

Design & Access Statement

Barnsley Road, Wombwell

Persimmon Homes West Yorkshire

July 2013

CONTENTS

1.0 Introduction 3

1.1 Scheme overview 3
1.2 Designations of site and surrounding area 3

2.0 Context

2.1 Location of the site 4
2.2 Local Amenities 4
2.3 Public Transport 4

3.0 Technical Information

3.1 Statutory Designations 5
3.2 Planning Policy Designations 5
3.3 Ecology 6
3.4 Topography 6

4.0 Access

4.1 Vehicular Access 7
4.2 Pedestrian Access 7
4.3 Accessibility 8

5.0 Land Use 9

6.0 Site & Surrounding Access 10

7.0 Character Assesment 11
7.1 Overview 12

8.0 Pre - Application Work Undertaken 13

9.0 Opportunities & Constraints 14

9.1 Design Opportunities 15
9.2 Design Constraints 15
9.3 Opportunities & Constraints Table 16-17

10.0 Relevant Planning Policy 18-20

11.0 Initial Masterplan 21

11.1 Development Objectives 22
11.2 Design Evolution 23
11.3 Pre Application Design 24

12.0 Final Layout 25

12.1 Development of Layout 26
12.2 Urban Grain & Massing 27
12.2 Amount 28
12.3 Layout 29
12.4 Scale 30
12.5 Scheme Concept 30
12.6 Proposed dwelling types 31

13.0 Conclusion 32



View across the site towards Mitchell's Way (Figure 1)



View towards roundabout from the noth of the site (Figure 2)



View of the rear access to the terraced properties (Figure 3)

1.0

INTRODUCTION

1.1 - Scheme Overview:

The site comprises approximately 6.75 hectares of land, situated to the north of Barnsley Road, Wombwell.

The east of the site is situated approximately 600 metres to the west of Wombwell Town Centre and is within the defined settlement limits of Wombwell. The site forms part of a well established urban area which is primarily residential in nature although there are a range of other uses within the immediate locality.

The site slopes down from south-west to north-east. A steeper slope marks the western boundary of the site; buildings along the south-western section of the boundary appear to be constructed on embankments with steep slopes. The site is currently in agricultural use and the boundaries are marked by a well established tree belt, Mitchells Way, Barnsley Road and existing residential dwellings. There is a lack of tree cover, other than an established tree belt in the north eastern part of the site.

The site is bounded to:-

- The south and west by Barnsley Road and existing residential and commercial properties.
- To the north east by an established tree belt and Mitchells Way.
- The west by a Littlefield Lane and existing residential properties.

1.2 Designations of site and Surrounding Area:

The Barnsley Unitary Development Plan (UDP) was adopted in 2000 with the policies subsequently saved in 2007. The adopted Core Strategy supersedes a number of the UDP Policies and includes strategies, policies and proposals for investment, development and use of land in the district to 2026.

Until all the Local Development Framework (LDF) documents are in place, some parts of the UDP are being "saved" and remain in force and will be used in determining planning applications until replaced

The National Planning Policy Framework (NPPF) was brought into force on the 27th March 2012, and takes precedence over out-of-date or incomplete local development plans. In such cases planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

The site is identified on the saved UDP Proposals Map as "Urban Land to Remain Undeveloped" located within the settlement boundary of Wombwell.



Google map location of site (Figure 4)



Red line boundary of site (Figure 5)

2.0

CONTEXT

2.1 Location

The site comprises approximately 6.75 hectares of land, situated to the north of Barnsley Road, Wombwell.

The site is located in an established urban area which is characterised by a variety of uses. This includes but is not limited to residential, commercial, retail, open space, educational facilities and leisure and recreational uses.

2.2 Local Amenities

The site is located in close proximity to a range of shops, leisure facilities, community facilities and employment uses. These are summarised below:

- Opticians 0.3 mi
- Banks (Halifax, Yorkshire & Barclays) 0.4 mi
- Cooperative Food Store 0.4mi
- Wilkinsons Store 0.4mi
- Post Office 0.5
- Library 0.6mi
- High View Primary Learning Centre 0.6 mi
- St Marys Church 0.7 mi
- Netherwood ALC School 0.7 mi
- Wombwell Community Centre 0.7 mi
- Local Shop 150m

2.3 Public Transport

The site is currently well served by public transport. The nearest bus stops are located on Barnsley Road along the southern road frontage. A summary of the bus services are provided in the Transport Assessment (TA) and Travel Plan.

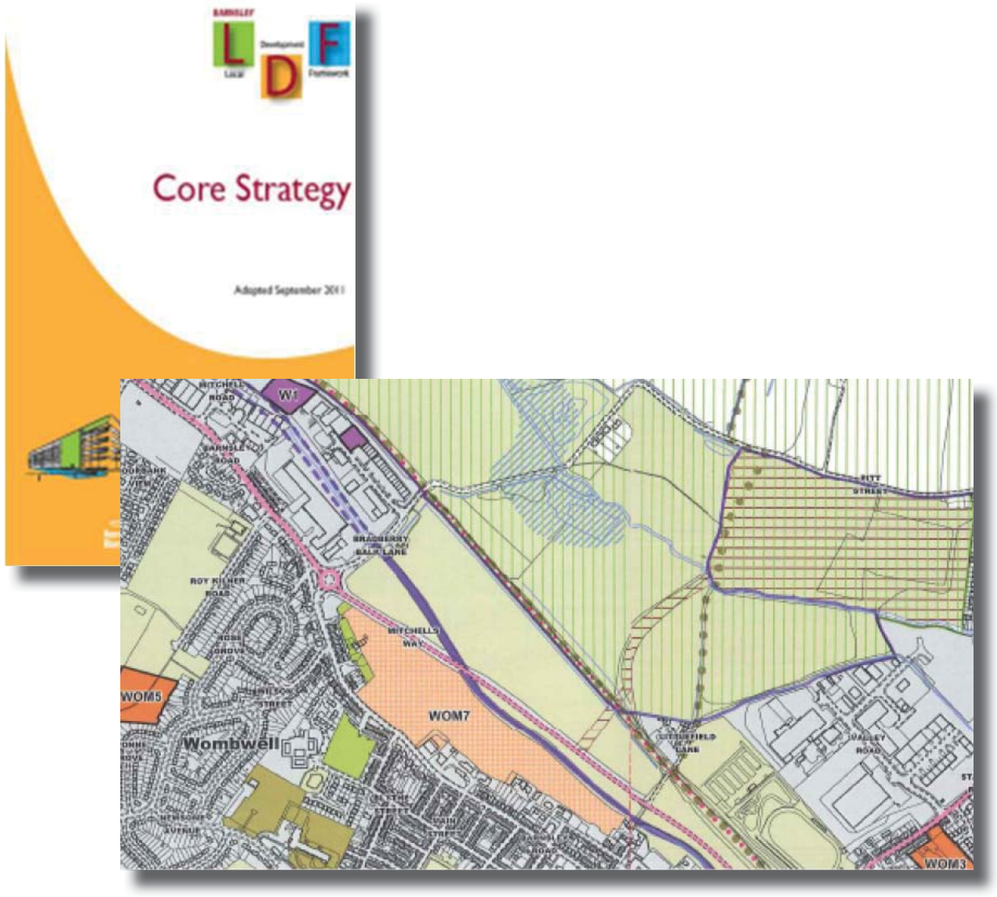


Figure 6 - The draft site allocations map (site in a pale orange)

3.0

TECHNICAL INFORMATION

3.1 Statutory Designations

The development site is located within Flood Zone 1 on the EA maps. This zone comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%);

There are no trees on site with a Tree Preservation Order (TPO);

The site is not within an Air Quality Management Area (AQMA);

The site is not within a Conservation Area. As such there are no conservation constraints for the scheme design.

No cultural heritage features of national or local statutory or non statutory designation, such as Scheduled Monuments, Listed Buildings or Conservation Areas, are located within or immediately surrounding the development site.

3.2 Planning Policy Designations

The site is identified on the saved UDP Proposals Map as “Urban Land to Remain Undeveloped” located within the settlement boundary of Wombwell.

Barnsley’s Core Strategy Development Plan Document confirms that new development should aim to meet a minimum density of 40 dwellings per hectare, rising to 45 dwellings per hectare within good public transport corridors, and to 55 dwellings per hectare in Barnsley Town Centre.

