



**DESIGN AND ACCESS
STATEMENT**

**FOR A PLANNING
APPLICATION AT**

**ST HELENS BOULEVARD,
CARLTON, BARNSELY**

ISSUE 1 | JULY 2019



THIS STATEMENT HAS BEEN PREPARED BY STEN ARCHITECTURE ON BEHALF OF KEEPMOAT HOMES IN SUPPORT OF A PLANNING APPLICATION AT ST HELEN'S BOULEVARD, CARLTON, BARNSELY. THIS APPLICATION IS SUBMITTED FOLLOWING THE WITHDRAWAL OF A PREVIOUS APPLICATION.

CONTENTS

- 1.0 | Introduction
- 2.0 | Planning Context
- 3.0 | Design Solution
- 4.0 | Sustainability
- 5.0 | Summary
- 6.0 | BFL12 Assessment

THE STATEMENT SEEKS TO EXPLAIN THE DESIGN PRINCIPLES FOR THE DEVELOPMENT, BASED UPON AN UNDERSTANDING OF WHAT IS APPROPRIATE FOR THE SITE, AND IS DETERMINED THROUGH AN ASSESSMENT OF SITE OPPORTUNITIES AND CONSTRAINTS.

These principles are based upon good practice as set out in national planning and urban design guidance. The aim of the statement is to provide a framework to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

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

THIS DOCUMENT IS SUBMITTED ON THE FOLLOWING BASIS:

- The use and suitability of the site for residential development is well established;
- The key development principles and framework have been identified and will inform the detailed design of the scheme;
- The design solution is tested against the established principles to ensure compliance.

THE ETHOS OF THE DESIGN IS TO:

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



INTEGRATED PLANNING AND DESIGN

The centrality of good design as an integral part of achieving sustainable development is reinforced from the NPPF. An emphasis is placed on good design making “the best possible use” of resources, including land, community, economic, infrastructure and other resources over the long as well as short term.

It suggests good design should:

- Ensure that development can deliver a wide range of planning objectives;
- Enhance the quality of buildings and spaces, by considering form and function, efficiency and effectiveness;
- Address the need for different uses sympathetically.

The NPPF's expectation that design will have a prominent role in plan making is reiterated by a reaffirmation that the plan making body will need to “evaluate and understand the defining characteristics of the area as part of its evidence base”. Good design is identified as indivisible from good planning, and should be at the heart of the plan making process. A clear attempt is made to demystify ‘good design’ by establishing sound, clear and easy to follow design policies and processes. This provides the foundation for assessment by use of expert advice from appropriately skilled in house staff or consultants. However, it is clearly stated that design should not be the preserve of specialists and it is important to seek the views of local communities, emphasising the importance of the consultation process.

PROCESSES TO ACHIEVE GOOD DESIGN

The promotion of good design is relevant to all stages of the planning process, from the development plan stage through to planning applications.

For the latter stage a series of ‘established ways’ are identified in which good design can be achieved:

- Pre-application Discussions;
- Design and Access Statements;
- Design Review;
- Design Codes;
- Decisions on Applications;
- The Use and Implementation of Planning Conditions and Agreements.

The guidance recognises that qualities of well designed places are similar across most developments but articulates what this can mean for housing design, town centre design, and street design and transport corridors.

HOUSING DESIGN

Themes consistent with the NPPF are in evidence with functional, attractive, sustainable and adaptable criteria being singled out as underpinning well designed housing. Affordable housing provision is also highlighted as needing to be tenure blind and not ‘banished to the least attractive part of the site’ in well designed places. In recognition that comparatively small items can have a significant influence on the success of places, bin and bike storage, access to meter boxes, spaces for drying clothes and space for deliveries are identified as requiring particular consideration with a duty placed on local authorities to ensure that each dwelling is carefully planned.

LOCAL POLICY AND SPD

The Development Plan for Barnsley consists of:

- Barnsley Local Plan (adopted on 3rd January 2019); and
- the Barnsley, Doncaster and Rotherham Joint Waste Plan (2012).

SOUTH YORKSHIRE RESIDENTIAL DESIGN GUIDE

The SYRDG should be a point of reference for future Reserved Matters applications. This Guide is for use by residential developers and their design professionals, consultants and agents in formulating designs and making applications for planning permission for residential development in South Yorkshire. It is intended to provide a clear and consistent approach to design in the development management process – an approach that will result in higher quality neighbourhoods and efficiency savings for developers.

