



Design and Access Statement

Development at:
Keresforth Road, Dodworth



Persimmon Homes
April 2018

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1.0 | Introduction

1.0 Introduction



1.1 Introduction

This Design and Access Statement has been prepared by Persimmon Homes (West Yorkshire) in support of a full planning application for residential development of 146 dwellings on land to the north of Keresforth Road in Dodworth, which is a village within the Metropolitan Borough of Barnsley.

1.2 Purpose

This Design and Access Statement responds to the requirements of the Town and Country Planning Development Management Procedure Order (England) (Amendment) 2013 for applications of this type to be accompanied by a Design and Access Statement. The aims of the statement are to ensure design is integral to the development through the evaluation of the following criteria:

Use – What the buildings and spaces will be used for and how this fits with the surrounding context;

Amount – Why the amount of development will be built on site;

Layout – Why the buildings and public and private spaces have been arranged in a particular way, and how they relate to surrounding vernacular;

Scale – Why the buildings will be a certain height, width and length;

Landscaping - How open spaces will be treated to enhance and protect the character and contribute to the safety of places

Appearance - What the building and spaces could look like including examples of building materials and architectural details;

Vehicular and transport links – Details of access points and how the site responds to road network and public transport provision;

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

1.3 Context

This Design and Access Statement should be read in conjunction with the accompanying Planning Statement, Statement of Community Involvement as well as various other documents, drawings and technical reports which support the application.

2.0 | Site Context

2.0 Site Location and Context

2.1 Site Description

The site is located approximately 0.7km to the east of Dodworth village centre and 2.6km to south west of Barnsley Town centre (direct measurements). The site is located in close proximity to the M1 motorway which provides direct links to the cities of Sheffield (29km to the south) and Leeds (45km to the north)

The application site occupies an irregular shaped area of 5.66 hectares, which generally extends from north-west to south-east site. The red line boundary of the site is depicted in Figure 2.1.

The site is generally quite overgrown and is currently covered in rough grass sward with mature vegetation in the form of shrubs and trees situated around the perimeter of the site.

The site comprises previously undeveloped semi improved grassland and an area of mature trees along the southern and western boundaries. To the south and west of site are established residential areas and bordering the north west of the site is a slip road from junction 37 of the M1 motorway.

The site is accessible via Bark Meadows which currently serves as an access for agricultural vehicles.

Further references to 'the site' should be taken to mean the site as described above unless stated otherwise.



Fig 2.1: Application site boundary

2.0 Site Location and Context

2.2 Physical Context

Topography

The topography of the site is a relative steep gradient from north to south which gets steeper towards the southern part of the site; there is also a gradual fall from east to west. The low point of the site is situated in the south-eastern corner.

Landscaping

The existing landscape of the site consists of an undulating, overgrown agricultural field bordered by a semi-mature tree belt along the southern and western boundaries. The site is highly visible from the M1 motorway and Junction 37 slip road which is elevated from the site on the eastern boundary and gradually rises in a northerly direction – the site gets steeper in tandem with the slip road.

Flood Risk and Drainage

This application is supported by a Flood Risk Assessment and Drainage Strategy. The site is located in Flood Risk Zone 1 and the topography of the site means a sustainable drainage solution can be provided to positively drain surface water from the site without increasing flood risk elsewhere.

Trees

This application is supported by a Tree Survey and Arboricultural Impact Assessment. Higher value trees will be retained where possible and any loss of tree will be compensated for within a new planting scheme. There is an opportunity to positively respond to the existing tree belt in design terms.



Fig 2.2: General view of site, looking north from south of site.



Fig 2.3: Looking south across the Site, sloping away to woodland.

2.0 Site Location and Context

Ecology

This application is supported by a Preliminary Ecological Appraisal which includes a study of designated wildlife sites and records of protected or notable species.

The development site lies within the Impact Risk Zone for Pye Flatts Meadow SSSI. However, it is considered that the proposed development is not of a scale and nature which is likely to have an impact on the SSSI. There are no locally designated sites within the sphere of influence of the site.

It is also noted that habitats on site are not considered to represent a significant constraint and the site is unlikely to support any protected or otherwise notable flora or fauna.

Ground

This application is supported by a Geotechnical and Geo-environmental Site Investigation which contains the findings of a desk based study and a series of intrusive ground investigations.

Accessibility

This application is supported by a Transport Assessment and Travel Plan which sets out an accessibility appraisal of the development, in terms of travel time to key local facilities. As depicted in Figure 2.4, the site is located approximately 0.7km from Dodworth village centre and 2.6km south west of Barnsley town centre. Looking further afield, the site is located in close proximity to the M1 motorway which provides direct links to Sheffield City Centre (29km to the south) and Leeds City Centre (45km to the north).



Fig 2.4: Site Location in context of surrounding centres

2.0 Site Location and Context

Existing Land Uses and Character

Figure 2.5 depicts the existing land uses in the vicinity of the proposed development site. There is an extensive area of land to the west and south of the site which is currently in residential use.

Properties on Water Royd Drive and off-shooting cul-de-sacs including Bark Meadows (where access is proposed to the site) are predominantly large semi-detached and detached properties, seemingly constructed in the early 2000s from red and buff bricks.

Properties further north on Wareham Grove are a mixture of smaller two-storey dwellings and bungalows, built using a mixture of dark-red and buff bricks between the mid 1980s and late 1990s.

Other parts of Dodworth contain a broad range of housing types, styles and materials from the last 150 years including stone built terraces, rendered ex-authority housing and mock Tudor. Some buildings have shop frontages in the village centre.

There is a school and playing fields located centrally whilst there is also a Toby Carvery Pub and hotel complex close to the motorway junction. Fall Bank industrial estate lies just to the northwest of Dodworth beyond the train station.

The proposed development would form a natural extension to the existing developed edge of Dodworth, and would be contained by the M1 motorway.

