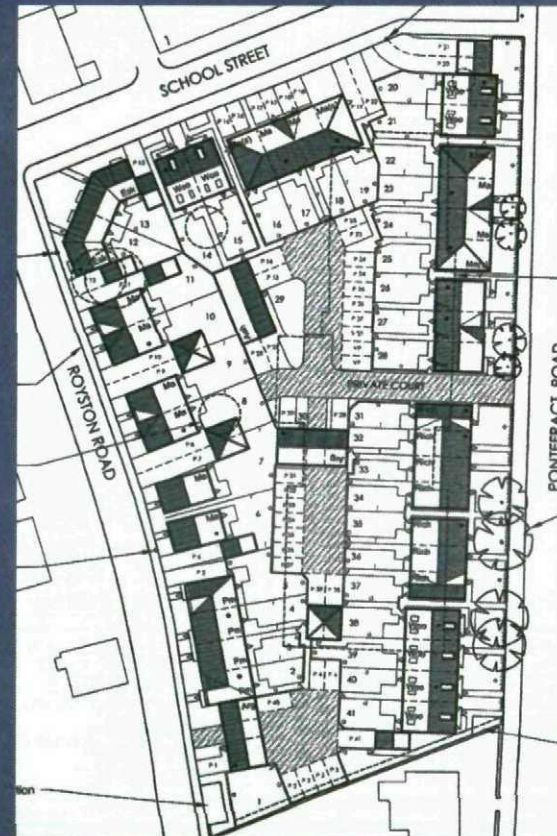


DESIGN AND ACCESS STATEMENT

IN SUPPORT OF APPLICATION FOR PLANNING PERMISSION MADE ON BEHALF OF BARRATT SHEFFIELD

RESIDENTIAL DEVELOPMENT AT THE FORMER PONTEFRACT ROAD PRIMARY SCHOOL, CUDWORTH



SIGNET PLANNING
VISION | STRATEGY | ACTION

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2

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INTRODUCTION

SECTION 1: INTRODUCTION

- 1.1 Signet Planning has been instructed by Barratt Sheffield to prepare a Design and Access Statement in relation to the full planning application for residential development on the former Pontefract Road Primary School site in Cudworth, South Yorkshire.
- 1.2 This Statement should be considered and read in conjunction with the accompanying documents, particularly the following drawings:

<u>Drawing No.</u>	<u>Title</u>
	Site Location Plan
SPL43/01	Planning & Landscape Layout
2006/ARG/01	2006 Argyll Statesman Range, Plans & Elevations
2006/MAI/02	2006 Maidstone Statesman Range, Plans & Elevations Semi-detached and terraced
2006/RIC/04	2006 Richmond Statesman Range, Plans & Elevations Semi-detached and terraced (no bin store) (all brick)
2006/WOO/01	2006 Woodcote Embassy Range Plans & Elevations Semi-detached units
2089/FESK/02	Feskdale—Embassy Range, Elevations
2089/FESK/03	Feskdale—Embassy Range Ground Floor Layout End & Mid Terraced units
2089/FESK/04	Feskdale—Embassy Range First Floor Layout End & Mid Terraced units
2006/AST/01	Ashton (LD) Statesman Range, Plans & Elevations

- 1.3 The purpose of this Statement is to examine the character and structure of the development and in accordance with the requirements of a Design and Access Statement defined within DCLG Circular 01/2006 'Guidance on Changes to the Development Control System'.



- 1.4 In order to consider and explain the principles and concepts that have been applied to particular aspects of the proposal, this Statement is divided into the following sections.

Section 1: Introduction - Outlines the background and purpose of the document.

Section 2: Assessment - An assessment of the site and its surroundings in terms of the physical, socio-economic and planning context.

Section 3: Involvement - Outlines the involvement of the various stakeholders, the consultation undertaken and its key findings.

Section 4: Evaluation and Design Objectives – Identification of site constraints and opportunities in order to establish the design objectives which underpin the development of the site.

Section 5: Design Proposals – Presentation of the design proposals, including the uses proposed, the amount, layout and scale of development, landscaping and appearance.

Section 6: Accessibility— Highlights how the scheme will be accessed by pedestrians, private vehicles and public transport.

Section 7: Summary – Provides an overview of how the development proposals achieve the development principles and the design objectives established.

