



Proposed residential development off Rectory Close Wombwell Barnsley

DESIGN AND ACCESS STATEMENT BUILDING FOR LIFE ASSESSMENT

KSL DESIGN LTD

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01 Purpose of Statement

This statement has been prepared by KSL Design Ltd on behalf of Premier Developments Ltd in respect of a proposed residential development scheme off Rectory Close, Wombwell, Barnsley for 33 dwellings.

It has been prepared in accordance with the Department for Communities and Local Government (DCLG) Circular 01/2006 which requires applications to be accompanied by a Design and Access Statement. Reference has also been made to the Commission for Architecture and the Built Environment's (CABE) guidance on Design and Access Statements; 'How to write, read and use them'.

The statement presented here is to supplement the planning application in respect of the aforementioned site and to explain 'the design principles and concepts that have been applied to the proposed development and how issues relating to access to the development have been dealt with (paragraph 80 DCLG circular 01/2006).

This document achieves this within the following sections;

Section 1 – Introduction – Outlines the purpose of this document.

Section 2 – Site Assessment – Considers the site and its surroundings in terms of the physical, social and economic context.

Section 3 – Pre Application Consultation – Provides details of the consultation undertaken with relevant Stakeholders.

Section 4 – Evaluation and Design Proposals – Identification of the site constraints and opportunities in order to establish the design objectives which underpin the development proposals. Presentation of the vision for the site together with design proposals including access arrangements, layout of the development, scale and use of buildings, amount of development proposed with hard and soft landscaping proposals.

Section 5 – Summary - Provides an overview of how the development proposals achieve the design objectives established.

Section 6 – Building for Life Questions – Scores the proposal against the 12 Building for Life Questions.

02 Site Assessment

2.10 Site and Location

The former Bondfield Day Care Centre is located within the town of Wombwell to the south east of Barnsley town centre, South Yorkshire at the western end of Rectory Close.

The site is approximately 400m west of Wombwell centre within a predominately residential area and within walking distance of a good range of shops, leisure facilities, convenience stores and a primary school.

The existing derelict buildings sit on the northern and western boundary of the site are generally single storey with a flat roof constructed in red brickwork.

The overall site area is approximately 0.84 hectares in size with vehicular access to the site currently from a private Drive off Bondfield Close which leads to a large tarmac car park along the eastern boundary of the site.

There are a limited number of existing trees and hedgerows around the perimeter of the site some under the control of a Tree Preservation Order.

The site is enclosed by existing residential dwellings to the northern, eastern and north western boundary in various forms, density, scale and age. To the south and south west of the proposed development is a land with planning permission for residential development which is yet to be implemented.

2.20 Existing Land Use

The site is currently within the ownership of Premier Developments Ltd and has been vacant for a number of years following occupation by the Bondfield Day Centre under the ownership of Barnsley Metropolitan Borough Council.

The derelict site has now become unmanaged and has a negative impact of the existing residents amenity by the site and the wider area of Wombwell when viewed from the southern and western boundaries.

2.30 Topography

The site falls approximately 3m from the southern boundary to the northern boundary at an approximate gradient of 1 in 40. Beyond the site boundaries levels of existing dwellings, garden and hard standing areas are commensurate with the site levels.

2.40 Existing Landscape Features

There are a number of existing trees and hedgerow around the perimeter of the site with gaps in-filled with screen fencing and walls where the site abuts existing residential property. There are also a limited number of existing trees within the site between existing buildings or adjacent car parking areas.

The proposed site layout and Arboricultural Report to BS 5837:2012 supporting the application detail the condition of existing trees, there location and those to be retained or removed as part of the development proposal. Care has been taken to ensure that the plots do not lie within route protection areas where trees are retained.

Two trees to the southern boundary are controlled by a Tree Preservation Order which will be retained as part of the development proposals.



Existing buildings on site



Existing access to site from Bonfield Close

2.50 Movement and Circulation

The former Bondfield Day Care Centre was accessed from Bondfield Close at a point on the mid-western boundary from a private drive, the existing drive narrow in width and currently serves 4 dwellings. The limit of adoption is approximately 17m from the western site boundary with the highway terminating with a small turning area which is not suitable for the turning of larger vehicles. Two existing car parking areas exist on site to the eastern boundary and at the centre to serve the previous use.

There are no public rights of way of way crossing the site or public access to the site following closure of the Day Care Centre.

2.60 Sustainability

The site is located in a long established residential neighbourhood within 400 metres of Wombwell Town Centre giving access to a wide range of convenience stores, public houses, newsagents, doctors and related Pharmacy, a Post Office, Supermarket, clothes and charity shops, Opticians and food takeaway outlets.

There are a broad range of community and recreation facilities including a Wombwell Recreation Ground to the east, Wombwell Park to the south, Wombwell Main Cricket Club sited to the west and Mitchell and Darfield Social Club to the north.

Kings Oak Primary Learning Centre is located south of the site together with Wombwell High School both within walking distance of the site.

Public transport facilities are available on Summer Lane within 100mm of the site giving access to Barnsley Town Centre and further afield whilst Wombwell Train Station sits on Hough Lane approximately 1km west of the site giving access to the wider rail network.

Due to the mixed nature of the area there are many employment opportunities available at the many sales and service outlets in the centre of Wombwell and surrounding areas and at The Station Road Industrial Estate approximately 1km east of the site.

2.70 Economic and Social Context

The development proposals will significantly improve the currently derelict and unattractive site which can be seen widely from the local area. The proposals will help to contribute towards a thriving local community, provide a high quality environment for people to live and provide a more efficient use of the site and resources in so far as it would;

- Provide housing choice for local people.
- Result in a more efficient use of a currently underused brownfield site.
- Contribute to the regeneration of the local area.
- Provide affordable housing specifically designed to meet local demand.

2.80 Townscape Context

The former Day Care Centre site is now derelict generally unmanaged and can be widely seen from the local area to the detriment of the existing residents living by the site and using the surrounding area.

