

Residential Development at Station Road, Wombwell

Design and Access Statement

March 2010



Hartwood
ESTATES LIMITED

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Contents

1	Introduction
2	Development Framework
3	Site Area and Analysis
4	Design Evolution
5	Design Solution
6	Design Justification

This Design and Access Statement has been prepared by John R Paley Associates in support of the planning submission for Reserved Matters approval of siting, design, external appearance and landscaping on land at Low Valley / Valley Road Industrial Estate, Station Road, Wombwell. This application is made on behalf of Hartwood Estates Limited.

This statement responds to the requirements of the Town and Country Planning (General Development Procedure (Amendment) Order 2006 for applications of this type to be accompanied by a Design and Access Statement.

The aims of the statement are to ensure design is integral to the creation of new developments; this further reinforces guidance contained within PPS 1 "Delivering Sustainable Development" which requires:

"Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning." (para.33)

The content of the design element of the statement must demonstrate how the physical characteristics of the scheme have been influenced by a thorough process, which includes:

- Assessment
- Involvement
- Evaluation
- Design

The statement should address the following factors:

Use - What the land and buildings will be used for

Amount - How much development can the site accommodate

Layout - Where the buildings, public and private spaces are positioned and their correlation to the site surroundings.

Scale - How big the buildings and spaces will be, specifically their height, width and length

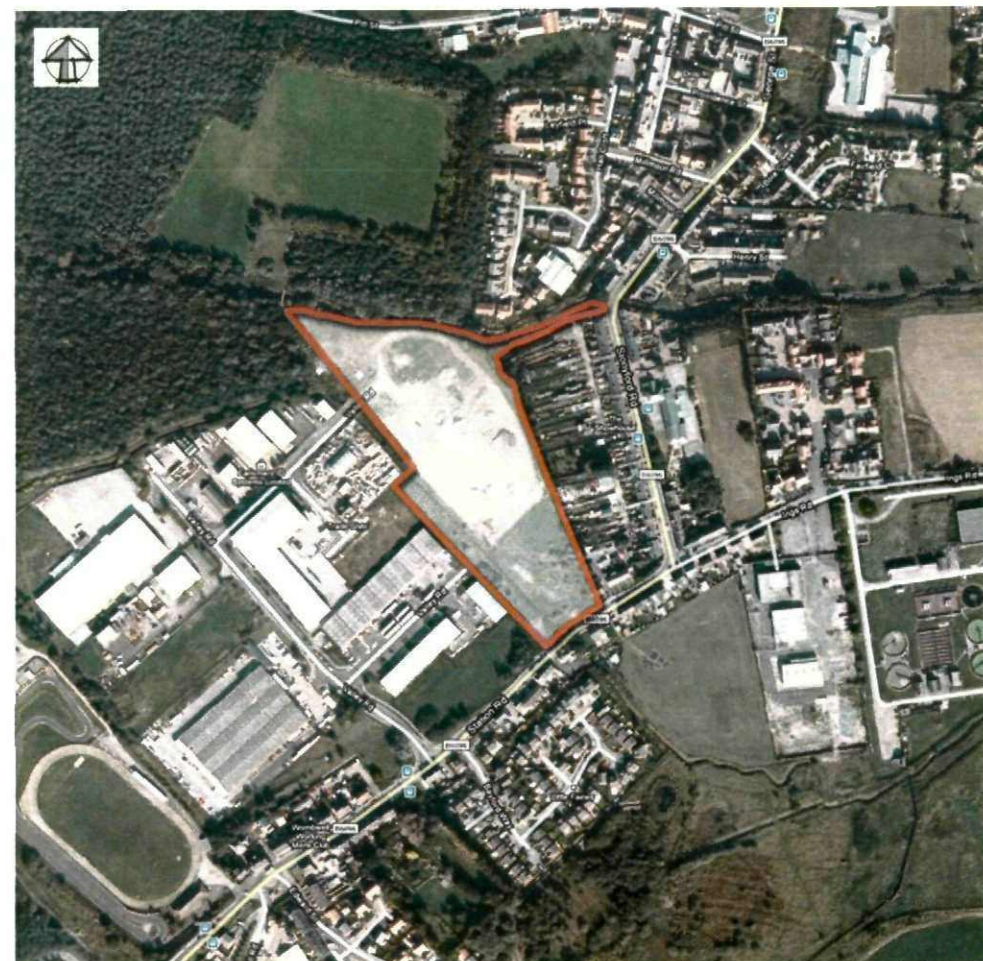
Landscaping - How open spaces will be treated to enhance and protect the character of a place

Appearance - What the building and spaces will look like, for example building materials and architectural details.

The access element of the statement must include two aspects of access to the development:

Vehicular and transport links - Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.



Design Policy Context

National Policy and Best Practice

National planning policy and best practice advice and guidance, all outline the importance of good urban design as a key element of successful development.

The conditions are now right for creating high quality sustainable places. The urban design agenda has matured to create a climate where the local authority and developers expect design quality.

Nationally PPS1 and best practice advice including 'By Design' (DETR), the 'Urban Design Compendium' (English Partnerships and Housing Corporation) all outlines the importance of urban design. CABE have been a prominent advocate of urban design excellence and the design team has an intimate knowledge of this best practice guidance.

PPS1 (2005) suggests that 'good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development' (para 33). It suggests that it is the role of planning to promote high quality, inclusive design in the layout of new developments and individual buildings. It states that designs, which fail to take the opportunity available for improving the character and quality of an area, should not be accepted (para 13).

Principles of Good Design

There is a general consensus over the principles of good design, although different terminology is sometimes applied. The core factors contributing to good urban design which underpin all of the above best practice include the following principles:

Character - A place with its own identity

Continuity and Enclosure - A place where public and private spaces are clearly distinguished.

Quality of the 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 and is easy to understand

Adaptability - A place that can change easily

Diversity - A place with variety and choice

To place the importance of design into context, PPS1 Delivering Sustainable Development, sets out the basis for urban design as being integral to development.

"Good design ensures attractive, usable, durable and adaptable place and is a key element in achieving sustainable development. Good design is indivisible from good planning."

It states that high quality inclusive design should be promoted, in terms of the layout of new developments and individual buildings in terms of function and impact, not just for the short term but also over the lifetime for the development. Design which fails to take into account the opportunities for improving character and quality of an area should not be accepted.

Furthermore PPS1 advises that good design should be integrated into the existing urban form and natural and built environments. It should also be at the centre of the process for ensuring successful, safe villages, towns and cities. Furthermore developments respond to their local context and create or reinforce local distinctiveness.

As issues are specific to local context only we have reviewed Local Plan policies within this section. The relevant policies from the local plan are listed opposite.

Barnsley Metropolitan Borough Council (BMDC) Unitary Development Plan (Adopted December 2000)

Design Standards

Policy BE6

The council will seek to achieve good design standards for all types of development. Proposals for development will be assessed using the following design criteria:

- The quality of layout, and suitability of scale of the development
- The use, quality, design and landscape treatment of open land within the site and the area around buildings
- The standard of detailed design and facing materials of proposed buildings
- The suitability of the whole development for its proposed context and its relationship with adjoining land uses.

Designs which the council considers unsatisfactory in terms of any of these criteria will be rejected.

Design to Avoid Crime

Policy BE6A

In assessing any proposed development layout, the council will seek to avoid opportunities for crime. The following criteria may be applied where appropriate:

- Parking areas and garage courts should be well lit and in a location visible from the highway, not screened by walls or planting
- Public open spaces should be visible from highways, and be overlooked by neighbouring dwellings. The creation of dark corners must be avoided
- High levels of lighting must be installed and maintained to all public areas
- Walls and planting along public routes should be designed to avoid blind corners and hiding places
- Developments should be separated into public and private areas. Security of private areas must not be reduced by such things as footpaths between rear gardens
- Housing should be designed into secure groups,

probably off cul-de-sac, with no through traffic vehicular or pedestrian, and where strangers are easily identified

Detailed design issues will be considered at a more detailed design stage, to which the principles set out within Policy BE6a will be fully complied with.

Design and Access to the Public

Policy BE6B

In assessing any proposed development to which the public will have access including roads and footpaths in residential and other areas, the council will seek, where appropriate, through the following design criteria, to ensure the creation of a fully accessible environment.

- Wherever possible, new development should be sited and designed to make it easily accessible to public transport users
- In the design of new developments, refurbishments and changes of use involving non-domestic buildings, good provision must be made for disabled workers, visitors and customers to gain access to, and move within, all buildings

Policy BE6C

In assessing the design and layout of new housing developments, the council will seek to ensure access to local facilities for pedestrians and cyclists, which minimise distance and the use of roads of more than local importance.

Development and the Highway Network

Policy T2

Development will only be allowed if the additional demand for travel generated can be accommodated on the highway network without significant detriment to the environment or the safety and ease of movement of vehicles and pedestrians using the network, or through measures to assist public transport, cycling or walking. Completion of the necessary highway works or other measures may be the subject of conditions attached to the planning permission or be the subject of a planning obligation under section 106 of the town and country

planning act 1990 or other agreement requiring an appropriate contribution from the developer to the cost of the works or measures.

Policy T2a

a) All roads, footways, private drives, vehicle manoeuvring areas and points of access serving development must be designed and constructed in accordance with the appropriate standards of the borough council
b) Carriageways and footways should be constructed so as to be usable in a safe and convenient manner before the use of the building which they serve commences.

Public Transport - Access to Development

Policy T14

Development proposals will be required to include measures to facilitate access to, and where appropriate, by public transport services.

Car Parking

Policy T17

In support of the council's goals, the car parking policies will seek to ensure the provision and management of car parking to secure:

- A) Levels of provision of parking commensurate with the encouragement of means of travel other than the car particularly by commuters
- B.) Avoidance of harm to the free flow of traffic, safety levels and the amenity of residents and other road users
- C) Encouragement of development that increases the number and range of job opportunities.
- d) The vitality and viability of Barnsley town centre and other shopping and commercial centres

Policy T22

New development shall be provided with no more car parking, servicing and manoeuvring space than is necessary in order to ensure there is no significant adverse impact upon:

- A) Highway safety
- B.) The local environment including the amenity of local

residents and adjoining land uses

C) The vitality and viability of Barnsley town centre and other shopping and commercial centres.
Planning applications which propose parking servicing and / or manoeuvring space in excess of or less than that which is necessary will be refused permission.

Walking

Policy T27

The council will seek to encourage and support walking, as a mode of transport and the design and layout of all development will be required to take account of the needs of pedestrians.

Supplementary Planning Guidance

There are a number of supplementary planning guidance documents issued by Barnsley Council which have been reviewed when preparing the indicative outline planning application.

The outline application accords fully with these documents where applicable. The detailed reserved matters application will refer to the guidance in more depth.

SPG 2 The Design and Layout of New Housing

The Council is committed to securing good quality housing development, which makes a positive contribution to the community in which it is located. This SPG is a first step in terms of raising standards and achieving quality.

SPG 3 Infill Residential Development

The SPG relates to development of infill sites, and provides guidance on assessing the physical constraints, the development context and detailed guidance on residential amenity and access and parking.

SPG 9 Trees and Hedgerows

The SPG provides the context for submitting planning

application with regard to trees and hedgerows. All proposals must accurately show existing trees, hedgerows, and those, which are to be retained and removed.

SPG 11 Crime

The SPG provides guidance on ensuring that housing layouts provide clearly defined state boundaries with houses designed in secure groups where mutual surveillance can be provided without reducing the individual privacy of dwellings.

SPG 10 Paths and Development

This SPG provides guidance on paths and the impact on development, be it existing footpaths that require closure or diversion to construed rights of way. It also looks at the impact of development on paths off site. Mitigation to minimise the risk of crime is included within the document.

SPG 20 Open Space Provision on New Housing Development.

The SPG provides guidance in relation to applications on the type and amount of open space required. In relation to outline applications open space provision will be secured by condition with sites of 40+ dwellings required to provide 15% of which some should be on-site and a contribution in lieu of the total on-site requirement being acceptable.

SPG21 The Design and Layout of Open Space on New Housing Developments

This SPG provides detailed guidance on the general design principles required for open space provision along with detailed guidance on the requirements of:

- Equipped Children's Play Facilities
- Informal Playspace and Landscaped Areas
- Minimum Viable Sizes of Informal Open Space Types

SPG 25 Landscape Design

This guidance notes aims to provide direction to the development of sites where landscape works are required. The purpose of the document is to highlight the various elements and processes that need to be considered when preparing a landscape scheme.