Policy CSP9 deals with the number of new homes to be built and confirms the Council will seek to achieve the completion of at least 21,500 net additional homes during the period 2008 to 2026. Policy CSP10 confirms a minimum of 2,000 of these dwellings will be located within Wombwell.



Over grown hedgerows and grassland (Figure 7)



The land is mainly made up on overgrown grassland (Figure 8)



View from the site towards the roundabout with established hedgerows on the boundaries (Figure 9)

TECHNICAL INFORMATION

3.3 Ecology

A Phase 1 Ecology Survey has been undertaken. This confirms the majority of the site comprises amenity grassland and that it is of low botanical diversity (Figure 7 & 8). The floral species identified within the site are indicative of unmanaged and wasteland habitat.

No badger setts or other badger field signs were identified within the surveyed site. No watercourses that would provide a suitable habitat for water voles, otters or crayfish were identified within the surveyed area and it is therefore considered that there will be no impact on these species during the development of the site.

The site provides a low potential for reptiles and no reptiles were identified during this survey of the site.

The only buildings on site offer no suitable bat roost potential, the site itself presents limited foraging opportunities due to its species poor habitats and lack of connectivity. For these reasons the development would not be expected to result in any impact to this group.

Two strands of Japanese Knotweed have been found, and these will be dealt with in accordance with EA guidance.

3.4 Topography

The site slopes down from south-west to north-east. A steeper slope marks the western boundary of the site; buildings along the south-western section of the boundary appear to be constructed on embankments with steep slopes. The site is currently in agricultural use and the boundaries are marked by a well established tree belt, Mitchells Way, Barnsley Road and existing residential dwellings.



Access into the site is proposed off of Barnsley Road (Figure 10)



View of where the proposed access will be takem from (Figure 11)



View of Barnsley Road and existing properties opposite the site (Figure 12)

4.0

ACCESS

4.1 Vehicular Access

The proposed site access (Fig 11 & Fig 12) would be provided to achieve the required visibility splays in accordance with the prevailing national guidance Manual for Street which is applicable to streets that are residential is nature. The visibility requirements are for 40.0m splays to be provided from a setback distance of 2.4m. These visibility splays can be achieved due to the existing adopted footway width along the site frontage.

Vehicular access to the Site is proposed from a simple priority T junction on Barnsley Road. An emergency link is also proposed via Barnsley Road into the western element of the site. The emergency only access has a width of 6m and is proposed off Barnsley Road some 100m west of the proposed site access junction. The provision of removable bollards will ensure access is restricted to emergency use only and general vehicular access is not permitted.

The Transport Assessment submitted with the application provides a full assessment of trip generation, but in summary it is considered the proposed development can be accommodated in the highway network.

4.2 Pedestrian Access

The proposed site will provide good accessibility by public transport to a wide range of local services, facilities and employment opportunities. As such it delivers a highly sustainable location which accords with both local and national planning policy guidance.

The residential design guide “Manual for Streets” (MfS) advises that “walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas…” (ref para 4.4.1). The site is within 0.5km of Wombwell centre where there are numerous key facilities . Both the Netherwood advanced learning centre and High View primary learning centre are within a short walk of the site.

National Cycle Route 62 (Trans Pennine Trail & Dove Valley Trail) runs to the North of Mitchell’s Way and it provides an east west mainly off road cycle track to Penistone in the west and Doncaster to the east. National Cycle Route 62 links with Route 67 to the north of the Site and provides further connections to Barnsley to the north and Sheffield to the South.

ACCESSIBILITY

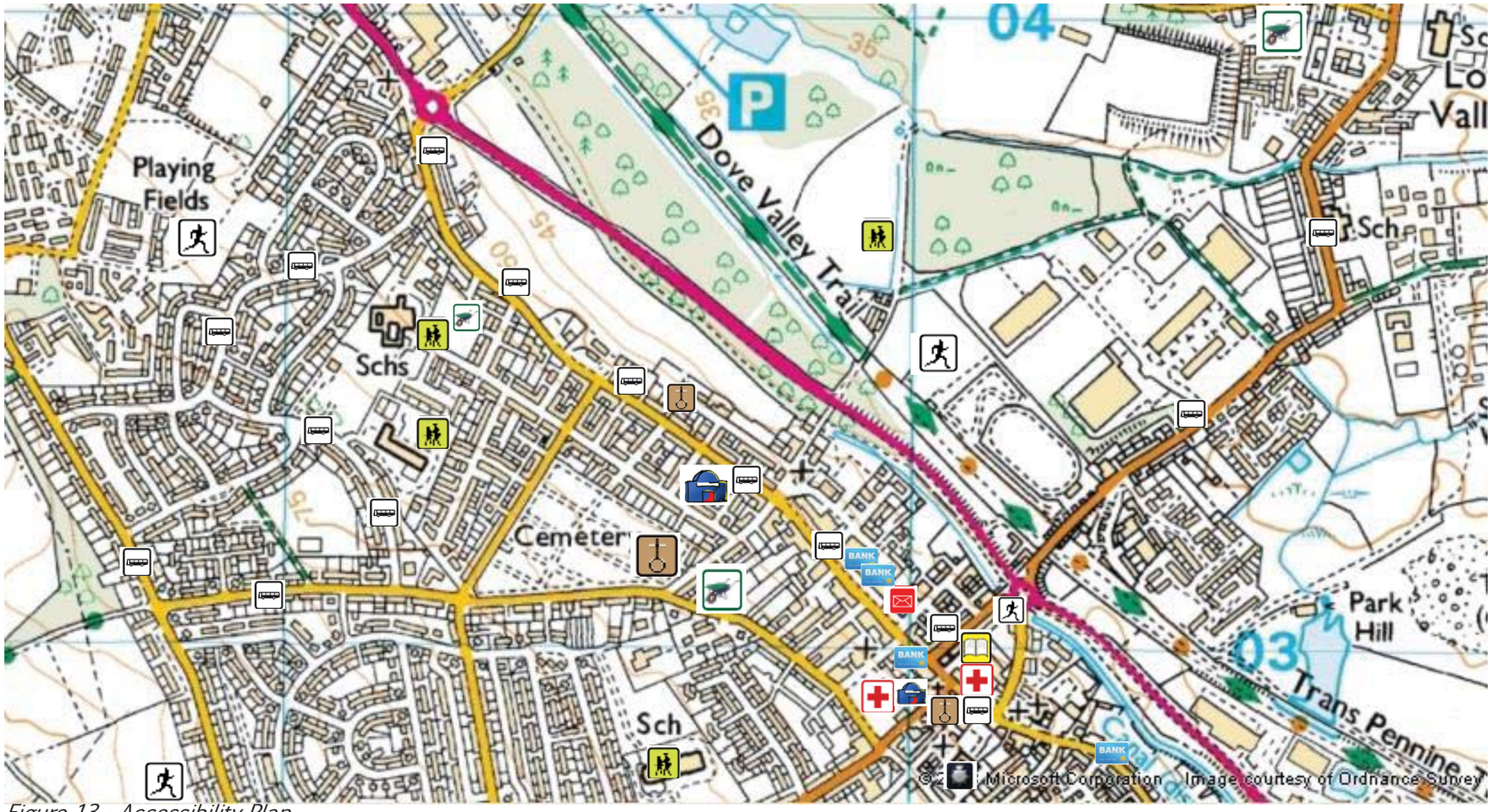


Figure 13 - Accessibility Plan

Accessibility

- The centre of Wombwell can be reached within a 5-10 minute walk from the centre of the site where numerous shops/facilities can be found. This includes food retail (Co-operative Supermarket), doctors/health centre, dentist, pharmacist, post office, banks, pubs, restaurants and takeaways. As well as providing convenient services to local residents the majority of these facilities also provide accessible employment opportunities.

- The nearest Primary School (High View Primary Learning Centre) is within a 5-10 minute walk distance of the Site with the nearest day nursery located just west of the Primary School within a 10-15 minute walk.

- Netherwood Advanced Learning Centre is the nearest secondary school and it can also be reached within a 5-10 minute walk from the Site.

- The nearest bus stops are located immediately adjacent to the site along the Barnsley Road frontage and provide access to Barnsley, Rotherham and Doncaster.