To the east of the site served from Rectory Close medium density single and two storey dwellings dominate constructed approximately 25 years ago. The building frontages are animated by red and buff brickwork with white windows, white fascia and bargeboard to enclosed eaves with the majority of properties also having white cladding to the upper section of gable roofs which pre-dominate, roofs are generally finished in large format grey tiles.

There are various windows and door styles following replacement by occupiers, window proportions tend to be rectangular, dwellings are generally set back from the highway by around 6 metres with off road side and front parking and attractive well maintained front gardens, low pitch gable roofs generally front the street however there are examples of some gables to side boundaries. There is a mix of detached and semi-detached dwellings.

The most recent residential development is located at the top of Rectory Close, apartments have been constructed in red brickwork over 2.5 storeys with stone details to head and cill and contrasting buff brickwork details at eaves. Dormer windows serve the top floor to ensure the scale is kept domestic with limited car parking to the front with the majority located to the rear served from a private drive.

Immediately adjacent the southern boundary of the site dwellings are served from Kingsway. They are earlier post war semi-detached properties of medium density generally in hard red brickwork under small format red roof tiles with examples of vertical tiling to some plots. All have single or two storey bay windows, window proportions tend to be rectangular with hip roofs, enclosed eaves with a small overhang and centre chimneys. Car parking is located on hard areas to the plot frontage or by the side of each dwelling with dwelling frontages around 5m deep defined by walls in red brickwork and railings. The scale and form of housing provides a pleasant rhythm to the linear street.

Pockets of the older Wombwell and around the town centre are characterised by architecture and built form typical of the late 19th and early 20th century. Buildings are constructed at a higher density set adjacent the back of footpath or with a minimal front garden generally in terraced form. Buildings are typically constructed in red brickwork or attractive stone under a grey slate roof or replacement roof tile and generally two storey although are examples of dormer windows to the upper floor and some 3 storey dwellings.

The pre-war dwellings have vertical window proportions with sash style windows where not recently replaced with stone head, cills and mullions, on some properties paint has been applied to the outer skin brickwork or to heads and cills. Door entrances are animated with fanlights or stone arch head details, eaves tend to be constructed in stone or brickwork, some of varying colour with gutters on rise and fall brackets. Centre chimneys are constructed to most dwellings of this age with car parking located away from the frontage. Private areas to the frontage of dwellings are defined generally by walls and railings or a combination of both elements.

The earlier development within Wombwell provides the most interesting and attractive elements of the townscape.



Dwellings off Kingsway



Dwellings off Rectory Close



Stone fronted pre-war dwellings

Dwellings to turn corner at junctions

2.90 Evaluation of Information gathered

The sites context has been processed including its physical constraints, the existing site features, surrounding landscape and the social and economic constraints.

It is considered that the site presents an opportunity to provide a sustainable mixed use development incorporating high quality design which will add to the social mix of the locality and meet the local needs for affordable and private housing and local employment provision. This will be in a sustainable location close to local facilities.

03 Pre-application Consultation

In developing our proposals for the site discussions have taken place with a number of key stakeholders and Consultants prior to submission of the planning application.

A meeting was held with Barnsley Urban Renaissance Design Advisory Panel in August 2012 regarding the site, present at the meeting were;

Tom Lonsdale – CABE Enabler and Landscape Architect (Chair)

Graham Roberts – Placemaker/Public Arts

Robert Powell – Placemaker/Public Realm/Public Arts

Richard King – Remaking Barnsley

Robin Machell – Architect and Guest Panellist

Paul Testa – Architect and Guest Panellist

Comments regarding the proposed scheme received from the Panel can be summarised as;

- The access arrangements are logical and it appears that a proper turning head can be created.
- The circle in the middle was considered interesting but more thought needs to be given as to how it would work with gardens.
- The Panel made reference to the mix of materials already used in the area and queried how the developer was planning on approaching it.
- The Panel queried the thinking that is intended behind the creation of a sense of place. This is lacking at present as Rectory Close ends badly with just a fence.
- It was recognised that the appointment of a landscape architect would be beneficial.
- There is a logical footpath to Bondfield Court, but issues of crime and accessibility would need to be considered here although existing properties do overlook the area.

It was explained that BMBC Highways do not wish to see a road access here and the existing private drive to the four end properties is not wide enough to be upgraded. It could potentially serve one new dwelling though.

- In terms of what has been proposed, the Panel appear comfortable with the density of the scheme, the range and mix of house types and the style of the layout.
- The principle access is well supported.
- It was thought by the Panel that a sense of place is primarily achieved by the spatial definitions of buildings, such as the way that they enclose a space.
- A Landscape Architect should be utilised to contribute to the creation of spaces, considering scale, proportion, orientation and the qualities that work to create a sense of place.
- The Panel were very interested in the transition of character in extending Rectory Close, where the existing carriageway and footpath become less formalised and two spurs are proposed.
- The Panel suggested that there may also be some merit in looking at the layout of the houses, with possible re-alignment so that they better frame the buildings around the spaces. It was thought that the current configuration may result in gaps which would then need designing out.

Recommendations of the Design Panel were;

- The Panel would like to see the possibility of there being more than one point of access for vehicles (but with no through connection) explored, to support pedestrian links and cycle connection.

We have explored the possibility of providing a pedestrian link from Bondfield Close to the site however due to the land available it is not possible to upgrade this shared driveway to a standard which would be suitable for adoption by the highway authority. Furthermore providing a link to Bondfield Close would require a different category of road within the new development - this would require the omission of the shared surface road and result in a highway dominated scheme.

- The appointment of a Landscape Architect is strongly encouraged, at the earlier stages of the design process so as to have maximum impact.

A Landscape Architect has been appointed and soft landscaping details form part of the planning application. You will note that the scheme reinforces the sense of place created by the arrangement of plots 3/4/15/30 to the street and the external materials proposed for these plots. It also details new planting to the western boundary to protect the amenity of existing Cottages to this boundary and provides planting proposals for the remainder of the site to individual plots.