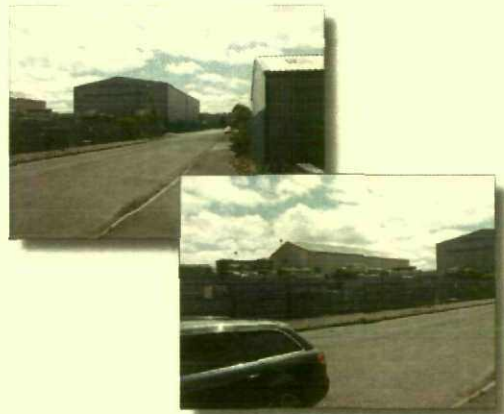
The Site

Land Use

The application site consists of a large triangular area of land measuring 3.84 hectares that currently forms part of the Station Road Industrial Estate. The site formerly contained a 50,000sqft warehouse of modern construction and a pair of small workshops. The remainder of the estate is well developed with a mix of uses, including manufacturers, and other commercial operations which generate typical levels of industrial activity. Significantly the majority of occupiers operate without restrictions on hours of working or other constraints.

Currently the site is accessed via Valley Road which is the main access serving the Estate. In addition the site has a narrow frontage to Station Road and it is from here that access is proposed to serve the housing.

Valley Road is an industrial estate served from Station Road, a few hundred metres northeast of Wombwell town centre.



Station Road is classified as the B6096 and runs between Wombwell and Darfield through an area known as Low Valley – all part of the larger (river) Dearne Valley.

Topography

The site is triangular in shape and approximately 360m in length, varying in width from 115 metres at its widest to 29 metres at its narrowest. The site measures 3.84 hectares. The site rises approximately 1 metre from the site frontage on Station Road to the rear.

Boundaries

The nearest dwellings are those located along Stoneyford Road. These are located approximately 70 m to the north. Bulling Dyke defines the southern boundary.

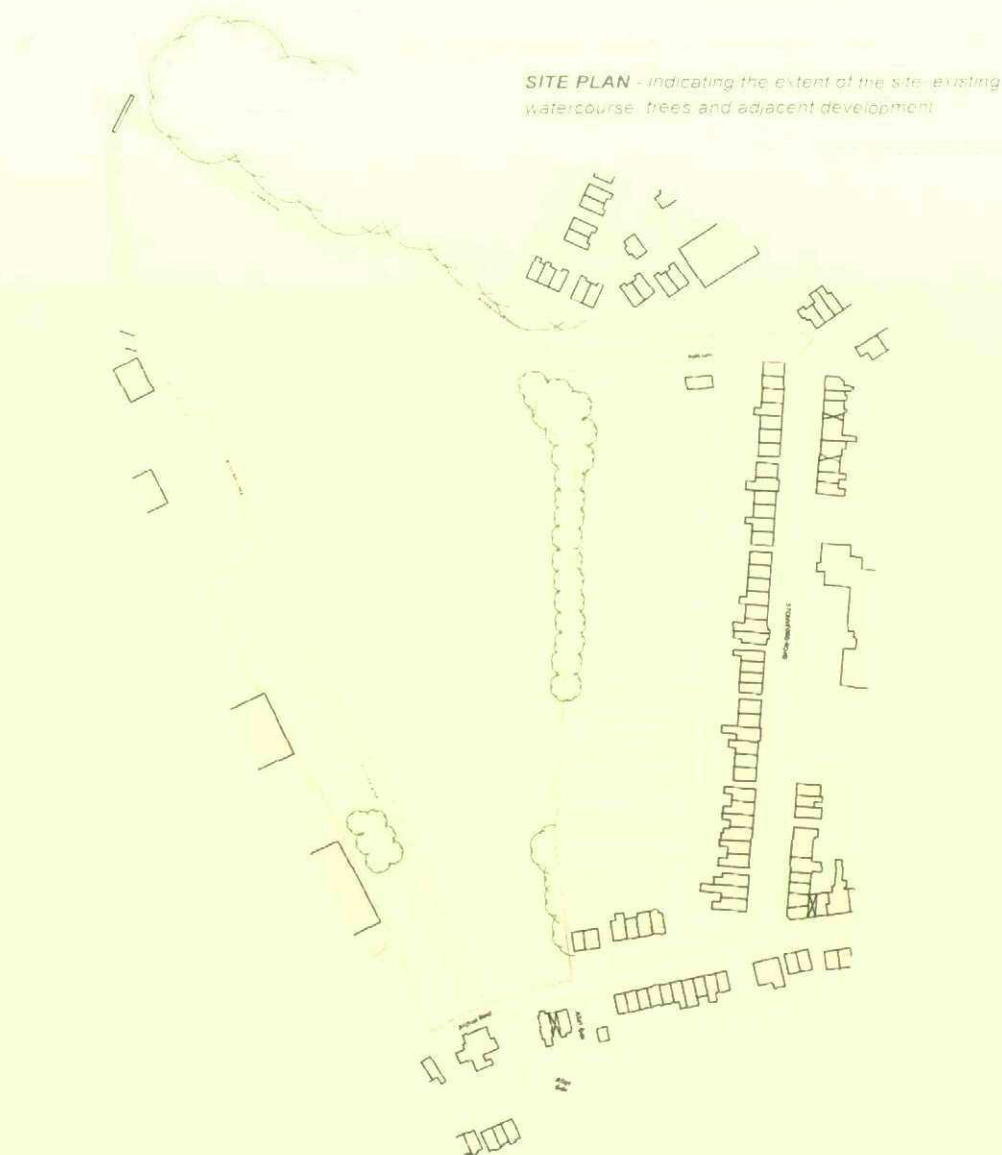


Planning History

The site has the benefit of outline planning permission for residential development approved on 25th April 2007 at Appeal under reference APP/R4408/06/2028445. This application was refused by Barnsley Council on 19th September on the grounds of loss of employment land and noise disturbance from adjoining industrial uses.

A planning application has been approved at the site of Window Style UK on the 10th february 2009, this was an outline application for residential development with all matters reserved.

A planning application for residential development by Barratt Homes was approved on land to the north of the site, circa 2003.





01

AERIAL

Shows building to be demolished and access road to the north-east of the development



03

AERIAL

Shows play area across the main highway



02

AERIAL

Shows adjacent residential development with large back gardens

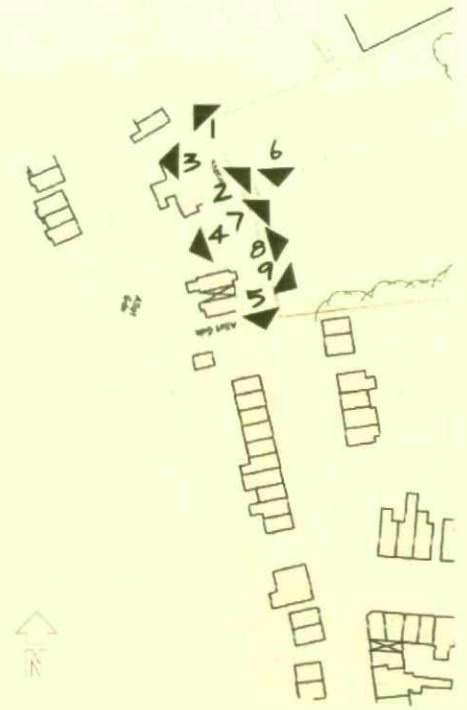


04

AERIAL

Shows adjacent industrial development and primary access point

The Site



Scale and Appearance

Within the locality there is no significant architectural detailing from which to draw reference. The existing properties are predominantly two storeys in height and comprise a mix of terraced, semi-detached and detached dwellings as the photographs opposite demonstrate.

Although there is a variation in the built form within the locality of the site, the predominant form, particularly along Station Road and Stoneyford Road is that of traditional terraced blocks which result in a relatively high density. It is therefore considered that this form should continue into this development, particularly along the primary route loosening in form along the secondary routes.

With regard to the appearance, the predominant material within the immediate locality is brick however there are some elements of render and stone but these are not dominant materials.



The traditional roof material is grey roof tiles, however recent residential developments have been constructed in red pantile as the photographs demonstrate.

Newer Development: Semi / detached form



Demonstrates mix of form within the locality



Terraced form along Station Road



Opportunities and Constraints



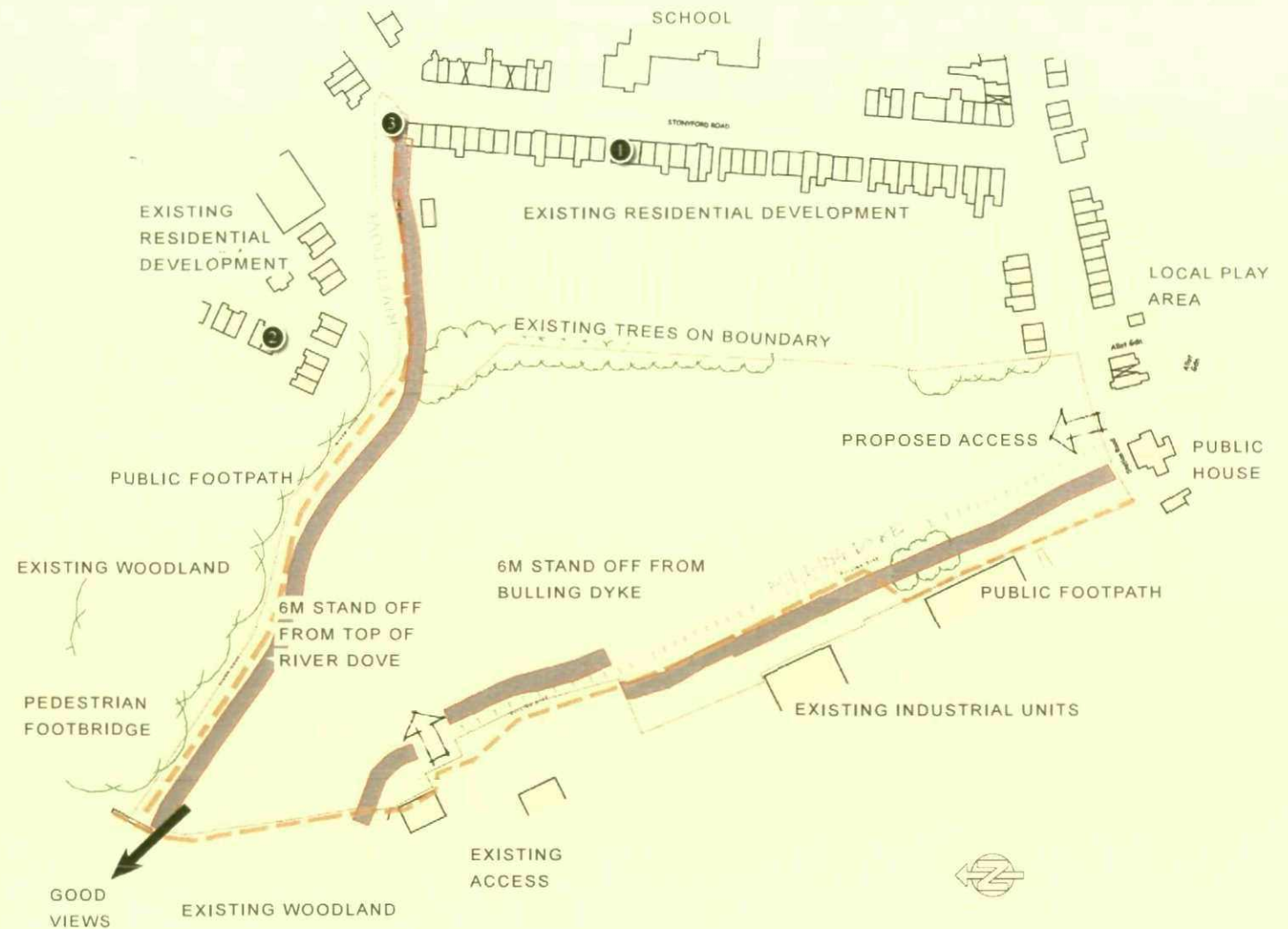
Existing residential development located along the eastern boundary of the site. The dwellings are terraced in form resulting in a high density.



More recent residential development to the north east of the site are semi detached in form and predominantly 2 storeys in height.