- Wombwell Train Station is located approximately 1.5km to the south of the development site, which is equivalent to an approximate 20 minute walk time and just over a 5 minute cycle ride.

Schools

Community Centre

Allotment

Sports Facilities

Post Office

Medical Centre

Bus Stop

Library

Bank

Police Station

Church or Cemetery

5.0

LAND USE





Residential Area

Business Area

Community Facilities

Green Space

Proposed Residential Development Area

Residential Area

Business Area

Community Facilities

Green Space

Figure 14 - Land use Plan

The above plans (Figure 14) identify existing residential areas, green space and local amenities. From the plan it is evident that the central area of Wombwell is mainly dominated by housing and a mixture of community facilities. The site is within close proximity of Wombwell Town Centre, which is well served by a number of local amenities.

The proposed land use plan clearly identifies the proposed site as an extension to the residential area of Wombwell as the site is bound to the south largely by mainly residential units. The site is directly adjacent to some business units, which front Barnsley Road with some residential between each buisness.

6.0

SITE & SURROUNDING AREAS



View looking North of Barnsley Road



Bus stop north of the site



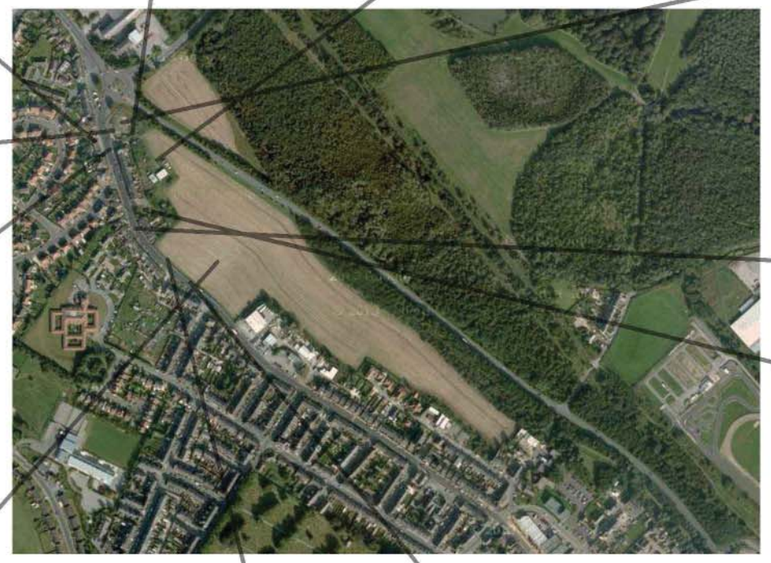
Overgrown grassland north of the site

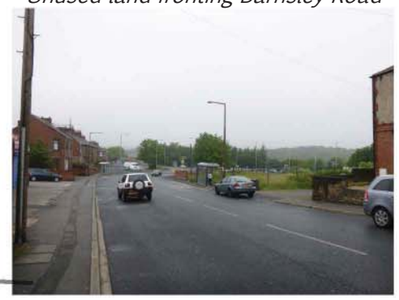


Unused land fronting Barnsley Road



Overgrown grassland at the north of the site





View north of Barnsley Road



Overgrown from the site looking towards the roundabout



Rear Access to existing terrace properties



Topography of the site



View of the proposed entrance to the site fronting Barnsley Road





Housing surrounding the site fronting Barnsley Road

Figure 15- Photos of site and surroundings



Barnsley Road: Adjacent industrial units (Figure 16)



Barnsley Road: Victorian Properties (Figure 17)



Barnsley Road: 1930's Semi Detached (Figure 18)

CHARACTER ASSESSMENT

Character

The surrounding area is characterised by a variety of uses. This includes but is not limited to residential, commercial, retail, open space, educational facilities and leisure and recreational uses. The proposed development will be well designed and built to modern standards ensuring an efficient use of the site without compromising the quality of the local environment.

Existing structures

The residential character of the surrounding streets is predominantly defined by a variety of post war houses.

Barnsley Road (Figure 17 &18)

Buildings along Barnsley Road are a mix of terraces, detached and semi detached dwellings. Characteristic features are denser, terraced blocks and a common building line. Parking is on predominantly on street with a number of private drives. Red brick is the predominant building material with a number of properties built in stone. The majority of properties were built in the 20th century and some in the Victorian era

Wilson Street /Rose Grove (Figure 20)

The nearby housing estate is of medium density predominantly two storey dwellings. Characteristic features are semi detached houses of consistent eaves and ridge heights, set back from the street behind moderate front gardens and a continuous built frontage. Parking is mainly off street on small private drives. Red brick is the primary building material.

Rimington Street

Buildings along Rimington Street are a mix of commercial and residential uses. The residential aspect is a mix of terraced houses, single storey new build bungalows/dormer bungalows and two storey new build properties. The material palette is red brick/grey concrete roof tiles.

Bondfield Crescent (Figure 19)

Two storey semi detached properties are located here. The material palette is pebble dashed throughout with consistent eaves and ridge heights, slightly set back from the street with private drives.



Bondfield Street (Figure 19)



Wilson Street (Figure 20)

Overview

In an area with a diverse character such as Wombwell the siting of buildings provide a valuable reference point to the design and layout of the site. The proposals can positively contribute with a style that is modern while being mindful of context in terms of scale, massing and materials.

The proposals have sought to address this through the use of simple, domestic architectural features that have regard to the character of the houses found nearby.

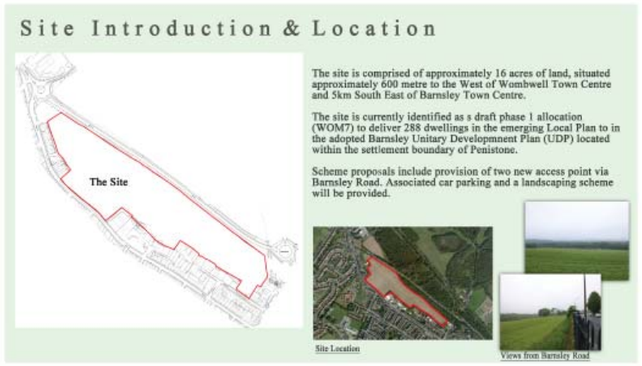
The design is a contextual response to the qualities of the existing site and local area. The design responds to the constraints of the site's boundaries. Buildings along that back onto Barnsley Road are designed to reinforce the existing streetscenes and contribute towards the mixed urban/suburban character while providing a mix housetypes.

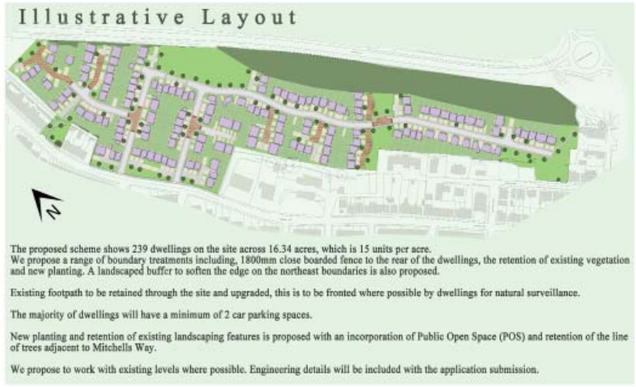
The character of the scheme is informed by the scale of the housing and flats on adjacent roads to make a connection with the varied local neighbourhood. A new character is set by the internal shared space.

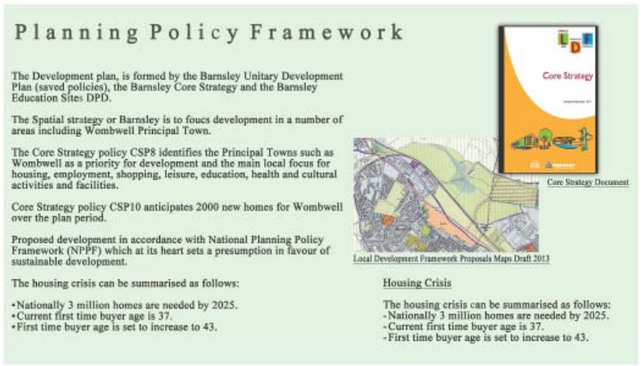
The design of the development has an attractive quality and will provide strong identity to the street and other public viewing locations. The blocks follow a more
traditional approach to design that is appropriate to the development's character as a new housing development.