SUPPLEMENTARY PLANNING DOCUMENT

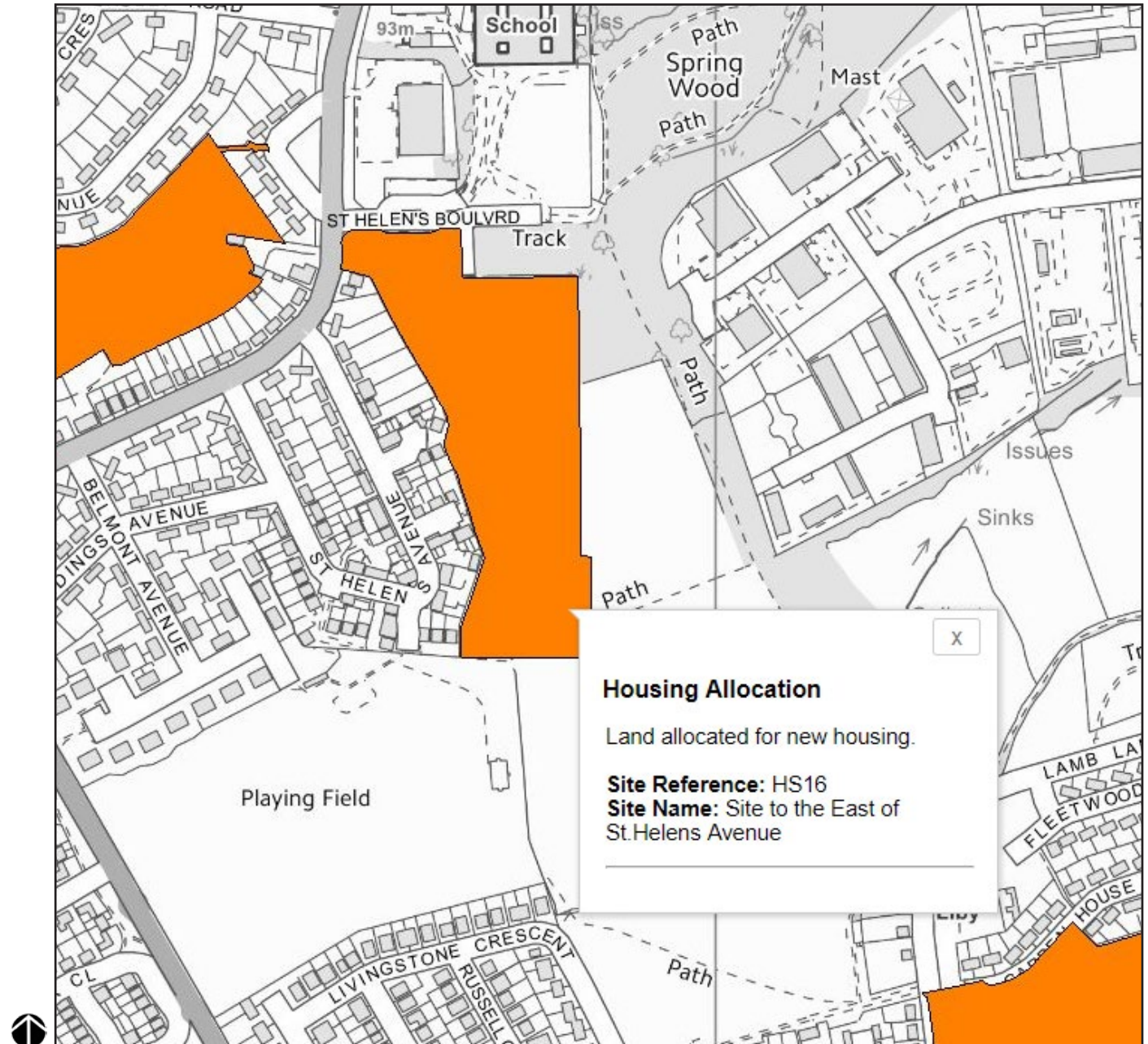
Designing New Housing Development Adopted March 2012 , This Document primarily supplements policy CSP 29 Design of the LDF Core Strategy and sets out the principles that will apply to the consideration of planning applications for new housing development, including infill and backland development.

The Local Plan allocates the site for Residential Use, Policy HS16.
The site specific policy states:

Site HS16 Site to the east of St Helens Avenue, Indicative number of dwellings 96.

The development will be expected to retain the woodland at the north-east corner plus the hedgerows in the northern half of the site. These should be buffered and managed.

- Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:
- Information identifying the likely location and extent of the remains, and the nature of the remains;
- An assessment of the significance of the remains; and
- Consideration of how the remains would be affected by the proposed development.



The application is accompanied by a Statment of Community Involmtnt which details the process of engagement. Some of the details from this statement include:

A formal pre-application response was received on 2nd November 2018 following a meeting at Council offices on 19th September 2018.

The feedback of this and the formal feedback from the planning application in April 2019 have been fed into the proposals for this resubmission.

A Public Exhibition was hosted by Keepmoat Homes in order to consult local residents on the draft proposals and offer the opportunity for residents to provide their views, prior to the submission of the full planning application.

The consultation event took place at Holy Trinity School, Carlton Road.



Please turn over to state your feedback.



RECENT PLANNING HISTORY

An application was submitted and subsequently withdrawn in 2018 pending further discussions with the landowner.

A further submission was made in February 2019, validated in April 2019, reference 2019/0196. This was later withdrawn due to the scheme not adequately addressing comments received from the Local Authority. The layout shown was part of this withdrawn submission.

This new application should seek to address the comments made by the Local Authority, briefly mentioned overleaf.



Comments received from the Local Authority and other consultees were varied.

There was a suggestion of failure to comply with the site specific policy in terms of retention of trees and hedgerows, and the buffering of them. Other concerns included Viability, Noise Pollution and Provision of Open Space.