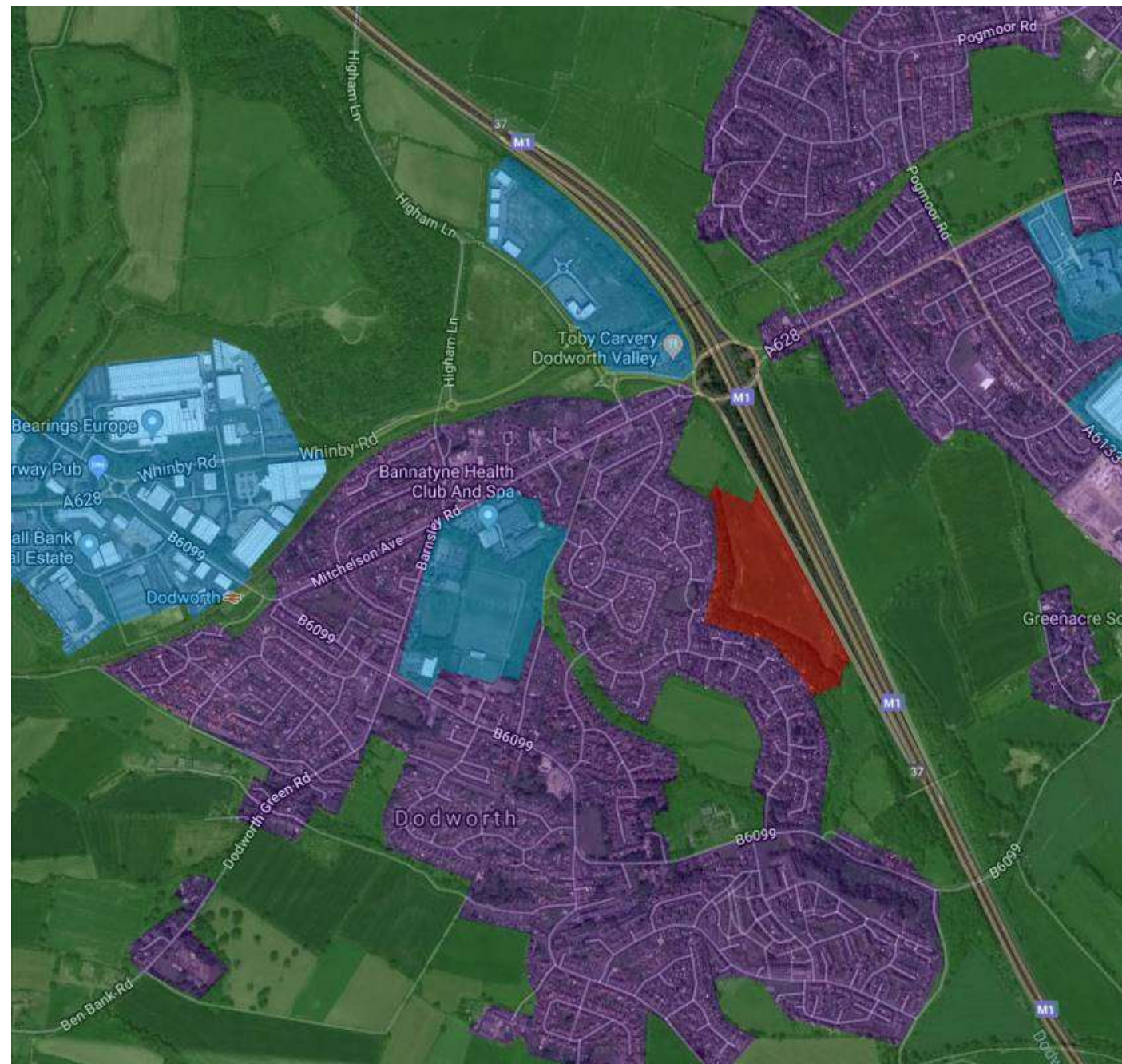


Fig 2.5: Existing Land Uses



2.0 Site Location and Context

2.3 Historic Context

This application is supported by an Archaeological Desk-based Assessment which contains an assessment of the significance of any recorded heritage assets within a 1km zone around the site.

There are no archaeological sites or finds within the proposed development area itself but there are 20 archaeological sites or historic buildings recorded in the study area or just beyond

The proposed development site has been in use as farmland since at least the mid 19th century and has remained undeveloped to the present day. Given the lack of development, the survival of earlier activity cannot be discounted.

2.4 Economic Context

There are a number of employment opportunities available within the vicinity of the site, either within Dodworth itself, the nearby industrial estate or in Barnsley. Transport links are easily available to the nearby economic hubs of Sheffield and Leeds.

2.5 Social Context

There are a number of schools within the walking catchment of the site including Keresforth Primary and Horizon community College. There is a supermarket, small convenience store and Post Office in close proximity to the site. There is also a range of pubs, restaurants and takeaway outlets in and around Dodworth. There is also a Medical Centre within 1.2km of the site.



Fig 2.6: Keresforth Primary School



Fig 2.7: Image showing Thornely Arms Public House and entrance to Apollo Court Medical Centre

3.0 | Development Framework

3.0 Development Framework

3.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in March 2012 and replaces virtually all previous national guidance. The introduction to the document confirms it should be a material consideration in the determination of planning applications. The NPPF sets out 3 key principles which planning should seek to adhere to. These include:

- Proactively drive and support sustainable economic development to deliver the homes and thriving places the country needs;
- Seek to secure high quality design and a good standard of amenity for all existing and future occupiers of land and buildings; and
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

In respect of decision-taking, the NPPF states that proposed development that accords with an up-to-date Local Plan should be approved (Para. 14). The document goes on to state there is a need to deliver a wide choice of high quality homes in order to create sustainable, inclusive and mixed communities (Para. 50).

The NPPF considers design matters and states the Government attaches great importance to the design of the built environment (Para. 56). As such developments should function well and add to the quality of an area, as well as optimising the potential of the site to accommodate development. Developments should be visually attractive and create safe and accessible environments (Para. 58).

The NPPF considers sustainability matters and states new development should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (Para. 96).



3.0 Development Framework

3.2 Local Development Framework

Barnsley Local Plan

Barnsley Metropolitan Borough Council (BMBC) are currently working on a new Local Plan which will replace the Core Strategy and Unitary Development Plan once adopted.

It considers the future use of all land within the borough, including Barnsley Town Centre, and establishes policies and proposals up to the year 2033. The Local Plan is to be used in the consideration of planning applications and to coordinate investment decisions that affect the towns, villages and countryside of Barnsley.

The Local Plan includes policies to deliver:

- housing;
- retail, leisure and commercial development;
- education, health, police and community facilities;
- support for transport, minerals, waste, energy, telecoms, water supply and sewage treatment;
- energy, including renewable sources;
- the protection and improvement of historic and countryside areas;
- the protection of homes and properties from flooding.

