

STATION ROAD, WOMBWELL



BUILDING FOR LIFE JUSTIFICATION

BUILDING FOR LIFE JUSTIFICATION

Good design in housing can:

- Help improve people's wellbeing and quality of life
- Benefit public health
- Increase property values
- Cut crime.

The 20 questions that make up the CABE- Home Builders Federation Building for Life standard are supported by the government as the standard for the design quality of new homes.

CHARACTER

1. Does the scheme feel like a place with a distinctive character?

The scheme has been designed with the potential to create a distinctive residential area, which responds to the surrounding context and proposes an appropriate solution at this location.

The unique properties of the site adjacent to the River Dove allows us to create a riverside response unlike any other in the vicinity and therefore helps to provide a distinctive character to the site

2. Do buildings exhibit architectural quality?

The Design and Access Statement outlines the aspirations of the site to provide high quality dwellings with distinctive character dependant upon their location within the site. This will also be emphasised through the choice of quality materials.

The buildings have been designed specifically for this site and location. They have been designed to address both the streetscene with a strong frontage and where appropriate, they have side entrances and aspects to maintain an active frontage and natural surveillance.



3. Are streets defined by a well-structured building layout?
4. Do the buildings and layout make it easy to find your way around?

It is considered that the design solution is well structured with a legible network of streets and spaces. The proposed massing and architectural expression to each of those spaces will provide the potential to make a legible scheme.

The streets have been designed first and foremost to provide a safe and legible environment for the pedestrian with strong visual connections from existing pedestrian routes. The streets are then defined by the buildings through varying heights and roofscapes, which help to identify the hierarchy of the streets. Variety in distances between the built form provides varying streetscenes and help to create a legible environment.

The nodal points of the layout are clearly defined with changes in road surface and strong built form. This maintains the structure to the layout and clearly identifies the key spaces in terms of a legible route both for the pedestrian and for the vehicle.

5. Does the scheme exploit existing buildings, landscape or topography, Roads, parking and pedestrianisation

This application does not seek to retain any buildings on site. The buildings were designed for their specific use and would not be appropriate for conversion.

The existing access to the site is from the Valley Road Industrial Estate. This is a purpose built road to serve the industrial units. The estate road is 7.85m with a footpath to the eastern side.

It is not appropriate to serve the residential development

from the industrial estate. Therefore the site has a small amount of frontage to Station Road, which is adequate to provide residential access.

The office accommodation provides 6,000sq ft, this is to be accessed from the Valley Road Industrial Estate, thus ensuring the residential and commercial elements remain separate. Pedestrian connections are proposed to the wider residential site.

The site exploits the River Dove and utilises the natural recourse to provide visual amenity for properties fronting the river and creating an improved riverside walkway for use by all.

6. Does the building layout take priority over the roads and car parking, so that the highways do not dominate?

The proposed building arrangement and layout concept has helped to reduce the dominance of the road and the shared street scape results in a pedestrian / cycle friendly environment where low traffic speeds are encouraged.

7. Are the streets pedestrian, cycle and vehicle friendly?
8. Is the car parking well integrated and situated so it supports the street scene?

The layout identifies various solutions for the provision of parking. These include Flats over Garage blocks, detached garages, hard standing and parking courts. The solution provided is dependant upon it's location and street character within the scheme.

Examples relate to the frontage along the river. It was considered important to maintain a car free street scene and as such, parking is accessed from within the development achieving this.

Another example is the tree-lined boulevard with separate footpaths, which connects the riverside walkway with the existing footpath adjacent to the Bulling Dyke. The side which is lined with trees has been kept completely car free with the use of rear parking courts. This ensures the creation of a safe and legible pedestrian route.

Within the layout, by adopting the principles of Manual For Streets, parking provision can be achieved within the highway. Pedestrians and cyclists do have priority

within these areas as the design encourages drivers to naturally reduce their speed.

Whatever the solution, all are designed to be appropriately overlooked allowing high levels of natural surveillance.



9. Does the scheme integrate with existing roads, paths and surrounding development?
10. Are public spaces and pedestrian routes overlooked and do they feel safe?

Streets are well defined with active frontages and the siting of the dwellings will encourage informal surveillance of public open space and the public realm.

