

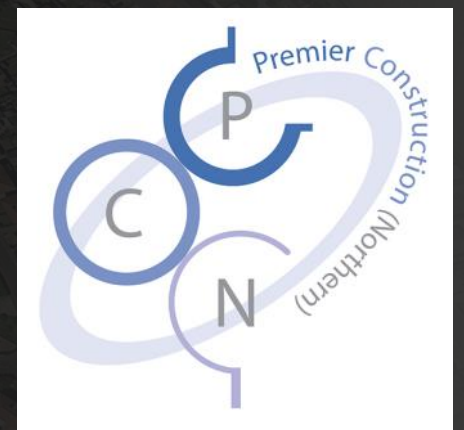


DESIGN AND ACCESS STATEMENT

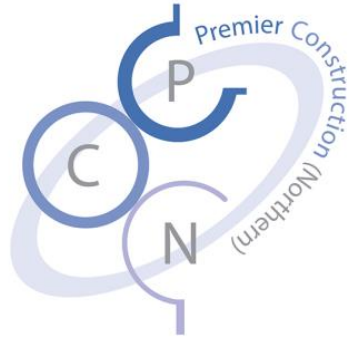
FOR A PLANNING
APPLICATION AT

GYPSY LANE,
WOMBWELL

ISSUE 1 | JANUARY 2019



STEN
ARCHITECTURE



Client : Premier Construction Northern



Planning Consultant: DLP Planning

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Issue No.	Date of Issue	Notes
1	JAN 2019	FIRST ISSUE

The background of the page is a dark, semi-transparent architectural site plan. It shows a grid of streets, building footprints, and a large, irregularly shaped area in the lower right. This area contains a circular feature with the text '8 Y LAP' and a small icon of a person. The overall tone is professional and technical.

1.0 | INTRODUCTION

This Design and Access Statement has been prepared by STEN Architecture on behalf of Premier Construction Northern in support of a planning application for 229 dwellings at Gypsy Lane, Wombwell.

The statement seeks to explain the design principles for the development, based upon an understanding of what is appropriate for the site, and is determined through an assessment of site opportunities and constraints alongside local consultation.

These principles are based upon good practice as set out in national planning and urban design guidance. The aim of the statement is to provide a framework to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

Premier Construction Northern has collaborated with consultants to prepare an appropriate design solution which responds to planning policy and site context whilst working to mitigate constraints and maximise the opportunities provided.

This document is submitted on the following basis:

- The use and suitability of the site for this mixed use proposal is well established;
- The key development principles and framework have been identified and will inform the detailed design of the scheme;
- The design solution is tested against the established principles to ensure compliance.

The ethos of the design is to:

- Create a high quality development;
- Create a legible and attractive place with a sense of identity;
- Create a sustainable and high quality built environment;
- Make efficient use of land in terms of ecological enhancement and density;
- Provide a well planned sustainable settlement with new dwellings which meet high architectural standards and the creation of pleasant and well planned streets.



2.0 | PLANNING POLICY CONTEXT

The application is accompanied by a Planning Statement, which provides a comprehensive assessment of the proposed development against relevant planning policy. This section reviews key national guidance.

NATIONAL POLICY

The National Planning Policy Framework aims to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. Paragraph 7 states:

“The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.”

Furthermore paragraph 15 states:

“The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.”

Paragraph 84 states:

“Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport).”

NATIONAL DESIGN GUIDANCE

There are numerous best practice documents relating to design including ‘By Design’ (DETR and CABE), The Urban Design Compendium (English Partnerships and Housing Corporation), and ‘Better Places to Live By Design’ which all outline the importance of good urban design and provide advice for the design of residential areas. All of which will provide the underlying principles on which the development for this site is designed. There is 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 – somewhere with a sense of place and local distinction;

Legibility – a place, which is easy to understand and navigate;

Permeability – achieving a form of layout, which makes for efficient pedestrian and vehicular movement ;

An articulated townscape – creating an interesting, locational responsive townscape utilising building height, scale and massing all of which should be human in scale ;

Human scale – the arrangement of building forms, which are easy for the human eye to read and provide a sense of scale and perspective;

Security, natural surveillance – creating places, which are properly overlooked and make effective passive and active policing;

Detailing, richness and interest – promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment;

Quality within the public realm – promoting routes and spaces, which are attractive, safe and uncluttered;

Continuity and enclosure – promoting the continuity of the street frontage and the definition of public and private space;

Adaptability, robustness and sustainability – the layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage.

CABE - By Design

NATIONAL PLANNING POLICY GUIDANCE

The centrality of good design as an integral part of achieving sustainable development is reinforced from the NPPF. An emphasis is placed on good design making “the best possible use” of resources, including land, community, economic, infrastructure and other resources over the long as well as short term.

It suggests good design should:

- *Ensure that development can deliver a wide range of planning objectives;*
- *Enhance the quality of buildings and spaces, by considering form and function, efficiency and effectiveness;*
- *Address the need for different uses sympathetically.*

The NPPF’s expectation that design will have a prominent role in plan making is reiterated by a reaffirmation that the plan making body will need to “evaluate and understand the defining characteristics of the area as part of its evidence base” as a means of informing appropriate design opportunities and policies. Once again, good design is identified as indivisible from good planning, and should be at the heart of the plan making process. A clear attempt is being made to demystify ‘good design’ by establishing sound, clear and easy to follow design policies and processes. This provides the foundation for assessment by use of expert advice from appropriately skilled in house staff or consultants. However, it is clearly stated that design should not be the preserve of specialists and it is important to seek the views of local communities, emphasising the importance of the consultation process.

It is recognised that although design is only part of the planning process it can affect a range of economic, social and environmental objectives. Planning policy and decisions, of which design is a part, are identified as needing to support these objectives and should therefore consider matters relating to: local character (including landscape setting); safe, connected and efficient streets; a network of green spaces (including parks) and public places; crime prevention; security measures; access and inclusion; efficient use of natural resources; and cohesive and vibrant neighbourhoods.