BARNSLEY 
 **Local Plan**

3.0 Development Framework

Statutory Development Plan

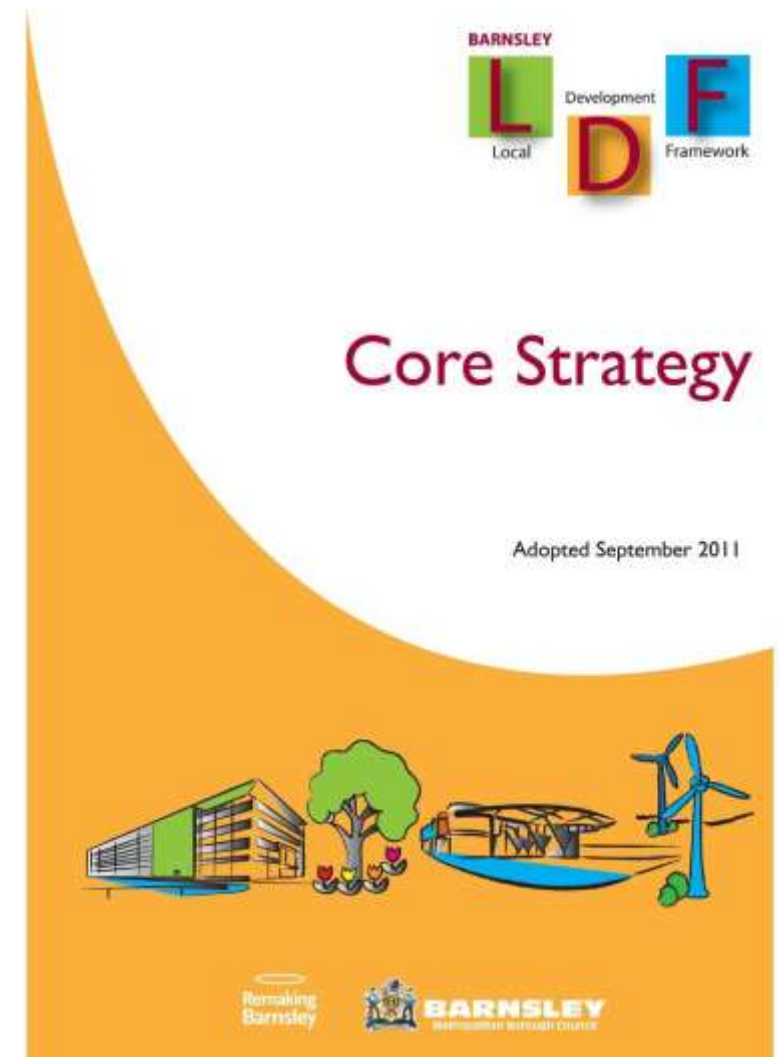
Prior to the adoption of the Barnsley Local Plan, a Statutory Development Plan consisting of the following documents will be in place:

Core Strategy – sets out long term strategic policies for Barnsley’s development and informs decisions on planning applications;

Unitary Development Plan - contains both borough wide development strategies and specific policies for development in different areas as well as detailed maps;

Joint Waste Plan - created in partnership with Doncaster and Rotherham councils and runs until 2026. It shows how waste will be dealt with across the boroughs and it is to be retained alongside the new Local Plan once adopted;

Education Sites Development Plan – this gives details of land which was allocated for new schools in the borough and it is to be retained alongside the new Local Plan once adopted;



3.0 Development Framework



3.3 Design Policies

Relevant planning and technical policies from the Core Strategy, Unitary Development Plan and emerging Local Plan are discussed within the accompanying Planning Statement. Some of the relevant design based policies from the Core Strategy are set out in the table below:

Policy No.	Policy Name	Policy Detail
CSP₃	Sustainable Drainage Systems (SuDs)	Policy CSP ₃ states all development will be expected to use Sustainable Drainage Systems (SuDS) and only in exceptional circumstances, where it can be demonstrated that all types of SuDS are impractical, will other drainage management systems be permitted.
CSP₅	Including Renewable Energy in Developments	Policy CSP ₅ deals with the requirements for including renewable energy in developments and states all development of 10 or more dwellings will be expected to incorporate decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce the development's carbon dioxide emissions by at least 20% for applications submitted after 2015
CSP₁₄	Housing Mix and efficient use of land	Policy CSP ₁₄ states that housing proposals will be expected to include a broad mix of house sizes, types and tenures to help create mixed and balanced communities. Homes must be suitable for different types of households and be capable of being adapted to meet the changing needs of the population. A minimum of 40 dwellings per hectare should be achieved unless sustainable design or viability reasons dictate otherwise.
CSP₂₅	Sustainable travel	New development will be expected to be located and designed to reduce the need to travel as well as being accessible to public transport and meet the needs of pedestrians and cyclists.
CSP₂₉	Design	Policy CSP ₂₉ sets out design principles and states high quality development will be expected, that respects, takes advantage of and enhances the distinctive features of Barnsley. Residential developments of ten or more dwellings should score a minimum of a 'good' rating in the Building for Life Assessment.
CSP₃₇	Landscape Character	Policy CSP ₃₇ states that development will be expected to retain and enhance the character and distinctiveness of the individual Landscape Character Area in which it is located (as defined by the Landscape Character Assessment of the Barnsley Borough, 2016 review).

4.0 | Opportunities and Constraints

4.0 Opportunities and Constraints

4.1 Key Design Principles and Objectives

The key principles which have driven design are the irregular shape of the site, the reliance on access being taken from Bark Meadows and the requirement to retain the existing tree belt around along the southern and western boundaries.

The objective is to respond to development principles and create a policy compliant layout which capitalises on the development opportunities and overcomes constraints.

4.2 Opportunities and Constraints

A visual representation of the opportunities and constraints associated with the development site is depicted in Figure 4.1.

The opportunities and constraints are discussed in greater detail overleaf.