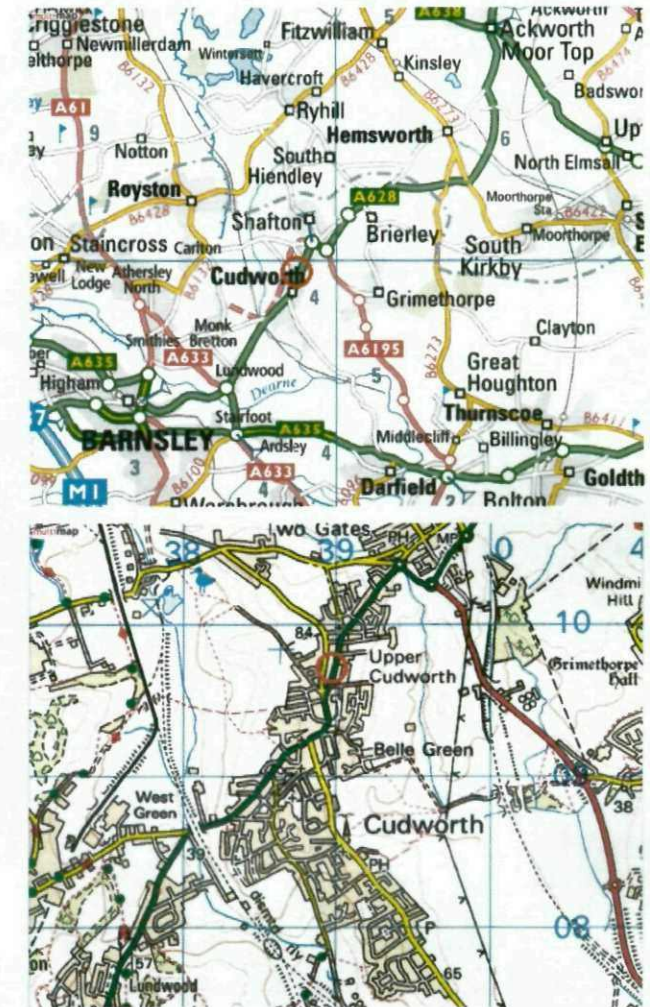


ASSESSMENT Cudworth

5

Cudworth

- 2.1 The subject site is located in the settlement of Cudworth, a semi rural village on the outskirts of Barnsley, roughly 5 miles from Barnsley town centre and has a population of approximately 10,000. Cudworth is located to the north east of Barnsley along the A628 road linking Barnsley and Pontefract.
- 2.2 Cudworth has a busy village centre with a variety of retail and community facilities which serve the area, indeed it is designated within the Barnsley UDP as a Principle Shopping and Commercial Centre. This centre is surrounded by housing and green belt countryside. A new school has recently been constructed in the area offering improved facilities, consequently the former school facility is now surplus to requirements.
- 2.3 Clearly, from the accompanying maps it can be identified that the settlement has excellent access to the motorway network lying in between the M1 and A1, both of which are within a 15-20 minute drive. Furthermore regular bus services run from Pontefract Road connecting into Barnsley and the wider area via the following services: -
- No 32: Cudworth to Barnsley
 - No 35: Pontefract—Hemsworth—Barnsley
 - No 36: South Elmsall—Grimthorpe—Barnsley
 - No 37: Grimethorpe—Barnsley
 - No 46/47: Pontefract—Upton—Barnsley



ASSESSMENT Surrounding Uses

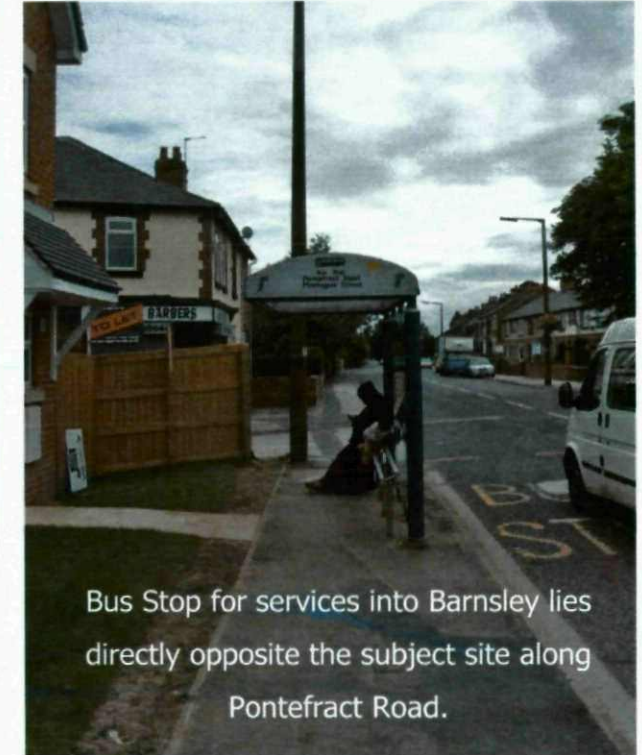
6



Local shopping parade to the north of the primary retail and shopping area in Cudworth which is within 100m of the subject site comprising small shops including a local newsagent and post office. The bus stop for services out of Barnsley is located here.



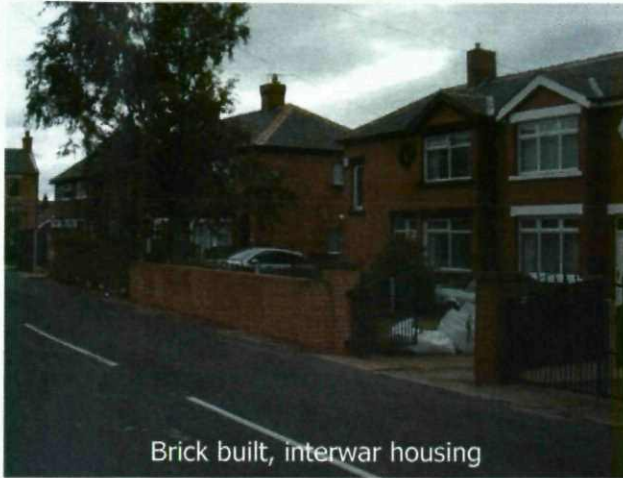
The newly constructed Cherry Dale School (which replaces the former school buildings on the subject site) is located to the west of the subject site.



Bus Stop for services into Barnsley lies directly opposite the subject site along Pontefract Road.