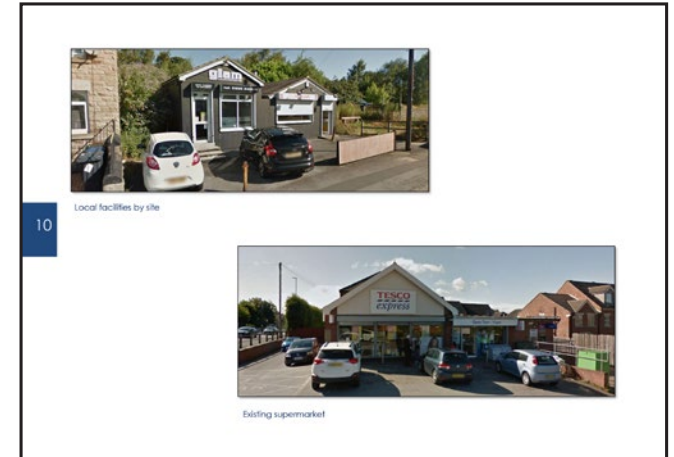
In summary the application as submitted did not appear to comply with the adopted site specific Local Plan policy for the site, nor did it comply with other adopted policies and adopted supplementary planning guidance and adopted best practice.

The revised design solution seeks to address the above concerns and this document details the Design Principles, Landscaping scheme and Public Open Space strategies that make up the proposals.

ANALYSIS FROM APPLICATION

The previous application included analysis of the site, the context and the vernacular. Although withdrawn, the content from this application still provides a robust starting point for the development of the revised proposals.

Extracts from the supporting Design and Access Statement are shown here.



DESIGN SOLUTION

Taking into account the Local Authority comments, the principles of good urban design are well established and are consistent throughout many residential developments. The proposed design solution can be assessed against these principles to ensure a successful and sustainable development.

The use of the phase for residential development with vehicle access is established and the layout has been designed so that there is good natural surveillance to all areas of open space and roads with new dwellings looking onto these areas.

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

The site constraints, considerations and strategies have all been borne with the final scheme.

In total Keepmoat Homes are proposing a development of housing that totals 93 new residential dwellings. The proposed development includes a mix of 2,3 and 4 bedroom dwellings. The following text clarifies some of the specific details of the submitted scheme:

1. Primary vehicle entrance from St Helens Boulevard;
2. Feature spaces through the site create important spaces and aid movement and legibility;
3. Existing trees retained as proposed in the comments from the Local Authority;
4. New dwellings overlook the existing public right of way
5. Central corridor ensures amenity of existing dwellings; and
6. Series of greenspaces through the proposals ensure usable amenity space for all residents.