Fig 4.1: Opportunities and Constraints Plan

4.0 Opportunities and Constraints



4.3 Development Opportunities

Topography/ Surface Water Drainage - the site slopes generally from north to south, with it's lowest point situated in the south-eastern corner. This provides the opportunity for surface water to be positively drained from the site and discharged into the nearby watercourse (Dodworth Dike);

Tree Belt – The existing tree belt along the southern and western boundaries provides a natural screen between the surrounding existing properties and the proposed development site. This also presents the opportunity to orientate dwellings to take advantage of this outlook;

Pedestrian Linkages – The location and setting of the site provides the opportunity to create footpath links to the existing rights of way network, thereby encouraging use of local amenities via sustainable modes of transport;

Access – There is an existing agricultural access from Bark Meadows which forms a logical point to provide vehicular access to the proposed development site;

Future Development – The roads within the proposed development site have be designed so that the delivery of the remainder of the emerging housing allocation is not prohibited;

4.4 Development Constraints

Access – Limited options for vehicular access, Bark Meadows only viable solution;

Foul Drainage – Surface water can be positively drained, however topography of site and location of existing sewers means foul would need to be pumped away from site;

Noise – The M1 motorway and slip road presents an obvious noise source that will need to be mitigated against through design. Proposed dwellings will need to be orientated to minimise the noise impact, the use of acoustic fencing and alternative ventilation may also be required;

Quarry High Wall – Runs across the centre of proposed development site, appropriate remediation will need to be incorporated into proposals.

5.0 | Design Formulation

5.0 Design Formulation

5.1 Initial Sketch Layout

An evaluation of the opportunities and constraints led to the creation of the initial sketch layout, shown in Figure 5.1.

Vehicular access is shown to be taken from Bark Meadows with primary access routes extending in a general northerly direction to connect with secondary and tertiary streets and finally private drives.

The existing tree belt has been retained and an appropriate stand-off has been included to avoid damage to tree roots.

Dwellings are shown generally to be orientated facing away from the tree belt and towards to M1 Motorway and slip road.

An area of Public Open Space is shown in the southern part of the site which also acts as a surface water attenuation area to allow surface water to be discharged at a controlled rate.

5.2 Pre-Application Enquiry

The initial sketch layout was submitted to Barnsley Metropolitan Borough Council on 29th November 2017 as part of a pre-application enquiry.

A pre-application meeting was held on 25th January 2018 and a full pre-application response was received on 27th February 2018.

Full details of the pre-application response can be found in the accompanying Planning Statement. Comments from planning and technical officers were incorporated during the progression of the scheme proposals.



Fig 5.1: Initial Sketch Layout

5.0 Design Formulation

5.3 Public Consultation

The initial sketch layout was given some additional context to become the 'Public Consultation Layout', shown in Figure 5.2, which formed part of a letter-drop exercise.

This version of the layout is a replica of the initial sketch layout but includes a wider perspective of the existing residential areas around the proposed development site. The plan also shows the potential access to a future phase of development to the south.

A number of residents in the vicinity of the site received letters and a copy of the 'Public Consultation layout' at the end of November 2017 and were invited to provide comments and feedback prior to 20th December 2017.

Comments from the public were taken on board and considered as part of the design evolution. Full details and analysis of the public consultation comments are contained in the accompanying Statement of Community Involvement.



Fig 5.2: Public Consultation Layout

6.0 | Design Solution

6.0 Design Solution

6.1 Final Layout

Feedback from the Public Consultation exercise and from the pre-application process was brought together with the findings of some of the technical work to evolve the scheme proposals to become the final site layout, shown in figure 6.1.

Whilst the principles of the initial sketch layout have remained, some subtle variations have been made to the configuration of the internal road network and housing layout.

The remainder of this chapter discusses the key elements of the design proposals as follows:

1. Amount of development and schedule of accommodation;
2. Scale and Appearance;
3. House-types and Streetscenes;
4. Movement Hierarchy;
5. Landscaping
6. Boundary Treatments;
7. Parking Provision;
8. Designing out Crime



Summary of Development

Amount: 146 dwellings

Storey Heights: 2 and 2.5

Type: Detached, semi-detached and terraced style properties

Accommodation: A mix of 2, 3 and 4 bedroom properties

•Public Open Space

•Access

•Car Parking

•Ancillary works

Fig 6.1: Final Layout

6.0 Design Solution

6.2 Schedule of Accommodation

This Design and Access Statement supports a planning application for the erection of 146no. dwellings with associated access, parking, public open space and other associated ancillary works.

Figure 6.2 shows the schedule of accommodation which is derived from the submitted version of the planning layout.

The majority of dwellings will have 3 or 4 bedrooms in recognition of the need for family housing in this area.

2.5 storey dwellings will incorporate a room in the roof in order to increase the amount of living space without increasing the footprint.

In accordance with Core Strategy Policy CSP14, a broad mix of house-types and styles has been chosen to reflect the market area and current demand for certain property types.

Properties highlighted in yellow will be designated as Affordable Housing and will not be able to be sold on the open market. The Affordable Housing allocation will represent 5% of the overall number of proposed dwellings. The justification for this reduced offer in comparison to the Policy requirement is discussed in the Planning Statement and in greater detail in the accompanying Viability Assessment.

HOUSETYPE	STYLE	BED NO.	STOREY HEIGHT	SQ. FT	NO. OF UNITS	TOTAL SQ. FT	% OF HOUSE-TYPE
ALNWICK	SEMI/TER	2	2	638	3	1914	2
BICKLEIGH	SEMI/TER	3	2.5	911	4	3644	3
ALNWICK	SEMI/TER	2	2	638	20	12760	14
HANBURY	SEMI/TER	3	2	761	26	19786	18
RUFFORD SEMI	SEMI	3	2	870	12	10440	8
BICKLEIGH	SEMI/TER	3	2.5	911	7	6377	5
SOUTER	SEMI/TER	3	2.5	951	9	8559	6
RUFFORD DET	DET	3	2	870	12	10440	8
HATFIELD	DET	3	2	969	12	11628	8
CLAYTON CORNER	DET	3	2	999	7	6993	5
ROSEBERRY	DET	4	2	1096	11	12056	8
KENDAL	DET	4	2	1153	7	8071	5
CHEDWORTH	DET	4	2	1222	3	3666	2
WINSTER	DET	4	2	1275	9	11475	6
LUMLEY	DET	4	2.5	1220	4	4880	3
TOTAL					146	132689	100

Fig 6.2: Schedule of Accommodation

6.0 Design Solution

6.3 Amount of Development

Figure 6.3 is an urban grain plan showing the density of the existing properties in the local area, with the proposed scheme overlaid. It is clear from the plan that the density of the proposed development is consistent with that of the local area.

The gross site area is 5.66 hectares and the net developable site area (without the tree belt and POS areas) is 3.5 hectares.

