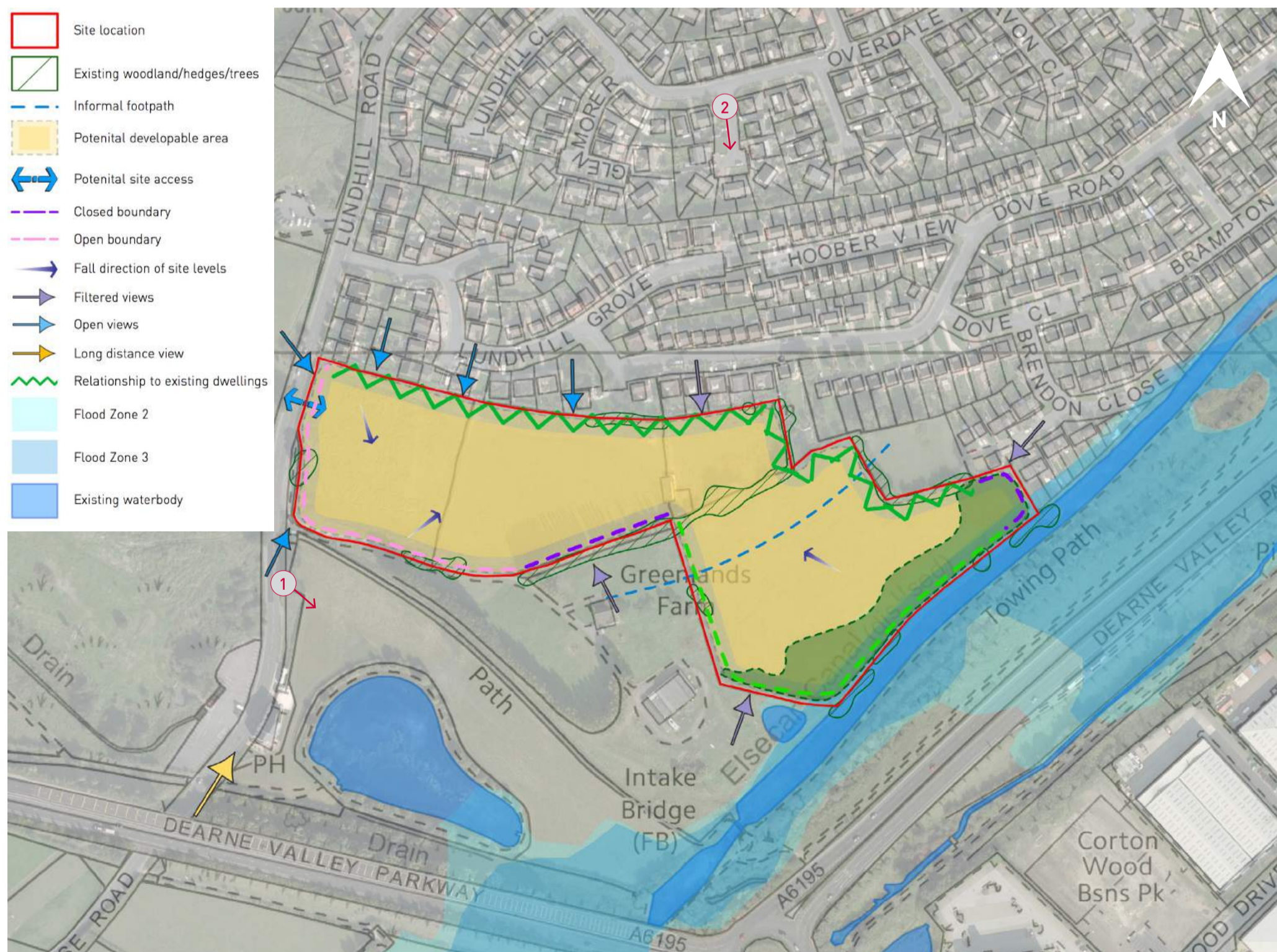


03 OPPORTUNITIES & CONSTRAINTS

SITE EVALUATION

- 3.01 A number of opportunities and constraints associated with the site have been identified, outlined opposite and illustrated on the plan below.
- 3.02 Following a detailed assessment of the site and its surrounding context and public consultation, a number of opportunities and constraints have been identified. These are outlined below and illustrated in the opportunities and constraints diagram. These opportunities have formed the basis for the design concepts for the sites.
- 3.03 The identified opportunities and constraints are mainly associated with the land uses that immediately surround the site;
- 3.04 The flood zones in the south-eastern corner are a result of the disused canal lying adjacent to the south-eastern boundary;
- 3.05 Existing dwellings to the north create a potential constraint due to their proximity to the site and their existing outlook;
- 3.06 The location of the development site means there is only one feasible means of access onto Lundhill Road;
- 3.07 The southern boundary is potentially sensitive due to the greenspace/open land beyond it.



OPPORTUNITIES & CONSTRAINTS (FIG.7)



LOCAL AREA VIEW 1: VIEW OF POND JUST OFF LUNDHILL ROAD SITUATED BEHIND LUNDHILL TAVERN

OPPORTUNITIES

- Proximity of footpath connections
- Creating housing in an area where required
- Creating some public open space
- Potential views for proposed dwellings
- Introducing formal drainage to the site
- Creating a safe environment
- Site access

CONSTRAINTS

- Site access off Lundhill Road
- Relationship with existing dwellings - Limited positioning/proximity
- Site drainage - Solution for SW to Elsecar Canal
- Existing surroundings and their relationships to the proposals.
- Flood zone



LOCAL AREA VIEW 2: VIEW ALONG ORWELL CLOSE

04 DESIGN PRINCIPLES

ACCESSIBILITY

“The ability to move safely, conveniently and efficiently to and within a place will have a great influence on how successful it is. The experience for all users, whatever their mobility or mode of transport are important”

Planning Practice Guidance, Paragraph: 022 Reference ID: 26-022-20140306

- Creation of convenient, safe and direct access for all residents to local facilities, play areas and dwellings
- Provision of an efficient vehicular access point into the site from Lundhill Road.
- Design a permeable network of streets that create legible routes for vehicles, cyclists and pedestrians alike