- Greater consideration should be given to the layout of the houses and the configuration of the site.

The scheme has been changed following the initial meeting with BURDAP to respond to the comments provided at the meeting and subsequently by letter to respond to the comments made. Differing external materials are now proposed to provide more visual interest to the scheme and respect those within the locality of the site with merit. One dwelling has been omitted to ensure car parking areas are located away from the plot frontages. Plots 16-18 have been rotated to provide a better visual stop to the important vista on entrance to the site, this area together with the external materials proposed to dwellings and soft landscaping to frontages now provides an attractive node within the site.

- The Panel consider there could be some merit in appointing an artist, or finding an alternative and bespoke way of creating a sense of place.

The appointment of a Landscape Architect detailing soft landscaping proposals to the centre of the site and changes to the layout to create more enclosure to the street around plots 3/4/15/30 has successfully created a sense of place at the important node within the site. The node can be seen from all areas within the site and as well as delivering an interesting focal point for the scheme will also calm traffic and define the transition between the shared surface road when pedestrian use is encouraged and the standard street construction with separate footways.

A meeting was also held with Keiron Dunn on 17th September to discuss the proposed development, the following details were discussed;

- Validation requirements for the planning application were confirmed.
- National and Local Planning Policies relevant to the proposal were also confirmed.
- Advice was also received with regard to density / highways / green space / design / residential amenity / existing trees / drainage / affordable housing.

The application details have been changed following the pre-application discussions to ensure the scheme has responded to the comments received, we have also provided the supporting information and additional reports where required to validate the application.

04 Evaluation and Design Proposals

4.10 Evaluation

Following assessment of the site and its surroundings as set out in section 2 a number of constraints and opportunities associated with the proposed development have been identified. The constraints and opportunities have been used to inform the design proposals for the site and are illustrated on the relevant plan.

The **key constraints** are considered to be;

- Proximity and relationship with existing properties served from Rectory Close, Summer Lane, Kingsway and development scheme to the south and south west which has been approved but not yet implemented.
- Access position fixed from Rectory Close.
- Trees under Tree Preservation Order to be retained.
- Proximity of dwellings to respect the RPA's of existing trees to be retained on the site boundary.
- Vehicular and pedestrian access not possible from Bonfield Close.

The **main opportunities** are considered to be;

- Opportunity to provide a high quality residential development to enhance the character and re-generate the area.
- The re-use of an unattractive brownfield site
- Development will widen the choice tenure, size, type and availability of new dwellings within Wombwell.
- To develop the site in a form that's in keeping with the existing predominate use of residential.

- Opportunity to deliver affordable housing of a type, size and tenure identified by Barnsley Metropolitan Borough Council in the Wombwell area.
- Opportunity to develop a site in a highly sustainable location.
- Opportunity to deliver wider community benefits secured through the Section 106 Agreement.

Constraints and Opportunities Plan



4.20 Vision

The vision for the site is to complete a high quality residential development which respects the character and amenity of the area and fully integrates with the existing development by the site.

The aim is to deliver a contemporary design solution for the site which draws on the positive characteristic of the existing housing within Wombwell.

This will contribute to delivering housing choice, availability and affordability together which will enhance and re-generate the site and surrounding area.

4.30 Design Proposals/Scheme Evolution

The design proposals for the site have been informed by the constraints and opportunities identified and the character of the surrounding area.

Various layouts have been produced and following detailed discussions with Barnsley Metropolitan BC and BURDAP the scheme has evolved to that currently proposed for 32 dwellings served from Rectory Close.

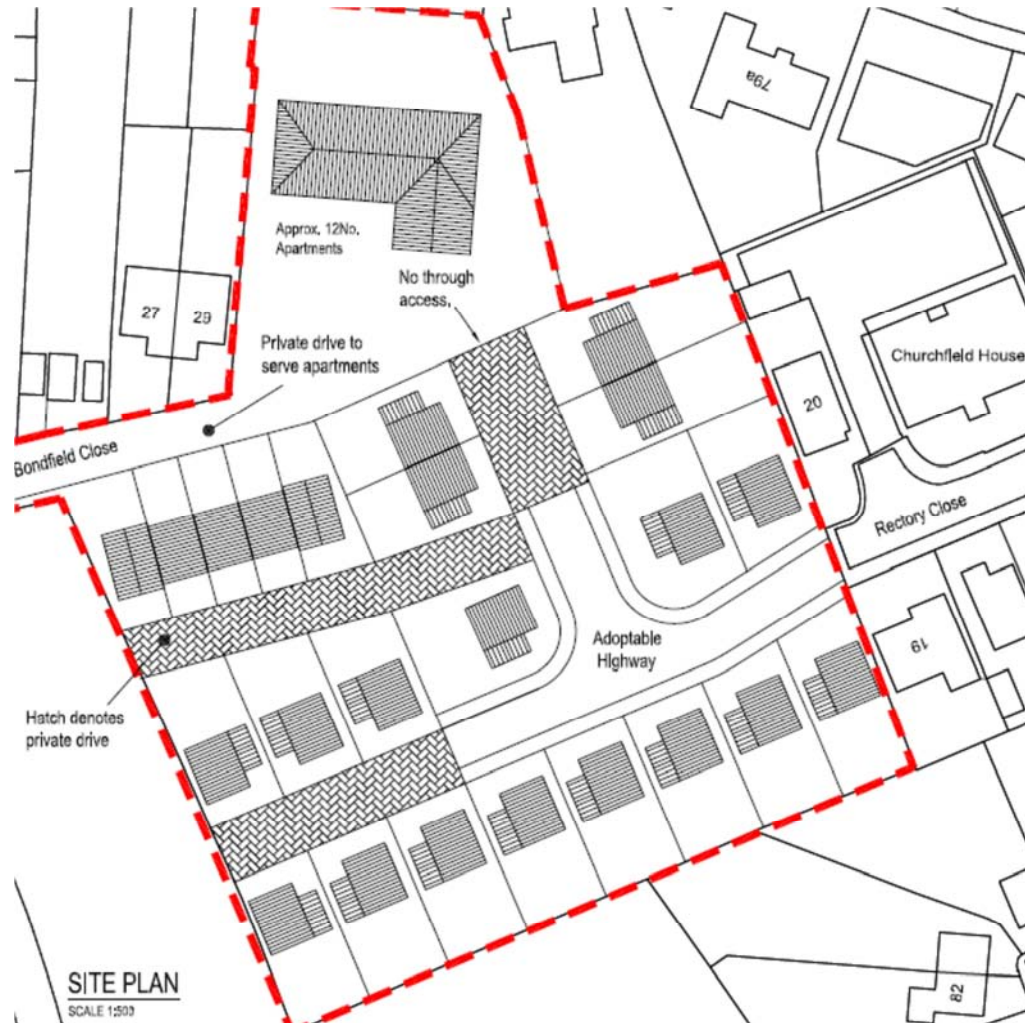
An initial Masterplan for the site was produced to establish the development principles for the development, this was then developed into the initial sketch proposals for the site.