Taking the gross site area, the proposed density of development equates to 25 dwellings per hectare. However, if considering the net developable site area, the proposed density of development increases to 41 dwellings per hectare. A figure which is consistent with Core Strategy Policy CSP14.

In addition, the amount of development proposed is compliant with emerging Local Plan Policy H7 and, proportionally with the wording in the Policy Text of draft Housing Allocation H19 – Site north of Keresforth Road.

Public open space accounts for 0.77 hectares, not including the existing tree belt, which accounts for around 15% of the total site area.

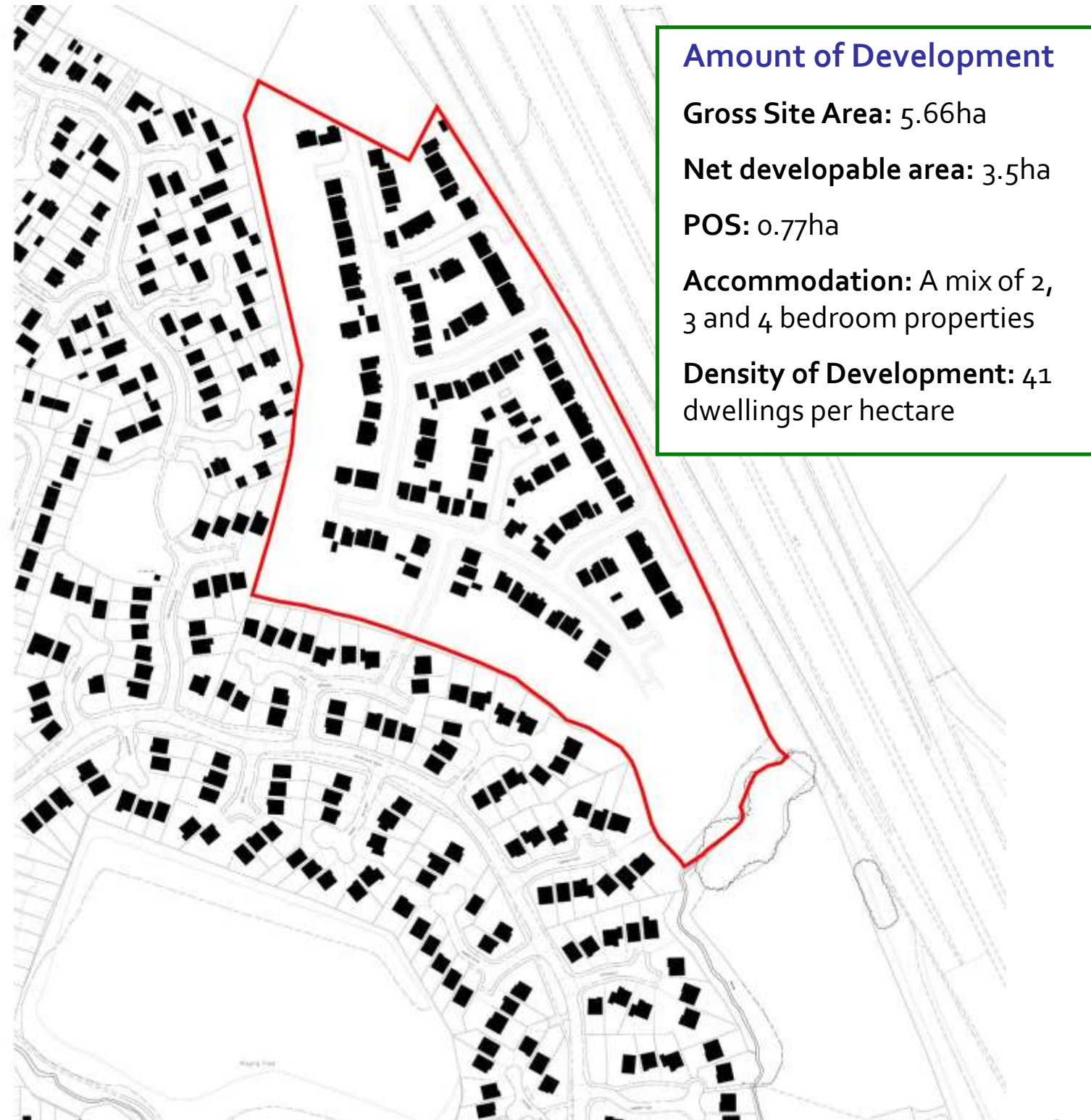


Fig 6.3: Urban Grain Plan

6.0 Design Solution

6.4 Scale and Appearance

Figure 6.4 provides a visual representation of the storey heights of the proposed built accommodation.

The heights of the proposed buildings have been designed to respond to the character of the space and streets to which they relate. The scheme proposes a typical residential estate comprising a standard range of family properties in line with the market demands of the area, at an appropriate scale which is in keeping with surrounding development.

The majority of proposed dwellings are 2 storeys. 2.5 storey dwellings have been positioned at key vistas and typically in central areas or at the focal point of streets to provide visual interest and enhance the streetscene.

Single storey detached garages are used to serve as parking/storage for certain dwellings but also to break up the dominance of two storey dwellings, enhancing the streetscene and creating a degree of visual interest.