Existing footpath to be integrated into design



Design Development



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Design Development

Initial Concept Sketch

The plan opposite identifies the initial concept sketch completed for this development.

The concept provides pedestrian links from Station Road to and along the River Dove via the Dyke. Feature squares and arrival spaces are provided throughout to aid in the creation of a legible environment with character areas. The primary route identified runs through the centre of the site creating a loop for vehicle movement. Within the layout, pedestrians are directed along the quieter routes where a shared surface philosophy is proposed.

- 1 PROPOSED ACCESS
- 2 EMERGENCY LINK
- 3 EXISTING BRIDGE
- 4 POS



FEATURE SQUARES AND
ARRIVAL SPACES



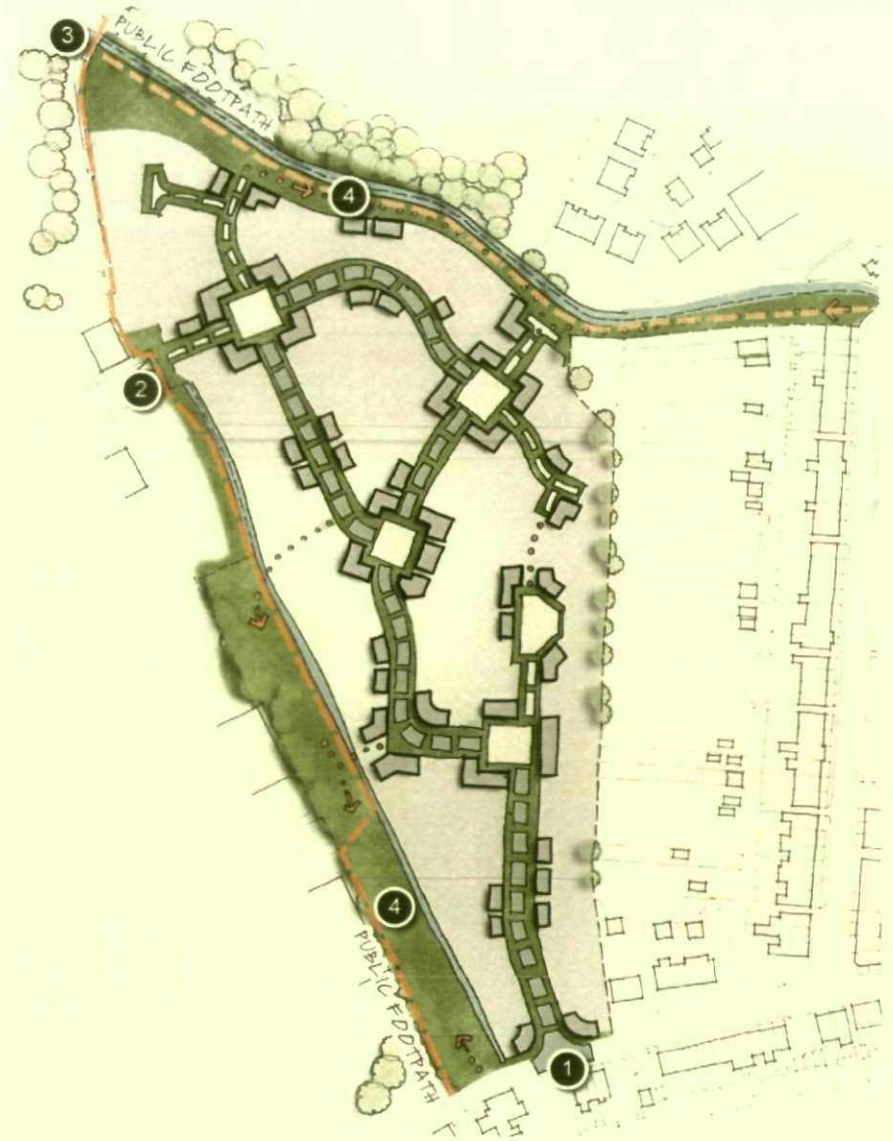
PRIMARY ROUTES



KEY BUILDINGS



PEDESTRIAN LINKS



Concept Development

The plan identified here continues to develop the initial concept sketch with the primary pedestrian route sited along Bulling Dyke and towards the river. Two areas of open space are identified to the north and west of the development utilising existing natural features of the water courses and integrating them into the scheme. The key features of this concept are as follows: -

- Strong Pedestrian Links
- Clear Pedestrian routes with priority given to pedestrians
- Sympathetic interaction with the existing river
- The proposal is clear and legible



Design Development

Initial Layout

The initial concept sketch was developed into the layout identified opposite and issued to the Local Authority for pre-application discussions. A number of concerns were raised towards the development by various consultees and these are outlined below: -

The layout at the moment is too regimented and car dominated. Car parking dominates too many of the fronts of properties and should be hidden more at the sides of houses providing in curtilage parking. Garden sizes and separation distances in areas of the scheme are SPG2 deficient. There are too many car parking courts, which are too big and overly dominant. Not enough room has been left throughout the scheme for soft landscaping. The POS should be in the middle of the site. The street scenes need to provide more gaps and allow light into the streets. 40 dwellings per hectare may be appropriate for this site, but as far as I am concerned there good 40 dwellings p.h and not as good 40 dwellings p.h and I stand by the majority of criticisms I made previously. In particular I believe over dominance of terracing will create very enclosed streets and spaces, with issues of light, permeability especially where you have the taller buildings. I am also not convinced that you have left sufficient room for soft landscaping within the layout. Whilst you have mentioned proposals have advanced to address this issue, I have yet to see the plans you intend to submit prior to submitting the planning application.

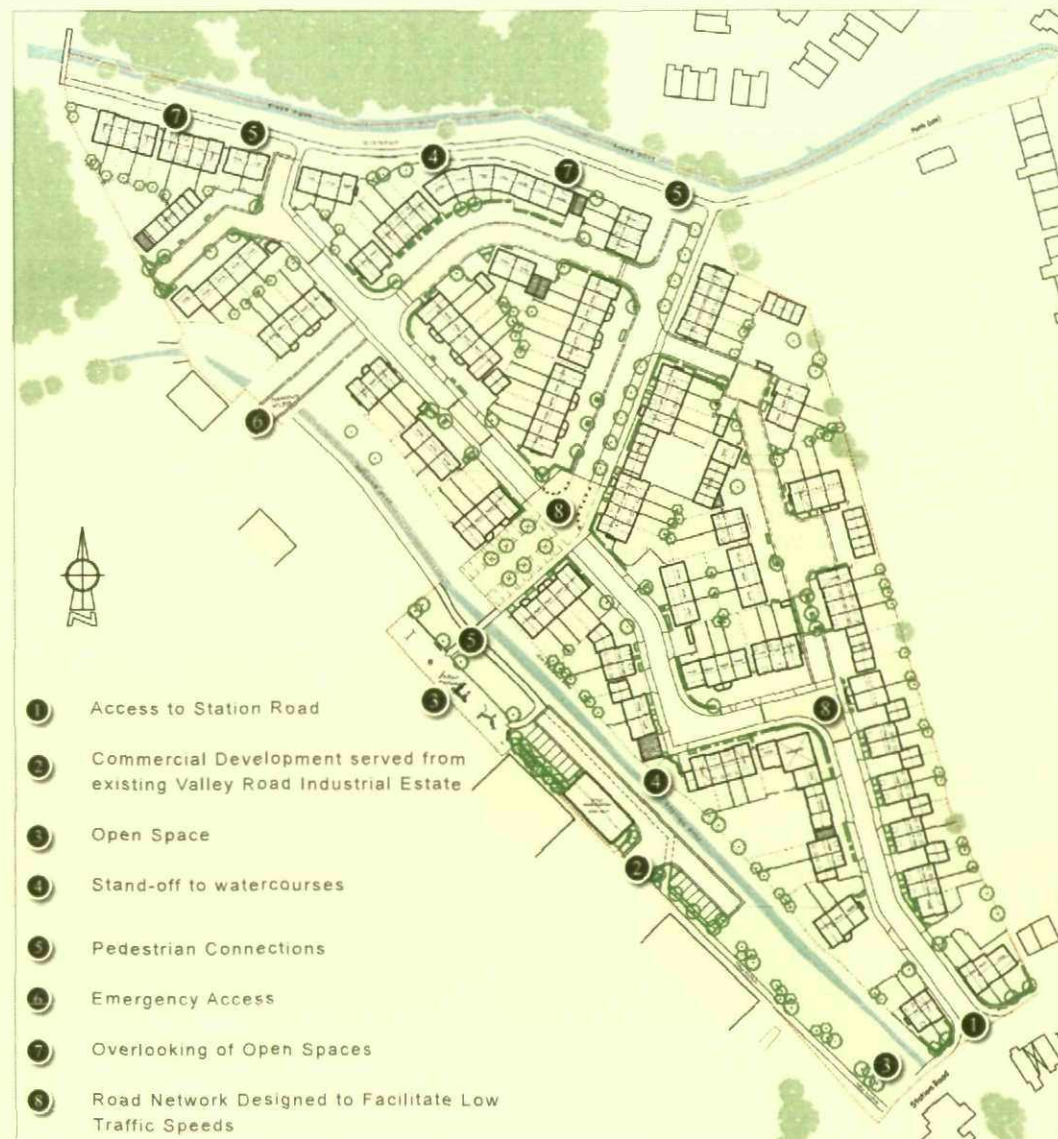
Overall the proposed layout is not, in my view, satisfactory from a highway perspective. The proposals do not exactly follow the principles in current guidance Manual for Streets; the highway layout is not governed by the positioning of the houses, for example- rather it's the opposite way round, the road layout is governing the house layout. This has led to the layout giving dominance/priority to the movement of the motorcar, the length of road serving plots 131-111 being the most stark example. This leads to a rather bland, regimented look to the house layout. The traffic calming indicated is not acceptable- low traffic speeds must be achieved with short road lengths between corners, with restricted forward visibility. I welcome the principle of the loop arrangement, though.

There seems to be a lot of frontage parking and a lot of courtyard parking, not something encouraged by MfS as the streetscape is likely to look over-dominated by parked cars, and doesn't particularly create a 'sense of place'. There does seem to be an awful lot of hard paving and roads generally. The design needs to be more relaxed and less formal. This needs looking at again.

Pedestrian permeability to the footpaths that surround the site is a good effort, although I would point out that footpaths should not deposit pedestrians onto shared surface carriageways (link plots 16-18) and the public footpath along Bulling Dyke is obliterated by the turning head/access to the proposed office accommodation, which is unacceptable & must be revised.

Access for emergency service vehicles (especially fire appliances) is awkward up to plot 105, which can only be reached through the parking court- the appliance would not get through without adequate headroom being provided. The fronts of these properties cannot be accessed by the appliance, only by firefighters carrying their equipment. The reversing distance to plot 107 is too long.

Finally the 'emergency access' off the end of Valley Road must be omitted.



Concept Development

Given the level of objection and concern raised by officers towards the scheme by officers the layout was subsequently reviewed at the Barnsley Urban Renaissance Design Advisory Panel on the 3rd November 2009.

The following concerns were raised towards the scheme and provides an initial concept of how they can be addressed.

The following recommendations were provided by the Panel:-

- Develop revised proposals through a coherent design process and full contextual analysis set down and justified in a design statement.
- Use contextual analysis to inform the design of the residential accommodation and to generate the form and style of architecture which is more determined and innovative.
- Develop a clear and legible movement network with a hierarchy of spaces and streets (type and nature) and then use this to inform massing and densities.
- Develop a series of well connected and contained spaces to ensure that there are sufficient gathering places and a sense of destination. Improve the clarity, simplicity and quality of spaces in and around houses.
- Revisit the arrangement of buildings and spaces at the entrance to the estate with landscaping to add identity and branding.
- Design the Dyke as an asset to the scheme with attractive landscaping, possible re engineering and develop the layout of housing to have a better relationship to it. The boundary to the industrial estate demands investment in landscaping.
- Put the main footpath network within the residential development



Design Development

Pedestrian link and greenspace along the river - Vision to have a strong car free street scene providing natural surveillance along this important feature

Secondary routes provide permeable links through the development - Differ in style and character to the primary route - Home zone feel prioritising the pedestrian

Open space and Dyke to become a feature of the development - orientate dwellings to face this space

Clear pedestrian links from the entrance of the development to the river - 2 options:

- Along the primary route through the development
- Along the western boundary
- Each solution provides safe, direct links which would be overlooked and secure

Primary route through the development - individual character i.e. tree lined boulevard providing a direct link to the river.