ASSESSMENT Residential Character

7



Brick built, interwar housing



Interwar terraced housing



Brick built, interwar housing



Interwar terraced housing



Modern residential development



1960s/70s Bungalow



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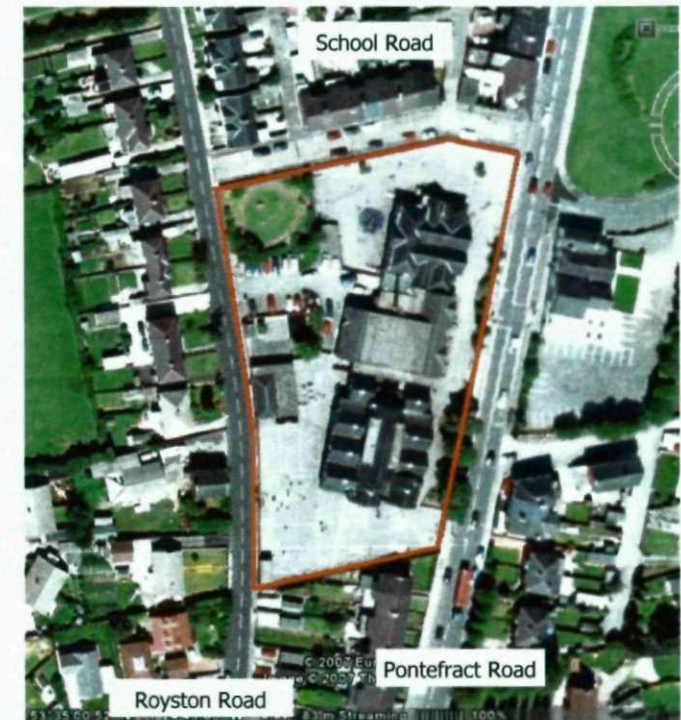
ASSESSMENT

Former Pontefract Rd Primary School

8

Former Pontefract Road Primary School Site

- 2.4 The subject site consists of the former Pontefract Road Primary School Site, which is now vacant following the construction of a new school facility to the west of the site.
- 2.5 The aerial photograph indicates that the existing former school buildings are located on the eastern half of the site, fronting onto Pontefract Road. Two minor 'outbuildings' are located at the centre along the western half of the site. The remainder of the site consists of the 'play areas' which are predominantly hard standing with the exception of the north east corner of the site which consists of an area of green space. The former school buildings are becoming subject to vandalism and are scheduled to be demolished in the near future.
- 2.6 Vehicular access to the site is taken from the western boundary along Royston Road, pedestrian access can be taken from a variety of points on the site, with the main pedestrian access being located at the centre of eastern boundary along Pontefract Road. The site is enclosed by steel fencing and brick walls, gates are now locked and consequently there is no access onto the site for security purposes.



ASSESSMENT Site Views

9

Western Elevations of former school buildings



1



Existing entrance off Royston Road

2



3

Eastern Elevations of former school buildings



4



Existing mature trees along street frontage

5



6

Other Views



South Elevation

7



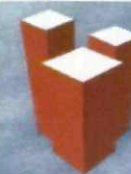
Existing mature trees along street frontage

8



Fence enclosing playground

9



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Site Boundaries

- 2.7 In terms of the boundaries to the site the longest boundaries are the eastern and western boundaries which are both enclosed by roads, Pontefract Road and Royston Road respectively. The eastern boundary is characterised by the frontages of the school buildings and a low brick wall with railings above and a number of mature trees which line this boundary (see photos 4-9). New residential development of 2/3 storeys in height is located on the other side of the street providing a strong street frontage (see photos 10-11)
- 2.8 The western boundary comprises a brick wall approximately 1.5m in height with wire fencing on top enclosing the playground areas (see photos 17-18). Existing residential development (see photo 19) is located on the opposite side of the road, set back from the street with a front garden and driveway, except for one dwelling which faces south with a blank side wall facing the school site. As previously identified an indented access point with double gates is located to the north along this boundary (see photo 2).
- 2.9 The northern boundary is enclosed by a brick wall separating the site from School Street, which is a dead end road serving a block of two storey Victorian terraced houses (see photos 13-14).
- 2.10 The southern boundary is also enclosed by a wall and wire fencing in order to enclose the school playground. This boundary fence separates the site from the long rear gardens of properties which front onto Pontefract Road, immediately south of the eastern boundary of the site (see photos 15-16).

ASSESSMENT Site Boundaries

11

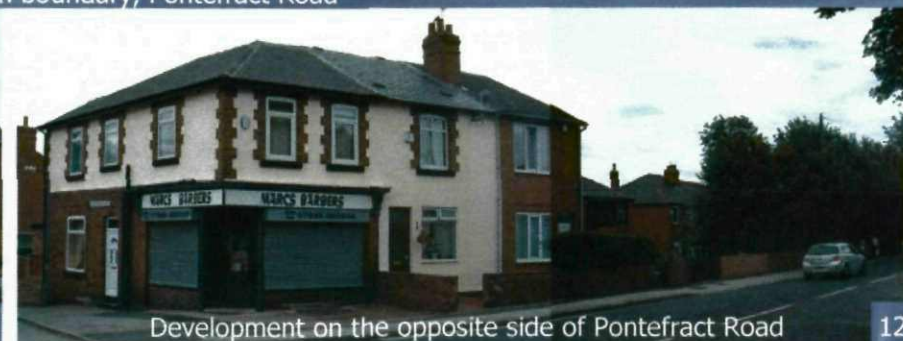
Views of the opposite side of the eastern boundary, Pontefract Road



10 Prominent residential block on the opposite side of Pontefract Road



11



Development on the opposite side of Pontefract Road

12

Views of the northern boundary



Existing terraced houses

13



High wall separating playground area and residential development

14

Views of the southern boundary



Playground separated by wall & wire fence

15



Long rear gardens and garages of dwellings fronting Pontefract Road

16

Views of the southern boundary, Royston Road



17



18



19



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ASSESSMENT

12



N.B. Building has been demolished and replaced by modern residential development as shown in photograph 10/11