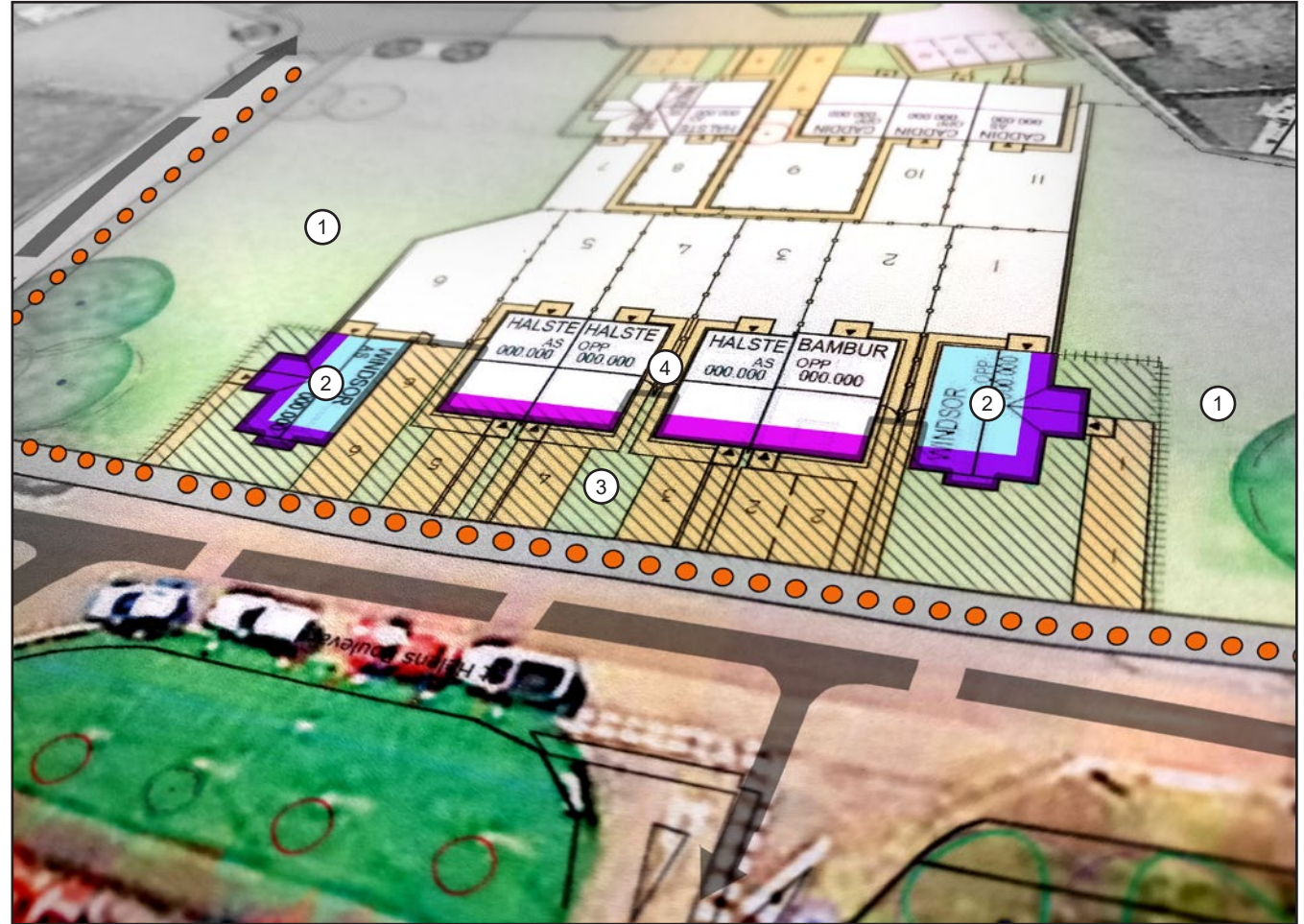
LEGIBILITY

The new development will be served via a new access from St Helens Boulevard. A road with 2m footpaths brings you into the development. The main road runs through the site with secondary shared surfaces and cul-de-sacs connecting. Secondary roads will be 5.5 m wide shared surfaces with 0.6m margins to the edges that will have incidental visitor parking located on them. The layout has been designed so that there is good natural surveillance to all areas of open space and roads with new dwellings looking onto these areas. The adjacent image shows how legibility and natural surveillance have been carefully considered with the following notes;

1. Pocket greenspaces at the site entrance ensure retained trees are within an appropriate setting;
2. Dual aspect dwellings ensure natural surveillance over the public realm and create entrance features to the development;
3. Defined pedestrian route into the proposals; and
4. Gaps between parking spaces allow front gardens and planting to contribute to the streetscene.

AN ARTICULATED TOWNSCAPE

The use of the site for residential development with vehicle access has been established. Proposed dwellings are well laid out with parking either alongside or in front of dwellings. This mix of car