Primary route should have

- Strong street presence - Terrace form considered appropriate given existing character along Station Road
- Higher densities but variation in roof height to provide visual interest
- Safe pedestrian route

Feature square at the entrance of the development

Additional landscape to front - identity of development

Employment use in line with Outline



Concept Sketch Revision A

Following a review of the context of the site and the recommendations of the Design Review Panel, the following concept masterplan has been completed

1 Development pushed back from Station Road to enable planting, adding to the identity and brand of the development. Dwellings along the front of the site will be dual aspect to ensure natural surveillance and interesting street scene both within the development and along Station Road.

2 There are two key pedestrian links which are integral to the design. One along the main route through the development and the other running along the western boundary. Each route will be of a high quality and be well overlooked through the orientation of dwellings.

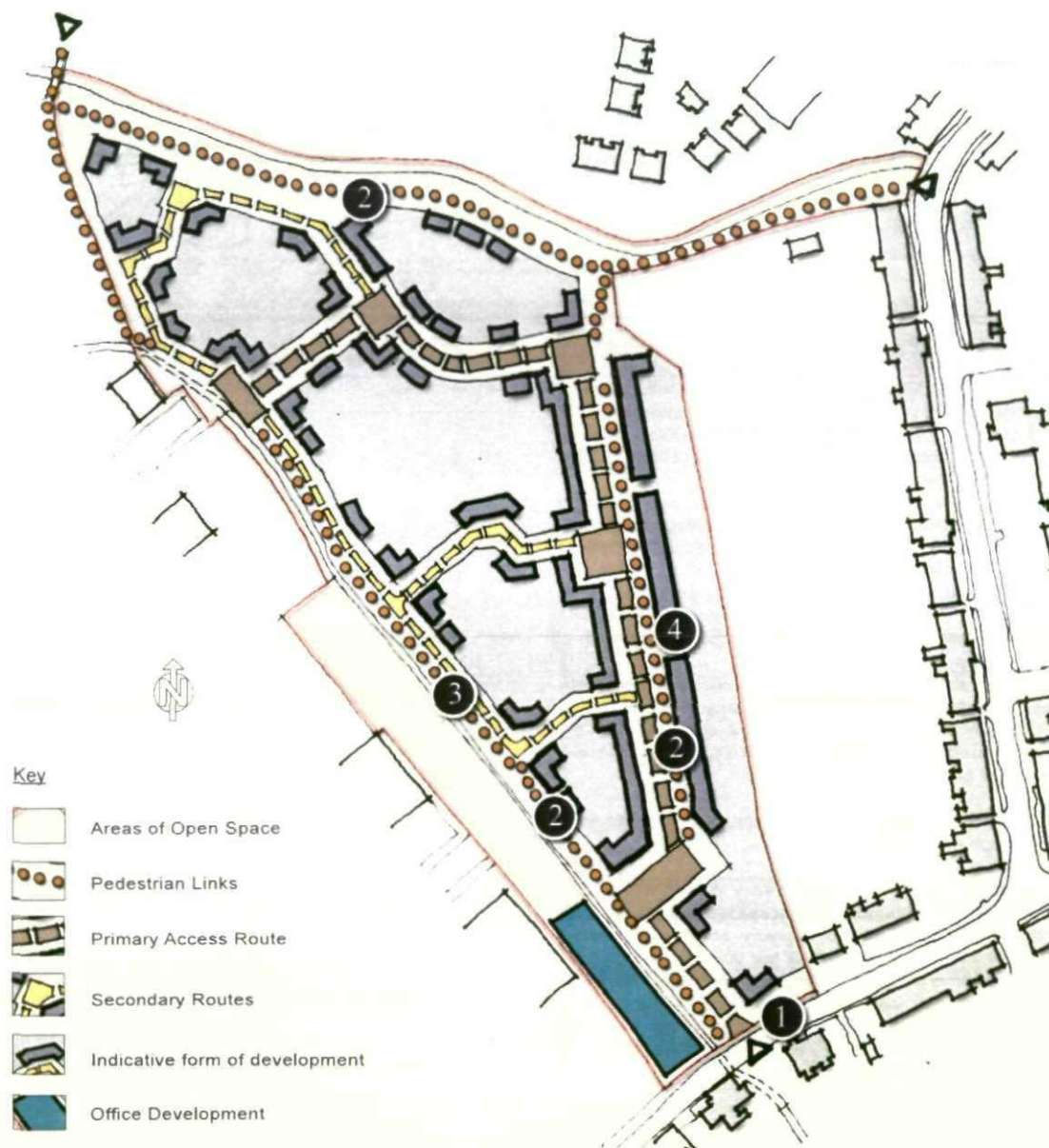
3 Development fronts onto the Dyke. It will be landscaped to be more attractive with the dwellings designed to front this space.

4 Legibility was questioned in terms of connecting the entrance of the estate to the river. This solution provides a strong legible route both through the development and to the western boundary to the river.

As the concept plan demonstrates, the primary route through the site should be distinguished from the secondary routes to ensure a clear and legible environment. It is envisaged that this take the form of a tree lined boulevard through the site providing key views to the river. A terraced front along this route would continue the character of Station Road providing a strong street presence along this primary route.

A meeting was held with Barnsley Council in order to establish that the principles of this concept plan was considered acceptable prior to the progression of a more detailed layout. It was determined that the concept had answered many of the concerns raised by the Design Panel however some points were made for consideration in the detailing -

1. The entrance road identifies terrace blocks and it was considered that long terraces of elevations would be oppressive. As such, a varied build line and heights of dwellings should be incorporated. Spaces were considered important between the built form



Design Development

Layout - Sketch 3

In line with comments obtained the following changes have been made to the layout -

- The number of parking courts have been reduced and limited to areas where they are an appropriate solution to limit views of cars on the street scenes. Sketch 2 contained 12 rear parking courts throughout the site. This is now reduced significantly. The layout opposite ideas the areas where changes have been made. Parking solutions now range from on plot front parking, garages and courts with no one solution dominating. Provision has been reduced to 1.52 spaces per dwelling in line with LPA guidance.
- 1. Garden sizes were questioned and reference was made to SPG guidance of 65 sq.m per dwelling for 3 beds and above. Calculations are required to determine what proportion of houses do meet that policy criteria.
- Additional footpath link has been provided from the development and across the dyke to the open space improving access.

With reference to the concerns raised by highways:-

'Issues raised including practical and safety issues about how properties without road frontages will be accessed by such vehicles as fire tender, ambulances and for delivery of large household goods, so should you fail to get hold of her you can start to look at that. Comments have also been made on lack of road hierarchy and legibility due the tight/contrived nature of the layout in order to fit the full range of provisions that are needed for the dwellings and against the use of tables which I hope you can look at so we can discuss further at our next meeting.'

It was considered that the general highway layout was legible providing direct vehicular and pedestrian routes through the development and out to the wider locality in line with the recommendations of the Design Panel. The layout opposite provides a clear indication of the primary routes, secondary routes and pedestrian links.

Where dwellings did not previously benefit from road frontages, the scheme has been amended to remedy this without prejudicing the key concepts previously established.

Garden Range	No. of Units	Percentage
< 60 sq.m	49	51.6
61 - 90 sq.m	35	36.8
> 91 sq.m	11	11.6

In line with comments made towards the built form within this location, this has been re-sited to allow a clearer view of the river from the entrance of the site.



Rear parking courts have been removed where possible and replaced by a variety of solutions.

Concern towards the lack of road frontage has been remedied from the provision of a shared surface road. A segregated footpath ensures pedestrian safety and the provision of bollards prevents this becoming a through route for vehicles.

Movement Framework

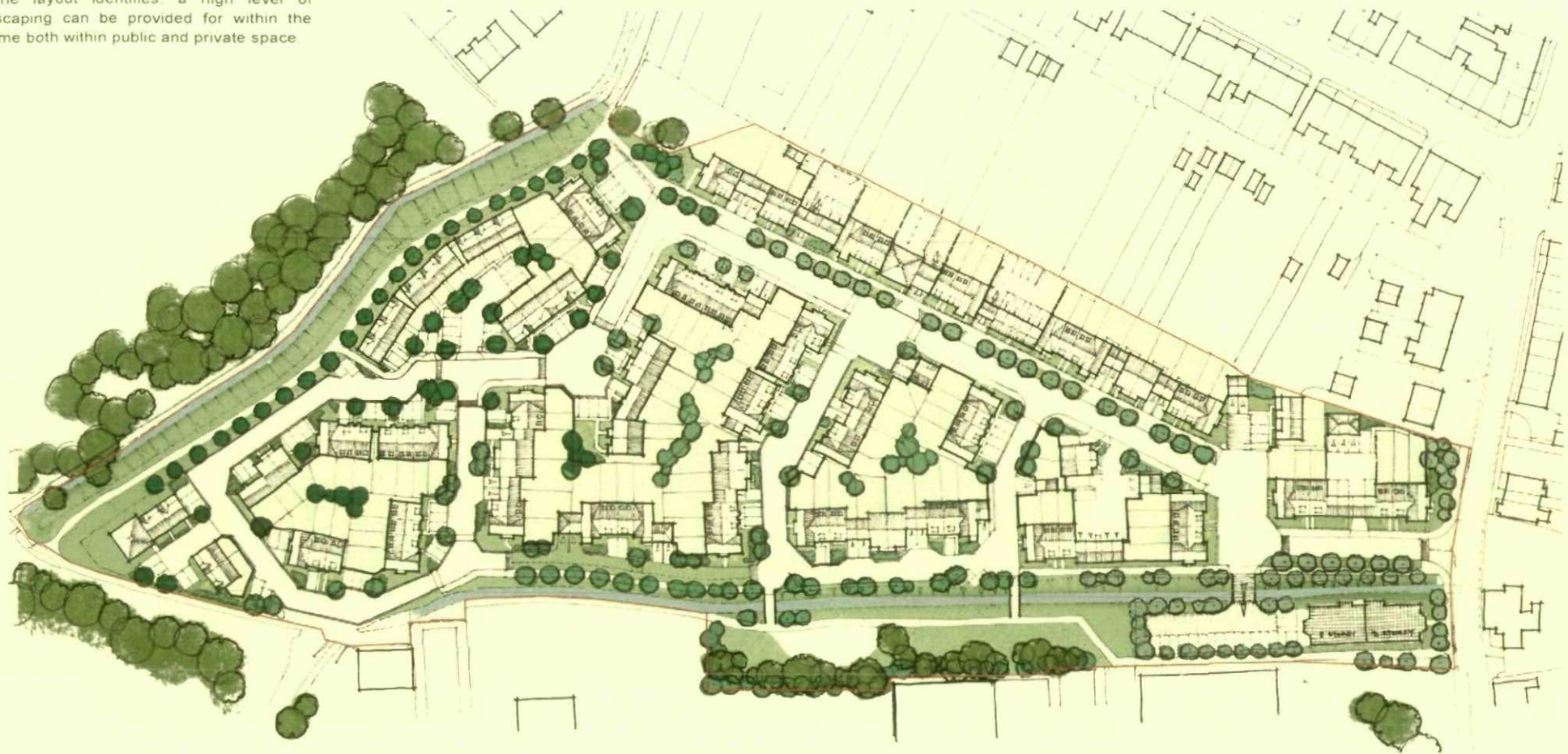
The plan opposite provides a clearer view of the legibility to the site in terms of pedestrian and vehicular routes. The pedestrian is provided with 2 clear routes from the entrance of the site to the river walkway via the primary route through a designated footpath or along the dyke. Whatever the choice, the routes are direct and legible and have the benefit of natural surveillance through the siting of dwellings.



Design Development

Amenity Provision

As the layout identifies, a high level of landscaping can be provided for within the scheme both within public and private space.



Upon confirmation that the layout was acceptable, the Local Authority requested that additional attention be placed towards the dwellings and the streetscenes they would create to ensure that a dominating development was not created and adequate spaces could be created to allow natural light into the development. The following street scene was therefore issued to the Local Authority for comments: -

Predominantly red brick with elements of render provides visual relief and variation to the street scene

Terraced form of development in line with the existing form along Stoneyford Road.

The building line is varied along this route. This variation allows light to penetrate into the development.

Variation of heights along this route provides visual relief.