Scheme 1 - detailed approximately 12 apartments served from a private access as an extension from Bondfield Close and approximately 23 dwellings from Rectory Close. This scheme was not pursued further, following further investigations it was determined that access would not be possible from Bondfield Close due to the lack of an adopted access. The impact on the amenity of existing dwellings along the western boundary was also adversely affected by the proposal.

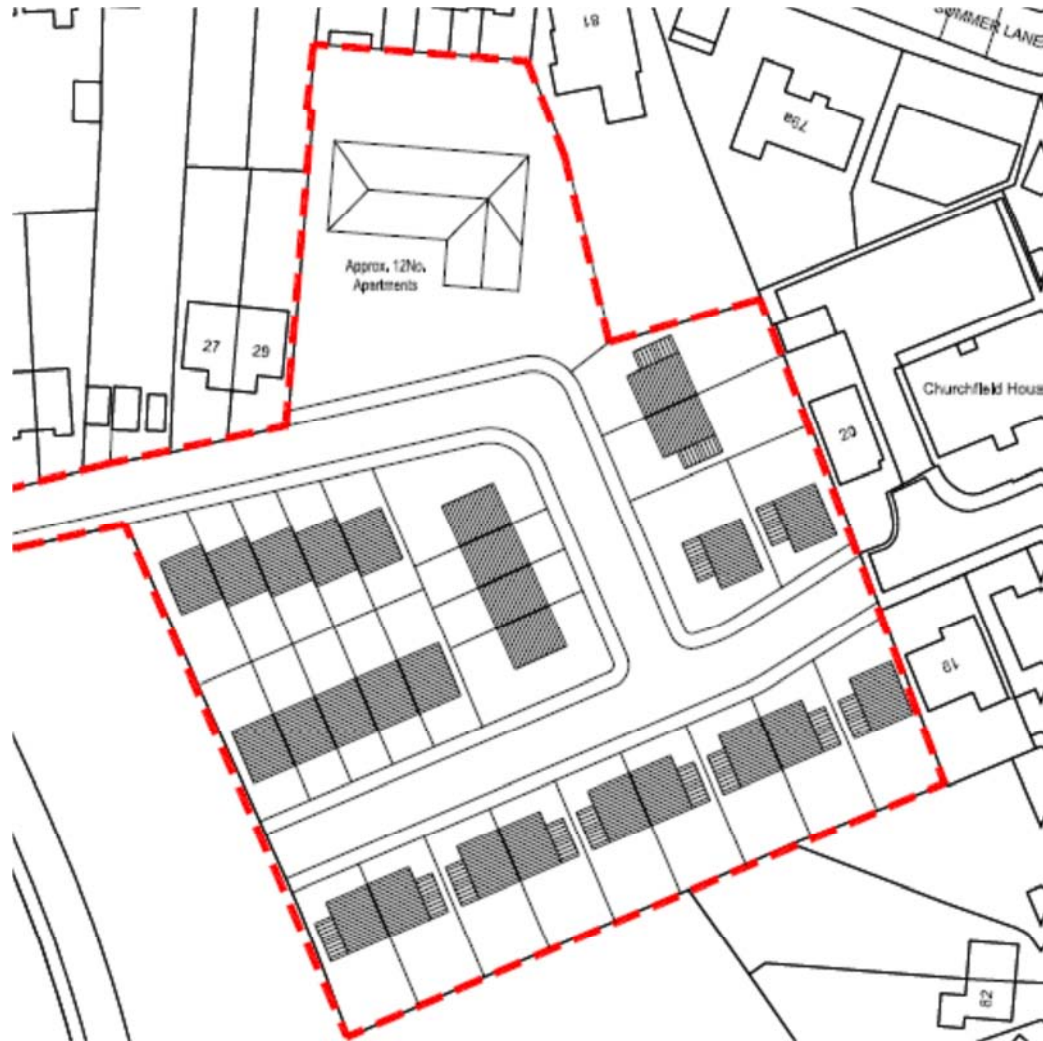
Masterplan



Scheme 1



Scheme 2



Scheme 2 - detailed 40 dwellings with an adoptable link between Rectory Close and Bondfield Close again apartments were located to the western boundary and two storey dwellings along the eastern boundary.

Scheme 3 - detailed 33 plots with the site accessed from Rectory Close only, apartments to the west side of the site were omitted with 2 storey dwellings proposed throughout the site. The relationship to existing properties around the perimeter of the site was improved and a central node introduced to the centre of the site to act a feature to calm traffic and create an attractive focal point emphasised by soft and hard landscaping / dwelling design and external materials.