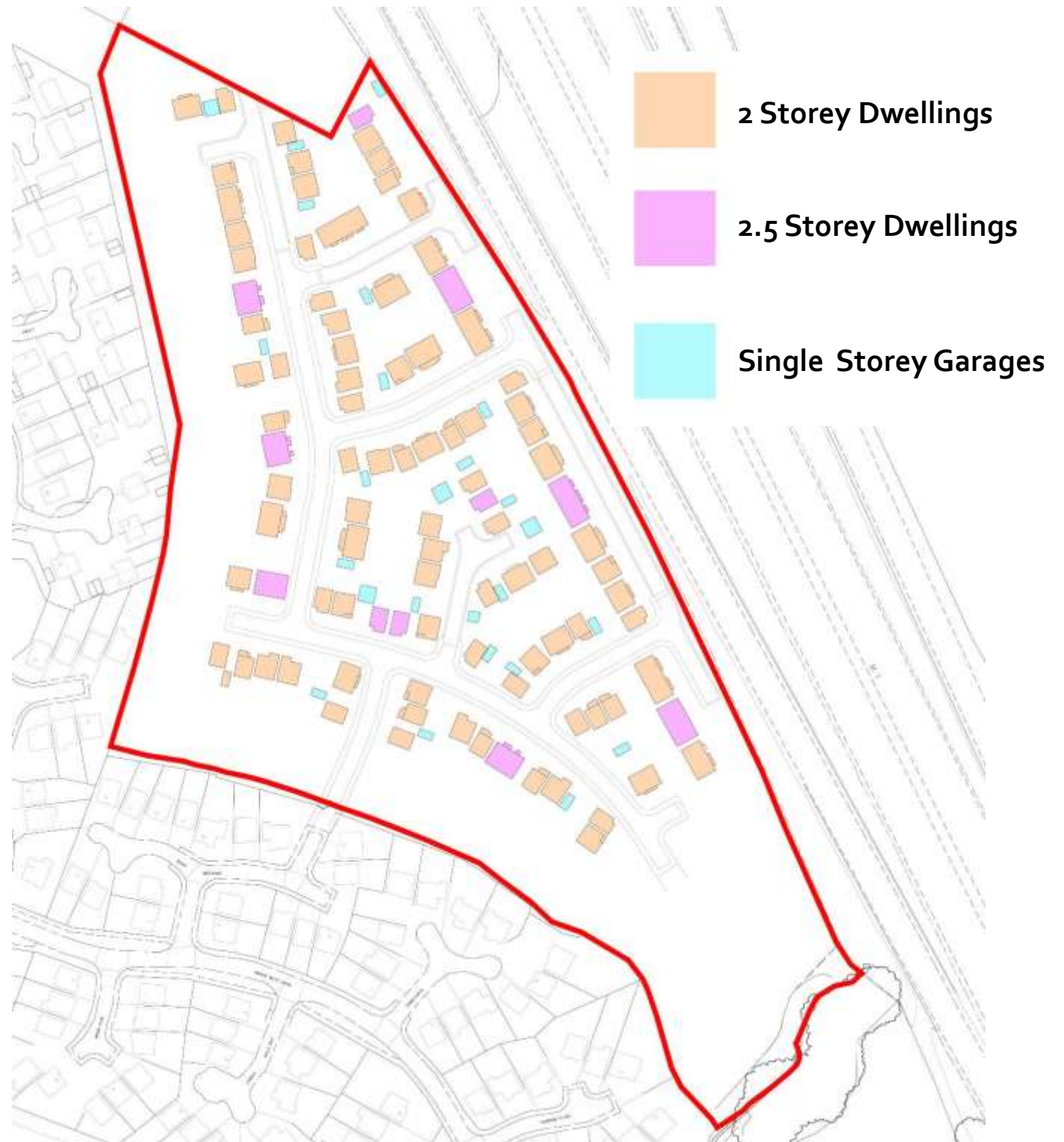


Fig 6.4: Scale and Appearance Plan

6.0 Design Solution

6.5 House Types

Figures 6.5-6.16 are CGI images representative of the proposed Persimmon house-types for this development. Indicated materials are for illustrative purposes only and details will need to be agreed as part of a suitably worded planning condition.



Fig 6.5: The Alnwick



Fig 6.6: The Bickleigh



Fig 6.7: The Souter

6.0 Design Solution

6.5 House Types

Figures 6.5-6.16 are CGI images representative of the proposed Persimmon house-types for this development. Indicated materials are for illustrative purposes only and details will need to be agreed as part of a suitably worded planning condition.



Fig 6.8: The Hanbury



Fig 6.9: The Rufford



Fig 6.10: The Hatfield

6.0 Design Solution

6.5 House Types

Figures 6.5-6.16 are CGI images representative of the proposed Persimmon house-types for this development. Indicated materials are for illustrative purposes only and details will need to be agreed as part of a suitably worded planning condition.



Fig 6.11: The Clayton Corner



Fig 6.12: The Roseberry



Fig 6.13: The Chedworth

6.0 Design Solution

6.5 House Types

Figures 6.5-6.16 are CGI images representative of the proposed Persimmon house-types for this development. Indicated materials are for illustrative purposes only and details will need to be agreed as part of a suitably worded planning condition.



Fig 6.14: The Kendal



Fig 6.15: The Lumley



Fig 6.16: The Winster

6.0 Design Solution

6.6 Streetscenes

Figure 6.17 depicts an extract of the streetscene drawing that has been devised to demonstrate the relationship of the proposed built development.

The aim has been to create attractive frontages and minimise the number of blank elevations.

Dual elevations house-types are used wherever possible on corners to create more of a continuous built form.

Frontage planting and landscaping are used to add further visual interest, discussed further in section 6.8

A range of parking solutions are incorporated and side parking is used to break up the built form at key intervals, other parking solutions are discussed in section 6.11.



Fig 6.17: Indicative Streetscenes

6.0 Design Solution

6.7 Movement Hierarchy

Figure 6.18 depicts the movement hierarchy plan for the site, in line with Policy CSP 25.

The design solution has sought to create a hierarchy of movement through which there is a clear and natural transition from the main access road through to secondary routes, tertiary streets and private drives.

The primary vehicular access is proposed to be taken from Bark Meadows which is an existing cul-de-sac serving approximately 18 dwellings. A junction is formed within the site where the primary street splits in an easterly and westerly direction. The western spur then heads north. Primary streets are a minimum of 5.5m wide with 2m footways on either side.

A number of secondary streets spur off from the primary streets, these are a mixture of standard street types and shared surfaces.

Tertiary streets or private drives are limited to serving a maximum of 5 dwellings.