- Creation of a clear movement hierarchy providing easily recognisable routes, which balance the street as a space alongside its function as a movement corridor
- Maintain a human dimension in terms of scale to the built form for ease of orientation

PROVISION OF AMENITY SPACE

“Public spaces are available for everyone to see, use, enjoy. They help bring neighbourhoods together, and provide space for social activities and civic life”

Planning Practice Guidance, Paragraph: 018 Reference ID: 26-018-20140306

- Creation of legible links through the site to the areas of open space
- Public spaces to provide opportunities for children’s play and social activity
- Properties fronting onto open spaces and green links providing surveillance and a sense of security
- Provision of private amenity space for all new residents

RESPOND TO CONTEXT

“Development should respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation”

NPPF, para 58

- Integration of the proposed development into the existing built form fabric of Wombwell in relation to scale, height and massing
- Respond to the existing site topography including the consideration of views in and out of the site
- Providing architecture that reflects the local vernacular

EFFICIENT USE OF RESOURCES

“Planning should support the transition to a low carbon future in a changing climate”

NPPF, para 17

- Encouraging walking, cycling and public transport use rather than the use of the private car thereby reducing the reliance on natural resources
- Use of energy efficient building techniques
- Provision of a range of house types, tenure and sizes in order to cater for choice and a variety of households

QUALITY OF PUBLIC REALM

“Designs should ensure that new and existing buildings relate well to each other, that streets are connected, and spaces complement one another”

Planning Practice Guidance, Paragraph: 024 Reference ID: 26-024-20140306

- Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users, which consider the design of the space as well as its function as a movement corridor
- Integration of existing and proposed landscape features
- Creation of a clearly defined public realm through the provision of strong building frontage lines and variations in enclosure of private spaces
- Control of access to private areas

CHARACTER AND AMENITY

“Development should seek to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, local man-made and natural heritage and culture, while not preventing or discouraging appropriate innovation”