Submitted Scheme – Following detailed consultation with BMBC the submitted scheme details 32 plots with one single point of access. To ensure that dwellings fronted the street in a more positive fashion than previous one plot was omitted and car parking located to the side of dwellings where possible. Plots 15-17 were rotated through 90 degrees to further enhance the centre node proposed and provide an attractive visual stop when entering the site from Rectory Close. Dwellings to the central feature were further enhanced with the specification of differing external materials and enhancement of soft landscaping proposals.

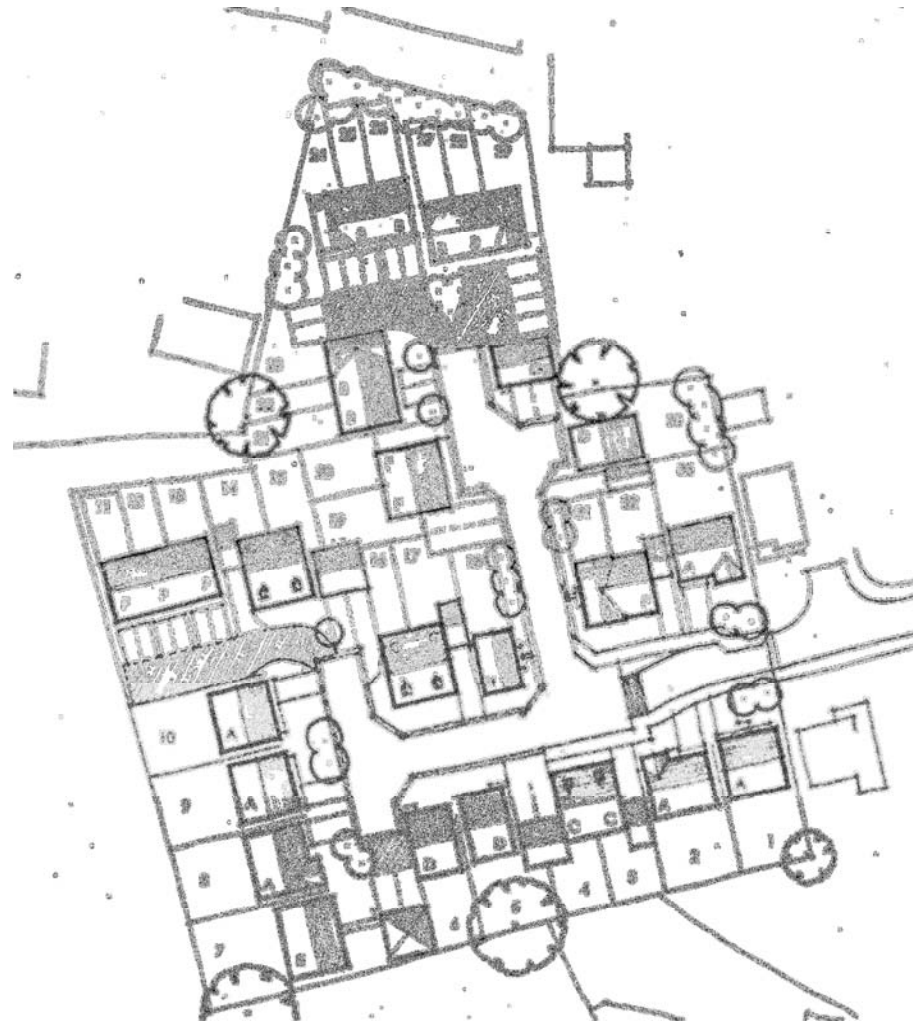
4.40 Amount and Use

The development proposal now provides a mix of dwelling types, tenure, design and size across the 32 properties proposed.

Properties range in size in accordance with the following schedule;

- 2 bedroom two storey dwellings
- 3 bedroom two storey dwellings
- 3 bedroom two and a half storey dwellings
- 4 bedroom two storey detached dwellings

Scheme 3



It is anticipated that a percentage of the dwellings on site will be provided as affordable, this element of the scheme has to be agreed with Barnsley MBC.

The proposal equates to a density of 40 dwellings / Ha which will provide a range of house types to meet the differing needs of the local community, reflects the specific characteristics of the proposed site in relation to off-set distances to existing 1.5 and 2 storey dwellings along the western boundary and the character of the local area.

200% car parking is provided to the majority of dwellings with 100% provision 50% visitor spaces for plots 18-19 & 26-28. It is considered that the car parking provision reflects the sustainable nature of the site, will keep on street car parking to a minimum, ensure that frontage car parking does not dominate the scheme and encourage walking and the use of convenient public transport.

The development proposal strikes a suitable balance between the efficient use of an under-utilised site whilst seeking to retain the character and appearance of the surrounding area. The different building uses have been sited in a manner to ensure they will not adversely affect the amenity of and sit comfortably with the surrounding dwellings and are commensurate in terms of size and scale with the existing housing stock.

4.50 Layout and Scale

The proposed site layout has been determined by the size and shape of the site, consideration of the sites constraints and opportunities and making efficient use of the land available, it also incorporates a number of revisions following consultation with BMBC.

On entry to the site plots 1 and 32 are sited with relatively deep frontages to reflect the character of existing dwellings on Rectory Close, this will ensure they provide a sensitive interface with existing dwellings.

Moving further into the site the central feature will be the arrangement of plots 3/4/15/30 which will be constructed re-con stone a in differing external materials to the rest of the site, this area will be viewed on entry to the site and can be seen from all plots within the proposed development. Dwellings to this area will be dual fronted to plots 15 and 30 to provide a suitable solution to the street on both

elevations it will be the point of transition from a traditional street to a shared surface road which will ensure that pedestrian priority is clearly defined.

The shared surface treatment of the street within the site will calm traffic and add to the character of the site create a more pedestrian friendly environment through the site which in turn will encourage enhanced pedestrian and cycle use.

Soft landscaping proposals to front gardens will further enhance this area to create an attractive living environment and focal point.

