the Planning application Gleeson Homes sought advice from Barnsley MBC and a comprehensive list of the policies and Guidance pertinent to the site was provided. The submitted scheme takes account of the relevant policies and guidance.



Use

General Use

In terms of land use, agricultural land bounds the site to the east and a sewage works is situated to the south. There are existing residential developments to the west and north-east of the site. A railway line forms the site boundary to the east.

In close proximity to the site there is a railway station served by the Wakefield line offering services to Sheffield, Rotherham, Wakefield and Leeds. There is also a regular bus service to Barnsley and Thurnscoe.

The application site is strategically located with good access to local amenities and to a variety of modes of transport other than the private car, i.e. bus and rail.

There is easy road access to the B6098, the main route through the settlement connecting to Goldthorpe. The B6098 provides access north to the A635 to Barnsley and Doncaster. To the south the B6098 also provides access to the A6023 to Mexborough to the east and west to the M1 via the A6195.

Social Use

The site is predominantly surrounded by residential development. The redevelopment of the site will provide wider housing opportunities and choice in a sustainable location. In addition the proposal will not lead to any conflict in terms of land use.

Economic Use

Given that all of the buildings on the site have now been demolished following the closure of the factory, the development of the site will not result in the loss of any existing jobs. The most viable use is residential. The development of new



dwelling in this locality will provide economic benefit to the surrounding area through increased use of local facilities and services.

Layout and Scale

Layout and Scale are the principle characteristics of a development establishing the underlying structure of form, the siting and massing of buildings and the placement and extent of spaces and routes.

Overall, the layout and design approach used for the site will result in a form of development not only appropriate given the sites location and context, but also appropriate for the site due to its shape and relationships to other uses.

The layout now proposed has ensured that appropriate relationships exist between the proposed dwellings and existing adjacent properties. Distances between proposed dwellings meet required standards and where possible existing boundary treatment is to be retained and enhanced.

New dwellings have been orientated to ensure an appropriate relationship to Lowfield Road and also the existing properties to the east. Houses proposed to the west of the site will be set back from the boundary to allow an adequate buffer zone to be created between the adjoining railway line.

The houses to the eastern boundary are fronting the internal access road which is set back from the boundary to preserve the existing planting that provides a suitable transition and screen between the existing residential units and the new development.

From the new access road a central spine road provides access to the main part of the new development area, this in turn leads to two short mews culs-de-sac to



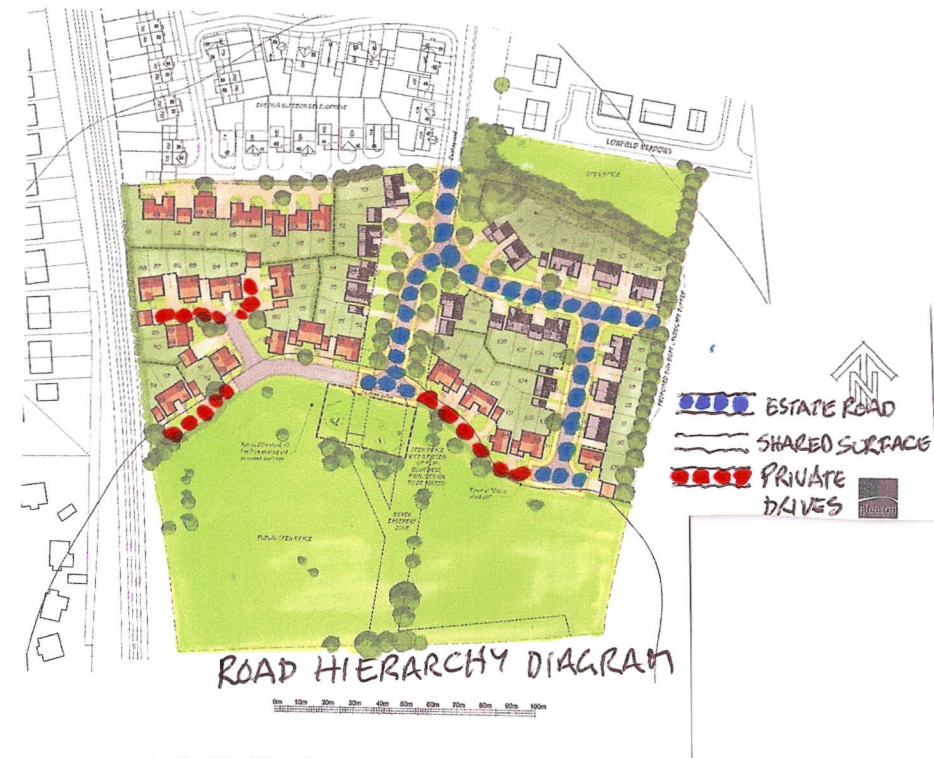
provide pedestrian and vehicular access to the remainder of the site, thus deterring extraneous through traffic.