The outcomes of good design are to be benchmarked against 7 criteria or “qualities” typical of valued places, including: functionality; supporting mixed uses and tenures; successful public spaces; adaptability and

resilience; distinctiveness; attractiveness; and ease of movement. Notwithstanding that By Design: Urban Design in the Planning System (2000) and Better Places to Live By Design (2001) have been cancelled with the publication of the PPG, the central urban design principles that underpin good design and need to be considered are reiterated, including: Layout, Form, Scale, Detailing and Materials.

WHICH PLANNING PROCESSES AND TOOLS CAN WE USE TO HELP ACHIEVE GOOD DESIGN?

The promotion of good design is identified as being relevant to all stages of the planning process, from the development plan stage through to planning applications. For the latter stage a series of 'established ways' are identified in which good design can be achieved:

- *Pre-application Discussions;*
- *Design and Access Statements;*
- *Design Review;*
- *Design Codes;*
- *Decisions on Applications; and*
- *The Use and Implementation of Planning Conditions and Agreements.*

The guidance recognises that the qualities of well designed places are similar across most developments but articulates what this can mean for housing design, town centre design, and street design and transport corridors.

HOUSING DESIGN

Themes consistent with the NPPF are in evidence with functional, attractive, sustainable and adaptable criteria being singled out as underpinning well designed housing. Affordable housing provision is also highlighted as needing to be tenure blind and not 'banished to the least attractive part of the site' in well designed places. In recognition that comparatively small items can have a significant influence on the success of places, bin and bike storage, access to meter boxes, spaces for drying clothes and space for deliveries are identified as requiring particular

consideration with a duty placed on local authorities to ensure that each dwelling is carefully planned.

The Manual for Streets influence is evident in the principles identified for successful streets, with an integrated approach 'where buildings and spaces and the needs of people, not just of their vehicles, shape the area'. The rigid application of highway engineering standards are condemned as delivering a 'sense of sprawl and formlessness and development which contradicts some of the key principles of urban design'. Imaginative and context specific design is advocated with a requirement for each street to be considered as 'unique', responsive to its character and location. The quality of streets, the integration of public transport, the removal of street clutter, the legibility of the place are all also highlighted as strong contributory factors in supporting social, economic and environmental goals by encouraging people to walk and use streets.

LOCAL POLICY AND SUPPLEMENTARY PLANNING GUIDANCE

DLP Planning have prepared a Planning Statement in support of this application. This document explains in detail the planning history, context and framework including the recent adoption of the Barnsley local Plan.

In summary the Development Plan for Barnsley consists of:

- Barnsley Local Plan (adopted on 3rd January 2019); and
- the Barnsley, Doncaster and Rotherham Joint Waste Plan (2012).

The policies contained within the Joint Waste Plan are not of direct relevance for the determination of this application. The application site falls within allocation policy MU6 Former Wombwell High School, Wombwell. This site is proposed for mixed use for housing and a primary school. The indicative number of dwellings proposed for the site is 250. Two hectares of the site is proposed for a primary school.

The development will be expected to provide a new access and any necessary highway interventions at Lund Hill Road and Park Street.



Extent of Allocation Policy MU6, Barnsley Local Plan


SOUTH YORKSHIRE RESIDENTIAL DESIGN GUIDE

The SYRDG should be a point of reference for future Reserved Matters applications, assisting in setting out the principles of:-

This Guide is for use by residential developers and their design professionals, consultants and agents in formulating designs and making applications for planning permission for residential development in South Yorkshire. It is intended to provide a clear and consistent approach to design in the development management process – an approach that will result in higher quality neighbourhoods and efficiency savings for developers.

SUPPLEMENTARY PLANNING DOCUMENT

Designing New Housing Development Adopted March 2012, This Document primarily supplements policy CSP 29 Design of the LDF Core Strategy and sets out the principles that will apply to the consideration of planning applications for new housing development, including infill and backland development.

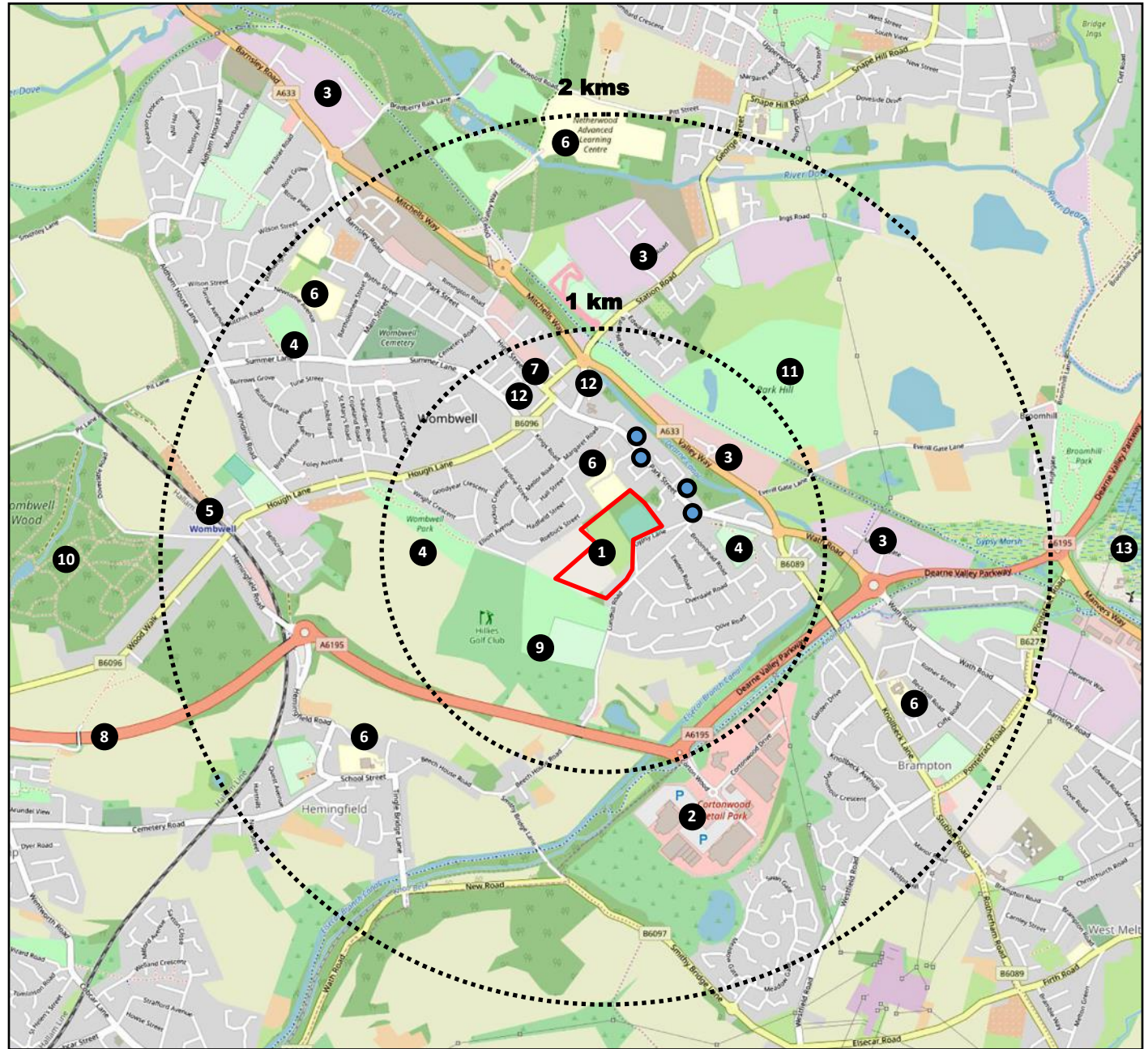
The background is a dark, semi-transparent aerial photograph of a city block. Overlaid on this are several architectural diagrams. A prominent feature is a thick, solid grey arrow that starts at the top left, moves right, then curves downwards and right, ending at the bottom right. Along this path, there are smaller, dashed grey arrows pointing in the same direction. A series of small, dark grey circles forms a curved line that follows the path of the main arrow. The text '3.0 | EXISTING PERMISSION AND CONTEXT' is centered in white, sans-serif font over the middle of the image.