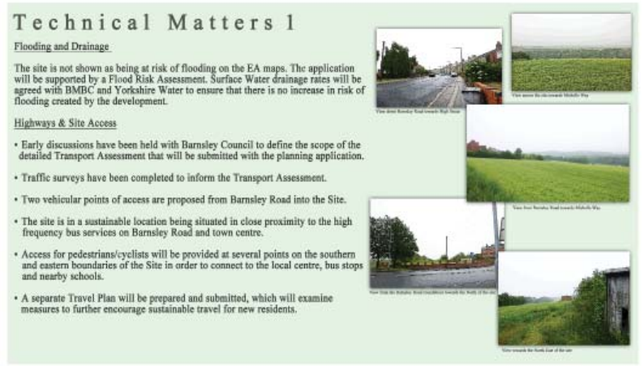




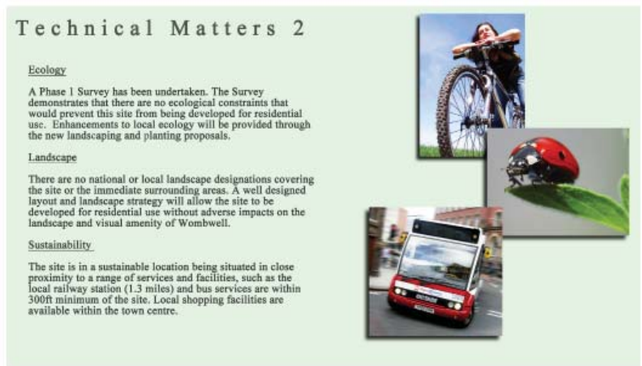














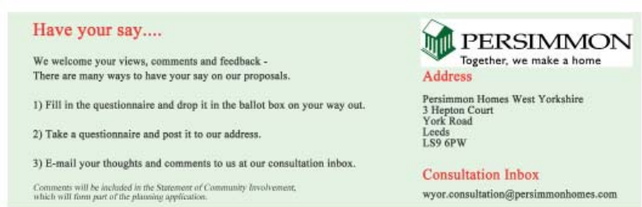


Figure 21

8.0

PRE APPLICATION WORK UNDERTAKEN

Community Consultation

A public exhibition was held on the 4th July at Netherwood advanced learning centre. A large number of local residents attended this consultation event and many of the comments were taken on board to develop our ideas further.

Below and opposite are examples of the information displayed in the community consultation event (Figure 21).

LPA Consultation

Persimmon have liaised with BMBC throughout the Local Plan process. Formal pre application discussions with BMBC have been held on various dates in 2013 to discuss the proposed planning application.

Representations were submitted to the Council in September 2012 identifying the suitability of the site for residential development.

It is through this process that the site has been allocated in the draft Development sites and Policies (DPD) This allocation identified the application site as a proposed housing site (Ref. No. WOM7), comprising 6.75 ha with a potential yield of 288 dwellings.

OPPORTUNITIES & CONSTRAINTS

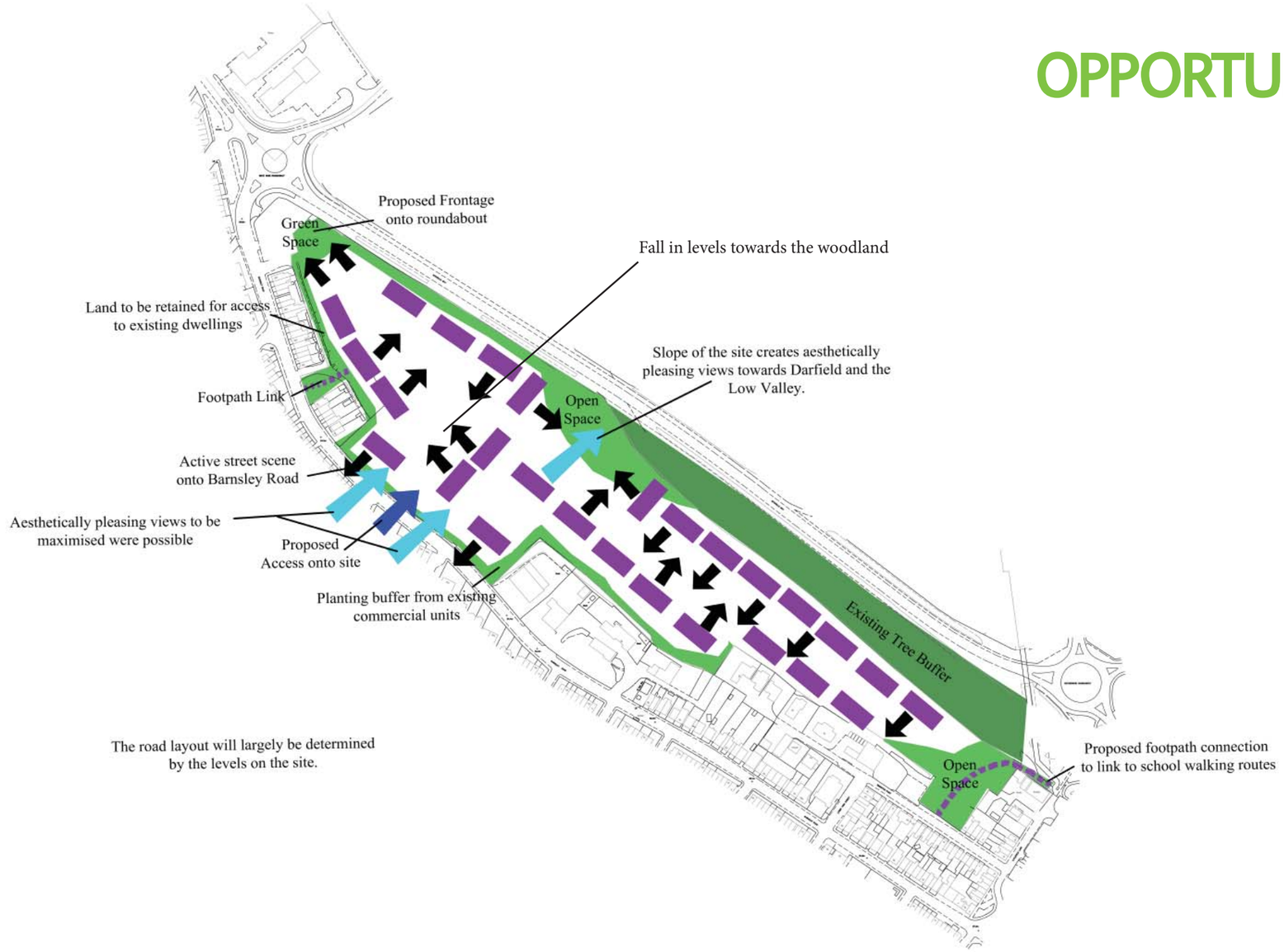


Figure 22 Constraints Plan

Design Opportunities - Overview

- Providing much needed housing in a sustainable location desirable for the housing market.
- Existing trees around the boundaries of the site will define the development and establish the sites character from an early stage.
- Enhance the local character of the area with a variation in materials and street scenes.
- Improve the housing on offer within Wombwell.

Design Constraints – Overview

- Levels throughout the site slope from South West to NorthEast towards Mitchells Way.
- Existing properties on Rimington Road and Barnsley Road have been taken into account in relation to separation distances.
- Access is constrained to come off Barnsley Road, Wombwell as this is the only available access point.

OPPORTUNITIES & CONSTRAINTS

9.1 Opportunities

New Housing - The scheme proposals create an opportunity to provide much needed housing in a sustainable location.

The layout, scale, form, density and design will positively contribute to the housing mix within the local area with a 15% provision of affordable housing.

Economic Investment - The application proposals will generate significant economic benefits and support sustainable economic growth by:

- Creating new temporary and permanent jobs in Barnsley;
- Generating investment in the local economy of Wombwell;
- Providing infrastructure improvements;
- Delivering New Homes Bonus and increased Council Tax receipts.

Creating new traditional homes that respond to the local scale and massing of surrounding architecture.

Ease of Movement within the area of Wombwell and areas directly adajcent to the site will be increased for pedestrians and vehicles.

Continuity and Enclosure of public and private spaces within the development are clearly defined.