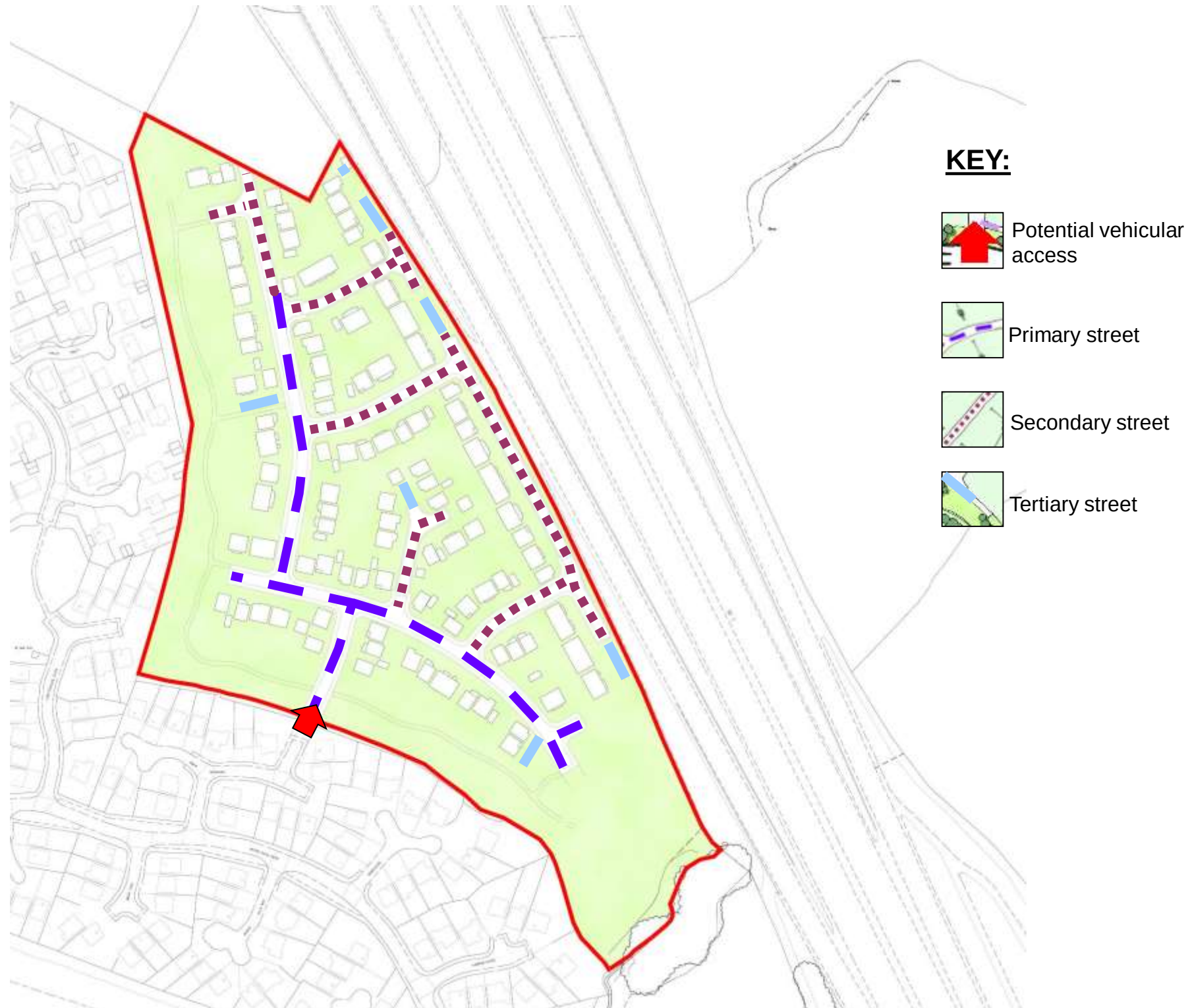


Fig 6.18: Movement Hierarchy Plan

6.0 Design Solution

6.8 Landscaping

Figure 6.19 is the landscape masterplan for the scheme, which is also submitted as a standalone drawing with this application.

The key landscape principles are as follows:

- Retention and protection of the existing tree belt;
- Formation of a planting buffer to soften edge of built development from the vantage point of the M1 motorway slip road;
- Planting within plot frontages to break up hard lines of the buildings and create focal points within the development;
- Wildflower meadows and native shrubs planted around attenuation basin in line with SuDs recommendations and Policy CSP₃ of the Core Strategy;
- Hedgerow planting to delineate plot boundaries and improve screening;
- A mix of evergreen and deciduous shrubs to be planted in selected front gardens to soften built form and provide a valuable food source for birds and invertebrates.

It is considered that the proposed landscape masterplan is compliant with the principles of Core Strategy Policy CSP₃₇.



Fig 6.19: Landscape Masterplan

6.0 Design Solution

6.9 Boundary Treatments

Figure 6.20 depicts a selection of the proposed boundary treatments to be used throughout the site.

1800mm Close Boarded Fence

This fence type is typically used to delineate the rear boundaries of dwellings but can also be used as the side boundary of a rear garden.

450mm Timber Knee Rail

Knee rails are used to demarcate front gardens or to distinguish between the public and private realm, i.e. on the edges of public open spaces.

900mm Railings

Railings are typically used as an alternative to knee rails where a more robust and defensible boundary treatment is required.

1800mm Screen wall and Fence

Screen walls and fence panels are used as boundary treatments where dwellings are side on to roads. This is to establish a more a robust and defensible boundary to protect against accidents associated with vehicles veering from roads.



Fig 6.20: Proposed Boundary Treatments: (Clockwise from top left) 1800mm close boarded fence; 450mm timber knee rail; 900mm railings; 1800mm screen wall and fence.

6.0 Design Solution

6.10 Parking Provision

A strategy for the provision of parking within the layout has been developed as a fully integrated urban design component, compliant with relevant statutory guidance on parking provision.

A range of parking solutions are proposed as depicted by figures 6.21-6.25.

Rear Access Parking – This parking solution is provided to remove vehicles entirely from the site frontage in certain parts of the site.

Plot Frontage Parking – The use of this type of parking is limited but is typically provided in areas away from primary routes and key vistas within the site.

Parking Alongside Dwelling – This solution is used along main routes through the site to limit the amount of frontage parking, breaking up the built form and enhancing the streetscene.

External Garages – Garages provide a secure off street parking solution and can be detached or alongside dwellings and are typically combined with one or two parking bays in front.

Drive & Integral Garage Parking – This type of parking is typically combined with an integral garage to reduce the amount of parking in front of dwellings.



Figure 6.21: Rear access Parking



Figure 6.22: Plot Frontage Parking



Figure 6.23: Parking alongside dwelling



Figure 6.24: External detached garage

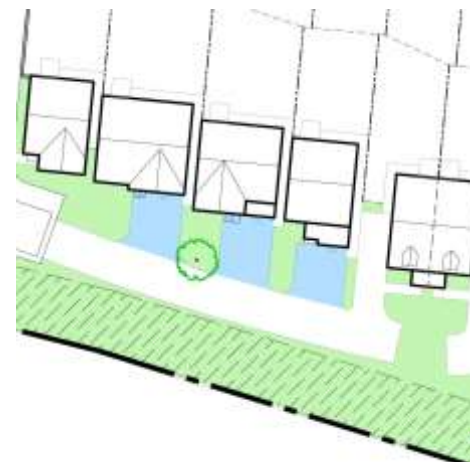


Figure 6.25: Drive and Integral Garage

6.0 Design Solution

6.11 Designing out Crime

Paragraph 58 of the NPPF states that new developments should create safe and accessible environments where opportunities for crime are designed out. The following principles have been incorporated into the scheme proposals in the interests of designing out crime.