3.0 | EXISTING PERMISSION AND CONTEXT

The site is located to the south-east of Barnsley. The town has a small centre along High Street and includes a number of services including library, pharmacies, food retail and banks. The proposed development lies within a short distance of the town centre and within an area of established residential development.

Key services within the vicinity include:

- 1) Site location;
- 2) Cortonwood Retail Park;
- 3) Employment/Commercial areas;
- 4) Local play spaces and parks
- 5) Wombwell train station with connection to Barnsley and Sheffield
- 6) School and Education Facilities
- 7) Wombwell Town Centre
- 8) Dearne Valley Parkway and access to M1 motorway
- 9) Adjacent Golf Course
- 10) Wombwell Wood
- 11) Park Hill amenity space
- 12) Medical Facilities
- 13) RSPB Dearne Valley - Old Moor
- Local Bus stop



The site is currently open fields with some areas of trees and planting through the centre and along the boundaries. There are some areas of planting along field boundaries. The land is generally flat with some significant changes in levels between fields and a slight change in level towards the south of the site as the land slopes downhill and away from the boundary

The north-west boundary is predominantly defined by the rear boundaries of existing residential development along Roebuck street with the northern end of this edge abutting Wombwell Park Street Primary School. The northern point of the site is a wooded area.

The north-eastern edge of the site abuts residential development with some boundary planting and trees.

The eastern edge of the site is formed by Gypsy Lane with trees and shrubs along its length. The south-eastern edge is defined by rear boundaries of residential development along Lundhill Road.

The southern boundary is bounded by an open fields and a sports pitch beyond.

- 1) The site is open with level areas separated with banking and tree planting.
- 2) Open fields and long distance views to the south, this area is defined as Green belt.
- 3) Trees and planting follow the lines of field boundaries within the site with a steep bank in this area.
- 4) North-eastern edge is defined by rear gardens and fences.
- 5) Wombwell Park Street Primary School.
- 6) Area of woodland within the site.
- 7) South-eastern edge is defined by residential development.
- 8) Eastern edge of the site is defined by residential development with trees and planting along the boundary.
- 9) Sports pitch.





A site visit and subsequent photographic study revealed to the Design Team some important existing features to be considered including the following:

- 1) Level ground looking eastwards. Bungalows and housing along Gypsy Lane can be seen behind the tree canopies.
- 2) Area of scrubland and un-managed planting;
- 3) View looking north from Lundhill Rod shows how the land slopes downwards and away from the southern boundary.





- 4) Existing unmaintained football goal posts within a flat area of the site.
- 5) Significant tree planting to the north of the site hides the existing school beyond.
- 6) View looking north-westwards shows the sloped ground between the two large areas of level ground.

The site visit confirms the site is predominantly level with a sloped area between. There are a number of trees along the edges of the site with a wooded area to the north. There are some trees within the site.

Residential development abuts the site along the south-eastern and north-western boundaries. The south-western boundary has open space and long distance views beyond.





The proposed development lies adjacent to existing and well established residential development. A study of this area enabled the Design Team to consider the best way to integrate the proposals into the wider area. The following points, amongst others have been observed:

- 1) Simple, gable-to-gable construction, parking broken up by small areas of planting;
- 2) 2.5 storey dwellings break up the roofscape and create focus;
- 3) Older dwellings made up of semi-detached blocks with side parking;
- 4) Hipped roof construction, primary build material is red brick with grey/red roofs;
- 5) Robust boundary treatments and a clearly defined private realm: and
- 6) Some variety in materials and finishes break up the streetscene.





There is established residential development in the vicinity of the site which indicates some important design cues to be considered including the following:

- 1) Large detached dwellings set within planting and trees;
- 2) Large detached dwellings around a shared surface turning head, planting define the plot boundaries;
- 3) Semi-detached bungalows
- 4) Varied housetypes within large plots;
- 5) Dwellings set back from the highway; and
- 6) Robust boundary and planting define the edges of the space with a private drive beyond.



The image is a dark, monochromatic architectural site plan. It features a grid of streets and building footprints. A prominent feature is a large, irregularly shaped area in the lower right, which appears to be a park or a large open space. This area contains a circular feature with the word 'Y-LAP' written inside it. The entire plan is overlaid with a dark grey semi-transparent layer. The text '4. ENGAGEMENT' is centered in the middle of the image in a white, sans-serif font.

4. ENGAGEMENT

A consultation was undertaken by the design team to inform residents and other interested parties of the forthcoming application.