All the new houses will front onto and overlook the public realm. This feature of the layout is seen as particularly important in designing out crime.

When formulating the proposed layout various other factors were considered in addition to designing out crime, such as parking. Through the particular configuration of the site layout we have been able to create a distinctive residential scheme which allows all the properties to have parking spaces within their curtilage. As a general rule, car spaces have been located to the side of properties rather than the front, so as not to dominate the street scene

Each corner incorporates feature buildings and all the houses are two storeys reflecting the predominant storey heights within the immediate area. Some single and $1\frac{1}{2}$ storey forms have been included adding variety and interest to the streetscape and upper level edge.

The style and design chosen for the site allows for the creation of a varied townscape in this predominantly residential area which will result in the provision of good mix of accommodation to suit local needs. The proposed houses will also be in keeping with the general character and appearance of the locality.



Density/Amount

The developable area of the site is 1.64ha and 60 houses are proposed.

This equates to an efficient land use density of 36.60 dwellings per hectare.

The accommodation incorporates 2, 3 & 4 bedroom houses as detailed in the schedule below.

Code	Type	Number
201	2 bed semi det/terr	8
202	2 bed semi det	8
301	3 bed semi det	14
302	3 bed semi det	8
303	3 bed semi det	6
304	3 bed detached	3
309	3 bed semi det	10
310	3 bed detached	2
404	4 bed detached	3
406	4 bed detached	2
TOTAL		64

Appearance

The scheme has been designed to take full account of its context and views in and out of the site from the transport corridor of Lowfield Road both from vehicles and by pedestrians and those afforded from immediately adjoining vantage points.

As noted in the introduction this development was conceived to provide a number of dwelling sizes and forms to accommodate local needs. The proposal includes a mix of house types throughout the development with a series of eaves and ridge heights to provide a varied and attractive street scene creating a sense of place. This varied townscape is illustrated by the street scenes that have been submitted as part of the planning application.

In providing a range of property formats it was considered vital to retain a degree of consistency of materials and some key design details to ensure that the new streetscape has visual cohesion and a distinct identifiable character.

In establishing the concept for this proposal, however, the fundamental design rationale was to produce a suite of dwelling styles that compliment traditional local buildings and maintain a cohesive appearance.

To achieve this objective, a palette of local building components was defined which reflected, but did not replicate, the colouration and construction methodologies of neighbouring residential areas.

Within this context two distinct aesthetic styles have emerged. The detailing of the elevations of the houses on the external edges of the site will be rural in character with exposed rafter feet at the eaves, cottage windows, curved brick arches, contrasting brick band courses and dual pitch entrance door canopies.



Houses in the middle of the site will be more urban in appearance and here the detailing will include brick corbelling to the eaves, plain casement windows, flat lintels, contrasting brick plinths and mono-pitch canopies to the entrance doors.

The natural choice for external elevations of the properties in this location was buff and red brick. Traditional materials and construction techniques will be integral to the design of properties. This has been the result of a conscious desire to ensure that whilst development compliments local residential form it creates and maintains a unique identity to foster a sense of place.

Houses adjacent to the railway line will incorporate noise mitigation measures as detailed in the report submitted with the application.

Sufficient distances are maintained between existing and proposed dwellings so as to protect the residential amenity of existing and future residents in terms of overlooking, overshadowing and dominance. Existing boundary treatment will also be retained where possible, particularly to the north-eastern boundary with existing properties. Sufficient distances are also proposed to the railway line and Lowfield Road to protect the amenity of future residents.

Parking spaces and/or garages are all provided within the curtilage of each dwelling in the interest of security and convenience. The use of communal parking courts has been avoided. They are an unsightly magnet for anti-social behaviour.

Garages have been sited behind the main building line to avoid the domination of the street scene by garage doors and parked vehicles.