Plots 3/4/9/26-28 have been sited to provide an attractive visual stop to the medium distance views created within the layout when moving along the proposed shared surface road. These dwellings could incorporate different external materials to enhance their status as keynote buildings. Private drives within the site serve plots 6/7/10-14/22-28 these are overlooked by frontage development to provide passive surveillance, there are ample areas for extensive soft landscaping in these areas and throughout the site to ensure the proposal provides a pleasant environment for occupiers and visitor alike. Sentinel units are proposed to plots 8/10/23-25 to provide adequate surveillance at the entry points to private drives throughout the site.

4.60 Access

Access from Bondfield Close is limited due to the extent of the adopted highway and its current status as a private drive. At our initial consultation with BMBC highway department to explore the access into the site we were advised that the preferred route was from Rectory Close.

BMBC have confirmed it would not be acceptable to have a through route within the development for vehicles from Bondfield Close to Rectory Close therefore vehicular and pedestrian access to the proposed development site has been provided from Rectory Close only.

Rectory Close would be designated as a Local Street as defined within the South Yorkshire Residential Design Guide and currently serves approximately 20 dwellings, this road type will be extended into the site where there will be a transition to a shared space street by plots 15 and 30.

The existing junction visibility has been confirmed by BMBC at Rectory Close / Summer Lane at 50m to the right and to the left it is in excess of the current standards.

4.70 Cycle and car parking provision

A varied approach has been taken to car parking on the site. The aim is to provide enough provision for the end user bearing in mind the sustainable nature of the site. This should encourage the use of public transport, walking and cycling.

In providing 200% car parking to the majority of dwellings with 100% provision 50% visitor spaces for plots 18-19 & 26-28 the end user should be able to avoid extensive on street car parking within the development. The location is generally to the side or front of dwellings providing adequate passive surveillance from the dwelling, courtyard parking is also provided to plots 22-25. This variety creates visual interest, improves the street scene and enhances pedestrian movement through the site providing an active place to live. Parking courts will be soft landscaped to soften the impact of hard paved areas and create a more attractive environment.

Bin storage to houses will be located to rear gardens.

4.80 Appearance

An assessment of the neighbourhood character established there was little dominant architectural influence within the immediate area upon which the design proposals should be based.

The post war low to medium density development by the site is characterised by red / buff brickwork under grey and red roofs with white and brown upvc window finishes, windows tend to have square proportions with minimal detailing. Roof pitches tend to be shallow with some examples of render, external boarding and varied door entrance details.

Most of the higher density pre- war dwellings have attractive stone window and door surrounds, nice vertical window proportions and stronger roof forms than those by the site. Render and paint is also used extensively to the part or whole of elevations to provide variation to the street, centre chimneys are common to most dwellings.

The appearance of the proposed scheme incorporates some of the positive architectural details, themes and characteristics from the pre- war dwellings but in a contemporary fashion. The site offers an opportunity to apply some distinct design themes to establish the character of the new development.

The majority of buildings will be constructed in orange and red brickwork with simple varying details in brickwork and art-stone to heads, cills, gables and door surrounds. In addition to provide interest to the scheme and reinforce local distinctiveness plots 3/4/15/30 will be constructed in artificial stone. Vertical window proportions are proposed in various styles and designs will be utilised to maximise solar gain and increase passive surveillance, they also reflect the scale of the room behind.

Differing external materials will be carefully used through the scheme at key locations to create interest and visual stops within the street scene. The being typical to gateway plots 3/4/15/30 defining entry node into the site and plots 9 and 26-28 which create an attractive visual stop to the end of a vista.

Varying eaves details could be utilised, enclosed exposed rafter feet and also simple brickwork detailing with rainwater goods on rise and fall brackets, all creating individuality and interest throughout the scheme and reflecting positive elements in the design of existing dwellings in Hatton.

The submitted detail will create a high quality development scheme, taking a lead from the positive details that exist with the locality of the site but with a distinct design theme to create a modern individual identity.

4.90 Continuity and Enclosure

The site layout and dwellings have been designed and arranged in order to create a continuous building line which will provide casual surveillance over the street. This continuity assists in defining the public realm, promotes an active environment and also helps to create a safe attractive place to live.

The siting of properties in relation to the street and off set distances between property frontages creates pleasant front garden areas which will be enhanced with proposed soft landscaping. Dwellings have been located in key locations to terminate vista's and at the site entrance to create a sense of arrival and define the shared surface street treatment.

Dual aspect dwellings are also incorporated at key locations on corners to ensure best practice with reference 'Secured By Design' and provide an attractive continuous street scene.

4.11 Safety and Security

The layout of the development proposals have been carefully considered to ensure safety and security for those visiting and living on the development.

- Paths through the site and car parking courts / areas are overlooked by buildings in order to provide passive surveillance, sufficient lighting will also be provided.
- The boundary between private and public space is clearly defined by boundary treatments.
- The layout is well structured so that different uses do not cause conflict.
- Conduits for movement and access are well defined and provide convenient movement without compromising safety.
- Soft landscaping within the scheme will be designed to eliminate hiding places and areas of concealment.
- There are no unsupervised areas within the scheme, this will limit anti-social behaviour and opportunities for crime.
- Gates provided at access points to rear gardens.
- Dwellings orientated to face each other, this will create conditions which make any potential offender vulnerable to detection.
- Well-designed street lighting.
- Suitable locks for doors and windows of dwellings.

4.12 Scale

The scale of the development is generally 2 storey however roof in the roof accommodation is also provided to plots 3-4/11-14 and plots 16-17 to provide variety to street scene and choice for purchasers. Plots 23-28 are 2 storey to eliminate any adverse impact on the existing dwellings to the west.

Variation in the scale of properties throughout the scheme will provide visual interest along the street and enhance key locations.

4.13 Landscaping

Changes in hard surface materials to the street on entry to the site together with the design of dual fronted house types to plots 3/4/15/30 will provide an attractive entrance to the site and create a sense of arrival.