Comments obtained by the LPA towards the Elevations 25 02 2010

- The main street scene needs breaking up with some gaps. Personally I think it is the flat above garage buildings which harm this street scene the most because that is where the natural gaps would be and they appear quite stretched.
- Nik King has pointed out that the render and buff brick elements on the houses look quite bitty and that there is too much reliance on a single type of red brick. A better approach might be to have a main single colour on individual properties, blocks of houses or individual streets. It would also be a good principle to use materials of the buildings to define the character areas of the squares
- Where render is to be used to provide variety, it might be better on a larger area such as the entire top half or bottom half of a building, although happy to see what proposals you come up with.
- I do not think that the bell towers add much to the street scenes unless they are required for a specific function.

Design Development

Additional concerns were raised towards the amount of 3 storey dwellings on the development and it was asked that this be amended. The case officer felt that the legibility and character definition could be enhanced by reducing the storey heights of dwellings along the secondary routes. The initial and revised plan is identified below together with the revised comments obtained from the LPA.

Initial Proposal

Revised Proposal



Key

-  2 Storey Dwellings
-  2.5 Storey Dwellings
-  3 Storey Dwellings

Andrew Burton Email dated 25.02.10: -

- We are pleased you have been able to accommodate a significant reduction in the building heights so that the building hierarchy more closely follows the street hierarchy. However please can consider also making a change in the block on the entrance into the site as this will be seen in the context of and face existing dwellings which are two storeys. Therefore I would recommend 2.5 storeys is the maximum for this block and I shall need satisfying about overlooking concerns. It would also be desirable to have this block broken up as well to provide a better entrance.
- I think two dwellings behind this block is too tight and over development. Gardens are significantly below standard and I am concerned about overlooking of home and garden of the existing property from the outer most dwelling of this pair.

Final Concept



Highways required a bend in the main access road however we believe that legibility of the development would be lost. The addition of rumble strips will aid in the reduction of speed which is also emphasised by the change in material. A key design feature was to enable a clear direct route for pedestrians along the main access route opening up the built form to allow views of the river walkway

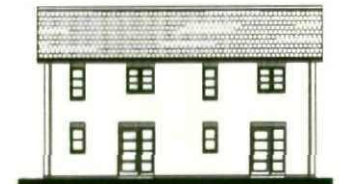
Additional space has been created along the main access road with the omission of drive throughs and Flat over Garages. This increases the gaps between the built form and allows further light into the development

This dwelling has been retained due to the internal design. It has been designed so that privacy levels are maintained to existing properties. The house is 2 bedrooomed and as such, the minimum garden size requirement as stated within the Supplementary Planning Guidance does not apply. This type of dwelling is designed as a starter unit for the first time buyer. An area of private amenity space is provided but is designed to be more of a yard. The provision of a balcony provides additional space.

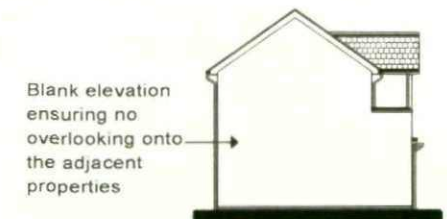


Balcony

Front Elevation



Rear Elevation



Blank elevation ensuring no overlooking onto the adjacent properties

Side Elevation

Gaps provided between the built form and reduced to be no higher than 2.5 storeys

Design Solution



Design Solution

Proposed Layout

The plan opposite identifies the proposed design solution for this site. The concerns raised by the design panel and the Local Authority have been addressed resulting in a clear and legible development.

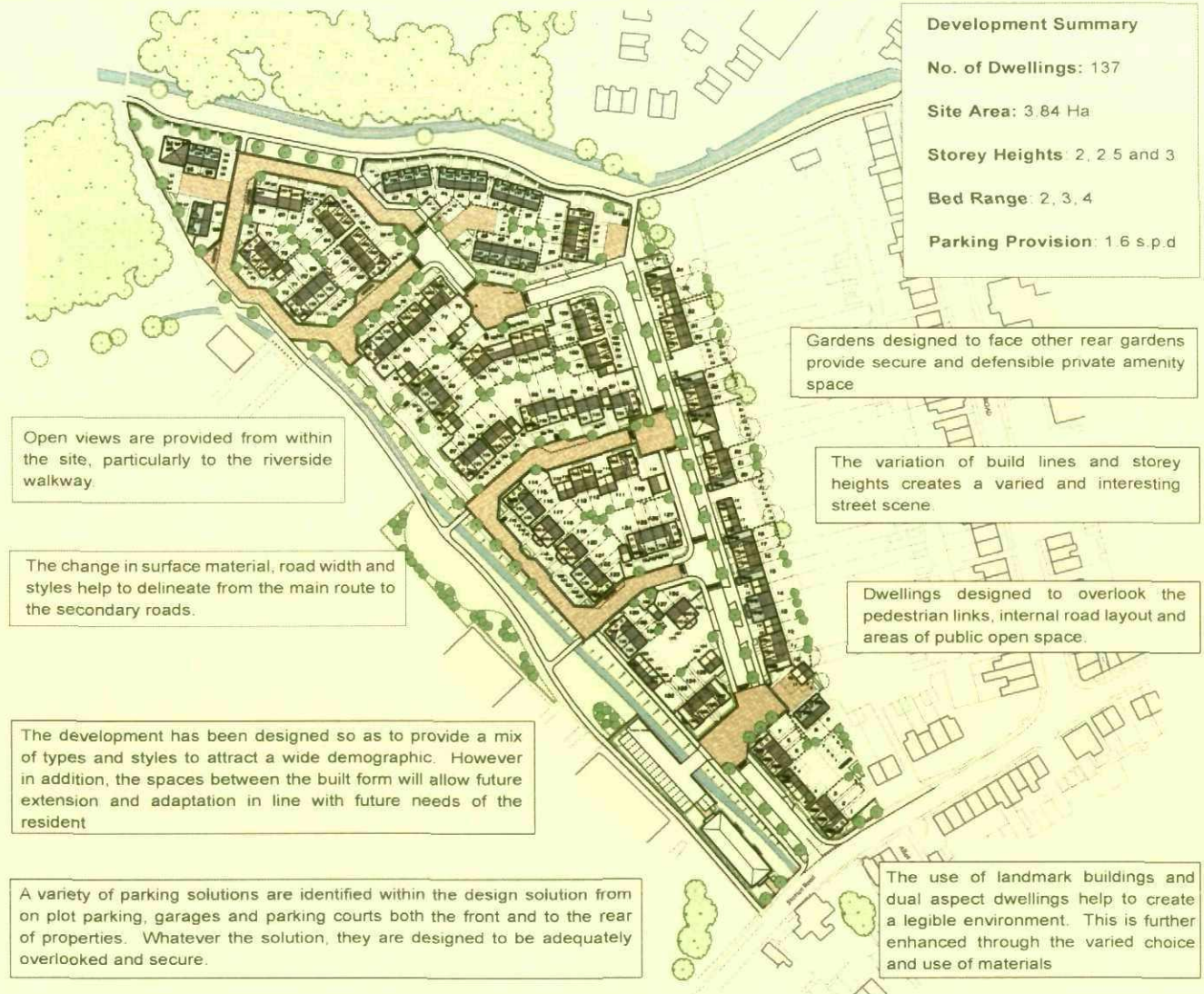
Areas of green space have been provided in two areas. The first is along the river frontage where a pleasant pedestrian walkway has been created to link with existing routes from Stonyford Road. The second area of open space is located along the south western elevation. Pedestrian links are provided from within the development to this space and the orientation of the proposed built form ensures high levels of natural surveillance to this space.

Although the site does have the benefit of public transport links located nearby and a clear and legible pedestrian / cycle route it is important that parking needs are met to avoid highway problems occurring.

Parking has been created in a variety of solutions from on plot spaces, garages and parking courts. Whatever the solution, security has been maintained through ensuring high levels of natural surveillance. Parking is provided at a ration of 1.6 spaces per dwelling with 228 spaces provided. The provision varies throughout the site with larger dwellings having a greater amount of spaces than those of the starter dwellings. This helps to meet the varying needs of future occupiers.

Offices are provided to the entrance of the development with adequate levels of parking provided. This is in line with the requirements of the Outline Planning permission.

The surface water drainage design has been developed through direct consultation with the IDB and BMBC.



Amount of Development

This application proposes 137 Dwellings on 3.84 hectares of land. This results in a density of 35.6 Dwellings per hectare. PPS3 specifies a minimum density of 30 dwellings per hectare but does not specify an upper limit. This density reflects the sustainable nature of the site situated in the residential location of Wombwell, with its range of local services.

The development proposes a range of accommodation from two bedroomed apartments to two - Four bedroomed townhouses. The storey heights range from 2 to 3 storeys. The storey heights are important to the development because they allow the development to create an appropriate mass in key locations within the site creating character areas. The variation in roof scape also provides an interesting roofscape. In accordance with the outline planning approval, the application also proposes 6,000 square feet of office accommodation.

Smaller terraced blocks and semi detached form also present reflective of the form along Station Road

Scale of office units reflective of other buildings within the Industrial estate located to the west of the site

Terraced form reflective of the existing built form along Stonyford Road. Gaps are provided between the built form also.



Design Solution

Bedroom Range

The plan opposite provides a breakdown of the bed range provided within the development. The primary type is that of 2 bedroom dwellings at 46.7%. Three bedroom properties are provided at 46% with large four bedroom properties being provided at 7.3%.

It is considered that this variety of house type will meet local housing needs and will attract a wide demographic to the development.

Garden Sizes

Although no specific national guidance exists, Barnsley LPA provide an SPG which specifies a minimum garden size of 60 sq.m for houses containing 3 bedrooms and above.

It is considered however that in today's society, not every resident / family, for maintenance purposes requires a large garden. The principle of 'buyer aware' applies for new development and a range of garden sizes aids in the diversity of choice for future residents.

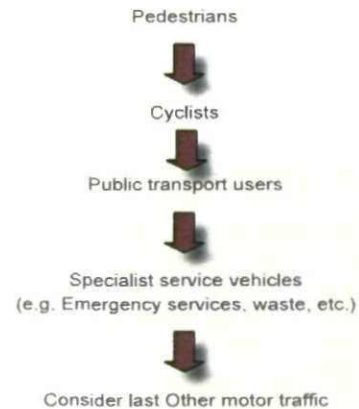
A calculation has been completed and it is concluded that 36% of the 3 and 4 bedroom dwellings meet the LPA requirement of 60 sq.m. However, despite this, those areas which are found to be lacking are a minimum of 10m in length maintaining an adequate space about dwelling distance in line with the guidance of many other Authorities. The gardens are sited against other gardens creating defensible and private space which is further emphasised through the provision of appropriate boundary treatments. It is therefore considered that all dwellings are provided with an appropriate provision of private and secure amenity space.



Movement Framework

The plan opposite provides a clearer view of the legibility to the site in terms of pedestrian and vehicular routes. The pedestrian is provided with two clear routes from the entrance of the site to the river walkway via the primary route through a designated footpath or along the dyke. Whatever the choice, the routes are direct and legible and have the benefit of natural surveillance through the siting of dwellings. The addition of rumble strips along the primary route assists in the reduction of speeds whilst allowing the clear legible view towards the river.

Manual for Streets specifies a user hierarchy, which comprises:



The private drive provides access to those properties for emergency vehicle and delivery vans whilst the barriers ensure that this does not become a through route.

Key

- Primary Route
- Secondary Loops
- Private Drive (No through Route)
- Pedestrian Route
- 1 Access to the development from Station Road.
- 2 Existing pedestrian routes integrated into the development.
- 3 Access to the office units provided from within the development.
- 4 Pedestrian links provided to the areas of open space.

Design Solution

Scale and Appearance

This section will provide specific details relating to the height, width and length of buildings in relation to the surrounding built form and how they will relate to the human scale.

It is considered that the site would accommodate a mix of two, two and a half and three storey properties. The higher storeys are primarily located along the primary access route to provide a higher density of development. Others are located at key focal points within the development achieving a legible environment with others adding interest and variety to the roof scape.



As the analysis identified earlier within the statement, within the locality there is no significant architectural detailing from which to draw reference. The existing properties are predominantly two storeys in height and comprise a mix of terraced, semi-detached and detached dwellings as the photographs demonstrate.