Planning Practice Guidance, Paragraph: 007 Reference ID: 26-007-20140306

- Opportunity to establish a new distinctive identity to the development, whilst relating to the existing context and integrating into the landscape
- Creation of well-designed key spaces and built form
- Creation of new landscape features and habitats within the site

CONCEPT PLAN

- 4.01 The design principles established by the extent planning permission form the basis for developing the scheme concept for these proposals. This consent establishes broad disposition of form, massing and relationships with neighboring uses.
- 4.02 Below is the initial concept plan which then led to a formal layout. The concept plan encourages a linear structure and emphasises the active street frontages throughout the site.

EVOLUTION

- 4.03 The concept layout is shown below which then developed into the feasibility layout opposite.

CONCEPT LAYOUT

- 4.04 **Use & Amount** - how much development is proposed. For residential development, this means the number of proposed units for residential use and for all other development, this means the proposed floor space for each proposed use.

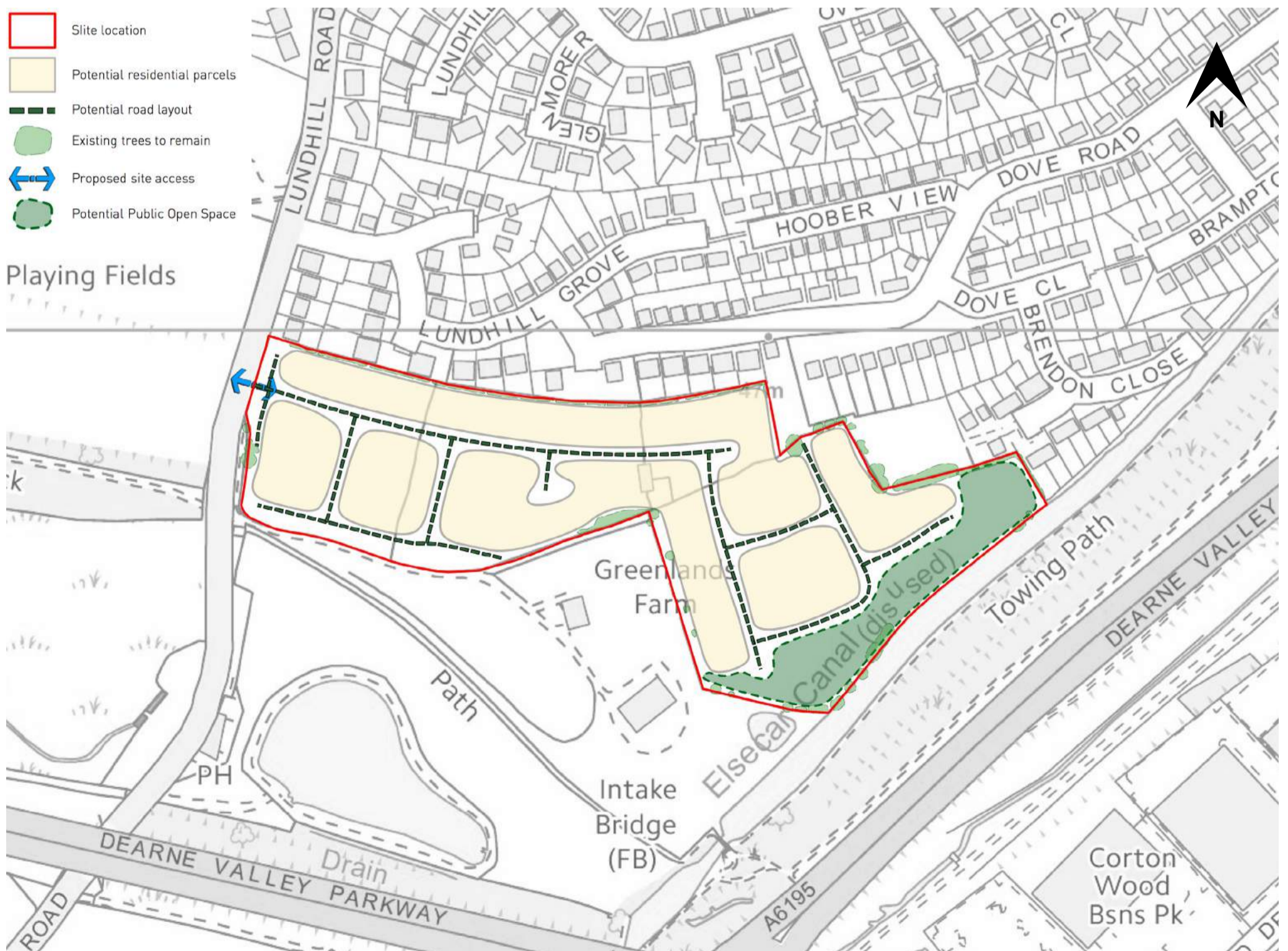
Access - this covers the accessibility to and within the site for vehicles, cycles and pedestrians in terms of positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