Character areas such as crescents and open green space will enhance the development, which will contribute to the local character within Wombwell.

Views have been maximised across open green spaces within the development and views over the woodlands towards Darfield.

Existing trees and hedgerows will be retained were possible and will provide well established character areas within the development.

Enhance the local architectural character of the immediate vicinity and the area of Wombwell.

Diversify the housing market within Wombwell and provide a mixture of different housetypes within a sustainable location.

Topography is a constraint and an opportunity. The fall of the site from south-west to north-east provides aesthetically pleasing views across the woodland.

9.2 Constraints

Trees - Existing mature trees on the site boundaries in particular along Mitchells Way will be retained wherever possible, as they offer good screening value. In general landscape terms there are no trees of high importance within the site, high value grouped trees are situated beyond the site boundary.

Highways – Barnsley Road is to the south of the site it runs on a north west/ south east alignment and is subject to a 30mph speed restriction along the site frontage. On street parking can occur on both sides of the carriageway although this is mainly confined to the southern side of the road providing easy access to the terraced houses which front onto Barnsley Road. Barnsley Road can satisfactorily accommodate the proposed development traffic onto the site.

Access will be located approximately west of John Street and at a point where the level differences between the site and Barnsley Road are minimal. The proposed site access will achieve the required visibility splays in accordance with the prevailing national guidance Manual for Street which is applicable to streets that are residential is nature.

Drainage – The development of the site will require a new drainage system designed to suit the final approved layout, and in compliance with current Building Regulations and Sewers for Adoption. The site is located in Flood Zone 1 and is considered to be at a low risk of flooding. Housing development is therefore suitable for this location. Overland flooding from land outside the site is considered a low risk due to relative site levels. Full details on drainage matters and flood risk issues can be found in the supporting Drainage Assessment.

Topography - The site falls gently down from south-west to north-east. A steeper slope marks the western boundary of the site; buildings along the south-western section of the boundary appear to be constructed on embankments with steep slopes.

Ecology -The site is not subject to any national or local nature conservation designations covering the site or the immediate surrounding areas, which could constrain its development. The Ecological Survey demonstrates that there are no ecological constraints that would prevent this site from being developed for residential use.

10.0

OPPORTUNITIES & CONSTRAINTS TABLE

Opportunities	Detail
Trees	· The tree survey revealed 34 items of vegetation comprised of 25 individual trees and 9 tree groups. The trees can be broadly grouped into lower value naturally regenerated trees scattered around the boundary of the site and higher value woodland groups situated beyond the northern boundary of both parcels of land.
Highways	· Vehicular access to the Site is proposed from a simple priority T junction on Barnsley Road. An emergency link is also proposed via Barnsley Road into the western element of the site. · The preliminary layout indicated two access points into the proposed development. Following community consultation and a number of other reasons the decision was taken to use a singular access point. The prevailing highway design guidance for residential developments is Manual for Streets (MfS) published by the DfT. This document is deliberately non prescriptive and places no limit on the number of dwellings served by a single access instead stating "the number of external connections that a development provides depends on the nature of its surroundings" and "residential areas adjacent to each other should be well connected" (para 4.2.7). · The 2011 South Yorkshire Residential Design Guide (SYRDG) replicates the advice in MfS and is equally non-prescriptive with respect to the number of access points required in relation to the number of properties served. As such the proposed access arrangements accord with both national and regional guidance.
Drainage	The site is located in Flood Zone 1 and is considered to be at a low risk of flooding. Housing development is therefore suitable for this location. Overland flooding from land outside the site is considered a low risk due to relative site levels. Full details on drainage matters and flood risk issues can be found in the supporting Drainage Assessment.
Ecology	The site is not subject to any national or local nature conservation designations covering the site or the immediate surrounding areas, which could constrain its development. Two strands of Japanese Knot Weed have been found, and these will be treated in accordance with EA guidance. The Survey demonstrates that there are no ecological constraints that would prevent this site from being developed for residential use.

Opportunities	Detail
New housing	· Paragraph 49 of the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. · Paragraph 50 states that there is a need to deliver a wide choice of high quality homes in order to create sustainable, inclusive and mixed communities. · Paragraph 56 requires developments to function well and add to the quality of an area, as well as optimising the potential of the site to accommodate development. Developments should also be visually attractive and create safe and accessible environments. · Paragraph 96 states that new development should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
Accessibility & Sustainability	· Policy CSP4 requires site-specific Flood Risk Assessments (FRAs) for proposals over 1 hectare in Flood Zone 1 and all proposals in Flood Zones 2 and 3.
Layout & Siting	· Policy CSP15 deals with affordable housing and states housing developments of 15 or more dwellings will be expected to provide affordable housing. Within the Wombwell area 15% of the overall development must be for affordable housing.
Economic Investment	The application proposals will generate significant economic benefits and support sustainable economic growth by: ·Creating new temporary and permanent jobs in Barnsley; ·Generating investment in the local economy of Wombwell; ·Providing infrastructure improvements; ·Delivering New Homes and increased Council Tax receipts.
Design	Creating new traditional homes that respond to the local scale and massing of surrounding architecture. The proposed planning layout benefits the local area with an increased circulation and movement for pedestrians and vehicles. Focal points such as crescents and open green space will be created within the development, which will contribute to the local character within Wombwell.

RELEVANT PLANNING POLICY

Policy	Policy Detail	Analysis
NPPF – paragraphs 49, 50, 56, 96	Paragraph 49 of the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. Paragraph 50 states that there is a need to deliver a wide choice of high quality homes in order to create sustainable, inclusive and mixed communities. Paragraph 56 requires developments to function well and add to the quality of an area, as well as optimising the potential of the site to accommodate development. Developments should also be visually attractive and create safe and accessible environments. Paragraph 96 states that new development should take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.	The NPPF was brought into force on the 27th March 2012, and takes precedence over out-of-date or incomplete local development plans. In such cases planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. The matters listed in the relevant paragraph extracts have been addressed in detail within this document, and the planning statement.
Core Strategy CSP4 Flood Risk	Policy CSP4 requires site-specific Flood Risk Assessments (FRAs) for proposals over 1 hectare in Flood Zone 1 and all proposals in Flood Zones 2 and 3.	An initial Flood Risk Assessment and Drainage Strategy has been prepared by iD Civils Design Limited. The site is within Flood Zone 1 with no records of flooding on the site. Further information can be found in the FRA.
Core Strategy CSP15 Affordable Housing	Policy CSP15 deals with affordable housing and states housing developments of 15 or more dwellings will be expected to provide affordable housing. Within the Wombwell area 15% of the overall development must be for affordable housing.	In line with policy CSP15 the proposed development includes 15% affordable dwellings across the site.

Policy	Policy Detail	Analysis
Core Strategy CSP36 Biodiversity and Geodiversity	Addresses biodiversity and geodiversity and states development will be expected to conserve and enhance the biodiversity and geological features of the borough by protecting, maximising and conserving biodiversity and geodiversity opportunities in and around new developments.	The site comprises of an arable field. The site represents arable land, scrub, allotment, buildings, defunct hedgerow, plantation woodland and amenity grassland. The small sheds on site offer no suitable bat roost potential. There is no amphibian breeding habitat within the application site and the site does not present valuable examples of suitable habitat for any other protected species. The allotment in the south west corner of the site are un-managed and overgrown and have not been in use for a number of years. Full details on ecological matters can be found in the supporting Ecology Statement.
CSP14 Housing Mix and Efficient Use of Land	Policy CSP14 states that a mix of housing should be provided. CSP14 also states that a minimum density of 40 dwellings per hectare should be aimed for.	A suitable housing mix of 2, 3 and 4 bedroom properties are proposed with a density of 36dph in line with the Strategic Housing Market Assessment (May 2008).
CSP9 The Number of New Houses to be Built	Policy CSP9 deals with the number of new homes to be built and confirms the Council will seek to achieve the completion of at least 21,500 net additional homes during the period 2008 to 2026.	The site is located within a principle town (Wombwell) and is highlighted within the Core Strategy (Policy CSP10) to contribute around 2,000 dwellings during the period.
Supplementary Planning Document - 'Designing New Residential Development'	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.	This document has been analysed and the principles taken on board throughout the design process. The scheme has been designed to contribute to place making and will be of a high quality, contributing to a healthy, safe and sustainable environment.