Although there is a variation in the built form within the locality of the site, the predominant form, particularly along Station Road is that of traditional terraced blocks which result in a relatively high density. It is therefore considered that this form should continue into this development, particularly along the primary route loosening in form along the secondary routes to allow light to penetrate into the site.

With regard to the appearance, the predominant material within the immediate locality is brick however there are some elements of render and stone but these are not dominant materials.



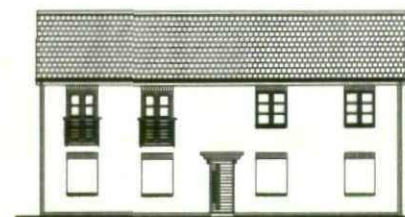
The traditional roof material is grey roof tiles, however recent residential developments have been constructed in red pantile as the photographs demonstrate.

It is important to establish an appropriate form of development which although unique to the site, will fit comfortably to its surroundings.

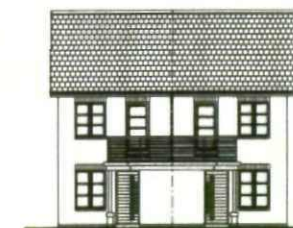
Examples of house types proposed as part of the development - The elevations are designed to be of a relatively simple design.



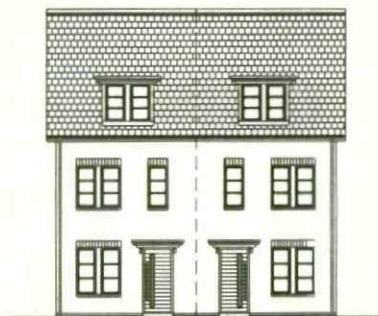
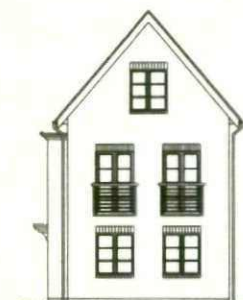
Windows are of a vertical design and are designed specifically for this site



Brick heads and cills are designed to the properties.



The use of balconies provide variation to the houses and provide pleasant spaces for residents



Many of the plots are dual aspect providing active frontages and interesting street scenes throughout the development

Design Solution

Street Scenes

Terraced form of development in line with the existing form along Stoneyford Road.

Additional gaps have been provided to this street scene in line with pre-application advice.

Variation of heights along this route provides visual relief.

The building line is varied along this route. This variation allows light to penetrate into the development.



Street Scene 1: Primary Route along the Main Access Road



Street Scene 2: Opposite view of properties along the Main Access Route - Main dominance of the built form lies to the side of the footpath. This design provides the additional spaces between the built form and allows additional light into the development. This approach ensures that the street is not overly dominated by the built form.

Variation of heights along this route provides visual relief.

Siting of dwellings ensures high levels of natural surveillance to the pedestrian routes.



Street Scene 3: View of properties facing Bulling Dyke

Street Scenes

Dual aspect dwelling

Dwellings designed to have living accommodation facing the river walkway allowing a pleasant private area for sitting out. The strong street presence ensures high levels of natural surveillance along this pedestrian walkway

Key feature building designed as a three storey feature



Street Scene 4: View of properties located along the River Dove and Pedestrian Walkway

This block has been reduced in height in line with the requirements of the LPA. Gaps are also provided to break up the form



Street Scene 5: View of properties located along the entrance of the development

Key Points to the street scenes

- The predominant material within Wombwell is that of red brick however elements of render and stone are present. The materials used therefore reflect the local character. Variations of red have been used to provide variation.
- Render is used to provide visual relief to the elevation in some locations without having a bitty effect.
- Brick heads and cills are proposed in line with local vernacular.
- It is considered that given the lack of specific style within the locality, this proposal allows a unique, high quality development which will integrate well with the existing built form within the locality of the site.

Key to Street Scenes



Design Solution

Landscape Solution

Our clients Hartwood Estates requested the provision of a Landscape scheme in support of their planning application for a residential development at Station Road, Wombwell. The scheme incorporates an area of open, becks and the private front gardens and adjoining space fronting the public realm.

To be submitted with this application is a Landscape Proposals drawing (on 2 sheets) which illustrates the landscape strategy for the site, including detailed planting specifications (species, number, density and stock sizes).

Beck Banks Vegetation

The landscape proposal includes the banks of two becks. Wherever possible the existing vegetation is to be retained (denoted on plan by speckled dark green hatch). Where existing vegetation cannot be retained due to regrading or remediation works a species rich riverbank seed mix will be used to re-establish an appropriate flora.

Beck Side Open Space

This informal area of open space is to be planted with a native scrub mix to form a dense area of vegetation. This will have a dual benefit of screening to adjacent industrial site and providing an area for wildlife. Standard trees are to be planted in groups within the scrub to provide a degree of earlier maturity. Grass areas within the space are to be regularly mown to provide areas for informal recreation. Footpaths are to be provided as shown on the plan to a minimum width of 1.8m with a bitumen macadam surface and appropriate drainage.

Whilst the open space provides opportunities for informal recreation it does not include an equipped playspace.

Streets

The primary streets have generous amounts of tree and shrub planting to provide an attractive environment for the residents. Garden cultivars of British native trees and ornamental flowering tree species will be selected to demonstrate seasonal variation as well as adding to the amenity value. A selection of evergreen and semi-evergreen shrub and hedge planting around boundaries will establish private space and soften structural elements. A mixture of flowering and fruit bearing plants will also enhance the biodiversity of the development and provide a variety of habitats. Consideration has been given to maintaining an attractive environment with the positioning of shrubs around boundaries adjoining the housing development to deter anti-social behaviour and soften the boundary structures.

Residential Gardens

Within the residential areas of the site most planting will be carried out within front gardens, this planting has 3 main aims:

Defining defensible space

The use of shrub beds creates visual and physical barriers, providing protection from roads and footways and between plots.

Creating distinctive spaces

To distinguish this development from the other housing developments within the larger scheme, a individual selection of plants will be chosen, to create a distinctive character. Also within this development a sub-group have been used repeatedly in different areas to create a mosaic of planting schemes. This allows for the creation of focal points at key areas such as cul-de-sac heads and junctions by using contrasting plants with architectural

form.

Complimenting the built form

The use of Trees and shrubs of varying heights and form integrates the built form into the landscape. This is achieved by softening walls, breaking up building lines and filtering views between buildings.

Secure by Design guidelines

Following these guidelines in this design have included the selection of defensive planting while maintaining clear visibility and allowing natural surveillance. Positioning of shrubs and trees to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.

Many of the shrub and tree species have been selected because they are locally native, helping to achieve good establishment, whilst also maintaining local character and ecology.

Management and Maintenance

The arrangements for ongoing maintenance and management of landscape within the development will vary depending upon the ownership of those areas.

Public Space

Adopted Highway

All roads, footways and verges will be adopted by the local highway authority via a Section 38 agreement, and have been designed in accordance with the relevant standards.

Adopted Open space

The Beck Side open space will be adopted by the local authority via a committed sum arrangement. The

relevant officers will be consulted during the detailed design of these areas to ensure that the authority can satisfactorily maintain them.

Private Space

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.

A Noise Assessment has been completed for the site and the following recommendations have been taken forward:-

- A 2 metre barrier fence is erected along the west boundary of the proposed site opposite the industrial site.
- Windows of noise sensitive rooms on the western side of the site should be fitted with upgraded sealed units of a 6/12/6mm specification.
- An alternative system of ventilation to opening the windows of noise sensitive rooms should be used.
- The proposed office block should be built to the west of the site as it will provide further noise shielding.

Design Solution



Design Solution

Access

This section of the Statement will address access issues to the site, including the following aspects:

Policy – justification of the relevant national, regional and local planning policies.

Site Circumstances – how any specific issues, which might affect access to the development, have been addressed

Consultation – indicating who has been consulted in relation to access for all, particularly the disabled.

Vehicular and transport links - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

The application site consists of a large triangular area of land measuring 4.04 hectares that currently forms part of the Station Road Industrial Estate. The site contains a vacant 50,000 sq ft warehouse of modern construction and a pair of small workshops. The site has the benefit of outline planning approval granted 25th April 2007.

This planning submission seeks reserved matters approval of 137 dwellings. Currently the site is accessed via Valley Road which is the main access serving the Estate. In addition the site has a narrow frontage to Station Road and it is from here that access is proposed to serve the development.

Policy

At a national level, Planning Policy Guidance 13 Transport (PPG13) objectives are to integrate planning and transport at the national, regional, strategic and local

level and to promote more sustainable transport choices both for carrying people and for moving freight. PPG13: Transport (March 2001)

PPG13 requires Local Planning Authorities to:-

"Place the needs of people before the ease of traffic movement in designing the layout of residential development, and
Seek to reduce car dependence by facilitating more walking and cycling, by improving linkages by public transport between housing, jobs, local services and local amenity and by planning for mixed uses."

Regional Spatial Strategy (May 2008)

A key aim of integrated land use and transport planning policies is to reduce the need to travel and to reduce the length and number of journeys, particularly those made by private car. The Plan includes a number of complementary policies to attract more journeys by foot, bicycle and onto public transport, encourage developments in locations well-served by public transport and introduce measures aimed at achieving a shift away from increasing car dependency.

Policy T1 covers the specific contribution which transport planning makes to effect modal shift, and Policy T2 (parking) makes an important contribution. There are strong linkages with Policy T3 (public transport), as significant increases in the capacity of the public transport network will be needed if a step change in modal share is to be achieved.

Barnsley Unitary Development Plan (Adopted December 2000)

The following section reviews the Unitary Development Plan, which provides policy direction at a local level relating to transport and access. The following policies

are saved in accordance with the Secretary of States "saved policy" protocol issued 28th September 2007.

Policy T2

Development will only be allowed if the additional demand for travel generated can be accommodated on the highway network without significant detriment to the environment or the safety and ease of movement of vehicles and pedestrians using the network, or through measures to assist public Transport, cycling or walking. Completion of the necessary highway works or other measures may be the subject of conditions attached to the planning permission or be the subject of a planning obligation under section 106 of the Town and country planning act 1990 or other agreement requiring an appropriate contribution from the developer to the cost of the works or measures.

Policy T2A

A) All roads, footways, private drives, vehicle manoeuvring areas and Points of access serving development must be designed and constructed in accordance with the appropriate standards of the borough council
B) Carriageways and footways should be constructed to be usable in a safe and convenient manner before the use of the building which they serve commences.

Policy T14

Development proposals will be required to include measures to facilitate access to, and where appropriate, by public Transport services.

Policy T17

In support of the council's goals, the car parking policies will seek to ensure the provision and management of car parking to secure:

A) Levels of provision of parking commensurate with the Encouragement of means of travel other than the car. Particularly by commuters

B) Avoidance of harm to the free flow of traffic, safety levels and the amenity of residents and other road users

C) Encouragement of development that increases the number and Range of job opportunities;

D) The vitality and viability of Barnsley town centre and other Shopping and commercial centres.

Policy T22

New development shall be provided with no more car parking, Servicing and manoeuvring space than is necessary in order To ensure there is no significant adverse impact upon:

A) Highway safety

B) The local environment including the amenity of local residents and adjoining land uses

C) The vitality and viability of Barnsley town centre and other Shopping and commercial centres. Planning applications, which propose parking servicing and/ or manoeuvring space in excess of or less than that which is Necessary will be refused permission. For car parking associated with employment premises, Shopping areas, leisure and recreational facilities, places Open to the general public and public car parks, provision Should be made for disabled car parking which should Amount to at least 4% of the total car parking provision to Be provided.

Where the required car parking cannot be provided on site or where the council deems it appropriate, suitable parking Provision off site or contributions to enhance or provide Alternative means of transport may be acceptable. In these circumstances, the council will seek to enter into an Agreement under s106 of the act with the developer to Ensure that a financial contribution is

secured towards the Provision of public car parking and/or to enhance or provide Alternative means of travel.

Policy T27

The council will seek to encourage and support walking, as a Mode of transport and the design and layout of all Development will be required to take account of the needs of pedestrians.

Supplementary Planning Guidance

At a local level, there are also a number of SPG's, which are applicable to the design and layout of the proposal, these are as follows:

SPG2 The Design and Layout of New Housing

SPD32 Parking, Transport Assessments and Travel Plans

SPG2 The Design and Layout of New Housing

Supplementary Planning Guidance 2 was produced primarily to support policies H3, H8A and BE6 of the UDP.