This presented an opportunity to comment and ask questions about the proposals. The feedback has been carefully considered in delivering the final application pack.

A number of concerns were raised by local residents and can be summarised under the few headings below;

- High number of new homes being proposed.
- Potential Mud on the road from construction traffic.
- Overlooking
- Impact on existing traffic;
- Additional Traffic on Lundhill Road;
- Additional School requirements & Access to the school.

The Design Team have also undertaken pre-application advice with the Local Authority, with a number of points discussed including access, materials, affordable dwellings and phasing.

In accordance with the Council's Statement of Community Involvement evidence of the engagement is submitted as part of the application pack.



The image is a dark, semi-transparent architectural site plan. It shows a complex layout of buildings, streets, and utility lines. The buildings are represented by various shapes and lines, with some labeled with numbers like 820, 760, 460, 860, and 960. A central road or utility corridor is labeled 'Retained Overhead Power Lines'. The overall tone is dark and technical.

5. DESIGN SOLUTION

The Design Team have drawn on the site analysis, design guidance and input from the community consultation to formulate the design solution.

The adjacent masterplan illustrates the intentions of the design team, principles for the development and provides a robust starting point for the detailed application.

The site forms part of an overall allocation and is safeguarded for the provision of a new primary school. The implications of this future facility need to be considered.

In addition to the access into the school site from the application site, the existing access from Roebuck Street remains available to serve that site.

The principles for the development of this site:

- 1) Access achieved from Gypsy Lane;
- 2) Realigned junction to ensure safe and appropriate movement;
- 3) Areas of Public Open Space to include play areas and drainage solutions;
- 4) Wooded area retained and incorporated into the proposals
- 5) Proposed school site;
- 6) Existing access to school site from Roebuck Street; and
- 7) Sloped area with retained trees.



The principles of good urban design are well established and are consistent throughout many residential developments. In keeping with the Illustrative Masterplan the proposed design solution can be assessed against these principles to ensure a successful and sustainable development.

The site constraints, considerations and strategies have all been borne with the final scheme.

In total the development team are proposing a development of housing that totals 229 residential dwellings. The proposed development includes a mix of 2, 3 & 4 bedroom dwellings. The following text clarifies some of the specific details of the submitted scheme:

- 1) Development entrance from Gypsy Lane;
- 2) Retained planting along the boundaries and within the site;
- 3) Sloped area and trees retained within rear gardens;
- 4) Access to school development;
- 5) Greenspaces within the development including designated play space; and
- 6) Wooded area with the potential to include new footpath.
- 7) Potential to restricted access along Gypsy Lane to ensure the new development is entirely served from the junction with Lundhill Road



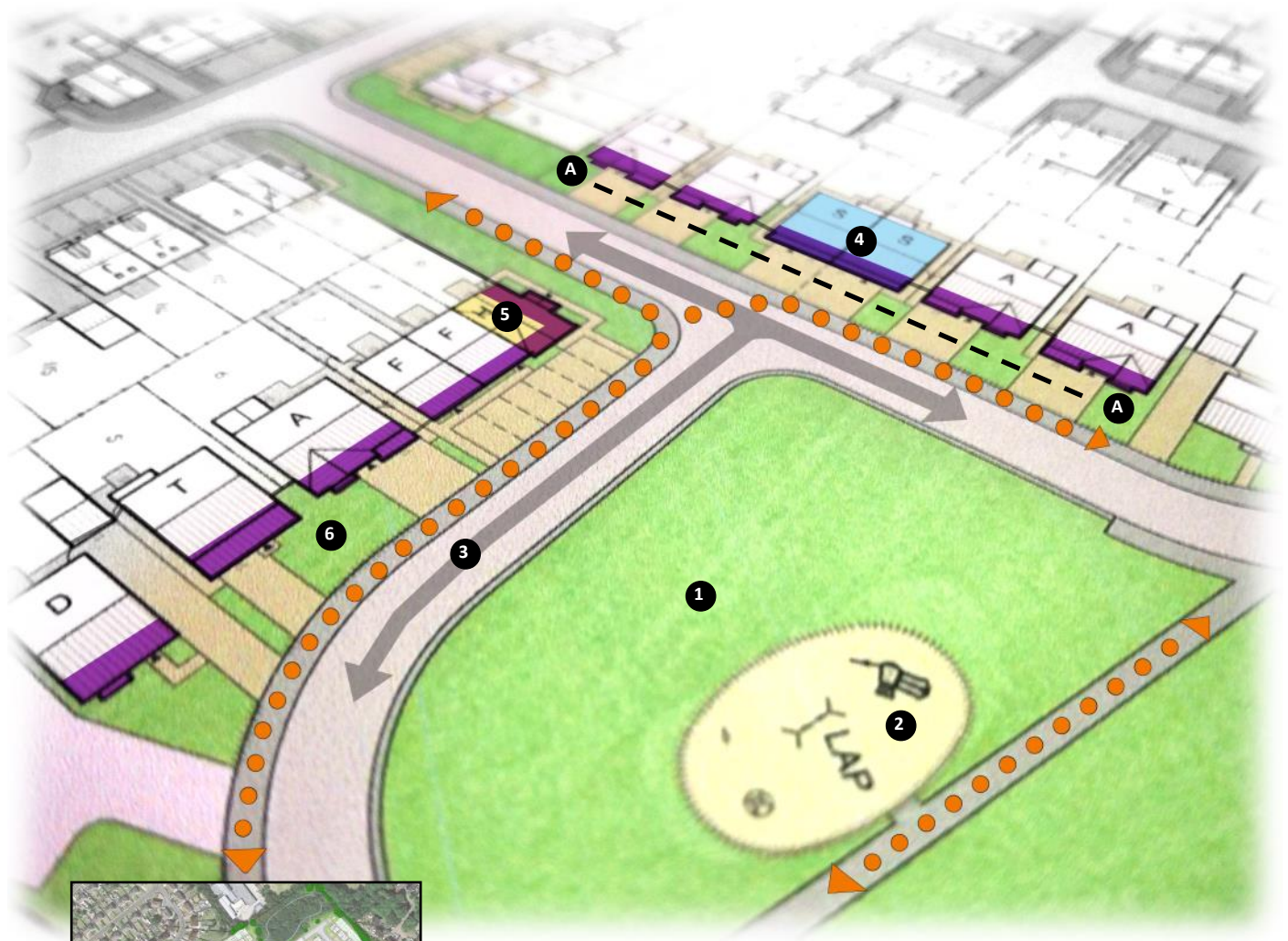
LEGIBILITY

The new development will be served via two new accesses from Gypsy Lane. Roads with 2m footpaths brings you into the development. The main roads run through the site with secondary highways and private drives connecting. Secondary roads will also be 5.5 m wide with 2m footpaths to the edges that will have incidental visitor parking located on them. The layout has been designed so that there is good natural surveillance to all areas of open space and roads with new dwellings looking onto these areas. The adjacent image shows how legibility and natural surveillance have been carefully considered with the following notes;

