

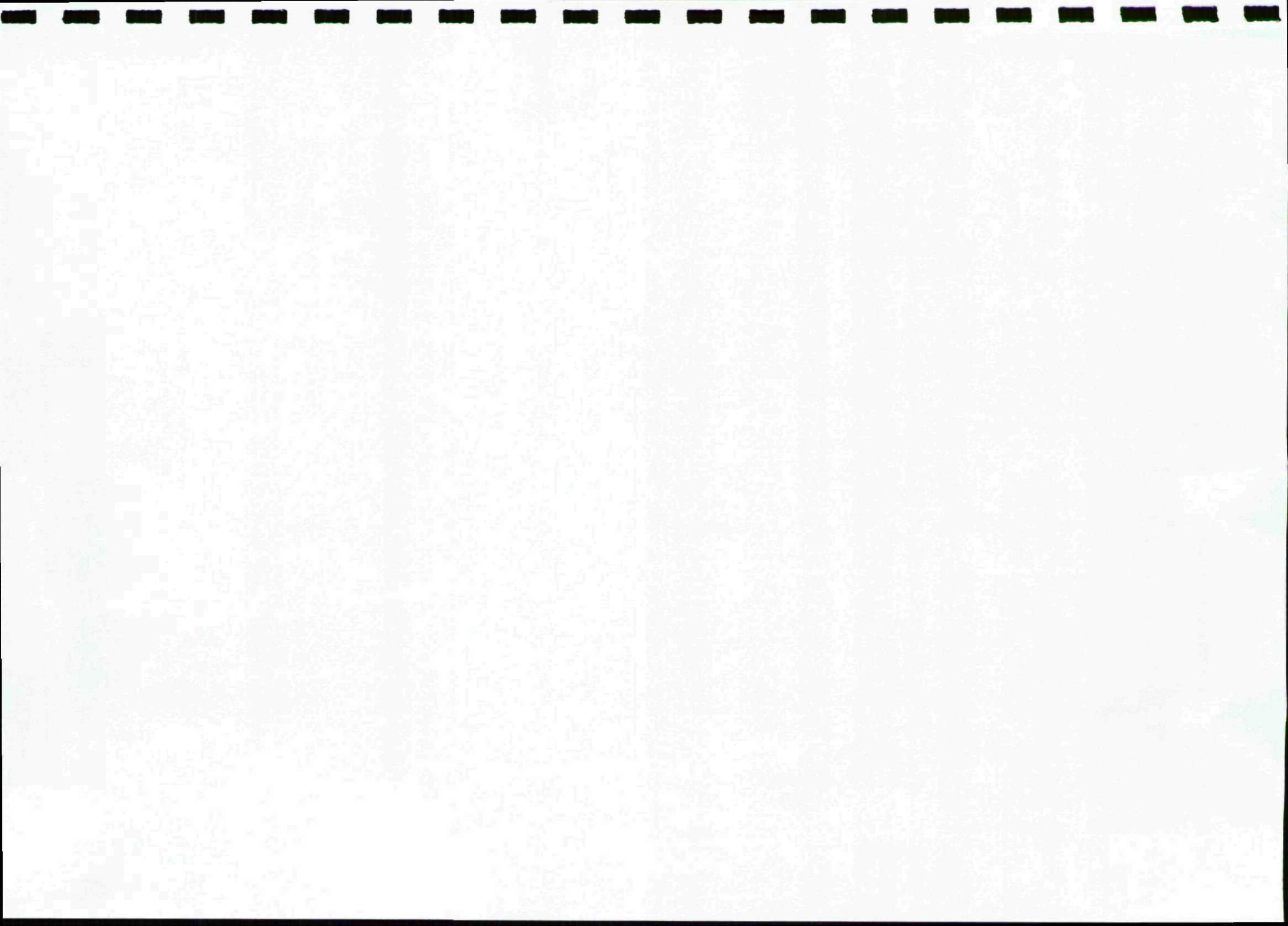
Former Perfecta Beds Site
Barnsley Road
Wombwell