The SPG requires that the road design should use a hierarchical structure so that traffic is routed onto most appropriate roads. The development should facilitate access by public transport. The road layout should be designed to meet the needs of pedestrians and cyclists. The parking ratio specified is 1.5 spaces per dwelling, in accordance with the previous parking guidance of PPG3. Developers should provide well-designed and located garages, which are convenient, provide security and improve the appearance of the area. Any shared parking areas should be well lit, in a location visible from the highway and overlooked by dwellings.

Road layout should be designed to accommodate refuse collection vehicles and fire appliances.

SPD 32 Parking, Transport Assessments and Travel Plans

Supplementary Planning Guidance 32 was produced to supplement Policy T22 and the UDP, and explains how Barnsley Council intends to implement Planning Policy Guidance 13 Transport.

Car parking is specified at 1.5 spaces per dwelling for residential dwellings in accordance with guidance in PPG3. The size of parking bays should be 5m long and 2.5m wide.

The SPD requires the submission of a Transport Assessment on applications for residential development over 80 dwellings. The TA will outline the effects of the development on the local highway network, whether the site can accommodate the level of development proposed, any transport mitigation measures and what can be done to promote travel by walking, cycling and public transport.

The transport implications of the development have been resolved at the outline stage including means of access.

Manual for Streets, 2007

Manual for Streets supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement

MfS provides a clear framework for the use of local systems and procedures; it also identifies the tools available to ensure that growth and change are planned for and managed in an integrated way MfS aims to assist in the creation of streets that:

- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design
- Form part of a well-connected network;
- Are attractive and have their own distinctive identity;
- Are cost-effective to construct and maintain, and are safe.

Existing Site Circumstances

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.

Proposed Site Circumstance

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 within the development.

Vehicular and Transport Links

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).

Inclusive Access

External Access

The proposed development has direct, at-grade access to the surrounding footway network off Station Road. There is also direct, at-grade access from the proposed development to bus network that extends along Station Road.

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

People are very different in their needs, and in the way, they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone.

The principles of an inclusive environment will be:

- Easily used by as many people as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to choose how they access and allow them to participate equally in all activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality.

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- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality.

Design Solution

Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings and the house types and office units will be compliant with Part M of Building Regulations. This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc, are adhered to. Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice guidance on accessibility it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.

The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

Approach to Building

The approach to the building is the area of land within the curtilage of the property, from the boundary of the site

up to the building itself. Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

Entrances

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

References:

- Approved Document M, Access and Facilities for Disabled People.
- BS 8300 Design of Buildings and their Approaches to Meet the Needs of Disabled.

Design Justification

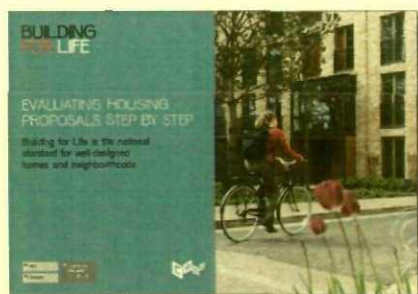


Hartwood
ESTATES LIMITED

Design Justification

Building for Life Justification

Building for Life is the national standard for well-designed homes and neighbourhoods. It is led by CABI and the Home Builders Federation and backed by the Housing Corporation, English Partnerships, The Civic Trust and Design for Homes.

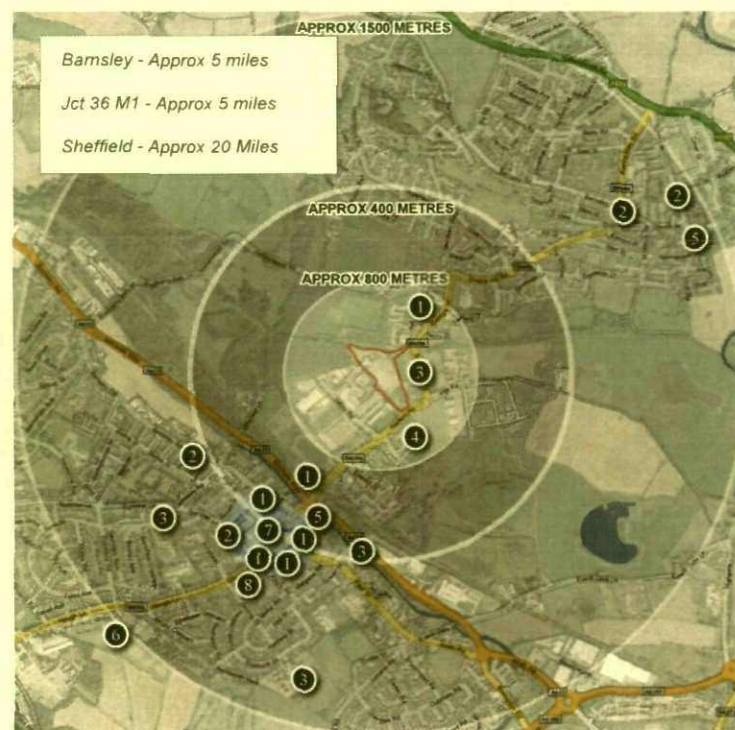


The Building for Life Standard is made up of circa 20 criteria that embody the partners vision of what housing developments should be: functional, attractive and sustainable. These principles are based on government policy and CABI backed guidance such as Planning Policy Statement 3 and By Design.

Criteria 1

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

In light of this criteria, an assessment has been made to review the site and its proximity to services within the locality. This assessment is as follows however it must be noted of the potential benefits the proposed scheme will bring to the locality. The existing landscape features of the Dyke and River Dove are utilised and fully incorporated for within the scheme with the increased provision of landscaping and footpath links.



- | | |
|---|--|
| 1 Public House | 5 Medical Centre / Doctor's Surgery |
| 2 Dental Surgery | 6 Wombwell Park |
| 3 School / Learning Centre
inc. Wombwell High School | 7 Wombwell Town Centre
inc. Banks, Shops, Estate Agents, Library
and Town Hall |
| 4 Play Area | 8 Wombwell Swimming Pool |

Criteria 2

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

Criteria 3

Is there a tenure mix that reflects the needs 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 as identified earlier within this document. 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

Criteria 4

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).

Criteria 5

Does the development have any features that reduce its environmental impact? And

Criteria 19

Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness? And

Criteria 20

Do buildings or spaces outperform statutory minima, such as building regulations?

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.

Criteria 6

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 such as the dyke and river Dove providing pleasant pedestrian walkways and enhanced landscape value.

Criteria 7:

Does the scheme exploit existing buildings, landscape and topography

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 within the development. However the design of the site and in particular Bulling Dyke ensures that the residential and commercial elements remain separate. Pedestrian connections are also 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.

Criteria 8

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.

Within the development, 2 clear character areas have been established in terms of built form, road character and materials. The primary route has been designed to be a straight, direct route with a strong built presence representative of the existing terraced form found along Stonyford Road. Higher storeys are proposed along this route providing a distinctive character. The road style is also reflective of its hierarchy with a greater width and segregated footpath to the road segregated by a line of trees. Feature squares and rumble strips ensure that vehicle speeds remain low along this route whilst not compromising the legibility towards the river frontage.

The secondary routes also have a distinctive character. The roads vary in widths and are designed to flow around the built form. Their angular shapes reduce visibility to cars and the shared surface philosophy results in the integration of both pedestrian and vehicles in a safe manner. The built form along those routes are designed at various angles with greater spaces created between the built form. Lower storeys and differing materials also provide a distinctive character to those secondary routes away from the principal access road.

Criteria 9

Does the development make it easy to find your way around? And...

Criteria 10

Are streets defined by a well structured building layout?

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.

Criteria 11

Does the building layout take priority over the streets 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. This is principally along the secondary routes where manual for streets type home zones are apparent. Varied and interesting street scenes have been provided for within those areas with the road taking the line of

Design Justification

the built form. This results in building layout which has priority over the highway.

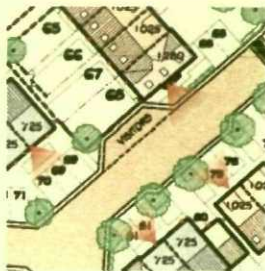
Criteria 12

Is the parking well integrated and situated so that it supports the street scene?

The layout identifies various solutions for the provision of parking. These include Flats over Garage blocks, detached garages, on and off plot hard standing and rear secure parking courts. The solution provided is dependant upon its 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. Within this location however dual frontage properties are proposed to ensure a legible environment with clear footpaths leading to those properties. Choice of materials and additional landscaping ensures that character areas are achieved which supports the street scene.

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.

Criteria 13

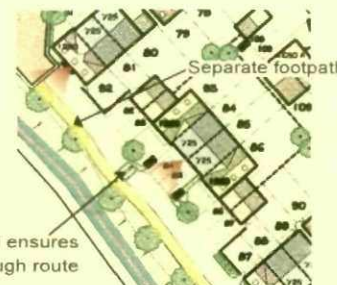
Are the streets pedestrian, cycle and vehicle friendly?

The layout has been designed through the advice obtained from Barnsley Urban Review Panel and a review of the existing movement network. It was identified that an important route would be to achieve a link from the entrance of the site to the River Dove, in addition to providing a river walkway. The design solution achieves this in two ways. The first is along the primary access route which directly links Station Road to the River frontage. The hierarchy of this route results in a wider road with separate footpaths to ensure pedestrian safety. The density of dwellings are higher along this route providing a strong street presence with high levels of natural surveillance. A clear view has been achieved from within the site to the river to allow a clear and legible route.



The second option is for both the pedestrian and cyclist and runs along Bulling Dyke. Again, the route is direct

and legible but is located along the more secondary links where roads have a shared philosophy for the pedestrian and vehicles. The dwellings are designed to face those routes again providing a high level of natural surveillance encouraging their use.



Bollard ensures no through route

Those routes are designed to allow emergency vehicle access such as fire brigades and access for large goods vehicles making deliveries however, the use of bollards ensure that these do not become through routes for everyday use, directing vehicles along the primary route.

Criteria 14

Does the scheme integrate with existing streets, paths and surrounding development?

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.

Criteria 15

Are public spaces and pedestrian routes overlooked and do they feel safe?

In line with the principles of Secured by Design, all streets are designed to be adequately looked by the built form

allowing high levels of natural surveillance. The siting of dwellings onto the street also increases levels of activity and can enhance a sense of community.

All pedestrian links are designed to be legible, straight, secure and naturally surveilled to encourage their future use by both future and existing residents of the area. The additional use of appropriate lighting along those areas also increase security levels.

The areas of play space are adequately overlooked through the siting of dwellings. Direct pedestrian links are provided to allow easy access to those areas and vistas created from within the development provides a direct and legible link to the area.

Semi public spaces are also designed to be secure such as the rear parking courts. Where rear parking courts are provided, these are accessed via a drive through with a flat located above. The flats have the benefit of overlooking those parking spaces increasing natural surveillance. Additional security features such as lighting and lockable gates also aid in maintaining safe and secure environment.

Landscaping has also been designed within the layout to provide relief from the built form however care has been taken to ensure that they do not impede opportunities for natural surveillance or provide hiding places.

The mix of 2, 3 and 4 bedroom properties in a mix of styles encourage the potential for occupation throughout the day which in turn increases opportunities for natural surveillance by neighbours.

Criteria 16

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

The outline permission required 15% provision to be made for public open space either by on site provision or via a commuted sum payment. This scheme seeks

to provide 0.466 Ha (85 %) on site open space in two separate locations. The first is sited to the west of the site. The dwellings are designed to front this space creating a safe environment for play. Additional links are provided from within the layout to this space and vistas from the main road provide legible links.

The second area is located along the northern boundary along a well used pedestrian route.

Both areas of Public Open Space next to the River Dove and the Dyke consist of footpaths which are regularly used by walkers, fishermen and birdwatchers in addition to local people simply enjoying a walk along the riverside. Although not forming the usual type of open space, the applicant has taken the opportunity to retain and enhance features of ecological importance, namely the dyke and the river providing landscaped strips and paths. The areas are located away from areas of major vehicle movement and the additional foot bridges allow easy pedestrian access. It is therefore considered that the areas of open space are considered appropriate and are in line with Supplementary Planning Guidance 20.

Criteria 17

Do the 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.

Criteria 18

Do internal spaces allow for adaptation, conversion or

extension?