- 1) Large area of open space at the primary entrance to the development;
- 2) Designated play space with pedestrian connections;
- 3) Vehicle movement is clear with defined footpaths alongside the highway;
- 4) Dwellings positioned inline with the junction create focus and aid wayfinding;
- 5) Dual aspect dwelling at the corner ensures continuity of activity and natural surveillance.
- 6) The private realm is clearly defined by landscaping and change in materials.

CHARACTER

The proposed development respects and maintains the character of the nearby existing settlement with materials and detailing carefully considered to reflect the locality and therefore dwellings are primarily finished in red brick and grey roof tile. Existing ecological features are retained with complimentary planting adding to a landscape led design approach and creating development rich in character. Furthermore, in keeping with residential development nearby all new private dwellings have car parking in curtilage, or designated within a parking court.



A-A, a variety of materials and an active frontage over the open space create a positive and attractive space for new residents.

AN ARTICULATED TOWNSCAPE

The use of the site for residential development with vehicle access has been established. Proposed dwellings are well laid out with parking either alongside or in front of dwellings. This mix of car parking arrangement allows for landscaping in the street. Dwellings are primarily 2 storey in height with dual aspect dwellings proposed at important corners to ensure continuity of activity. Larger blocks are utilised intermittently to create interest, define spaces or for landmark buildings at key locations. The adjacent image shows how buildings have been used to articulate the development with the following notes;

- 1) Change in highway materials act as traffic calming measure and create interest ;
- 2) Dual aspect dwelling at the corner ;
- 3) Private realm is defined by change in materials;
- 4) Larger storey dwellings make the most of long distance southerly views;
- 5) Defined pedestrian routes through the site.

HUMAN SCALE

The scale of buildings and the private realm is in keeping with the provision of accommodation and is tailored to site specific locations. Larger blocks, and higher densities “bookend” the development with smaller scale buildings along internal streets. Buildings sit comfortably within the site with due consideration given to the existing dwellings along the northern boundary. The location and orientation of each dwelling respects the surrounding properties and relate well to one another. They are generally positioned parallel to one another, or at 90 degrees to their neighbours. There are also intimate dwelling clusters, typically at the head of the cul-de-sacs with some buildings located to create focal ends and vista stops. The new development respects the existing neighbouring property and any future development, by retaining existing boundary trees, hedgerows and planting to the perimeter of the site and creating a substantial stand-off to any of these properties.



A-A, Varied roofscape and differing parking solutions create interest along the streetscene. Larger storey dwellings benefit from long distance southerly views.