Policy	Policy Detail	Analysis
South Yorkshire Residential Design Guide (January 2011)	The guide provides a clear and consistent approach to design in the development management process that will result in higher quality neighbourhoods and efficiency savings for developers.	· We have used the document throughout the design process and adhered to the overarching principles where achievable. · Where possible the development has been designed to achieve the internal spacing standards set out in the Guide Technical Requirements section 4A.2, (p130-131). · The design and layout of streets reflect the principles of Manual for Streets. The proposed development meets the standards for parking design set out in particular sections S2.5 On-street parking (p102) and B1.6 Off-street parking (p116-117).
Supplementary Planning Document - Open Space Provision	The SPD suggests a minimum of 15% of the gross site area of new housing development must be open space of a type appropriate to the character of the site, its location and the layout and nature of the new housing and adjoining land uses.	The POS will be overlooked by a number of proposed dwellings providing natural surveillance of this area. In accordance with CSP35, CSP42 and Open Space Provision on New Housing Development SPD (Adopted March 2012), POS will be provided, which equates to approximately 15% of the total site area. The make-up of this provision will be a matter dealt with during discussions with the LPA following the submission of the application.
Supplementary Planning Document - Parking	It supplements Core Strategy Policy CSP 25 New Development and Sustainable Travel by setting out the parking standards that the Council will apply to all new development.	A total of 499 spaces are proposed across the site. The development looks to provide 1 space for dwellings with 2 bedrooms and 2-3 spaces for dwellings with 3 or more bedrooms. Parking spaces are a minimum of 5m long and 2.5m wide.

11.0

INITIAL MASTERPLAN



Developed masterplan (Figure 23

11.1 Development Objectives:

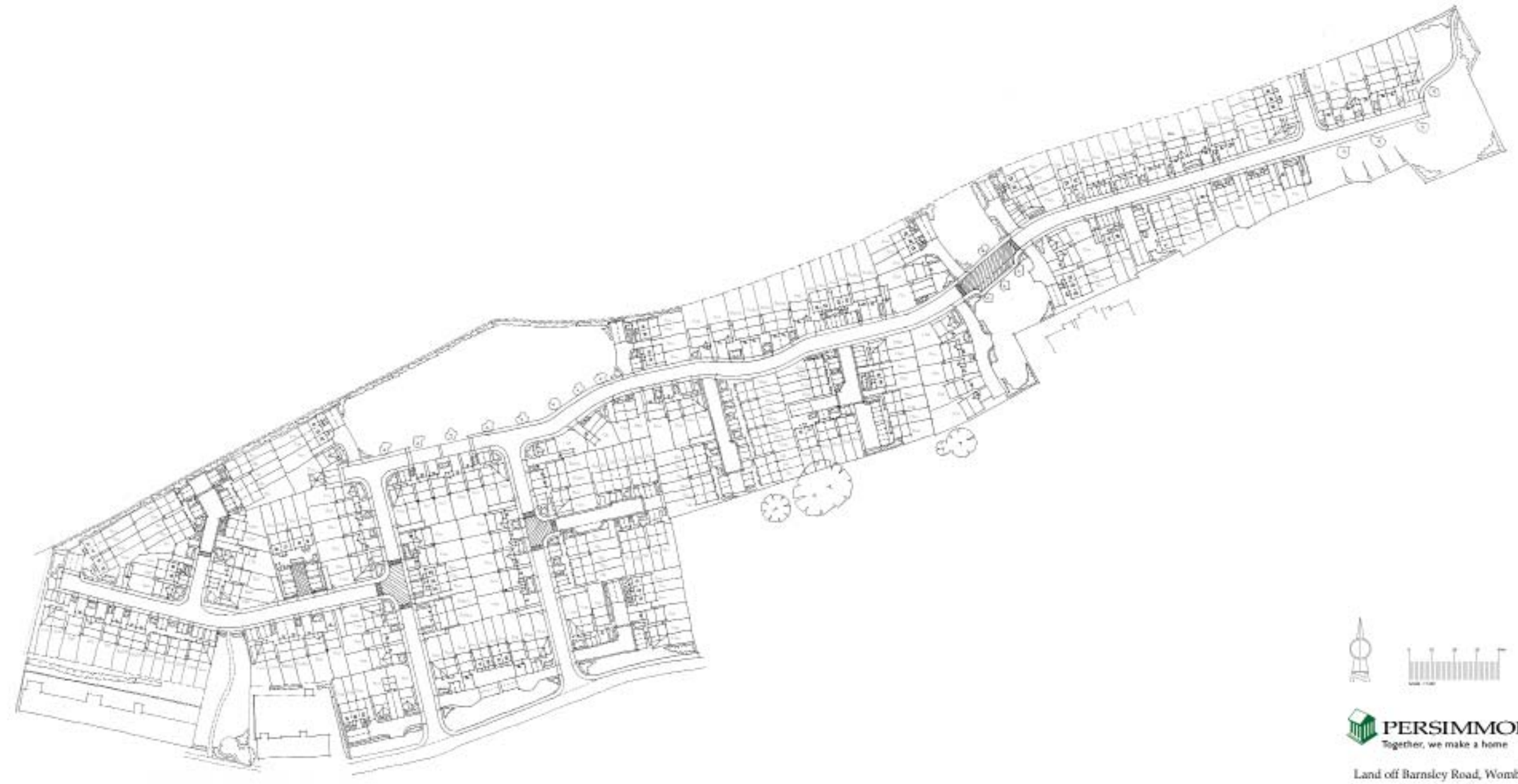
The proposed scheme comprises a mix of Persimmon house types constructed to a maximum of 2 ½ storeys. The proposed dwellings will offer a mix of accommodation.

It is proposed that 15% of the units on the site will be affordable housing, which equates to 36 units. The affordable units are in the form of 2 bed dwellings between 2 and 2½ storey dwellings providing a mixed and balanced community.

11.2 Design Evolution

The initial masterplan proposes:

- Two access points off of Barnsley Road
- Open Space proposed around the site to break up the built form
- Active frontages on all roads around the development where possible.
- Proposed development across from Mitchells Way with a seperate access, which is within the same title.
- A tree buffer will be retained adjacent to Mitchells Way to shield the
- development from some of the noise from traffic and provide a soft
- landscaped boundary edge.
- Shared surfaces and private drives have been highlighted in the masterplan to provide character areas within the development.



This initial sketch layout developed from the concept masterplan (Figure 24)

Initial Layout

Mix of 2 bed, 3 bed and 4 bed properties
Approx: 241 plots

The northen parcel of land will not be included in the application, although it was considered as an option at the early stages. This is why the develped plan does not include this the northern parcel.

11.3

PRE APPLICATION DESIGN



Pre Application Plan (Figure 25)

Pre Application Design Development:

- Active frontages onto green space
- Active frontages onto roads
- Two access points into the site creating a small loop.
- premier plots are positioned over looking open space and long distant views
- POS located in a number of positions across the site
- Enhance the landscape with increased tree planting and soft landscaping
- Shared spaces coloured brown to define different character areas within the development.

12.0

FINAL LAYOUT



Final Layout (Figure 26)

DEVELOPMENT OF LAYOUT



Gateway entrance feature to the proposed development (Figure 27)



Barnsley Road frontage (Figure 28)

- **Access** Vehicular access to the Site is proposed from a simple priority 'T' junction on Barnsley Road. Plans displayed at the public exhibition held on the 4th July 2013 indicated that two acess points may be provided onto Barnsley Road. Public feedback expressed a desire for a single access point rather than two separate points of access. The access arrangements have been reviewed and for a variety of reasons, including impact on the existing bus stops, it is now proposed to provide a single point of access onto Barnsley Road supported by an emergency only access to the west. Engineering comments also conbtributed to the development of the layout since the levels of the site slope quite significantly towards Mitchells Way the road layout would not have worked with the proposal of two access points. The road layout has been amended to work with the sloping levels of the site, which has created a row of housing fronting Barnsley Road.