Layout - the way in which buildings, routes and open spaces are provided within the development and their relationship to buildings and spaces outside the development.

Scale - the height, width and length of each building proposed in relation to its surroundings.

Appearance - the aspects of a building or place which determine the visual impression it makes, excluding the external built form of the development.

Landscaping - this is the treatment of the private and public space to enhance or protect the site's amenity through hard and soft measures, for example, through planning of trees or hedges or screening by fences or walls.



CONCEPT PLAN (FIG.9)

05 DESIGN PROPOSALS

PROPOSED LAYOUT

5.01 The layout below responds to the initial site analysis. Creating active street frontages throughout, creating a safe and secure environment.



DESIGN CONCEPTS & DEVELOPMENT FRAMEWORK

5.02 The development framework represents the basic structuring components for the development on Main Street. The framework is then broken down into the following elements/matters:

Existing Features - Identifying the existing components on site will create a suitable solution to the constraints and work with the opportunities that exist in the site's boundary and surroundings.

Movement & Access - Creating active street scenes with the intention to not base the layout solely on the road network, but to create a development that is suited to the intended users' needs.

Scale/Density - The scale and density of buildings proposed, including why particular heights have been settled upon, and how these relate to the site's surroundings and the relevant skyline.

Green Infrastructure - Providing a 'green' network across the development to create public open space.

Footpath Links - By working with the existing network of footpaths and PROWs the site will benefit from connecting to these existing features and improve the site's connections to its surroundings.



URBAN GRAIN

5.03 The development will seek to fit into the existing urban grain appropriately, respecting it's surroundings.

The plans below illustrates the outcome of the design and how it will fit into the existing urban grain creating similar linear forms and density to the existing grain, forming a natural urban fringe to the parcel.



URBAN GRAIN: EXISTING (TOP) & PROPOSED (BOTTOM)

PARKING (TYPES)

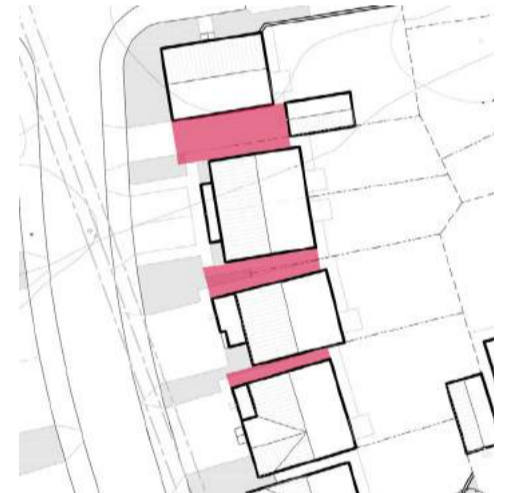
Various different types of parking are used on this site:

- A Integral parking
- B Side plot parking
- C Frontage parking spaces
- D Visitor bay parking