parking arrangement allows for landscaping in the street. Dwellings are primarily 2 storey in height with dual aspect dwellings proposed at important corners to ensure continuity of activity. Larger storey heights are utilised intermittently to create interest, define spaces or for landmark buildings at key locations. The adjacent image shows how buildings have been used to articulate the development with the following notes;

1. Change in materials and levels creates a feature at an important point in the development.
2. Forward facing dwellings overlook the space and, together with complimentary planting create a positive and active feature;
3. Pedestrian movement is clear, defined and safe;
4. Dual aspect dwellings at the edges of the open space ensure natural surveillance and activity.

DETAILING, RICHNESS AND INTEREST

The rationale behind the design for the development has been the desire to enhance the form of the housing layout, providing a pleasant environment for the user whilst also creating a setting which helps to assimilate the site into the surrounding landscape. Open frontages to the plots allow for the inclusion of planting set within areas and the use of trees in key locations throughout the housing will help to break up the building line, filtering views of the housing and providing a vertical dimension to the street scene.



②



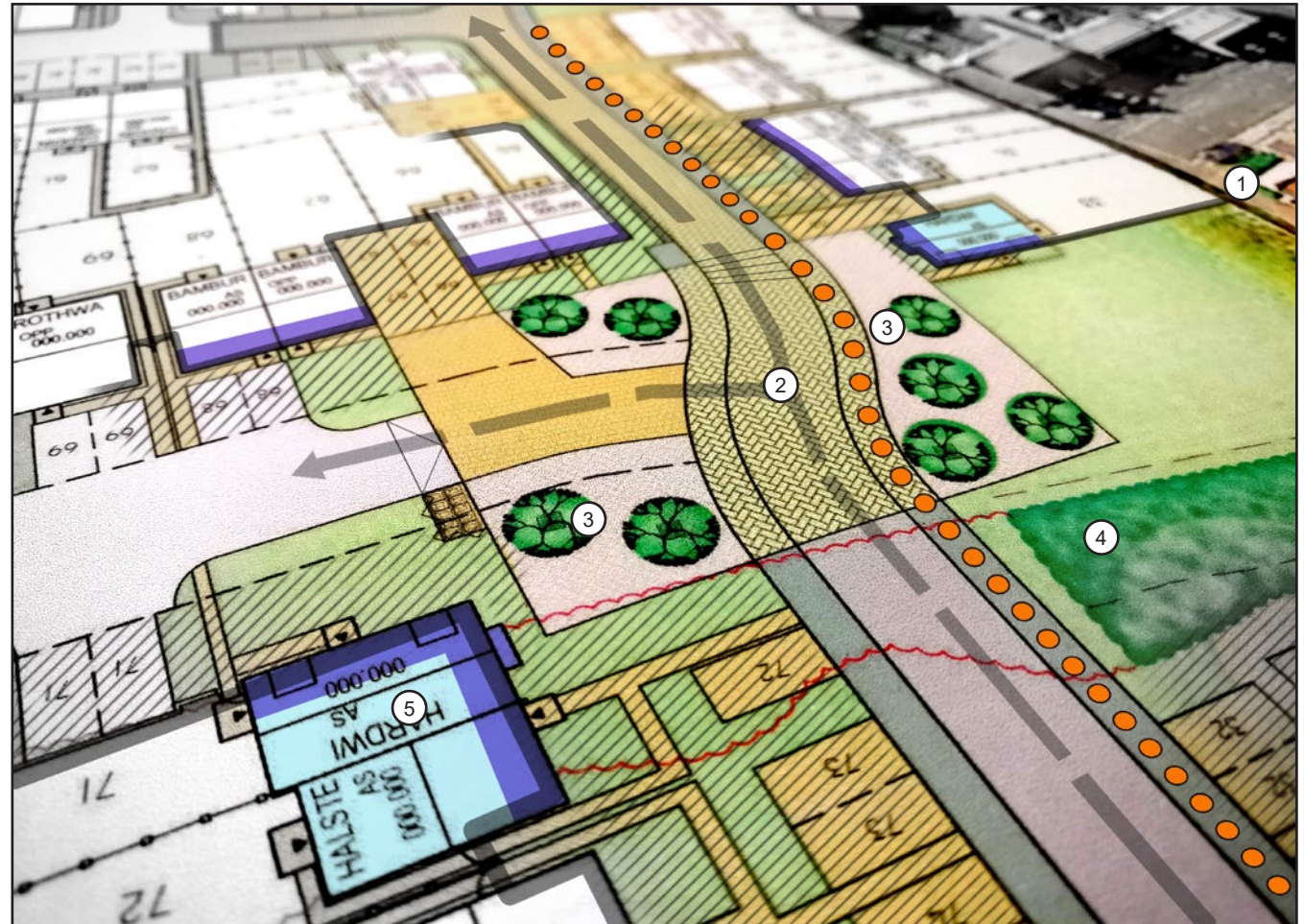
Larger storey dwelling at the head of the junction creates a focal point, aids wayfinding and ensures an active streetscene.