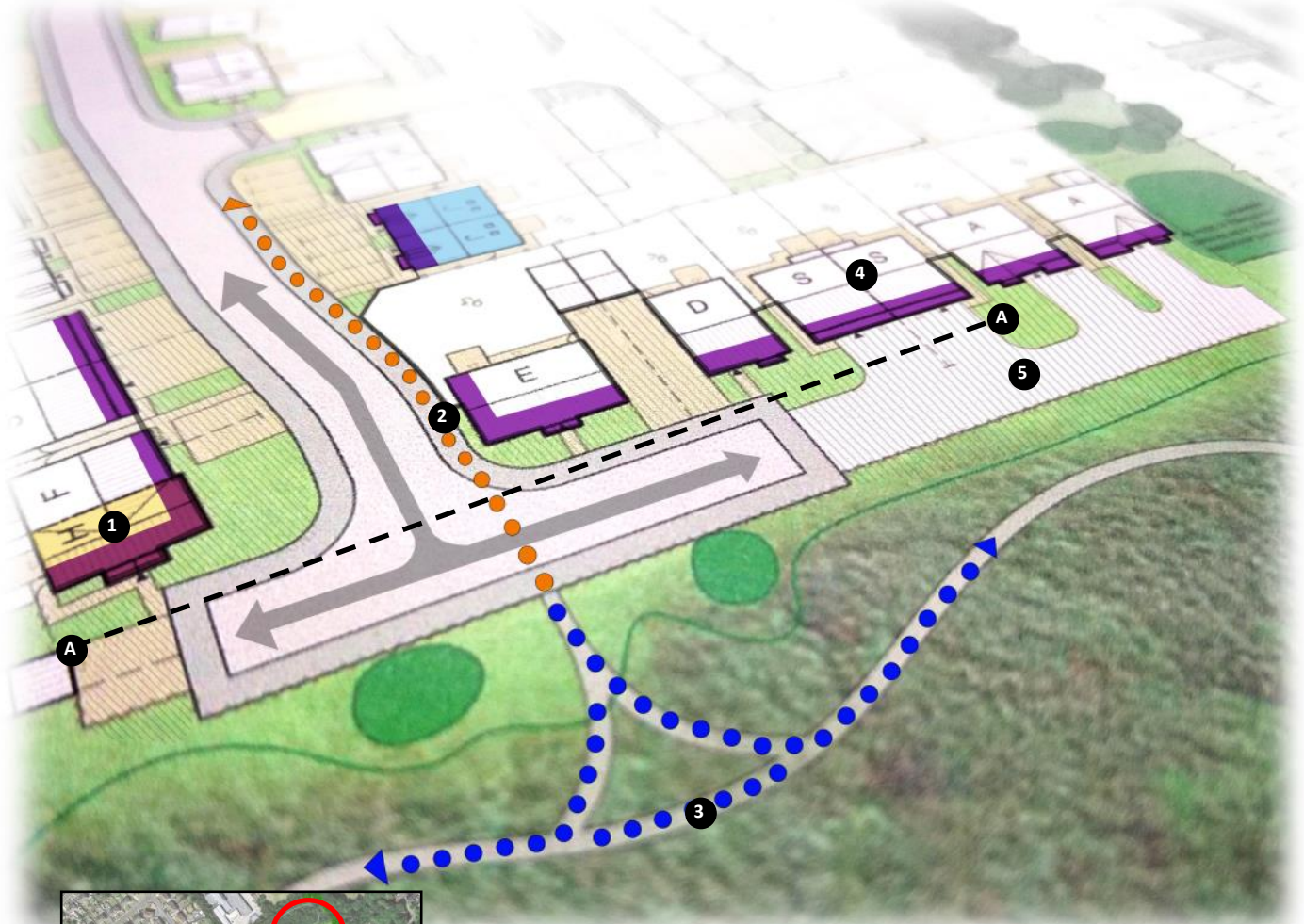
DETAILING, RICHNESS AND INTEREST

The rationale behind the design for the development has been the desire to enhance the form of the housing layout, providing a pleasant environment for the user whilst also creating a setting which helps to assimilate the site into the surrounding landscape. Open frontages to the plots allow for the inclusion of planting set within areas and the use of trees in key locations throughout the housing will help to break up the building line, filtering views of the housing and providing a vertical dimension to the street scene.

QUALITY WITHIN THE PUBLIC REALM

The public realm is clearly defined through use of materials, landscaping and appropriate boundaries. The spaces are complimented by landscaping and trees. In addition an inclusive access strategy within the layout provides for ease of movement by all social groupings and seeks certain minimum standards for disabled access for such items as steps, ramps, door widths, etc. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

- 1) Dual aspect dwelling ensures activity and natural surveillance;
- 2) Designated pedestrian routes through the site connect to open spaces;
- 3) Retained woodland managed within the public realm ;
- 4) Dwellings face onto the woodland to create a pleasant outlook for new residents and ensure natural surveillance; and
- 5) Low speed private drives.













A-A, positive frontage and a variety of parking solutions create an integrated development that responds to the wooded area.

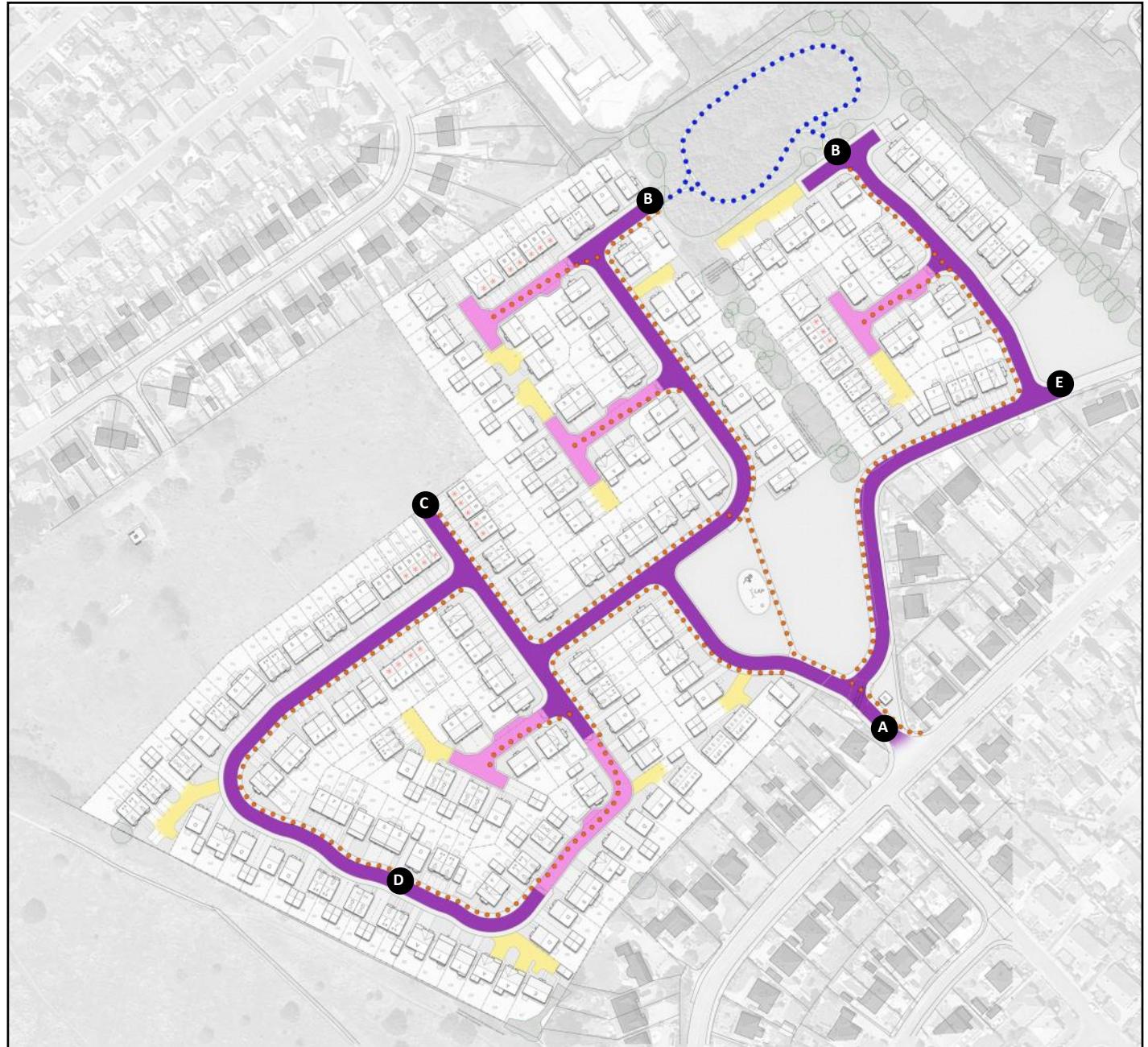
MOVEMENT AND PERMEABILITY

A clear road hierarchy has been established with defined routes through the development, reinforced with the choice of surfacing material finish. The road typologies have been designed to accommodate the regular vehicles that use them – private, waste collection, other service vehicles, emergency as well as cyclists and all pedestrian needs. It is proposed to restrict access to Gypsy Lane so that all new traffic access the development from Lundhill Road. Pedestrian connectivity has been thought of within the design allowing safe movement into the site by means of 2m footpaths to the sides of the new roads, and run right into the heart of the development.