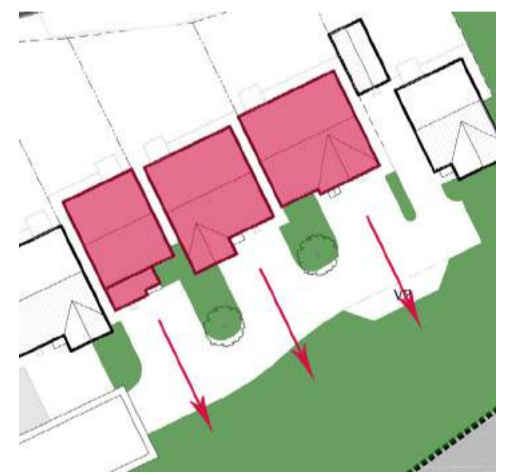
SPACE BETWEEN PLOTS

The majority of plots are spaced approx 1m to 3m apart with parking to the side and front, creating a more spaced street scene, which allows for more plot landscaping and minimising car domination to the frontages.



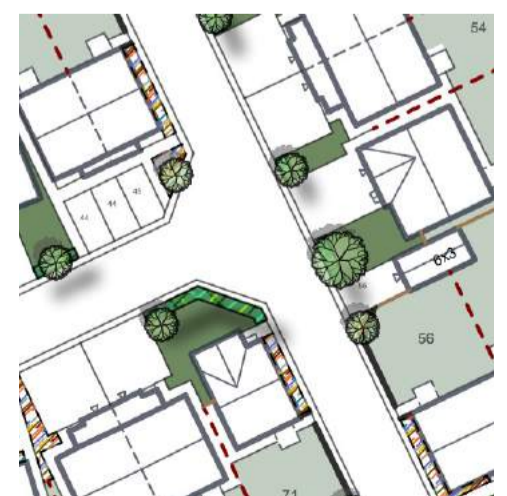
ACTIVE STREET FRONTAGES

Streets have been designed to create a safe and secure environment with natural plot and public open space surveillance.



PLOT LANDSCAPING

Plots to have clear defensible landscape boundaries, with such boundary treatments as vegetation and fencing.



MOVEMENT & ACCESS

- 5.04 The movement hierarchy clearly defines the main routes and helps achieve a permeable layout. The importance of each of the street types in terms of its movement and place function varies within the hierarchy. Streets are defined by the building layout, so that buildings rather than roads dominate.
- 5.05 Access to the site will be via Lundhill Road.
- 5.06 The primary road extends eastwards from access roads to serve the first half of the development before joining the rest of the development via a southern spur.
- 5.07 Shared surface streets serve further housing and are reduced to having margins as opposed to footpaths. Speeds are reduced by the introduction of raised tables allowing pedestrians and vehicles to share this space safely. The change of environment is further distinguished through the introduction of block paving.
- 5.08 Private drives are limited to serving five properties and are designed for low traffic speeds.
- 5.09 Pedestrian linkages are designed to connect the residential parcels with the public open spaces.



BUILT FORM & MOVEMENT (FIG.11)