Photographic Location Plan



ASSESSMENT Planning Policy Context

13

Planning Policy Context (Relating to Design and Access)

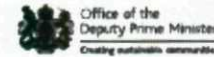
- 2.11 The proposed residential development, the subject of the application has been formulated in light of the relevant design policies within the adopted Local Plan as well as advice in PPGs, PPSs and Circulars. Those considered to be of particular pertinence relating to Design and Access are set out below:

Government Guidance

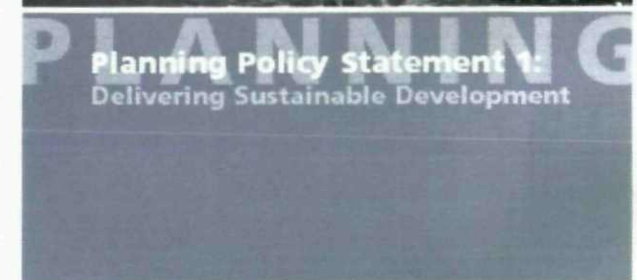
- 2.12 PPS1: Delivering Sustainable Communities - sets out the Government's commitment to good design. It states that:

"Planning authorities should plan positively for the achievement of good quality and inclusive design for all developments, including individual buildings, public and private spaces and wider area development schemes. Good design should contribute positively to making better places for people. Design which is inappropriate in its context or which fails to take the opportunities available for improving the character and quality of an area and the way it functions should not be accepted".

- 2.13 PPS3: Housing – also encourages a high standard of design and landscaping in new residential developments. Indeed PPS3 promotes more sustainable residential environments through requiring developers to make efficient and effective use of land. The guidance also makes specific reference to the need for the design to be of a form that integrates with and complements the local area (paragraph 16). The most appropriate or best use of a site such as this will comprise a scale and form of development that integrates into the area. PPS3 also recognises that good design is fundamental to the development of high quality new housing. Paragraph 13 confirms that good design should contribute positively to making places better for people.



Planning shapes the places where people live and work and the country we live in. It plays a key role in supporting the Government's wider social, environmental and economic objectives and for sustainable communities.



ASSESSMENT Planning Policy Context

14

2.14 The aforementioned Government Guidance is supplemented by other documents including the following:

By Design – Urban Design in the Planning System: Towards Better Practice (DETR/CABE 2000).

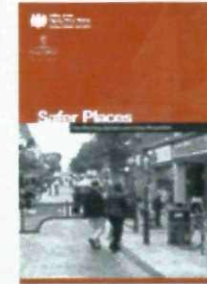
By Design – Better Places to Live: A Companion Guide to PPG3 (DETR/CABE 2001).

Safer Places – The Planning System and Crime Prevention (ODPM 2004).

Planning and Access for Disabled People: The Good Practice Guide (ODPM 2003).

Design and Access Statements: How to write, read and use them (CABE 2006).

Development Plan Policies.



2.15 The accepted principles of urban design as stated in By Design (2000) include:

Character - a place with its own identity,

Quality of Public Realm – a place with attractive and successful outdoor areas.

Ease of Movement – a place that is easy to get to and move through.

Legibility – a place that has a clear image, is easy to understand and clearly defines public and private space.

Adaptability – a place that can change easily.

Diversity – a place with variety and choice.



Local Policy and Guidance

2.16 In terms of the designation within the Barnsley UDP, the subject site is identified as a 'community use', however given that the school has been relocated to new premises and no alternative community use for the site has come forward it is maintained the principle of residential development on the site is sound.

2.17 This section consists of local planning policies and guidance which relate to design and these are referenced below and have been given due consideration in the design process:

- **Policy BE6** - Quality of Development: Design Standards.
- **Policy T2** - Development and the Highway Network.
- **Policy H2** - The Design and Layout of New Housing.
- **SPG2** - Designing out Crime
- **SPG** - South Yorkshire Residential Design Guide

2.18 It is also appropriate to consider the emerging planning policy found in the Barnsley Local Development Framework. This is a portfolio of documents intended to guide the future development of Barnsley; key documents include:

- Core Strategy - Provides an overview for the development in Barnsley with AIM6 relating particularly to high quality design.
- Policies Document - Identifies specific policies to guide different types of development.

With reference to residential development the following policies apply:

- Policy H1 - Housing Type and Mixes.
- Policy H5 - Density of New Housing Development.
- Policy D1 - General Design Standards.



- Policy D2 - Sustainable Building Design
- Policy D3 - Safe Places

2.19 Further to the local plan policies, the following document and Planning Guidance has been taken into account in formulating the proposals;

Better places to live in South Yorkshire—*Design guidance for residential and industrial development.*

The residential guide provides an appreciation of the built environment in South Yorkshire in order that housing layouts can be:

- designed in line with current Government policy
- are appropriate to the locality and
- are proven to be successful in practice.

Better places to *live* in South Yorkshire
A guide to residential development



This document should be read in conjunction with The Technical Appendix to Better Places to Work in South Yorkshire and Better Places to Live in South Yorkshire.