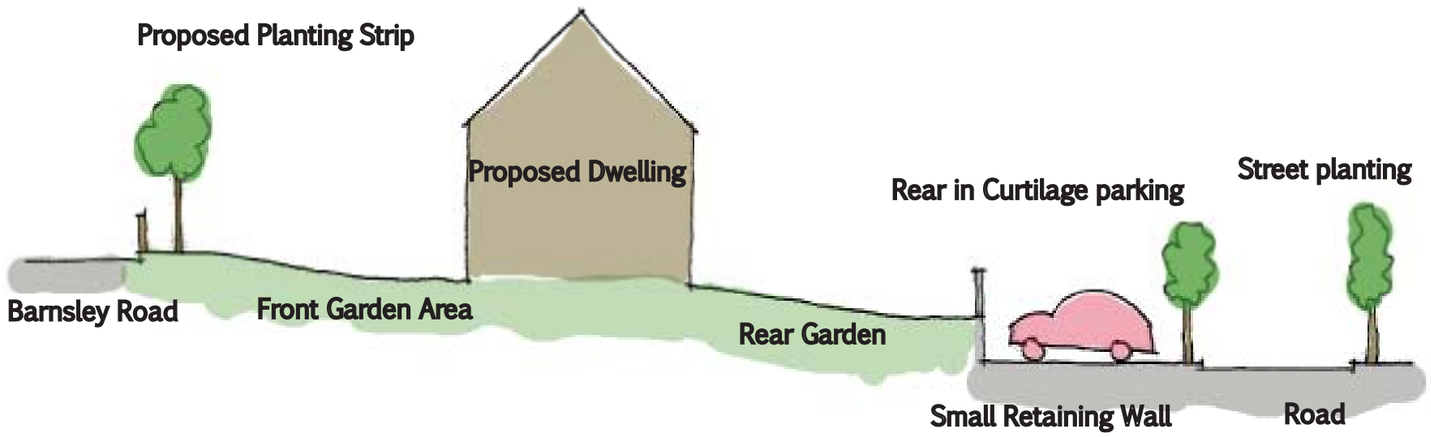


Rear aspect of homes fronting Barnsely road, softened by landscaping (Figure 29

- **Active** frontages onto green space and roads have been designed were possible. The area where this has not been achieved is to the rear of the plots fronting Barnsley Road. In order for the levels to work on site the road has to begin sloping down to the rear of the plots fronting Barnsley Road, which leaves a road fronted only on the one side. Although this is the case the design of the rears has been carefully considered. There will be a retaining wall, which will be of the same brick type as the housing fronting Barnsley Road, which will also be broken up by fencing on the top half of it to break up the rear elevation. Parking has been positioned to the rear with plenty of soft landscaping between each parking space. Trees have been positioned between parking spaces where possible to soften up the boundary.

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- **Premier** plots are positioned over looking open space and long distant views
- **Public Open Space** located in a number of positions across the site.
- **Enhance** the landscape with increased tree planting and soft landscaping
- **Shared spaces** coloured brown on the final layout define and private drives create different character areas within the development.
- **Landscape buffers** have been increased around sensitive boundaries to the site, were noise and existing dwellings are positioned.



Typical Section through the site (Figure 30)

Typical Section

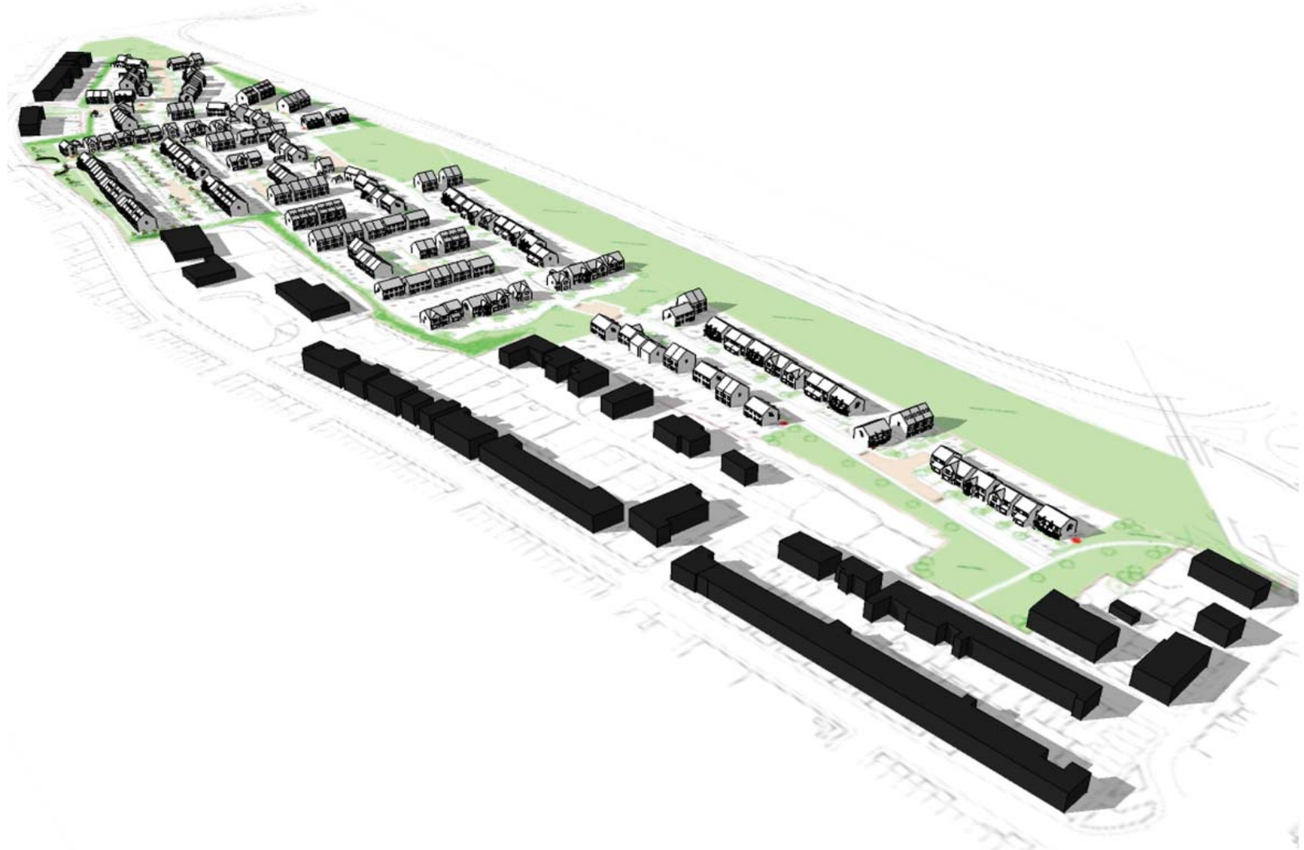
Figure 30 adjacent shows a typical section through plot 26, showing the relationship between the plot, Barnsley Road and the parking arrangement to the rear.

The design:

- Active frontage onto Barnsley Road reflecting the character of the surrounding residential areas.
- Soft landscaped edge to the frontage onto Barnsley Road
- Parking to the rear with planting between parking spaces
- Small retaining wall due to level difference
- Gardens to overlook parking space
- Parking position in curtilage to enhance purchase desirability

12.2

URBAN GRAIN & MASSING



3D Urban Massing Plan (Figure 31 & 31A)

The block structure shown in the Masterplan (Fig 31A) is consistent with the advice set out in By Design (CABE) and the Urban Design Compendium (English Partnerships). (Figure 31) has an inherent flexibility and can incorporate a variety of urban forms, car parking and servicing arrangements and reflects the design of the surrounding area.

The proposed plots will work together so that they read as a single component as well as a series of individual properties.

The arrangement of plots respond to the sites topography to promote, maintain the character of the area.

Urban Grain Plan (Figure 31A)



The urban grain plan (Figure 31A) identifies the proposed layout as being consistent with the existing adjacent properties along Barnsley Road. The existing terrace units have been replicated along the front of Barnsley Road to be in keeping with the character and street scene of the area, although the housetypes range from semi detached properties and townhouses a consistent frontage is shown. The urban grain plan identifies the proposed layout as being very similar to that of the surrounding dwellings.

12.3
AMOUNT



Indicative 3D of a typical street scene (Figure 32)



4 Bed Roseberry House Type - 2 storey
Figure 33

3 Bed Souter House Type - 2 1/2 storey
Figure 34



3 Bed Rufford House Type - 2 storey
Figure 35

A number of options have been considered during the evolution of the Masterplan. The design team have established the sites constraints, opportunities and reviewed the proposals to ensure all aspects are considered.