AMOUNT & STOREY HEIGHTS

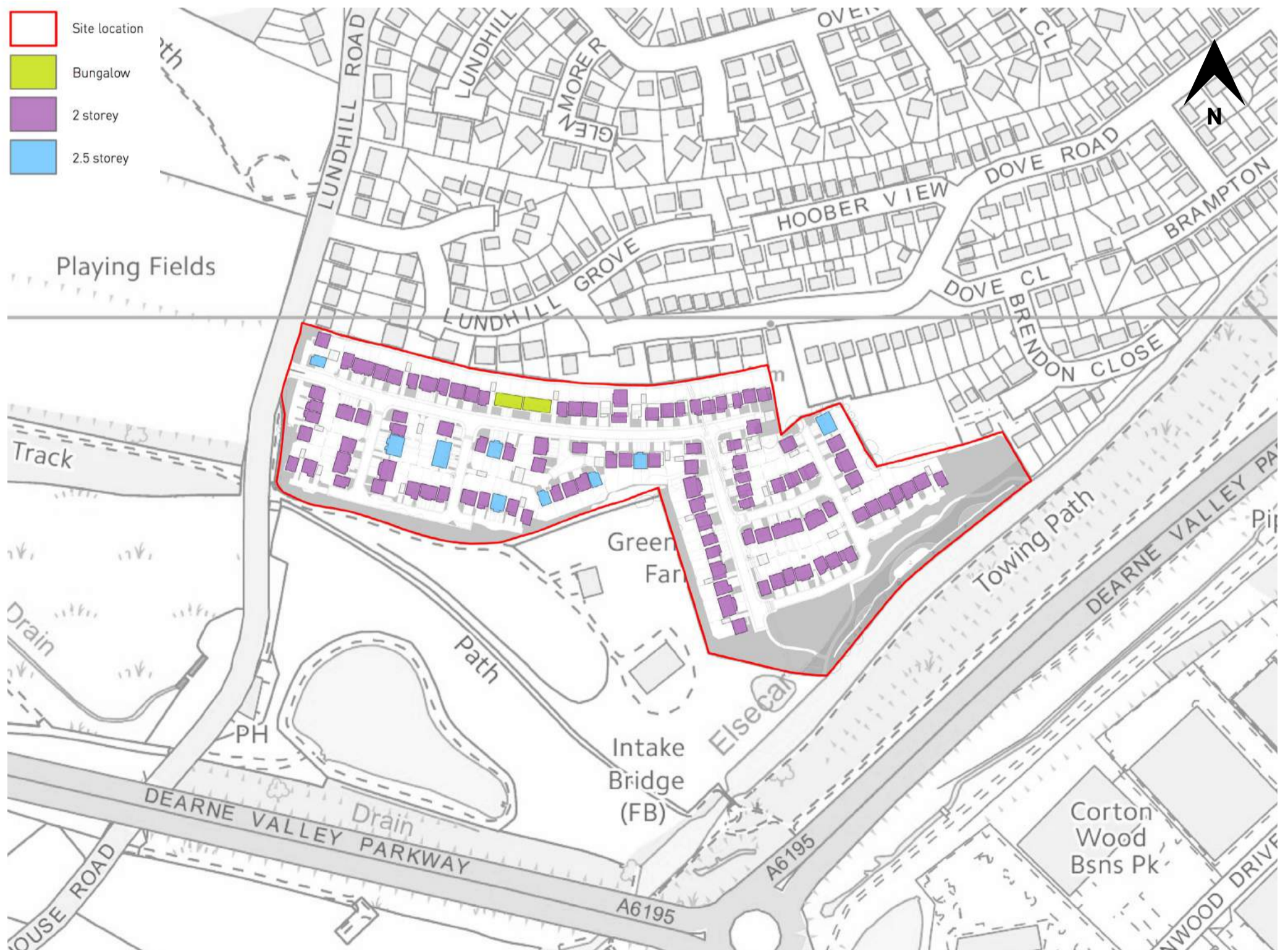
5.07 All of the 150 units are 1, 2, 2.5 storeys varying from 2 to 4 bed. The reason for varying the storey height is so that the development is more suitable for the surrounding residential area and context of Wombwell. The single storey units have been introduced to provide the full scope of dwellings in this proposal and to provide a degree of symmetry to the existing dwellings to the north.

PARKING PROVISIONS

5.08 Adequate visitor car parking spaces have been provided along the shared surface and private drives.

5.09 Suitable and sufficient car parking has been provided in order to cater for the likely demand and in accordance with planning policy.

Please refer to the Build For Life statement for further parking details.



SCALE & APPEARANCE (FIG.12)

GREEN INFRASTRUCTURE

- 5.10 The below shows the proposed and retained existing green infrastructure and features on site.
- 5.11 The southern boundary and public open space areas of the site provide areas of retained vegetation.
- 5.12 Retained buffer to western boundary.
- 5.13 Hedgerow buffer to north to be created.

PROPOSED URBAN FORM

- 5.14 The proposals are to have residential build alongside existing residential with open space closer to the existing open spaces and canal.
- 5.15 This masterplan shows the land use in the development. The 3D imagery opposite provides a visual of the proposed heights for the dwellings.