ADAPTABILITY, ROBUSTNESS AND SUSTAINABILITY

A Sustainability Appraisal is included later in this document which details the Design Team's approach. In general the proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being.

-  Primary Vehicle Route
-  Secondary Vehicle Route
-  Tertiary Vehicle Route
-  Key pedestrian routes
-  Woodland pedestrian route
-  **A** Primary Entrance Point
-  **B** Pedestrian Connection to Woodland
-  **C** Provision for connection to school
-  **D** Loop Road
-  **E** Restricted access to Gypsy Lane



SECURED BY DESIGN**SECURITY, NATURAL SURVEILLANCE**

All new developments should create pleasant environments for residents where they feel safe and quality of life is not undermined by crime or the fear of crime. The following considerations have been taken into account when planning the scheme layout;

- Well defined routes for cars and pedestrians which are well overlooked.
- Structured places with no conflict between uses.
- All publicly accessible spaces overlooked.
- Management scheme to ensure landscaped areas are well maintained.
- Well defined defensible spaces and the use of suitable planting.
- Robust 1.8m high fences and lockable gates provided.

CONTINUITY AND ENCLOSURE

There is a clear definition between the public and private domain with all properties having 'defensible spaces' to their frontages, and sides on a corner position, with a variety of hard and soft treatments to the street, some giving physical enclosure to the semi-private spaces such as railings, hedges and shrub beds. Additional gable windows are also introduced to overlook public areas and ensure 'active frontages' exist throughout the site creating a safe and naturally surveyed environment. All the properties will have individual footpath accesses to their rear gardens giving direct control over their own private domain. This will aid security and, with easy access, also enable waste and recycling provisions to be located at the rear of the properties, out of sight from the street. Where possible the dwelling's private amenity spaces back onto other gardens or are screened from public areas by 1800 high brick pillar/fences or vertically boarded fences, with rails inboard to reduce climbing potential.



LANDSCAPE

The soft materials strike a balance between native and ornamental planting with grass, gravel and bark chippings providing a backdrop.

Landscape planting is a key feature of the development and helps define spaces as well as soften the built elements. This includes the use of street trees and vegetated open spaces with a mixture of groundcover, shrubs and trees.

This planting palette will provide a mixture of native and ornamental species to integrate the planting into the surrounding landscape and seek to provide aesthetic value to individual dwellings, the street and the development as a whole.

Tree planting in the street will use locally occurring species to create an ecological habitat and blend the development into its surroundings. Trees should be chosen for their ecological value and tend to have flowers, fruits and nuts to attract wildlife.

- 1) Woodland with "trail" footpath;
- 2) Large areas of formal open space with designated play space;
- 3) Retained planting and trees within to create orchard style areas;
- 4) Retained boundary planting; and
- 5) Complimentary street planting throughout.





STREETSCENE A-A



STREETSCENE B-B



STREETSCENE C-C



STREETSCENE D-D

The application pack includes a selection of street scenes which indicate how the proposals may look and how materials are used to define spaces and key routes.

The materials and finishes have been chosen to reflect the locality, aid movement and create interest and variety throughout. Dwellings will be brick construction with concrete roof tiles



An architectural site plan or master plan, rendered in a dark, monochromatic style. The plan shows a complex arrangement of buildings, courtyards, and circulation paths. Several buildings are labeled with letters: 'A' through 'H'. A prominent feature is a large, curved path or road that winds through the site, marked with a series of small circles, possibly representing a pedestrian route or a specific sustainability feature like a green corridor. Large, bold arrows indicate the direction of traffic or movement. The overall layout suggests a structured yet flexible urban or campus environment.

6. SUSTAINABILITY

The proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being. . The proposals therefore have the potential to support the existing community facilities and local businesses through an increased population living nearby. The Government's guidance on sustainable development is contained in the National Planning Policy Framework.

The following statement addresses the key headings below:

- Support and help revitalise the local economy;
- Reinforce neighbourhoods and communities;
- Provide a range of transport options and inclusive access; and
- Protect and enhance the natural environment and resources;.

SUPPORT AND HELP REVITALISE THE LOCAL ECONOMY

This application is proposed in a sustainable location with good access. The site is also located within short distances of services such as shops, pubs, post office and schools. The site provides an opportunity for residential development within easy reach of a range of education, employment, retail and leisure opportunities. The proposed site will provide high quality residential accommodation and will contribute towards the overall amenity, and sustainability of the area. Employment will also be created during the construction process.

REINFORCE NEIGHBOURHOODS AND COMMUNITIES

The development of this residential scheme will contribute towards an increase in the number of people living in this area. Neighbourhoods can be reinforced by movement networks, the mix of uses and tenures, the amount and position of open space and local vernacular building materials and styles. The health, wellbeing and quality of life of those who will be using an area will be influenced by its cohesion. The vitality of neighbourhoods is enhanced by creating variety and choice within the development and should cater for a range of demographic groups especially families. The layout of

the proposed development will increase natural surveillance both within the application site and of the surrounding area and footpaths. An increase in activity in the area will also promote a safe, crime-free environment.

PROVIDE A RANGE OF TRANSPORT OPTIONS AND INCLUSIVE ACCESS

The road structure has been designed to create good permeability for both pedestrian, cyclists and vehicle movements within the development. Inclusive access within the layout will provide for ease of movement by all social groupings and will meet the standards for disabled access for such items as steps, ramps, door widths, etc.

The 'approach' to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will have 'accessible' paths and drives, taking into account the topography of the site. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

PROTECT AND ENHANCE THE NATURAL ENVIRONMENT AND RESOURCES

The site has some hedges, a pond and a significant number of trees through the site and on its boundary. The majority of trees are proposed to be retained and where removed mitigation measures will be enforced. The proposals will provide opportunities for a mix of biodiversity within the site. The garden areas will be lawned and surrounded by secure boundary treatments. The mix of plant species grown within gardens will provide opportunities for small wildlife and garden birds to benefit from the development to a much greater extent than that which currently exists.