The submitted Masterplan structure represents what is considered to be an appropriate development of the site in response to the limitations and opportunities, including the topography, orientation and the views available from the site. The final layout seeks to demonstrate the differing densities and massing of the built form proposed within the site. The scheme will include a mixture of surfacing materials, landscaping and open spaces to soften its appearance.

The proposal is to provide up to 236 dwellings across a mixture of houses.

It is proposed that the layout will encompass the recommendations of 'Secured by Design' to create a safe environment for all.

The layout of the Masterplan seeks to provide a simple movement network creating a hierarchy of spaces forming an attractive and safe environment for all.

The building form and massing to the spaces will be for the most part two and two and a half storeys in height to a scale which benefits and harmonises with the space that it bounds and defines. It is of a similar character to the existing urban area, allowing the scheme to blend in with its environment.

Scheme character will be reinforced by the careful selection of materials and details for both the dwellings and the ground surfaces. Selection of appropriate fencing and soft planting will enhance the space to create character/focal points to the development.

12.4
LAYOUT

A traditional residential layout is proposed which will provide housing for cross market needs, such as those of first time buyers and young families. A range of 2, 3, and 4 bedroom properties are provided across a mix of detached, semi-detached and terraced properties.

To create a diverse built frontage to the street scene throughout the development, the proposal will position various house types alongside one another, and use a varied set of materials.

The proposed layout avoids long interrupted avenues of houses to encourage low traffic speeds creating a safe residential environment for pedestrians and cyclists.

The scheme helps to maintain and extend the positive character and identity of Wombwell. A balance between the individual identity of the scheme and the identity of the wider area has been sought throughout the design.

Plots and building types (size and tenure) have been chosen to respond to the character of the area and the site as well as to housing demand and need in Wombwell.

The urban form within the residential area reflects the existing arrangement creating a varied and distinctive townscape which has common elements with Rimmington Road and terraces/town houses along Barnsley Road. Changes in alignment not only create interest but also help to achieve traffic calming. The pattern has a strong functional rationale following the urban grain, desire lines and responds to other site factors.

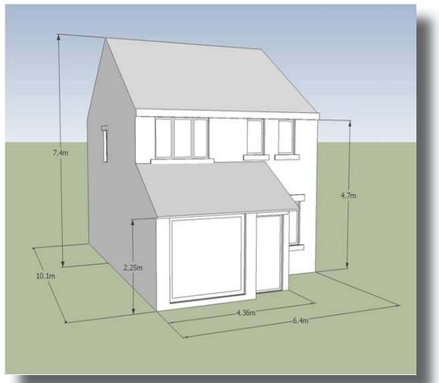
Housing at the end of vistas will create focal points that stand out through measures such as a change of scale, materials and or architectural treatment opportunities. Minimum separation distances of 21 metres have been met rear to rear from existing and proposed properties and at least 12m distance side to rear. The level changes on the site also means that no over looking is possible for the existing properties.

The relationship between landscape, open space and buildings in particular are important to provide containment, surveillance while avoiding unnecessary sub-division or fragmentation. The proposals look to take advantage of the positive relationship between green space and buildings by incorporating existing green spaces into the scheme proposals. This positive relationship between the existing green spaces, landscape and the built form will enable the proposal to create a green corridor through the centre of the site as highlighted in our Masterplan.

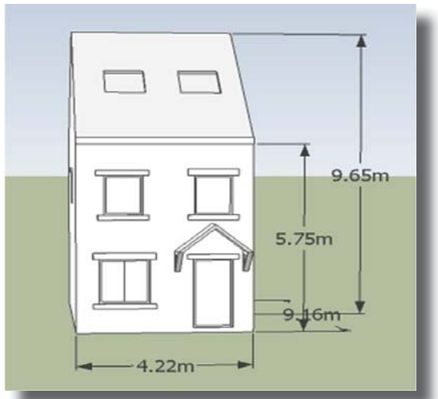
The overall form and detailed design of the buildings are appropriate to the location and character of the area as well as within the street block series. The design of this layout will enhance the character of the area.

The amount and type of off street parking was apart of the overall parking strategy. Off –street parking has been clearly integrated within the overall scheme so that it does not visually dominate the street or shared private areas.

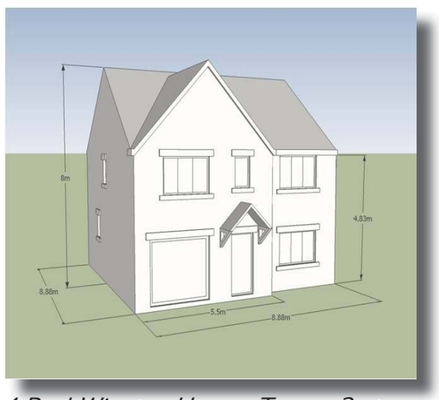
SCALE



3 Bed Rufford House Type - 2 storey (Fig 36)



3 Bed Souter House Type - 2 1/2 storey (Fig 37)



4 Bed Winster House Type - 2 storey (Fig 38)

Scale

The heights of the buildings have been designed to respond to the character of the space and streets to which they relate. The scheme proposes a residential estate comprising typical family properties in line with the housing market need for the area, at a scale that is appropriate.

The affordable units will be 2 bedroom, 2 storey dwellings. The affordable units have been positioned in clusters within the site to achieve a cohesive physical relationship within the development site.

Smaller footprint buildings have been used on steeper slopes so the roofscape follows the slope of the land.

Larger buildings have been articulated in form to reduce their perceived mass to a scale similar to the local form.

SCHEME CONCEPT

Wombwell is characterised by a number of, medium density residential estates comprising a mix of one, two and two ½ storey brick/stone and render dwellings.

The proposal in adhering to this established character offers the following principles:

Standard roof pitches.

Small fascias with no soffit.

Varying material palette. (See images adjacent Figures 39- 41)

Formal arrangement of buildings is envisaged with references to the existing structure in Penistone. This formal appearance is achieved by accentuating vertical lines and repeating elements.

Cohesive approach to building heights. Proposed properties along the entrance to the site will be consistent with that of the surrounding area. Single storey properties proposed are in a similar location to those bungalows along the edge of the site.

Examples of Existing Properties adjacent to the site, Figures 16-20.

Integrated, complementary
Vital, active, well managed
Cohesive, inclusive, safe and secure



Typical Housetype examples (Fig 39



Typical Housetype examples (Fig 40)



Typical Housetype examples (Fig 41)

12.6

PROPOSED DWELLING TYPES

The Design Team has sought to use a series of robust design principles to develop the basis of the design strategy for the site. These are built upon the need to enhance existing elements that are instrumental to the image of the area and strengthen its distinctive character and appearance. The scheme as presented has been developed around the following guiding principles:

- To create a high quality design that has it's own distinct identity whilst celebrating elements instrumental to the area
- To enhance the character and appearance of the area
- To produce a safe and secure environment by producing a well considered and a well designed scheme
- To create attractive views in to and out of the application site.

The dwellings are to be constructed of brick complete with artificial stone heads/cills to the front elevations, side and rear elevation. Materials, along with the elevational treatment, are proposed to blend extremely well with the existing built environment without adverse effect to existing residential amenity. These will be confirmed during the course of the planning application. The scheme has been designed to complement the character of the locality.

Design Elements

- Dwellings to have standard roof pitches to give a good proportion to the elevations.
- Small fascias with no soffit and no barge board gables.
- A traditional approach to housing design.
- Majority 2 storey units with some 2.5 storey dwellings in key locations of the development.
- Dual elevation types to help turn the corner.
- Stone Heads and cills against a red/buff brick to give interest and contrast to elevation.

13.0

CONCLUSION

This Design and Access Statement describes how the proposals to support the Full Planning application for a residential led development for Barnsley Road, Wombwell have been developed.

The statement explains the background to the application and the development vision. Through an understanding of the physical constraints both onsite and the surrounding context, the statement illustrates the progression of design and its inclusion within the established planning framework.

Reference is made to the existing technical and physical constraints and opportunities which will shape the development. This statement should be read in conjunction with all other supporting documents submitted as part of the full planning application.

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 on the site. Subject to approval, we consider the development will provide a range of dwellings, environmental improvements and community benefits for the local area.