Hereafter referred to as "The Technical Appendix"



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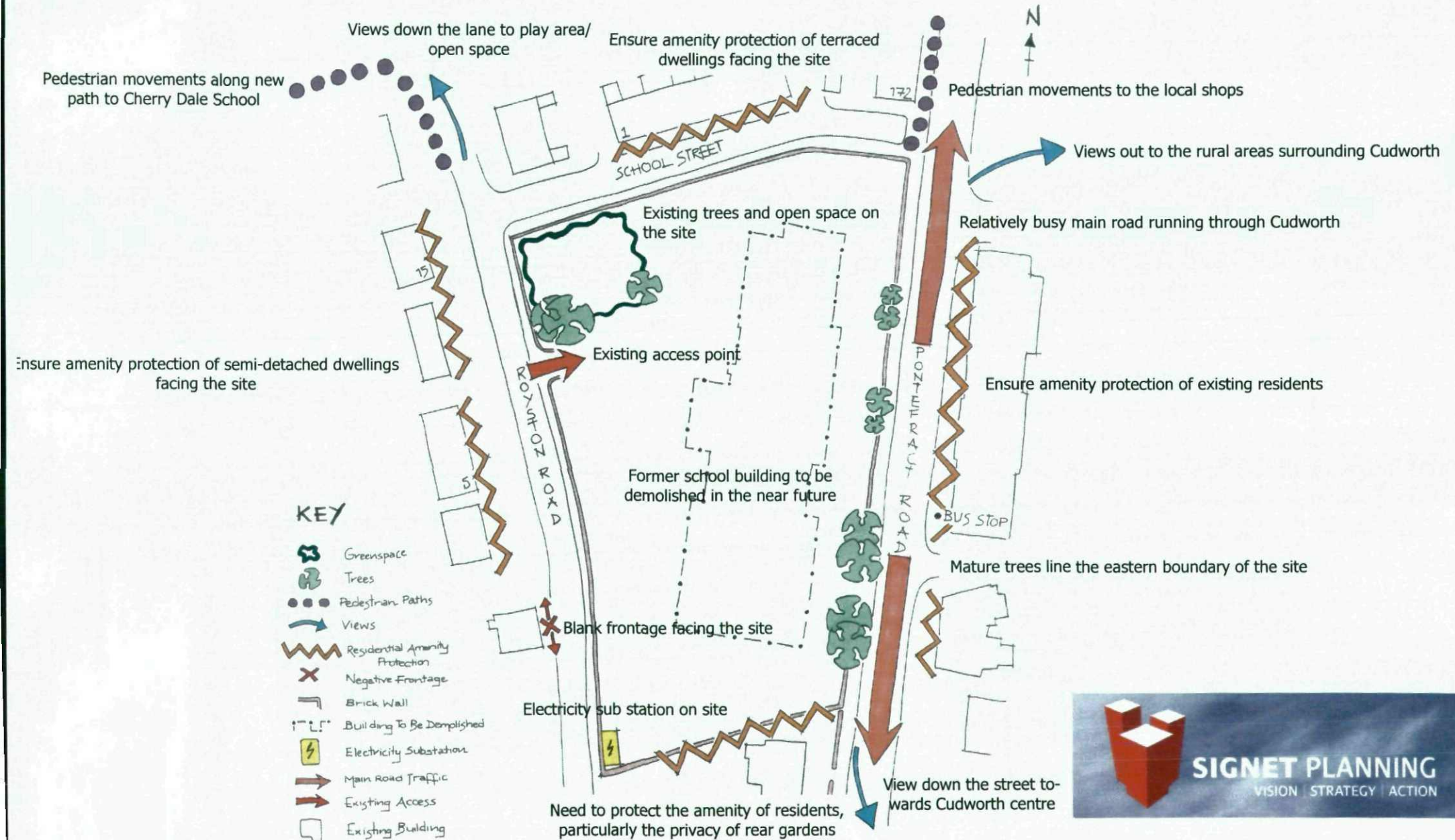
SECTION 3: INVOLVEMENT

- 3.1 Views have been sought from Council officers (planning, transport, affordable housing) regarding the scheme prior to its formal submission. The scheme was amended following comments from the Council regarding the parking courts and the proximity of the properties on Pontefract Road to the existing trees. It is considered that the scheme overcomes the issues raised.



EVALUATION Constraints & Opportunities

18



EVALUATION Constraints & Opportunities

19

AMENITY PROTECTION



Amenity of residents of existing semi detached dwellings needs to be protected, dwellings are set back from Royston Road, aiding the protecting of amenity.

ON SITE VEGETATION



Existing vegetation on the NW corner of the site

AMENITY PROTECTION



Terraced dwellings to the north of the site separated by existing brick wall

AMENITY PROTECTION



New 2/3 storey residential development on the opposite side of the street along Pontefract Road