Landscape

The site generally is flat and featureless apart from some mounding and the tree belt to the south of Lowfield Meadows. The trees here are protected under a Tree Preservation Order. The land between the trees and Lowfield Meadows will be left as Open Space.

There also a few scattered trees in the southern part of the site as shown on the survey plan and these are all within the area that is to remain as open space as part of the odour stand off zone from the sewage treatment works.

Entirely private gardens are a psychologically defining characteristic of a home and consequently all dwellings have front and rear gardens.

Within the front gardens the proposed landscaping treatment is relatively simple, easily maintained and comprise a predominantly lawned area with vehicular driveways, paving to the pedestrian entrances and some tree planting to add variety and interest to the spaces created.

Rear gardens are markedly larger than those at the front. Planting is not proposed to rear gardens, but they will be fenced and have patios.

This approach has been taken to encourage the personalisation of private space as it has been noted that where planting schemes have been implemented as part of the development process they are rarely amended or added to by occupiers and lead more often to conformity than interest.

Landscaped buffer planting strips are to be planted along the boundary with the sewage treatment works and along the new eastern site boundary.



Access

Access, in the context of a Design and Access Statement relates to access to and within the site by pedestrians, cyclists and vehicles.

This section is therefore intended to expand both on the principles and approaches to access at a more detailed level from a pedestrian and vehicular perspective and although separated out for the purposes of this report access has been considered as a set of interconnected, rather than conflicting ideals.

The Pedestrian Perspective

We recognise that ease of access to all areas of the development must be a fundamental design consideration. Inclusive access has been seen as a start point if the development is to be successful in the long term.

Whether derived from disability, as a result of illness or injury, ease of movement cannot be assumed to be the case for all users at all times. This is particularly so in residential settings where the likelihood is that the site be used regularly by people moving, walking or carrying goods between vehicles and their houses. If a development has been designed to meet the needs of the mobility impaired it can meet the needs of all. Consequently all the properties will be constructed to the current Building Regulations, ensuring adequate door widths and level thresholds and each incorporates paved access to the rear of the dwelling.

The site is well located with access by foot for local services, amenities and public transport.

The Vehicular Perspective

The principal access to the site is from Lowfield Road by extending the road that was constructed to serve the recently constructed houses. This provides a safe and suitable link to the existing road network.

The internal road layout has been designed for slow speeds, making the road more suitable for non-motorised traffic and pedestrians.

Each house includes car parking within its own plot.

Overall the proposed access to the site and internal layout are acceptable and will not have any significant detrimental effect on highway or pedestrian safety.

External Environment

The accompanying transport assessment to this proposal provides detail of the access implications of the site in respect to both private vehicles and sustainable transport means.

The enclosed Travel Plan also further highlights the sustainable means of transport.

This in itself creates a perfect highways access environment for all the properties and provides adequate on plot parking.

Refuse

There is provision for each property to incorporate 'in curtilage' bin and recycling storage and all to have access to the rear for ease of movement on collection day

Conclusion

In developing this proposal the applicant has sought to create an attractive, safe, secure, sustainable housing scheme for which is affordable to local residents and, most importantly, deliverable.

The report details the justification and design evolution of the scheme, the precedents and principles which led the scheme as well as the basis on which the proposal was developed.

The evolution of the design process has been shown, taking into account the site context, planning policy and recommendations of the Council and the submitted design provides a response to the site context that conforms to relevant policies.

- The site was originally developed in the 1960s and the factory buildings demolished in 2007. The location is not suited to modern industrial processes and previous planning conditions have restricted the site's use.
- The site was previously developed and is in a sustainable location.
- The proposed scheme enhances the character and appearance of the area.
- The proposal will result in highway improvements providing safer vehicular and pedestrian access for neighbouring properties.
- The scheme represents an appropriate form of development at an acceptable density given the context and site location.

- The layout is acceptable in terms of the access, the relationships proposed to neighbouring land uses, the heights of the buildings as proposed and the level of open space provision.
- The layout and design approach utilised for the site is wholly appropriate.
- It is considered that the proposed development fully accords with national, regional and local policy and guidance and as such is acceptable.
- The proposed residential development will result in a number of environmental and visual amenity benefits.
- Additional housing will help to underpin existing services and facilities and help to attract new ones to the local area.

We trust that Barnsley Metropolitan Council will support the planning application.

Richard Ward Design

On behalf of

Gleeson Homes and Regeneration