HUMAN SCALE

The scale of buildings and the private realm is in keeping with the provision of accommodation and is tailored to site specific locations. Buildings sit comfortably within the site with due consideration given to existing dwellings, the retained public right of way and existing landscaping features.

1. Existing dwelling faces onto new area of public open space;
2. Change in materials and deflection of traffic acts as a traffic calming measure;
3. Formal planting within the square softens the areas of hardstanding;
4. In keeping with the accompanying tree report, existing trees are retained within the public realm; and
5. Dual aspect dwellings at corners.

The location and orientation of each dwelling respects the surrounding properties and relate well to one another. They are generally positioned parallel to one another, or at 90 degrees to their neighbours. There are also intimate dwelling clusters, typically at the head of the cul-de-sacs with some buildings located to create focal ends and vista stops. The new development respects the existing neighbouring property and any future development, by retaining existing boundary trees, hedgerows and planting to the perimeter of the site and creating a substantial stand-off to any of these properties.



5

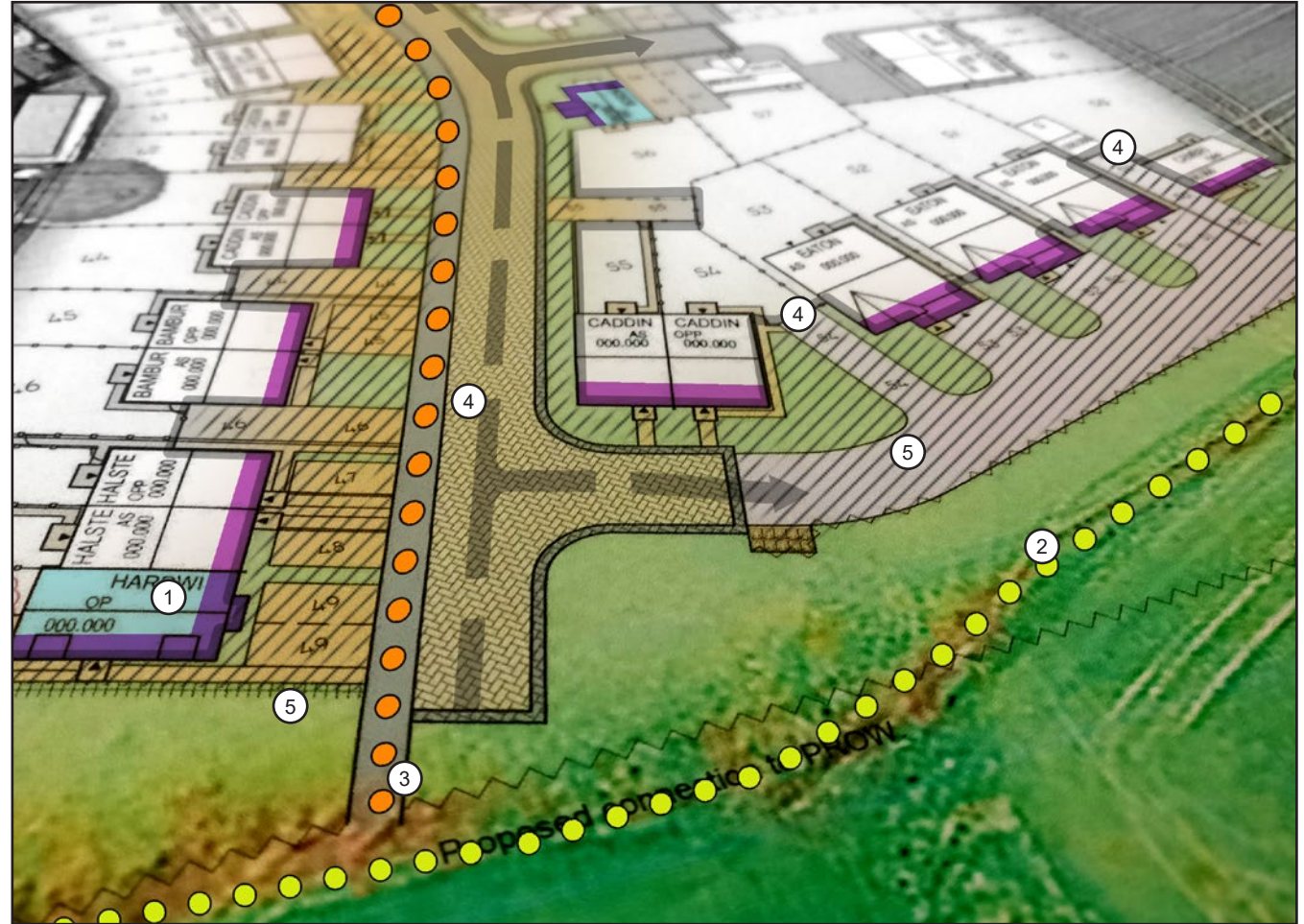


Dual aspect dwellings ensure continuity of activity, natural surveillance and interest.

QUALITY WITHIN THE PUBLIC REALM

The public realm is clearly defined through use of materials, landscaping and appropriate boundaries. The spaces are complimented by landscaping and trees. In addition an inclusive access strategy within the layout provides for ease of movement by all social groupings and seeks certain minimum standards for disabled access for such items as steps, ramps, door widths, etc. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

1. Outward facing development ensures a pleasant outlook for new residents and an appropriate response to the land beyond the site;
2. Existing Public Right of Way is retained and overlooked by new dwellings ensuring a safe and secure route for users;
3. New pedestrian connection;
4. Gaps between buildings allow filtered views into the site; and
5. Planting and landscaping softens the development edge.



①



Dual aspect dwellings ensure continuity of activity, natural surveillance and interest.

SECURED BY DESIGN

SECURITY, NATURAL SURVEILLANCE

All new developments should create pleasant environments for residents where they feel safe and quality of life is not undermined by crime or the fear of crime. The following considerations have been taken into account when planning the scheme layout;

- Well defined routes for cars and pedestrians which are well overlooked.
- Structured places with no conflict between uses.
- All publicly accessible spaces overlooked.
- Management scheme to ensure landscaped areas are well maintained.
- Well defined defensible spaces and the use of suitable planting.
- Robust 1.8m high fences and lockable gates provided.

CONTINUITY AND ENCLOSURE

There is a clear definition between the public and private domain with all properties having 'defensible spaces' to their frontages, and sides on a corner position, with a variety of hard and soft treatments to the street, some giving physical enclosure to the semi-private spaces such as railings, hedges and shrub beds. Additional gable windows are also introduced to overlook public areas and ensure 'active frontages' exist throughout the site creating a safe and naturally surveyed environment. All the properties will have individual footpath accesses to their rear gardens giving direct control over their own private domain. This will aid security and, with easy access, also enable waste and recycling provisions to be located at the rear of the properties, out of sight from the street. Where possible the dwelling's private amenity spaces back onto other gardens or are screened from public areas by 1800 high brick pillar/fences or vertically boarded fences, with rails inboard to reduce climbing potential.



MOVEMENT AND PERMEABILITY

A clear road hierarchy has been established with defined routes through the development, reinforced with the choice of surfacing material finish. Pedestrian connectivity has been thought of within the design allowing safe movement into the site by means of 2m footpaths to the sides of the new roads that run right into the heart of the development. An existing Public Right Of Way runs through a portion of the site to the south-east. This important route is retained with dwellings overlooking to ensure a safe and secure space.

-  Primary Highway
-  Secondary Highway
-  Private Drives
-  Key Pedestrian routes
-  Retained PROW

ADAPTABILITY, ROBUSTNESS AND SUSTAINABILITY

A Sustainability Appraisal is included later in this document which details the Design Team's approach. In general the proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being.





SCALE

The scale of the dwellings varies across the development and informs character, defines spaces and ensure a number of housing options. Dual aspect dwellings are proposed at important corners to ensure continuity of activity natural surveillance. Larger scale buildings create gateways through the site, aid legibility and promote non-vehicle movement.

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

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

A Sustainability Appraisal is included later in this document which details the Design Team's approach. In general the proposals will generate a new place that aims to meet the needs of the new community and its future generations.

The proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being. . The proposals therefore have the potential to support the existing community facilities and local businesses through an increased population living nearby. The Government's guidance on sustainable development is contained in the National Planning Policy Framework.