Existing footpaths have been upgraded and integrated into the design solution and the connections have been enhanced. All of the footpaths are naturally surveilled, which is an improvement on the current situation.

DESIGN AND CONSTRUCTION

11. Is the design specific to the scheme?

A contextual design approach has tried to be taken for this development however, there are no significant architectural detailing from which to draw reference within the locality of the site. As such, a more bespoke identity has been created which is sympathetic to its location.

The design of all the properties are bespoke for this site and are designed to reflect the housing needs within the area. The layout seeks to utilise the existing features of the site and the properties reflect this.

12. Is public space well designed and does it have suitable management arrangements in place?

Areas of open space have been designed within the layout for both formal and informal recreation. All areas have been designed with security in mind with the siting of dwellings framing those areas and providing high levels of natural surveillance. Their locations within the design solution ensures easy accessibility to all future residents.

A landscape scheme has been completed for this development. Only private space would be covered by this landscape proposal, the arrangements for ongoing maintenance and management of landscape within the development would be covered as follows.

Individual Ownership

Garden areas will come under the ownership of individual householders, who will then be responsible for the maintenance of lawns, trees and shrubs. The developer may apply restrictive covenants, which place a legal obligation on the owner to maintain gardens in a particular way.

Joint Ownership/Management Company

Landscaped areas within the curtilage of apartments would be under joint ownership and would be maintained via a management company appointed by the developer. A management plan would be established for these areas to ensure that they are maintained to an appropriate standard.

Play Space

It is envisaged that the play space will be maintained by the LPA following adoption, negotiations will confirm this during the application process.

13. Do buildings or spaces outperform statutory minima, such as Building Regulations?
14. Does the development have any features that reduce its environmental impact?
15. Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness?

Inclusive access within the layout provides for ease of movement by all social groupings and the house types, apartments and offices will be compliant with Part M of Building Regulations.

The final details of the standards to be applied to the buildings are to be determined. Market conditions and build program will be factors in the decision-making, but the aspiration is to outperform current statutory minima for Building Regulations where possible. Similarly, depending on market conditions, the scheme will aim to make use of advances in construction and technology to enhance performance.

The scheme has endeavoured to create strong pedestrian links to existing public transport networks, which will reduce the dependence on the car and subsequently the environmental impact.

16. Do internal spaces and layout allow for adaptation, conversion or extension?

The layout reflects the future residential and commercial use, however, it must be recognised that all buildings are adaptable to future changes in uses and the requirements of the occupants. The internal spaces within the layout will allow for adaptation, conversion or extension.

ENVIRONMENT AND COMMUNITY

17. Does the development have easy access to public transport?

There are existing bus stops on both sides of Station Road at the junction with Valley Road this is within 200m of the site entrance. This provides south west and north east bound bus links. There are also bus stops on Stonyford Road within 185m of the site entrance which provide north bound bus links.

The route from the proposed development site to the bus stops is fully lit with adequate footways, and dropped crossings.

The nearest railway station to the development site is Wombwell Railway Station. The station is located on Station Lane approximately 2 km from the development site which is within a reasonable cycling distance from the development and is accessible by bus Services currently run twice an hour, Monday to Saturdays to Sheffield, hourly Sundays and hourly to Huddersfield on the Penistone Line and Leeds on the Hallam Line respectively (two-hourly Sundays).

18. Is there a tenure mix that reflects the needs of the

local community?

19. Is there an accommodation mix that reflects the needs and aspirations of the local community?

The development aspires to provide a mix of house type in terms of size and style in order to attract a wide demographic from young families to retired householders to those at work all day. A range from 2 to 4 bed properties are proposed. This mix encourages a greater level of activity throughout the course of the day creating a safer environment and helps to meet the needs and aspirations of all members of the community

20. Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafés?

An assessment has been made to review the site and its proximity to services within the locality. This assessment is as follows: -

- Public House
- Dental Surgery
- School / Learning Centre
inc. Wombwell High School
- Play Area
- Medical Centre / Doctor's Surgery
- Wombwell Park
Wombwell Town Centre
inc. Banks, Shops, Estate Agents, Library
and Town Hall
- Wombwell Swimming Pool

Barnsley - Approx 5 miles

Jct 36 M1 - Approx 5 miles

Sheffield - Approx 20 Miles