An architectural site plan showing a grid of buildings and streets. A prominent path, highlighted with a thick grey line and a dotted line, winds through the site. The path starts at the top left, moves right, then curves down and right, then curves down and left, and finally curves right towards the bottom right. Several arrows are placed along the path to indicate direction of travel. The text '7. BUILDING FOR LIFE' is centered over the path.

7. BUILDING FOR LIFE

Building for Life 12 is a government-endorsed industry standard for well-designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live.



INTEGRATING INTO THE NEIGHBOURHOOD

1

CONNECTIONS Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?



The proposed scheme makes a number of new connections with the surroundings. The proposals create a hierarchy of vehicular and pedestrian connections and the permeable layout utilises existing infrastructure and enhances connections to the surroundings. New vehicle and pedestrian access points will be formed from Gypsy Lane. Through the internal network of streets and footpaths, this will subsequently allow access to the new areas of public open space including a previously inaccessible area of woodland. There will also be a pedestrian connection into the school site from the footpath to the east, as well as a vehicle and pedestrian connection from within the residential site.

3

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



There are a number of bus stops on Park Street, within 400m of the site. There are frequent services to Wombwell town centre, Barnsley, Doncaster and Rotherham. Wombwell train station is approximately 2km from the site with a service into Barnsley typically twice an hour.

2

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



The site is situated in a sustainable location with a high number of destinations that can be reached on foot, by cycle and on public transport. Wombwell High street is within 1km of the site and has a number of shops, convenience stores and community services. Wombwell Park Street Primary School is immediately adjacent to the site, and a new Primary School is proposed as part of the application. New areas of public open space are also proposed on site. The Employment areas on Valley Way are also within 1km of the site.

4

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



A range of housing needs have been identified and realised in the design proposals, which incorporates a mix of housing from affordable 2 bedroom dwellings to four bedroom executive houses to meet aspirations and needs within Wombwell. This will enhance the settlement and offer the opportunity to provide dwellings for the first time buyer through to families.

CREATING A PLACE

5

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



The scheme will create a sense of character through the quality of the house type detailing, materials proposed and the quality of the public realm.

The local architectural character is varied in style and age, with older properties located in the town centre and a variety of styles of recent housing closer to the site.

The new development on the site will reinforce the local character of the town whilst being in keeping with the appearance of adjacent built form. This ensures the scheme enhances the character and appearance of the area. The new development will provide a palette of materials that is reflective of buildings surrounding the site.

7

CREATING WELL DEFINED STREETS AND SPACES Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?



Public and private spaces within the proposals have been clearly distinguished, with perimeter blocks creating a strong sense of enclosure and space. The layout incorporates natural overlooking of the spaces and encourages informal surveillance of the public realm.

6

WORKING WITH THE SITE AND ITS CONTEXT Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?



There are two fairly significant changes in level within the site, and these have been dealt with in different ways. It is proposed that the western banking be re-graded slightly as there is little vegetation in this location, but where there are more existing trees on the more eastern banking it is proposed that these are retained and the proposed plots work around the change in levels. The proposals also incorporate the woodland that is on site, with new footpaths proposed to facilitate access into this previously inaccessible area.

8

EASY TO FIND YOUR WAY AROUND Is the scheme designed to make it easy to find your way around?



Dwellings will be orientated to denote the hierarchy of the road. Smaller estate roads lead from the main road into more intimate areas of the site. Each area will be differentiated through the use of different (but complementary) house types and sizes, materials, road surfacing, colour differentiation and landscaping creating character areas. Key prominent plots/vista stopping homes will have slightly contrasting material approaches to provide subtle way-markers throughout the scheme with complementary landscaping creating reinforcing this approach.

STREET & HOME

9

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



A clear hierarchy of streets has been established within the detailed layout with the primary vehicular routes, shared surfaces and private drives clearly identifiable. All streets are framed through the siting of dwellings and the use of dual fronted corner turning units with individual accesses to dwellings identified ensuring they are clearly visible within the development and direct access to each property is clearly identified with footpath clearly identifiable for all users.

10

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



The design of the scheme has taken steps to ensure that parking can be accommodated in a way which has a minimal impact on the quality of the streetscene. Parking is predominantly indicated on plot and set back behind the building line, as seen in the local villages, to avoid cars dominating the streetscene. In some locations driveway parking is occasionally proposed in front of houses, providing convenience for owners and reducing the potential for streets dominated with cars.

11

PUBLIC AND PRIVATE SPACE Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?



All residential streets will benefit from active frontage and natural surveillance from the new homes that enclose them. Front gardens will be clearly defined by changes in surface, landscape and/or boundary treatments to provide clearly defined public and semi-private space. Rear gardens are locked together to form secure private spaces with robust and attractive boundary treatments to public areas and between plots. The open space focal points each have a specific function and have been located as to provide easy access for residents, and high levels of natural surveillance from surrounding properties, passing pedestrians and motorists.

12

EXTERNAL STORAGE AND AMENITY SPACE Is there adequate external storage space for bins and recycling as well as vehicles and cycles?



Proposed homes have sufficient private amenity spaces for the storage of bins away from the front of properties in rear gardens, with easy access to the street. Homes have sufficient allocated parking and in most instances garages are provided which can store cycles. Where garages are not available (e.g. terraced and some semi-detached units) sufficient amenity space has been provided to enable sheds to be erected.

The background of the page is a dark, semi-transparent architectural site plan. It shows a grid of streets, building footprints, and a large, irregularly shaped area in the lower right. This area contains a circular feature with the text '8 Y-LAP' and a small icon of a person. Arrows and dotted lines indicate movement or flow within the site.

8. SUMMARY

The Design team have proposed a sustainable and high quality living environment which makes efficient use of land in terms of housing numbers and density. The proposal is a well planned sustainable solution with dwellings which will meet high architectural standards alongside the creation of pleasant and well planned streets.

Below is a summary of the scheme proposals:

- 229 new dwellings;
- Access from Gypsy Lane;
- Access to school site ensured;
- Clear and defined non-vehicle routes; and
- Landscape led-approach and retention of important natural features.