Soft landscaping to dwelling frontages and acting as a buffer between the rear of plots 23-28 will create an attractive living environment for occupiers and an effective screen along the western boundary. Existing trees and hedgerows around the perimeter of the site are identified for retention this will give the scheme a sense of maturity and protect existing wildlife habitats.

As part of the planning application a Landscape Architect has been appointed therefore soft landscaping details are attached to the application.

05 Summary

The site of the proposed development off Rectory Close is within a sustainable location with good access to local facilities as well as wider facilities available in Hatton village centre.

It is considered that the location of the site is one where residential development should be acceptable for a scheme of affordable and market dwellings.

The scheme has been designed to preserve and enhance the character of the local area, which successfully integrates into the existing landscape without any adverse impact on the amenity of existing dwellings. It will also retain and enhance the existing vegetation and provide a range of housing styles, tenure and type to create a balanced community and avoid social exclusion

6 Building for Life Questions

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

TRAFFIC LIGHT GREEN

Following consultation with BMBC highway department the preferred access route to the site will be an extension off Rectory Close.

Access from Bondfield Close is limited due to the extent of the adopted highway and its current status as a private drive. At our initial consultation with BMBC highway department to explore the access into the site we were advised that the preferred route was from Rectory Close.

BMBC have confirmed it would not be acceptable to have a through route within the development for vehicles from Bondfield Close to Rectory Close therefore vehicular and pedestrian access to the proposed development site has been provided from Rectory Close only, this will provide the most direct route from the site to Wombwell town centre and the public transport available on Summer Lane.

Rectory Close would be designated as a Local Street as defined within the South Yorkshire Residential Design Guide and currently serves approximately 20 dwellings, this road type will be extended into the site where there will be a transition to a shared space street by plots 15 and 30.

The existing junction visibility has been confirmed by BMBC at Rectory Close / Summer Lane at 50m to the right and to the left it is in excess of the current standards.

On entry to the site plots 1 and 32 are sited with relatively deep frontages to reflect the character of existing dwellings on Rectory Close, this will ensure they provide a sensitive interface with existing dwellings.

Proposed dwellings within the site provide back gardens onto existing back gardens to provide a suitable interface, separation distances as in excess of BMBC requirements, where plots 23-28 adjoin existing dwellings to the west which are 1.5 storey only a substantial landscape buffer has been introduced to ensure the impact on the amenity of existing residents from the proposed development is kept to a minimum.

Does the development provide (or is close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

TRAFFIC LIGHT GREEN

The site is located in a long established residential neighbourhood within 400 metres of Wombwell Town Centre giving access to a wide range of convenience stores, public houses, newsagents, doctors and related Pharmacy, a Post Office, Supermarket, clothes and charity shops, Opticians and food takeaway outlets.

There are a broad range of community and recreation facilities including a Wombwell Recreation Ground to the east, Wombwell Park to the south, Wombwell Main Cricket Club sited to the west and Mitchell and Darfield Social Club to the north.

Kings Oak Primary Learning Centre is located south of the site together with Wombwell High School both within walking distance of the site.

Due to the mixed nature of the area there are many employment opportunities available at the many sales and service outlets in the centre of Wombwell and surrounding areas and at The Station Road Industrial Estate approximately 1km east of the site.

The site access on the northern side of the development site provides direct and easy access to Wombwell town centre through the existing footpath network.

Does the scheme have good access to public transport to help reduce car dependency?

TRAFFIC LIGHT GREEN

High frequency public transport facilities are available on Summer Lane within 100m of the site giving access to Barnsley Town Centre and further afield whilst Wombwell Train Station sits on Hough Lane approximately 1km west of the site giving access to the wider rail network.

The extensive public transport facilities will provide access to local and national infrastructure giving access to extensive retail, leisure and employment opportunities in Barnsley and further afield.

Access to Summer lane is available directly from the extension of Rectory Close, this will provide the quickest, safest, most attractive, well supervised and convenient route from the development.

Does the development have a mix of housing types and tenures that suit local requirements?

TRAFFIC LIGHT GREEN

The proposed housing mix includes 2, 3 and 4 bedroom houses in various sizes, formats and design. The selection of dwelling types available allows for a variety of occupation from single occupation to a range of family scenarios.

A percentage of 'affordable dwellings' are to be provided within the scheme in accordance with S106 requirements all to the approval of Barnsley Metropolitan Borough Council housing officer following detailed discussions on the preferred mix, the provision is also in accordance with the requirements of the recent housing needs survey. A mixed tenure will also provide greater choice.

The accommodation mix and tenure will provide an opportunity for a broad cross section of age, social groups and family scenarios to live within the same development. A range of house types will enable people to trade up or down should their family situation change. It will enhance the availability of property already on offer which will enhance the local community.

Externally all properties have the same character and identify to ensure the affordable plots are not distinguishable from market sale properties.

Does the development create a place with a locally inspired or otherwise distinctive character?

TRAFFIC LIGHT GREEN

Following a detailed assessment of the environs in the area of Wombwell contained within the townscape assessment in section 2.80 the positive elements of the local vernacular provides the lead for the proposed architectural form and layout of the development.

The proposed building will predominately utilise a red facing brick and a small format grey roof tiles to the majority of plots however plots 3/4/15/30 will be constructed in artificial stone to create an interesting node on entry to the site which can be seen from the majority of plots within the new development. Plots 15 and 30 are dual fronted and act as gate houses to define the entrance to the shared surface street serving plots beyond, dual fronted dwellings to corner locations and external elevations in stone are common within the locality of the site.

Vertical window proportions are emphasised with art stone and brickwork detailing to heads and cills and a strong roof forms generally finished in a grey tile. Fascia and bargeboard details will be finished in white with black rainwater goods. Bay windows are also proposed to some plots, with simple entrance features to emphasise entrance points. The varying building forms and sizes will complement each other but add visual interest to the street scene.

Keynote buildings have also been introduced to plots 9/26-28 to terminate important views within the development, sentinel units are also designed at the entrance to private courtyards to provide adequate surveillance.