The following statement addresses the key headings below:

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

SUPPORT AND HELP REVITALISE THE LOCAL ECONOMY

This application is proposed in a sustainable location with good access. The site is also located within short distances of services such as shops, pubs, post office and schools. The site provides an opportunity for residential development within easy reach of a range of education, employment, retail and leisure opportunities. The proposed site will provide high quality residential accommodation and will contribute towards the overall amenity, and sustainability of the area. Employment will also be created during the construction process.

REINFORCE NEIGHBOURHOODS AND COMMUNITIES

The development of this residential scheme will contribute towards an increase in the number of people living in this area. Neighbourhoods can be reinforced by movement networks, the mix of uses and tenures, the amount and position of open space and local vernacular building materials and styles. The health, well-being and quality of life of those who will be using an area will be influenced by its cohesion. The vitality of neighbourhoods is enhanced by creating variety and choice within the development and should cater for a

range of demographic groups especially families. The layout of the proposed development will increase natural surveillance both within the application site and of the surrounding area and footpaths. An increase in activity in the area will also promote a safe, crime-free environment.

PROVIDE A RANGE OF TRANSPORT OPTIONS AND INCLUSIVE ACCESS

The road structure has been designed to create good permeability for both pedestrian, cyclists and vehicle movements within the development. Inclusive access within the layout will provide for ease of movement by all social groupings and will meet the standards for disabled access for such items as steps, ramps, door widths, etc. The approach to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will have accessible paths and drives, taking into account the topography of the site. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

PROTECT AND ENHANCE THE NATURAL ENVIRONMENT AND RESOURCES

The site has some hedges and a significant number of trees along its boundaries. At the centre of the proposals a tree belt is retained within the public open space. The majority of trees in these areas are proposed to be retained and where removed mitigation measures will be enforced.

The proposals will provide opportunities for a mix of biodiversity within the site. The garden areas will be lawned and surrounded by secure boundary treatments. The mix of plant species grown within gardens will provide opportunities for small wildlife and garden birds to benefit from the development to a much greater extent than that which currently exists.



THE DESIGN TEAM HAVE PROPOSED A SUSTAINABLE AND HIGH QUALITY LIVING ENVIRONMENT WHICH MAKES EFFICIENT USE OF LAND IN TERMS OF HOUSING NUMBERS AND DENSITY. THE PROPOSAL IS A WELL PLANNED SUSTAINABLE SOLUTION WITH DWELLINGS WHICH WILL MEET HIGH ARCHITECTURAL STANDARDS ALONGSIDE THE CREATION OF PLEASANT AND WELL PLANNED STREETS.

Below is a summary of the scheme proposals:

- 93 new dwellings including a mix of 2,3 and 4 bedroom housetypes;
- Landscape led-approach, the proposals ensure a green edge to the boundaries and an appropriate response to the open fields beyond;
- Single vehicle access from estate road, the internal highway network includes appropriate turning movements;
- Clear and defined non-vehicle routes, the highway infrastructure is legible; and
- Existing Public Right of Way is retained within a safe and secure environment.



Building for Life is the industry standard endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live. The 12 questions below reflect the vision of what new housing developments should be: attractive, functional and sustainable places. Redesigned in 2012, from the original 20 questions, Building for Life 12 is based on the new National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning. We have carried out our own assessment below:



INTEGRATING INTO THE NEIGHBOURHOOD

1. CONNECTIONS - DOES THE SCHEME INTEGRATE INTO ITS SURROUNDINGS BY REINFORCING EXISTING CONNECTIONS AND CREATING NEW ONES, WHILST ALSO RESPECTING EXISTING BUILDINGS AND LAND USES ALONG THE BOUNDARIES OF THE DEVELOPMENT SITE?

The scheme integrates well with its surroundings. Positive and active frontage is provided to St. Helens Boulevard. Along the eastern and western boundary existing soft landscaping is retained to provide a positive relationship between the differing land use. Appropriate separation distances have been provided between existing buildings and new residential properties to ensure amenity and privacy is maintained. Links are provided from the development to the existing public right of way crossing the site along the southern boundary.

2. FACILITIES AND SERVICES - DOES THE DEVELOPMENT PROVIDE (OR IS IT CLOSE TO) COMMUNITY FACILITIES, SUCH AS SHOPS, SCHOOLS, WORKPLACES, PARKS, PLAY AREAS, PUBS OR CAFÉS?

The site sits in a sustainable location and benefits from a variety of key services and facilities with convenient access;

- Local Stores consisting of Farmfoods, Tesco Express, Sainsbury's Local.
- Health Centres of Rotherham Road Medical Centre, Monk Bretton Health Centre and The Roundhouse Medical Centre, Dentists and Pharmacy.
- New Lodge Post Office.
- Secondary and Primary Education at Springwell Academy, Holy

Trinity, St Helen's Primary School.

- Variety of employment opportunities within South and North Athersley at retail, commercial, recreation and light industrial business premises and at Carlton Industrial Estate.
- Places of worship and community halls at the Blessed Sacrament Catholic Church and St John the Evangelist.
- Recreation facilities at The Barnsley Bowl and existing open space abutting the southern boundary of the site.