LINK SERVICES

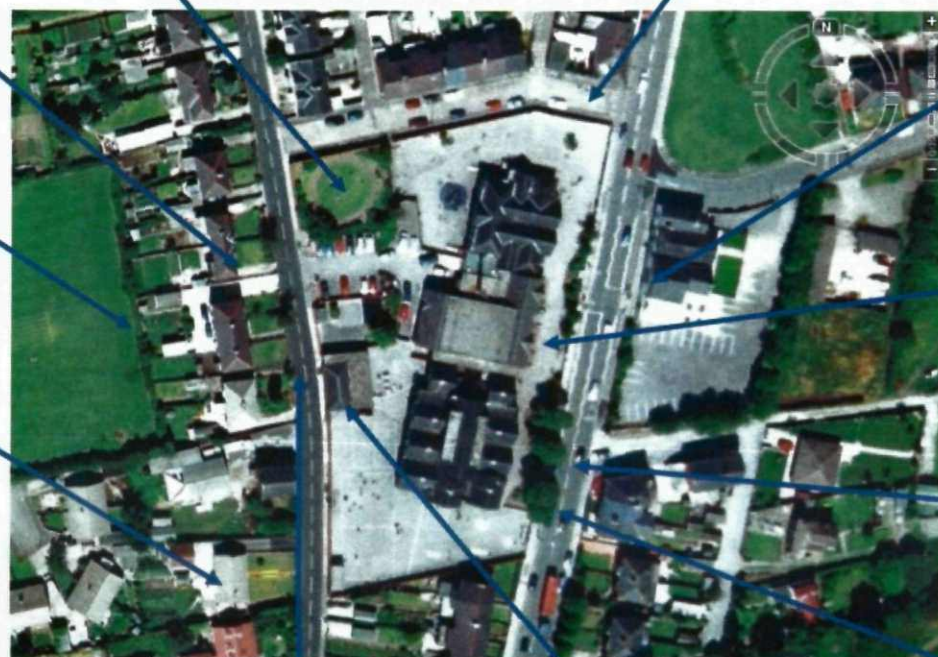


Link Cherry Dale Primary School

AMENITY PROTECTION



Low rise bungalows border the site on the south west corner and need to be considered in terms of avoiding overbearing.



EXISTING BUILDINGS ON SITE



Existing school building falling into disrepair and becoming unsightly, need to be removed.

VEHICULAR MOVEMENT



The eastern boundary of the site fronts a busy main road which runs through Cudworth

PEDESTRIAN ACCESS



Need to protect the amenity within the private garden space of dwellings fronting Pontefract Road

EXISTING WALL EXISTING BUILDINGS



No pavement on the opposite side of Royston Road

ON SITE VEGETATION



Existing outbuildings and an existing wall sweeping round the south, west and northern boundaries of the site



Mature trees along the eastern boundary of the site to be retained

SECTION 4: Constraints and Opportunities

Summary

4.1 To summarise the following constraints and opportunities have been identified: -

Constraints

- The site is enclosed by existing dwellings on all sides, therefore consideration needs to be given to the protection of residential amenity.
- The eastern boundary of the site fronts Pontefract Road, a busy main road, which should be considered in terms of avoiding on street parking and ensuring a safe access/egress.
- Existing buildings and high walls on site need to be demolished in order for the site to be redeveloped at an appropriate density.
- Consideration of the existing trees needs to be given in terms of those trees appropriate for retention.
- An existing electricity sub-station is located on the south west corner of the site which will need to be suitably screened.
- The traffic light crossing on Pontefract Road, outside the main entrance, will need to be relocated.

Opportunities

- The strong frontage created on the opposite side of Pontefract Road should be mirrored along the eastern boundary of the subject site.
- The development of the site for residential purposes will be beneficial to the patronage of the local services, schools and the public transport network.
- The area can be regenerated by the development of attractive and modern forms of housing which will bring vitality to the area.



Design Objectives

- 4.2 Having regard to the various site constraints and importantly the opportunities that the development of the site can provide the following design objectives have been identified.

Inclusive Design Approach

- 4.3 In line with national guidance and the planning policy framework, considerable importance has been placed on achieving a high standard of design across the site. The application of urban design objectives will ensure a high quality layout is achieved whilst the identification of the constraints and opportunities will ensure that the proposals are sensitively assimilated into the surrounding landscape and urban fabric.
- 4.4 The design objectives relevant to the site which underpin the development proposal are as follows:

Sustaining a Community

- Provide for a varied population and consider the life-cycle from young through to the old.
- Design a new public realm, streets and spaces where new residents feel a sense of ownership and pride.

Character and Context

- Respond to the existing character of Cudworth and look to create new streets and spaces whilst promoting architecture and urban design that has a sense of continuity within the wider context.

Continuity and Enclosure

- Ensure continuity in built form – designed to create enclosure, creating a safe overlooked public realm.
- Respond to the intensity of development in neighbouring areas to provide continuity of development and street patterns.
- Provide clear definition of public/private space.
- Consider front of dwelling to back of kerb relationship.
- Consider how street frontage, building height and road section will relate to one another to define space.

Ease of Movement

- Create safe routes through streets and well-defined spaces, in particular considering existing and likely desire lines.
- Ensure easy access by foot, cycle and allow for convenient links to public transport and the town centre.
- Consider access for all age groups and abilities, as an integral part of the design.

Legibility and Diversity

- Create an urban structure where it is easy to find your way around.
- Reinforce important destinations.
- Establish a hierarchy of routes, where designed character informs the road design rather than the road defining space.



EVALUATION Design Objectives

23

Variety and Richness

- Promote quality detailed design with durable materials that enliven the street scene.
- Allow for personalising of place.
- Encourage spatial variation and townscape interest.
- Ensure variety of detail and materials whilst maintaining a coherent overall sense of place.

Compactness

- Ensure that development uses land efficiently.
- According with Government Guidance on densities and ensure the efficient use of land.
- Provide appropriate flexibility in parking provision without overly encouraging greater vehicle numbers.

Resource Efficiency

- Maximise non-vehicle access to local facilities.
- Minimise resource use in building construction and operation.

DESIGN PROPOSALS Use & Amount

24

SECTION 5: DESIGN PROPOSALS

5.1 This section details the design proposals for the site based upon the findings outlined in the previous section. Having regard to the design principles and objectives, and the opportunities and constraints, specific consideration is given to the use, amount, layout, scale, landscaping and appearance of the development.

a) Use and Amount

5.2 In terms of the use of the site for residential development this was confirmed by the council to be appropriate given that no potential community uses for the site are likely to come forward and indeed that the previous community use has been relocated in the locality with the development of the new school. Therefore, given the sustainable location of the subject site it is considered that residential development is appropriate for the site.