All the building details proposed and the location and relationship of buildings to the street are present within the locality of the site, generally to the pre-war housing stock within Wombwell.

The scheme provides a contemporary interpretation of the positive details within Wombwell which reinforces the local distinctiveness of the area.

Does the scheme take advantage of existing topography, landscape features, trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?

TRAFFIC LIGHT AMBER

The existing buildings on site are redundant and will be demolished as part of the development proposal. This will benefit the immediate area due to the negative impact the existing site and associated buildings have on the surrounding area.

The proposed scheme is in scale and character with the existing dwellings around the perimeter of the site this will ensure their amenity is respected. Separation distances are in excess of the statutory minimum to ensure the new scheme sits comfortably in terms of scale and location with houses existing by the site.

The existing site is flat so there are no opportunities to exploit the existing topography across the site.

The existing hedgerows and trees around the perimeter of the site have been retained where the Arboricultural Report identifies they have merit this will be enhanced with a soft landscaping within the development and along the western boundary which in turn will enhance biodiversity on site.

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

TRAFFIC LIGHT GREEN

A strong and continuous building frontage has been created along the proposed streets and private drives within the development.

This is to ensure the built form dominates the street which in turn will enhance pedestrian priority and limit traffic speed within the development. The well-structured building layout will enhance the public realm, provide adequate passive surveillance of private and public spaces from dwellings and define the boundary between them clearly.

The primary elevations overlook the street and private car parking areas to enhance the security for people using these areas, special enclosure is in accordance with that defined within Manual for Streets. Car parking is generally located to the side of dwellings to ensure the car does not dominate the street scene, where it is located to the frontage the deep frontages provide an opportunity to provide soft landscaping to front gardens – all in accordance with the landscaping details provided.

The entrance to the development is defined by the arrangement of plots 4 /5/15/30 which form an interesting node on entrance to the development site. These buildings will be constructed in artificial stone to distinguish between the remaining plots on site, the submitted soft landscaping details further enhances this area which together with the change in street category will calm traffic speed and create a focal point and interest at the site entrance.

Where side elevations present to the street dual fronted house types have been designed to plots 15 and 30 to ensure dwellings wrap around corners.

Is the development designed to make it is easy to find your way around?

TRAFFIC LIGHT GREEN

This is a small development with one point of access and egress therefore it is very easy to find your way around the scheme.

The perimeter block form of layout provides active edge development to all streets within the development.

The siting of specifically designed sentinel house types to plots 8/10/23-25 and keynote buildings to terminate important vistas at plots 3/4/13/14/26/27/28 and special corner turning dwellings to plots 15/30 provide legibility to the scheme, pedestrian and private vehicular access points are emphasised by differing hard landscaping proposals.

Pedestrian access to houses is provided exclusively to the street elevation, with car parking relating with the building whether sited on front or side.

Prioritising pedestrian safety within the development is a key design principle within the proposal, this is provided with the node which can be seen on entrance to the site and dominates the street, providing passive surveillance of public spaces within the site and calming traffic speeds.

Contrasting hard landscaping within the development clearly define pedestrian and vehicular priority and the arrangement of building nodes within the site provide interesting visual stops.

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

TRAFFIC LIGHT GREEN

The development scheme is small in scale and therefore proposed streets are short in length which will keep traffic speeds to a minimum and encourage use by pedestrians, cyclists and children alike.

The street width and turning areas are kept to a minimum width to ensure the highway does not dominate the buildings, on entrance to the site a street node defines the transition from a local street to a shared surface street this will involve a change in material finish and street width all of which should ensure that traffic speeds are kept to 20mph.

With no separate footway the shared street will provide an area where pedestrians and cyclists have priority, positive development frontage from all dwellings to all streets will ensure surveillance over the frontage from all plots which will create a strong relationship between the house and street.

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

TRAFFIC LIGHT GREEN

A balanced approach has been taken in relation to car parking within the development. Car parking is located on plot in convenient locations to ensure it is adequately supervised and utilised, the scheme provides 200% to the majority houses on site. This will strike a satisfactory balance between enough on site provision for the end user and encouraging the use of public transport which is available by the site and the sustainable facilities within 5 minutes-walk (400m) of the site.

Courtyard parking is provided to the higher density development within the scheme to ensure car parking provision does not dominate the street scene. The siting of sentinel buildings to courtyard parking areas provides adequate supervision of these spaces to limit crime, soft landscaping will ensure they are attractive spaces, the active edges of building and entrances to dwellings will ensure they are spaces dominated by pedestrian movement.

Car parking is generally located to side of dwellings to limit any dominance of the street scene where there are examples of frontage car parking within the site the deep frontages provide an opportunity for soft landscaping – all in accordance with details provided.

Car parking throughout the site is well related to the dwelling it serves with adequate supervision to ensure its use and security.

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

TRAFFIC LIGHT AMBER

Due to the scale of the development there is no open space or play equipment provided as part of the development proposal however an off-site contribution is likely to be made to BMBC for enhancement of existing green space within the vicinity of the site that would benefit from improvement.

Within the development the proposed linear building layout ensures that all proposed public spaces, streets, private drives and courtyard parking areas within or adjacent the development are well overlooked and do feel safe.

The fronting of these areas with doors and windows that open onto the private drive areas, footpaths and social spaces will create more activity and in turn increase surveillance and improve safety.

The location of temporary bin standing areas and secure cycle storage will also increase pedestrian movement through the scheme.

Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

TRAFFIC LIGHT GREEN

Bin storage to all dwellings will be provided to the rear garden on a suitably sized hard standing area, access to rear gardens will be secured with lockable gates. Recycling provision will be made in accordance with BMBC collection requirements.

Car parking spaces and garage areas have been adequately sized in accordance with BMBC requirements to count as spaces for usable spaces.

Rear gardens to all plots are generous and rectangular in shape to ensure they can be used effectively access to all rear gardens can be gained externally.