Surveillance

Figure 6.26 depicts the keys aspects of dwellings that will allow for natural surveillance of streets. The proposed fenestration of dwellings responds to the street with largely outward facing development. Dual elevation plots ensure surveillance is maximised at key junctions. The POS areas and existing tree belt both have an adequate amount of surveillance.

Delineation of the public and private realm

Public and private spaces will be clearly defined through a combination of hard and soft boundary treatments in front gardens. The aim of this arrangement is to minimise the potential for anti-social behaviour.

Rear Gardens

Rear gardens are generally proposed to be plotted against each other. Where rear access paths are required, gates are provided to prevent casual trespassing.

Boundary Treatments

Discussed in section 6.9, robust boundary treatments used where necessary.



Fig 6.26: Key Aspects within development plan

7.0 | Sustainability

7.0 Sustainability



7.1 Introduction

The proposal presented in this document 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.

7.2 Social Roles

The following points demonstrate how the scheme is sustainable from a social perspective:

Education – The site will help support the local education institutions through an influx of new families to the area. In addition, the site is well placed to access primary and secondary schools, additional school places can be funded through a S.106 contribution if required;

Health – The site has good access to local healthcare facilities within Dodworth. In addition, the improvements of public access to open space and walking/cycling networks will help to encourage outdoor activities and exercise;

Crime – The scheme has been designed to incorporate some of the key principles of Secure by Design. An increased population of residents living on the site 24/7 will improve the security and ownership of the area through enhanced activity and surveillance.

Culture, leisure and recreation – The proposals will enable access to open space and recreational opportunities for the wider community;

Housing Community Cohesion – The site would contribute to a well-balanced and mixed community. It provides the opportunity for a balanced housing mix, including the potential to provide homes for the elderly and disadvantaged people through the provision of affordable housing;

Greenspace - The development provides the opportunity to deliver a meaningful new publically accessible green space. This also offers the potential to enhance connectivity to the wider countryside and network of footpaths and cycleways.

7.0 Sustainability



7.3 Environmental Roles

The following planning benefits shows how the scheme is sustainable from an environmental perspective:

Biodiversity or Geological Interests – Key ecological features will be retained and enhanced;

Flood Risk – The development is outside of any Flood Zones and the proposals will incorporate appropriate sustainable drainage measures;

Transport Network – The site has good access to local facilities, opportunities to promote sustainable travel will be considered through the accompanying Travel Plan;

Landscape – The design of the proposal gives due care and attention to the principles of the landscape setting, to ensure that any potential impact is mitigated against through the implementation of a quality landscape scheme providing an appropriate level of screening from the M1.

7.4 Economic Roles

The following planning benefits show how the scheme is sustainable from an economic perspective, the figures are indicative and are calculated using an economic toolkit developed for Persimmon PLC:

- Creation of **59** direct construction jobs per year of construction (jobs on site and through subcontractors);
- Creation of **89** indirect and induced jobs per year of construction (jobs in supply industries etc);
- Gross Valued Added (GVA) per annum = **£10,196,743**;
- Optional Extras Total Spend (expenditure on upgrades from standard specification) = **£584,000**;
- First occupation total retail spend = **£730,000** (i.e. spend on ancillary goods such as home furnishings and services);
- Total gross household expenditure per annum (ongoing) = **£3,501,430**.

8.0 | Building for Life

8.0 Building For Life



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

- 1. Connections** a number of existing connections into the site will be reinforced via new dedicated footpath links to surrounding networks. A new vehicular connection is proposed via a priority junction and numerous pedestrian only connections are included.
- 2. Facilities & Services** It has been demonstrated that there are a number of amenities reachable within Dodworth via sustainable means of transport. Connections and accesses further encourage walking, cycling and public transport to reach these facilities.
- 3. Public Transport** The nearest bus stops are on the B6449, within 700m of the site. Dodworth railway station is 1.3km west of the site.
- 4. Meeting Local Housing Requirements** The provision of 2, 3 and 4 bedroom properties reflect the local housing market needs and policy.
- 5. Character** The development has been designed to coordinate with the character of the area.
- 6. Working with the site and its Context** The design of the site has been informed by the context of the surrounding area.
- 7. Creating well defined streets and spaces** All dwellings front on to the streets and dual elevation properties are used at key points.
- 8. Easy to find your way around** Dwellings are orientated and streets are laid out to assist navigation.
- 9. Streets for all** The street pattern has been designed to specifically favour pedestrian use and reduce vehicular speeds.
- 10. Car Parking** has been well integrated within the development and does not dominate the streetscape.
- 11. Public and Private Spaces** Through a variety of boundary treatments and landscaping there will be a clear delineation of the public and private realm. Natural surveillance has been incorporated through outward facing aspects which will lead to a safe and secure development.
- 12. External Storage and Amenity Space** Each dwelling will have adequate space for bin storage and cycle storage can be accommodated in garages for those properties which feature them.



9.0 Summary

This Design and Access Statement demonstrates how the proposals for the erection of 146 dwellings with associated access, car parking, public open space and associated ancillary works has had due consideration and regard for various design principles and guidance set out in planning policy.

A combination of technical and design constraints/opportunities, policy restrictions and technical considerations led to the design of the initial site layout. The scheme proposals then went onto evolve through a detailed analysis of necessary access considerations and the overall scheme concept.

Further evolution in terms of producing a final detailed site layout was enabled through feedback from stakeholders and the Local Planning Authority.

It is our belief that the proposals set out and explained through this Design and Access Statement provide a clear and robust proposal for supporting a residential development.

Subject to approval, we believe the development will provide an appropriate mix of living accommodation in a sought after area, with the added benefit of being able to provide a number of sustainable betterments and planning gains.

Development Summary

No. of Dwellings

146

Gross Site Area

5.66ha

Net Developable Area

3.5ha

Public Open Space

0.77ha

Type of Accommodation

Detached, semi-detached
and terraced

Storey Heights

2 and 2 ½ Storey

Bedroom Range

2, 3 and 4

Density

41 dwellings per hectare

Affordable Housing

5%