3. PUBLIC TRANSPORT - DOES THE SCHEME HAVE GOOD ACCESS TO PUBLIC TRANSPORT TO HELP REDUCE CAR DEPENDENCY?

The nearest bus stops are located on Carlton Road, providing travel in both directions, situated an approximately 140m (northbound) and 270m (southbound) walk from the site. There are additional stops located on Carlton Road and Athersley Road situated to the north-west of the site within a 400m walk of the site. The number 12 bus service provides four services every hour between Barnsley Interchange and Athersley South which can be accessed from the local bus stops. The nearest rail station to the site is Barnsley Rail Station which is located approximately 2.8km south-west of the site and accessible via the local bus services. The station accommodates Northern services, providing access to local, regional and national rail services to destinations, including Leeds, Sheffield, Huddersfield and Nottingham.

4. MEETING LOCAL HOUSING REQUIREMENTS - DOES THE DEVELOPMENT HAVE A MIX OF HOUSING TYPES AND TENURES THAT SUIT LOCAL REQUIREMENTS?

The scheme delivers a variety of two, three and four bedroom dwellings in differing formats, designs and layouts.

CREATING A PLACE

5. CHARACTER - DOES THE SCHEME CREATE A PLACE WITH A LOCALLY INSPIRED OR OTHERWISE DISTINCTIVE CHARACTER?

Due to the mixed nature of the surrounding area there is a limited amount of development with architectural merit within the vicinity of the site. The appearance of the proposed scheme incorporates some of the positive architectural details, themes and characteristics from nearby dwellings. The scheme will be generally constructed in red brickwork with gable roofs under a grey roof tile. Contrasting brickwork is proposed with simple entrance canopies and attractive window proportions.

6. WORKING WITH THE SITE AND ITS CONTEXT - DOES THE SCHEME TAKE ADVANTAGE OF EXISTING TOPOGRAPHY, LANDSCAPE FEATURES (INCLUDING WATER COURSES), TREES AND PLANTS, WILDLIFE HABITATS, EXISTING BUILDINGS, SITE ORIENTATION & MICROCLIMATES?

Due to the brownfield nature (northern half) of the site there are limited landscape, ecology, existing buildings or wildlife habitats to be retained. However the existing eastern and western tree belts are generally retained and the proposed soft landscaping to the public open space will provide opportunities for a mix of biodiversity within the site.

7. CREATING WELL DEFINED STREETS AND SPACES - ARE BUILDINGS DESIGNED AND POSITIONED WITH LANDSCAPING TO DEFINE AND ENHANCE STREETS AND SPACES AND ARE BUILDINGS DESIGNED TO TURN STREET CORNERS WELL?

Buildings have been carefully positioned to turn corners well, frame key views, define the northern and southern gateway into the site and provide positive frontage development to areas of public realm created.

8. EASY TO FIND YOUR WAY AROUND - IS THE SCHEME DESIGNED TO MAKE IT EASY TO FIND YOUR WAY ROUND?

Due to the small scale of the development, served from one access point it is very easy to find your way around the development. The street hierarchy is clear, with differing building types located throughout the layout to define the entrance to the site, close important vistas and turn corners well. The combination of these factors will make the scheme easy to navigate.

STREET & HOME

9. STREETS FOR ALL - ARE STREETS DESIGNED IN A WAY THAT ENCOURAGE LOW VEHICLE SPEEDS AND ALLOW THEM TO FUNCTION AS SOCIAL SPACES?

The primary streets are limited in length which will calm vehicle speeds along the main route into the site. The secondary streets are proposed to be shared surfaces which will naturally calm vehicle speeds and elevate the role of pedestrians. Streets are all well enclosed by the active edges of buildings and parking areas are well related to the street and front doors of the house ensuring social interaction and pedestrian activity on the street. Junction locations and changes in street direction will further reduce traffic speeds.

10. CAR PARKING - IS RESIDENT AND VISITOR PARKING SUFFICIENT AND WELL-INTEGRATED SO THAT IT DOES NOT DOMINATE THE STREET?

The Planning Layout has been designed to provide a mixture in car parking provision and siting to create an interesting street scene and ensure it is well integrated into the built form. For the lower density areas car parking is generally located to the side of properties, to medium density areas provision is provided to dwelling frontages, all car parking areas are adequately supervised to ensure they meet the 'secured by design' requirements.

11. PUBLIC AND PRIVATE SPACES - WILL PUBLIC AND PRIVATE SPACES BE CLEARLY DEFINED AND DESIGNED TO HAVE APPROPRIATE ACCESS AND BE ABLE TO BE WELL MANAGED AND SAFE IN USE?

The building arrangement serves to define the public and private realm well through the use of perimeter blocks and the active edges to proposed streets and proposed public areas, where required boundaries reinforce private areas.

The public open space to the southern boundary is fronted by plots

with pedestrian access through the attractive public open space to link with the existing public right of way.

Existing trees at the northern access are retained within proposed public open spaces, all overlooked from dwelling frontages.

12. EXTERNAL STORAGE AND AMENITY SPACE - IS THERE ADEQUATE EXTERNAL STORAGE SPACE FOR BINS AND RECYCLING, AS WELL AS VEHICLES AND CYCLES?

The proposed layout makes provision for sufficient storage space for bins and recycling to the rear or side of all dwellings in safe and secure locations to ensure that the build-up of bins along the streets is avoided which can look unsightly.

Where required paths are provided to rear garden areas of mid-townhouse properties for access.