5.3 A residential scheme comprising 41 units is proposed on the site. The details of the mix of housing is highlighted in the table below, this is intended to ensure variety and diversity within the development.

House Type	Bedrooms	No	%	Apartment Type	Bedrooms	No	%
Richmond	2	7	17%	Argyll	1	2	5%
Palmeaton	3	7	17%	Ashton	2	1	2%
Maidstone	3	14	34%				
Feskdale	4	2	5%	TOTALS	n/a	41	100%
Woodcote	4	8	20%				

Site Area: 0.7 hectares



DESIGN PROPOSALS Layout

25

Schedule of Accommodation

Houses			
Richmond	7	720	5040
Palmerston	7	767	5369
Maldstone	14	832	11648
Ferndale	2	1110	2220
Woodcote	8	1190	9520
	38		33797

Apartments			
Argyll	2	653	1306
Ashton	1	764	764
	3		2070
Totals	41		35867

Site Figures	
Gross Site Area	1.72 Acres
Unseverable Area	0 Acres
Nett Site Area	1.72 Acres
Footage	20653 sq.ft./acre
Units/acre	23.84

MATERIALS	PLOTS
WEINERBERGER OLD ENGLISH BRINDLED RED WITH WEINERBERGER SAHARA BUFF TO DETAILS. MARLEY MODERN SMOOTH GREY ROOF TILE WITH GREY HIP/RIDGE TILE.	1-41

North



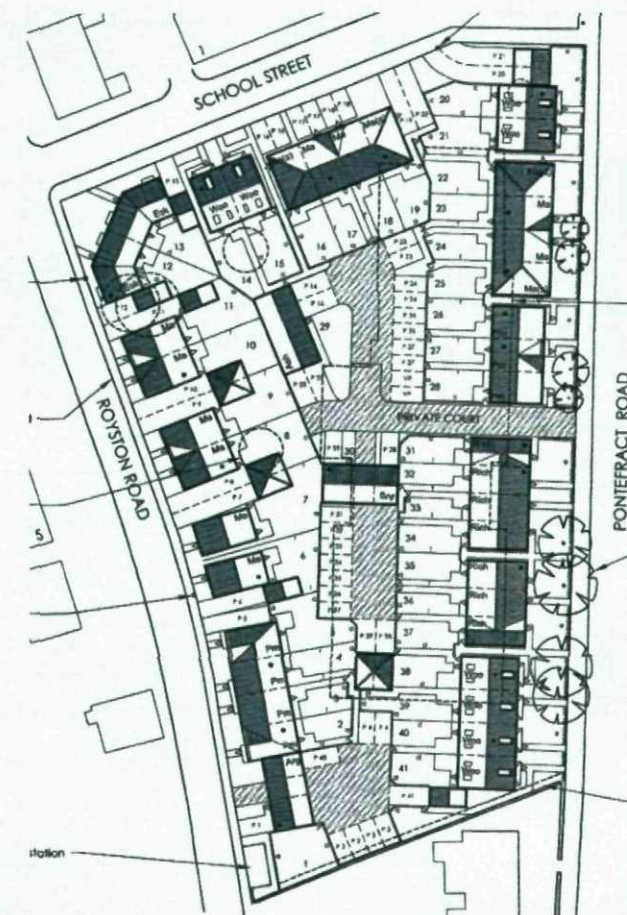
Legend

- Proposed dwelling and house type code
- Proposed garage to be built
- Denotes handing of plot
- Denotes shared area to be black tarmacadam
- Standard 1800mm high screen fence
- Standard 1800mm wall / fence detail
- 1500mm high plot divisional fence
- 900mm high post and 2 rail plot divisional fence
- 900mm high railings
- Rear access to garage

Planning Layout

b) Layout & Scale

- 5.4 The principle aims of the layout of the scheme has been to create a high quality residential environment with active, pedestrian orientated frontages which respond to the three roads immediately surrounding the site whilst seeking to reduce the presence of the private motor car. The scheme also includes the retention of the mature trees along the principle frontage (the eastern boundary).
- 5.5 With reference to Plots 1 to 11 these dwellings face onto Royston Road and are slightly set back from the pavement. Private garages are provided for the majority of these dwellings, however these are set back further from the street frontage thereby reducing the visual presence of private vehicles from the streetscene. Plot 1 comprises a 2 storey apartment building which allows vehicles to pass underneath to a rear car park and garaging area which serves Plots 2, 3, and 4 as well as Plots 40 and 41 fronting onto Pontefract Road.
- 5.6 The Royston Road (western boundary) streetscene comprises Argyll, Palmerstone and Maidstone house types which provide variety to the street vista. These dwellings are all two storey in height thereby being in keeping with the character of the area and protecting the amenity of the existing dwellings on the opposite side of the street. This overlooking of the street further serves to create natural surveillance of the street thereby contributing to improved safety.
- 5.7 The Eskdale house type (Plots 12 and 13) serve to 'turn the corner' from Royston Street onto School Street at an appropriate scale of 2 storeys in height, this corner feature brings legibility to the scheme. Again private garages are set back further from the street. Moving east along School Street Plots 14 to 15 comprise two and a half storey Woodcote house types which face the street with car parking and garages concealed to the rear. The addition of the Maidstone house type on Plots 16 to 19 brings diversity to the streetscene with a variety of architectural forms and massing proposed.