GREEN INFRASTRUCTURE & LAND USE (FIG.13)

MATERIALS

- 5.16 The specification of materials to use for this development will be determined during the application.
- 5.17 It is envisaged that the proposed dwellings will be constructed of brick and tile and with traditional roof pitches.
- 5.18 Front elevations will feature contrasting brick heads to all ground floor and some 1st floor windows.

SCALE & APPEARANCE

A HIERARCHY OF STREETS AND SPACES

- 5.19 The layout shows the disposition of land uses and the proposed structure of the development. A well-connected movement network, accessible by all users, is proposed which helps ensure that all areas of the development are easy to navigate, safe and secure.

The movement hierarchy clearly defines the main routes and helps achieve a permeable layout. The importance of each of the street types in terms of its movement and place function varies within the hierarchy. Streets are defined by the building layout, so that buildings rather than roads dominate.



STREETSCENE A-AA: LOOKING ALONG THE SOUTHERN BOUNDARY OF THE SITE



STREETSCENE A-AA (CONT.)



STREETSCENE B-BB: SHOWING THE SITE ENTRANCE AND DETACHED UNITS ALONG THE WESTERN BOUNDARY

06 BUILDING FOR LIFE

RESOURCE EFFICIENCY

Adaptability

- 6.01 The new development should be flexible enough to respond to future changes in use, lifestyle and demography. This means designing for resource efficiency, creating flexibility in the use of property, public spaces and service infrastructure and introducing new approaches to transportation, traffic management and parking.
- 6.02 The development should be flexible to accommodate changes of use and circumstances through changing social, technological and economic conditions.

BUILDING FOR LIFE

- 6.03 This section clarifies how the development and design proposals embrace the recommendations given in Building for Life 12 and respond to the twelve B4L12 questions as follows;
- 6.04 In our opinion, the initial assessment of the scheme is achieving 12 'green lights' and shows that the development has taken account of all the questions posed by the Building for Life Assessment.
- 6.05 We believe that by virtue of its considered design, the development should be 'a good place to live.'

INTEGRATING INTO THE NEIGHBOURHOOD		SCORE
01 CONNECTIONS	<p>Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?</p> <ul style="list-style-type: none"> Creates connections through the site. Properties integrating into existing urban grain. Good separation and relationship to adjacent houses. 	
02 FACILITIES AND SERVICES	<p>Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?</p> <ul style="list-style-type: none"> There are various facilities similar to the above that are in close proximity to the proposed development, including parks, leisure facilities, shops and schools. 	
03 PUBLIC TRANSPORT	<p>Does the scheme have good access to public transport to help reduce car dependency?</p> <ul style="list-style-type: none"> There are 2 bus stops within 600m of the site. 	
04 MEETING LOCAL HOUSING REQUIREMENTS	<p>Does the development have a mix of housing types and tenures that suit local requirements?</p> <ul style="list-style-type: none"> A wide range of house types are proposed, from 2 to 4 bed terraced, semi-detached, detached houses and bungalows. A mixture of private and affordable properties and all are fully integrated and designed to be tenure blind to create a broad-based community. 	
05 CHARACTER	<p>Does the scheme create a place with a locally inspired or otherwise distinctive character?</p> <ul style="list-style-type: none"> Proposed housing and its amount will be enough to create its own identity. The designed scale, form, massing and materials of the new dwellings responds to the local character. The proposed green infrastructure across the site will be key to the sites character reflecting the character of Wombwell. 	
06 WORKING WITH THE SITE AND ITS CONTEXT	<p>Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and micro-climate?</p> <ul style="list-style-type: none"> The dwellings will follow the existing urban grain of housing, creating a development that fits in well with the area and has good active street frontage. Public open space positioned adjacent to existing tree belt and water body. 	
07 CREATING WELL DEFINED STREETS AND SPACES	<p>Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?</p> <ul style="list-style-type: none"> The location and orientation of dwellings creates well-defined streets with the use of dual aspect designs to turn corners and give presence to both streets. 'Gateway' buildings and focal buildings / vista-stops also help define and frame the spaces. The built form is enhanced with high quality landscaping with proposed tree planting, used to define the semi-private spaces to garden frontages and to define specific character areas. 	
08 EASY TO FIND YOUR WAY AROUND	<p>Is the scheme designed to make it easy to find your way around?</p> <ul style="list-style-type: none"> The proposed road on the site connects to Lundhill Road, with good permeability and connection to the surrounding area. The landscape is designed to be consistent throughout the site to create a comprehensive character and development. Footpath links 	