It should however be recognised that a variety of solutions are provided for with the layout from 2 bedroom starter units to large 4 bedroom family dwellings. This provides choice for people looking to both upgrade and downgrade dependant upon their various needs throughout their life. Irrespective of this, the layout does reflect the future residential and commercial use and 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.

Criteria 19

Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness? and

Criteria 20

Do buildings or spaces outperform statutory minima, such as building regulations?

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.



Design Justification

**Barnsley Metropolitan Borough Council (BMDC)
Unitary Development Plan (Adopted December
2000)**

Design Standards

Policy BE6

The council will seek to achieve good design standards for all types of development. Proposals for development will be assessed using the following design criteria:

a) The quality of layout, and suitability of scale of the development.

This application seeks the approval of 137 dwellings in a mix of 2, 2.5 and 3 storeys dwellings. The amount of development equates to a density of 35.6 dwellings per hectare in line with both local and national planning guidance. The density achieved provides an appropriate amount of development given its location and enables a high quality environment with high levels of amenity to be achieved around the built form. A wide range of dwelling types are common within Wombwell as the site analysis has demonstrated. It is therefore considered that the layout and scale of development is appropriate to its location.

b) The use, quality, design and landscape treatment of open land within the site and the area around buildings.

A high quality detailed landscape design has been completed for this development which outlines our proposals for both public and private spaces.

c) The standard of detailed design and facing materials of proposed buildings.

In line with the materials found within the surrounding area, it is proposed that the development be constructed in brick, primarily red in colour with areas of render providing some visual relief to the elevations. The roof

will be constructed in grey tile, again a material found within the locality of the site. High quality doors / garage doors, windows and rainwater goods also enhance design quality.

d) The suitability of the whole development for its proposed context and its relationship with adjoining land uses.

Given that the site has the benefit of outline planning permission the principle of development has been established and considered appropriate to this location. The offices have been designed to the south western corner of the site adjacent to the existing industrial estate with residential development and areas of open space located to the remainder of the site. The existing features such as river Dove and Bulling Dyke have been incorporated and enhanced through the development of this site providing pleasant walkways of high landscape value. Existing pedestrian links have also been incorporated and enhanced through the detailed designs of this site to ensure integration to the wider locality. Care has been taken where the site abuts existing residential development to ensure that amenity values are maintained.

Design to Avoid Crime

Policy BE6A

In assessing any proposed development layout, the council will seek to avoid opportunities for crime. The following criteria may be applied where appropriate:

a) Parking areas and garage courts should be well lit and in a location visible from the highway, not screened by walls or planting.

The development proposes a mix of parking solutions from on plot, garages and parking courts. Where parking courts are provided, they are visible from the highway or made secure through the creation of lockable gates.

The use of appropriate lighting within the development also assists in the creation of a secure environment.

b) Public open spaces should be visible from highways, and be overlooked by neighbouring dwellings. The creation of dark corners must be avoided.

In line with the principles of Secured by Design, all streets are designed to be adequately looked by the built form allowing high levels of natural surveillance. The siting of dwellings onto the street also increases levels of activity and can enhance a sense of community.

All pedestrian links are designed to be legible, straight, secure and naturally surveilled to encourage their future use by both future and existing residents of the area. The additional use of appropriate lighting along those areas also increase security levels.

The areas of play space are adequately overlooked through the siting of dwellings. Direct pedestrian links are provided to allow easy access to those areas and vistas created from within the development provides a direct and legible link to the area.

Semi public spaces are also designed to be secure such as the rear parking courts. Where rear parking courts are provided, these are accessed via a drive through with a flat located above. The flats have the benefit of overlooking those parking spaces increasing natural surveillance. Additional security features such as lighting and lockable gates also aid in maintaining safe and secure environment.

The mix of 2, 3 and 4 bedroom properties in a mix of styles encourage the potential for occupation throughout the day which in turn increases opportunities for natural surveillance by neighbours.

c) High levels of lighting must be installed and maintained to all public areas.

d) Walls and planting along public routes should be designed to avoid blind corners and hiding places.

Landscaping has been designed within the layout to provide relief from the built form however care has been taken to ensure that they do not impede opportunities for natural surveillance or provide hiding places.

e) Developments should be separated into public and private areas. Security of private areas must not be reduced by such things as footpaths between rear gardens.

f) Housing should be designed into secure groups, probably off cul-de-sac, with no through traffic vehicular or pedestrian, and where strangers are easily identified.

Design and Access to the Public

Policy BE6B

In assessing any proposed development to which the public will have access including roads and footpaths in residential and other areas, the council will seek, where appropriate, through the following design criteria, to ensure the creation of a fully accessible environment:

a) Wherever possible, new development should be sited and designed to make it easily accessible to public transport users.

The response to Criteria 13 of Building For Life provides a detailed response to the pedestrian links provided within the design solution for this site. The links also provide easy access to the existing public transport services identified within the Access section of this statement.

b) In the design of new developments, refurbishments and changes of use involving non-domestic buildings, good provision must be made for disabled workers, visitors and customers to gain access to, and move within, all buildings.

In line with the outline permission, offices are provided on site and are provided with the appropriate parking provision. Inclusive access within the layout provides for ease of movement by all social groupings and the

house types and office units will be compliant with Part M of Building Regulations. This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc, are adhered to.

Car Parking

Policy T17

In support of the council's goals, the car parking policies will seek to ensure the provision and management of car parking to secure:

A) Levels of provision of parking commensurate with the encouragement of means of travel other than the car particularly by commuters

In line with local guidance, parking provision has been made at 1.6 spaces per dwelling. This is to ensure that adequate facilities are provided to avoid practical issues and avoid problems with highway safety. Although this is the case, care has been taken to ensure safe and legible routes for the pedestrian / cyclist so that should they wish to travel by more sustainable means, the environment in which they live is safe and secure to help encourage its use.

B.) Avoidance of harm to the free flow of traffic, safety levels and the amenity of residents and other road users

C) Encouragement of development that increases the number and range of job opportunities;

d) The vitality and viability of Barnsley town centre and other shopping and commercial centres

Policy T22

New development shall be provided with no more car parking, servicing and manoeuvring space than is necessary in order to ensure there is no significant adverse impact upon:

A) Highway safety

B.) The local environment including the amenity of local residents and adjoining land uses

C) The vitality and viability of Barnsley town centre and other shopping and commercial centres.

Planning applications which propose parking servicing and / or manoeuvring space in excess of or less than that which is necessary will be refused permission.

As previously noted, parking has been provided at a ratio of 1.6 spaces per dwelling. This is in complete accordance with Barnsley Local Policy and is therefore considered to be an appropriate solution.

Walking

Policy T27

The council will seek to encourage and support walking, as a mode of transport and the design and layout of all development will be required to take account of the needs of pedestrians.

As previously noted, the development has been completed along the principles of Manual for Streets which seeks to prioritise the pedestrian. Direct, legible, secure and well lit routes through the site and to the wider locality have been achieved.

Supplementary Planning Guidance

There are a number of supplementary planning guidance documents issued by Barnsley Council which have been reviewed when preparing the planning application.

The application accords fully with these documents where applicable as noted below.

SPG 2 The Design and Layout of New Housing

The Council is committed to securing good quality housing development, which makes a positive contribution to the community in which it is located. This SPG is a first step

in terms of raising standards and achieving quality.

A significant amount of pre-application discussions have taken place for this site to ensure the creation of a high quality development both in terms of layout and architectural detailing of the houses. At present, the site is vacant and is of no benefit to the community. The provision of 2, 3 and 4 bedroom dwellings in a variety of styles help meet the needs of a wide demographic and provides additional housing to meet needs within the locality. The improvements made along the river Dove and along Bulling Dyke also provides a more pleasant environment for pedestrians to what currently exists.

SPG 9 Trees and Hedgerows

The SPG provides the context for submitting planning application with regard to trees and hedgerows. All proposals must accurately show existing trees, hedgerows, and those, which are to be retained and removed.

A detailed landscape plan has been completed as part of the development which identifies the existing landscape features in addition to providing a significant amount of new trees to the area.

SPG 11 Crime

The SPG provides guidance on ensuring that housing layouts provide clearly defined state boundaries with houses designed in secure groups where mutual surveillance can be provided without reducing the individual privacy of dwellings.

The principles of this document and those of Secured By Design have been incorporated into the design solution as demonstrated throughout the Design and Access Statement.

SPG 10 Paths and Development

This SPG provides guidance on paths and the impact on development, be it existing footpaths that require closure of diversion to construed rights of way. It also looks at the impact of development on paths off site. Mitigation to minimise the risk of crime is included within the document.

The design solution has paid specific regard to the existing movement framework and where possible enhanced existing links as well as providing new routes through the site. Whichever the route, security has been a high consideration with the siting of dwellings designed to front onto those routes providing high levels of natural surveillance.

SPG 20 Open Space Provision on New Housing Development.

The SPG provides guidance in relation to applications on the type and amount of open space required. In relation to outline applications open space provision will be secured by condition with sites of 40+ dwellings required to provide 15% of which some should be on-site and a contribution in lieu of the total on-site requirement being acceptable.

Areas of open space have been provided for within the layout in line with the guidance provided within this document.

Both areas of Public Open Space next to the River Dove and the Dyke consist of footpaths which are regularly used by walkers, fishermen and birdwatchers in addition to local people simply enjoying a walk along the riverside. Although not forming the usual type of open space, the applicant has taken the opportunity to retain and enhance features of ecological importance, namely the dyke and the river providing landscaped strips and paths. The areas are located away from areas of major

Design Justification

vehicle movement and the additional foot bridges allow easy pedestrian access. It is therefore considered that the areas of open space are considered appropriate and are in line with Supplementary Planning Guidance 20.

SPG21 The Design and Layout of Open Space on New Housing Developments

This SPG provides detailed guidance on the general design principles required for open space provision along with detailed guidance on the requirements of:

- Equipped Children's Play Facilities
- Informal Playspace and Landscaped Areas
- Minimum Viable Sizes of Informal Open Space Types

The outline permission requires the provision of "a minimum of 15% of the developable area" to be laid out as public open space. In line with this requirement, I provide a breakdown of the following areas:

Overall Site Area: 3.84 Ha
No Build Zones: 0.1796Ha
Nett Developable Area: 3.66Ha

Calculating the 15% Public Open Space requirement on 3.66 Ha of land is 0.549 Ha

The amount of POS Proposed on site: 0.466 Ha

This results in an on site shortfall of 0.083 Ha or 15% shortfall

Calculations completed with regards to SPG 20 Appendix 2: -

The site proposes the following: -

2 Bed Dwellings: 64 x £1102.00 = £70,528.00
3 Bed Dwellings: 63 x £1322.00 = £83,286.00
4 Bed Dwellings: 10 x £1544.00 = £15,440.00

Total contribution required with no POS provided on site = £169,254.00

15% of this amount = £25,388.10

It is therefore proposed that a contribution of £25,388.10 be paid in addition to the provision of 0.466 Ha of Public Open Space on site. The areas of Public Open Space next to the River Dove and the Dyke consist of footpaths, which are regularly used by walkers, fishermen and birdwatchers in addition to local people simply enjoying a walk along the riverside. Although not forming the usual type of open space, the applicant has taken the opportunity to retain and enhance features of ecological importance, namely the dyke and the river providing landscaped strips and paths enhancing biodiversity value. The areas are located away from areas of major vehicle movement and the additional foot bridges allow easy pedestrian access. It is therefore considered that the areas of open space are considered appropriate and are in line with Supplementary Planning Guidance 20.

Maintenance: -

With regards to maintenance, 0.466 Ha (4660sq.m) is provided on site resulting in an additional contribution of £20,970.00 based on £4.50/sq.m.

In conclusion: -

POS to be provided on Site: 0.466 Ha
Contribution against the shortfall: £25,388.10
Contribution for Maintenance: £20,970.00

SPG 25 Landscape Design

This guidance notes aims to provide direction to the development of sites where landscape works are required. The purpose of the document is to highlight the various elements and processes that need to be considered when preparing a landscape scheme.

A detailed landscape plan has been completed and forms part of the submission pack. The principles of this document have been reviewed in detail and utilised within the design solution.

Development Summary

Development Summary

No. of Dwellings: 137

Site Area: 3.84 Ha

Storey Heights: 2, 2.5 and 3

Bed Range: 2, 3, 4

Parking Provision: 1.6 s.p.d