DESIGN PROPOSALS Layout & Scale

27

- 5.8 The key frontage to this development is the Pontefract Road elevation which is split in two by the proposed access road onto the site. This leads to a rear courtyard enclosed on all sides by residential development. This central area serves to provide off street car parking spaces for all the dwellings along Pontefract Road with the exception of Plots 20 to 21. The creation of the central courtyard allows for the creation of a strong and attractive street elevation without the presence of private vehicles detracting from the streetscene.
- 5.9 The dwellings on Plots 20 to 28 and 31 to 41 along Pontefract Road have a front garden and are therefore set slightly back from the street and enclosed by 900mm high rail fencing together with a footpath leading to the front door. Furthermore the existing trees along the eastern boundary of the site have been retained serving to create an attractive and pedestrian orientated streetscene along Pontefract Road
- 5.10 A variety of house types are proposed along Pontefract Road comprising the Woodcote, Maidstone, Palmerstone and Richmond houses. These dwellings are a mix of 2 and 2.5 storey in height and the massing is predominantly blocks of 3 and 4 terraced units. This serves to create continuity to the streetscene providing a strong frontage which reflects the new development on the opposite side of the road.
- 5.11 Plots 29 and 30 are apartment units which are located within the central courtyard parking area of the site, the dwelling on Plot 30 divides the parking areas into two, providing further screening of parking areas. Furthermore both Plot 29 and 30 serve to provide natural surveillance to the parking areas improving safety and contributing to designing out crime.



c) Landscaping

- 5.12 The accompanying sketch layout indicates that soft landscaping treatments will be applied to the perimeter of the site in order to create an attractive residential environment. Furthermore private rear gardens are provided to all plots with the exception of plots 29 and 30 for the private enjoyment of future residents.
- 5.13 In terms of hard landscaping, the layout plan on page 25 of this document highlights the range of measures applied to the scheme, particularly railings and fences enclosing private gardens from the courtyard area. A 900mm high railing fence will be constructed along the boundary of Pontefract Road in order to separate and protect the frontages of the properties along the street.
- 5.14 Furthermore the central private courtyard area will comprise hard standing in order to serve the vehicles using the space for car parking. However this will be of an appropriate surface material for a private courtyard which will be shared by pedestrians and vehicles.



DESIGN PROPOSALS Appearance

29

d) Appearance

5.15 The general form and layout of the proposal has already been described however it is maintained that the proposals serve to create an attractive residential development which respects the amenity of existing residents and contributes to the character and setting of the local area.



Maidstone



Woodcote



Eskdale

SECTION 6: ACCESSIBILITY

- 6.1 It is clear that the subject site is in a sustainable location, within five minutes walk of local shops, a primary school and the public transport network. Furthermore the main retail and commercial area within Cudworth is located approximately 800m south of the subject site, within 10 minutes walking distance.

Pedestrian Access

- 6.2 The layout of the scheme serves to provide good pedestrian access into the surrounding footpath network by orientating dwellings to face the street and locating individual footpaths to the front doors.
- 6.3 The main pedestrian paths are to the north west along Royston Road towards Cherry Dale school, to the north east along Pontefract Road towards the local shops and also to access the bus stop linking into Barnsley town centre which is located opposite the access point onto the site.
- 6.4 As private vehicles are located to the rear of the site private access to parking spaces is provided through the rear gardens. The parking courtyard is a level, shared surface which provides ease of movement for pedestrians including those with specific needs such as parents using prams and the disabled.
- 6.5 Overall the layout has been undertaken with regards to the access requirements of many different members of the community, especially the disabled, with level access proposed to all dwellings.

Public Transport

- 6.6 The level of public transport provision was identified in the assessment section, it is therefore clear that the development is well linked to the established public transport network with bus stops within 200m of the site and services linking to Barnsley and Pontefract and the wider area on an half hourly basis at peak times.



Highways

- 6.7 Access to the site was formerly taken from Royston Road along the western boundary of the site however following consultation with highways officers at Barnsley MBC it was recommended that the main access point should be taken off Pontefract Road. Therefore a private road is proposed off Pontefract Road which then extends itself both to the north and south in order to form a courtyard primarily to serve the dedicated car parking spaces and private garages.
- 6.8 A smaller scale, secondary vehicular access, is also provided in the south western corner onto Royston Road and provides access to a courtyard car parking area and garaging for Plots 1, 2, 3, 4, 40 and 41. A number of the proposed dwellings that front onto the secondary roads of School Street and Royston Road have direct access from a private driveway (i.e. Plots 5-21)
- 6.9 In terms of the provision of car parking facilities, there are 23 private garages (10 of which are beneath the 3 apartments) with the remaining dwellings served by dedicated parking spaces. It has been previously identified that the majority of the private garages are set back further than the dwellings in order to reduce the visual impact of cars on the overall streetscene.



SECTION 7: SUMMARY

- 7.1 In summary, it is maintained that the design approach has been comprehensive and as a result, the proposal would create a mixed neighbourhood with its own individual character. Given that the site is currently vacant it is maintained that the residential development will improve the character of the area providing a number of different forms of housing, creating diversity and attracting different residents in order to build the local community. Within this context we consider that the proposals accord with the Government Guidance relating to design, since it will deliver an opportunity to improve the character and quality of an area in a manner that would protect the amenity of the existing residential area.
- 7.2 The overall aim of the design proposals has been to create a diverse, aesthetically pleasing residential environment where the residents will feel a sense of 'belonging' and that this will impact positively on the broader community.
- 7.3 It is maintained that this Design and Access Statement accords with the requirements identified within Circular 1/2006 and on the basis of this assessment a grant of planning permission is justified with an appropriate design approach having been taken in the formulation of the residential development scheme.