INTEGRATING INTO THE NEIGHBOURHOOD		SCORE
09 STREETS FOR ALL	<p>Are streets designed in a way that encourages low vehicle speeds and allow them to function as social spaces?</p> <ul style="list-style-type: none"> There is a clear hierarchy of the street design, with a main primary road through the site, branching off to shared surface scenarios and private drives. 	
10 CAR PARKING	<p>Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?</p> <ul style="list-style-type: none"> Each property has a minimum of 1-2 spaces each, typically 'in-curtilage', with some on street allocated visitor parking and all relating well to the property they serve. There is an average of 2 spaces per plot across the development provided as driveways and parking bays. 	
11 PUBLIC AND PRIVATE SPACES	<p>Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?</p> <ul style="list-style-type: none"> Each street will have overlooking plots, creating safe and secure street scenes. Green frontage has been designed at the site access. Public open space is to be a focal point of the development, retaining some existing trees. The open space will be maintained by a management company or the local authority. 	
12 EXTERNAL STORAGE AND AMENITY SPACE	<p>Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?</p> <ul style="list-style-type: none"> All properties have secure rear garden space, which give the space for refuse storage and allow a storage shed which are optional to the resident. Some of the properties have either external or integral garages. 	
TOTAL SCORE		11 - 1 - 0

CRIME PREVENTION

6.06 The design proposals are based on an understanding of the best practice and reference has been made to relevant documents including "Safer places; the Planning System" and "Manual for Streets". The development is designed to create an environment that is well designed, attractive, clearly defined and well maintained. People should be able to take pride in their surroundings and feel comfortable and safe and have a sense of shared ownership and responsibility. The development is clearly defined with no ambiguity as to which areas are private, which are public, and how the two relate to one another.

- The development has followed the following principles
- Routes lead directly to where people want to go;
- All routes are necessary, serving a defined function;
- The majority of cars are marked in the curtilage of homes to provide optimum surveillance. Visitor on-street parking have natural surveillance.
- Natural surveillance is promoted by ensuring the street and open spaces are overlooked and well used; and
- Ownerships and responsibilities for external spaces will be clearly identified and the proposals will facilitate ease of maintenance and management

6.07 Landscape design is essential to achieve an environment that creates a sense of place and community identity. Landscape design in this context encompasses the planning, design and management of external spaces. Well-designed public lighting increases the opportunity for surveillance at night and sends out positive messages about the management of an area.

6.08 Natural surveillance in the form of doors and windows overlooking streets and pedestrian routes therefore creating activity throughout the day and evening will be essential in creating safe and comfortable routes for the user and discourage criminal activity by increasing the risk of detection. (For reference please refer to page 22 indicating the key aspects).

07 SUMMARY

7.01 Persimmon Homes are applying to Barnsley Metropolitan District Council for Full Planning Permission for a residential development and area of informal open space and associated infrastructure to create a high quality and sustainable scheme in Wombwell.

7.02 The scheme has been carefully designed and has developed using the principles set out in the design and access statement.

7.03 In each case, they have concluded the site is suitable for development and can be accommodated by the existing infrastructure in the area.

7.04 The development proposals will achieve:

- The creation of an integrated residential community with a sensitive relationship to the existing settlement uses.
- The provision of a development that is well connected, readily understood and easily navigated, promoted through a layout that is efficient, safe and user-friendly;
- Creation of a strong landscape and open space structure;
- Provision of a range of dwelling sizes, types and tenure that offers an accessible and acceptable choice of lifestyles; and
- Promoting the objectives of sustainable development through layout and design.