Design and Access
Statement

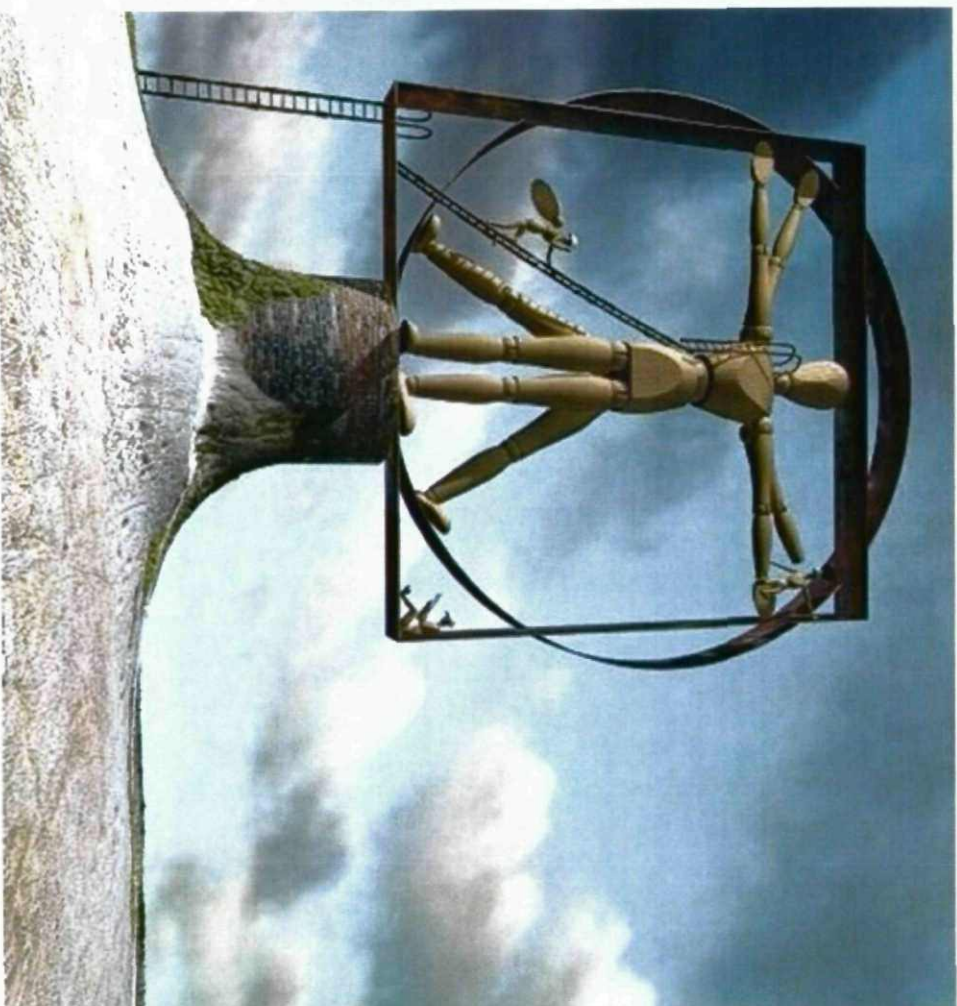


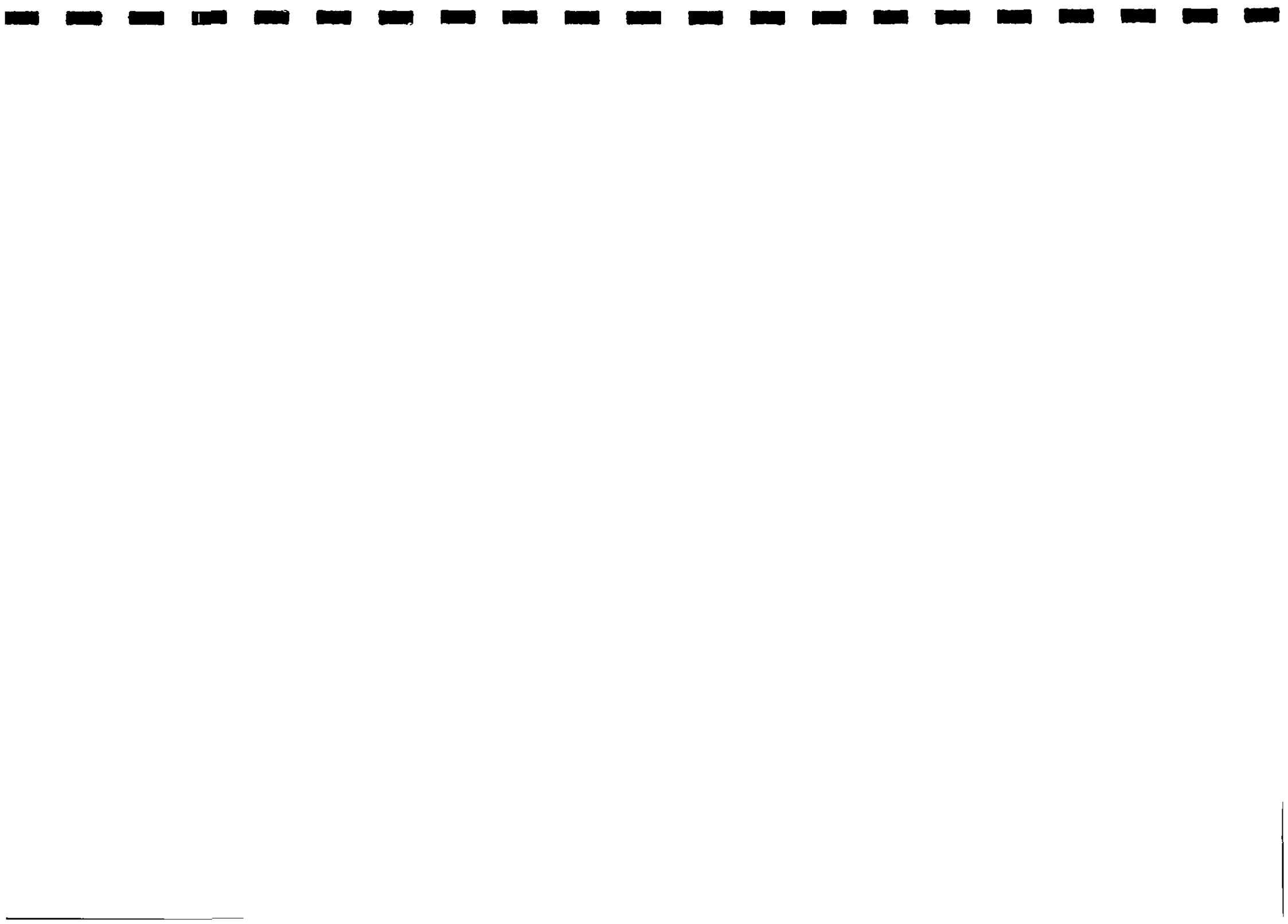
Contents

1. Philosophy and Vision
2. Appreciating the Context
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6. Detailing The Place



Philosophy and Vision





1. Masterplan, Philosophy and Vision

Purpose of this document

1.1 The design for the Former Perfecta Beds site has been developed by Strata Homes Limited in response to local context and current accepted Urban Design Principles.

1.2 This Design and Access statement has been produced to set out the process and considerations that have informed the evolution of proposals for the development of new homes on this site. The structure and content of the statement has evolved over time and in parallel with the vision itself.

1.3 The purpose of this statement is to provide a structured record that maps the issues and considerations that have informed the development of the design proposals for the site.

1.4 The statement has been prepared in accordance with the requirements of DCLG Circular 01/2006 to:

- ✓ Illustrate the design process that has led to the development proposal and to explain and justify it in a structured and transparent way
- ✓ Demonstrate our commitment to achieving good design and ensuring accessibility
- ✓ Show that the proposals are based upon a thoughtful design process taking full account of local context and relevant policies
- ✓ Be the advocacy document for the scheme
- ✓ Explain the design principles and concepts applied to define the layout, scale, landscaping and appearance of the development
- ✓ Show how the consultation process has informed the proposals
- ✓ Indicate how all users will have equal and convenient access to all components of the place

Vision

1. The former Perfecta Beds site on Barnsley Road, Wombwell represents a major asset and opportunity to redevelop and reinvigorate this edge of town derelict site as an attractive place in which to live and work
2. At present the site represents a former long time employment source for Wombwell but now lies derelict. However the site is extremely well located on a major transport route and within easy reach of the national rail network, and both the A1 and M1 motorways. It is also in close proximity to attractive and accessible countryside. There is a range of employment, educational, open space and good retail opportunities within a short distance of the site
3. Our vision is to unlock these physical, social and economic potentials of the site to create a highly sustainable, characterful and distinctive residential development that contributes fully to the future success of the town and district as a whole

Approach

1. This design and Access statement sets out our approach to embedding high levels of design quality and local distinctiveness within the masterplan process at this Barnsley Road. Through a process of careful analysis, the identification of emergent design principles and the embodiment of these principles within the design, we are confident that our vision for this prominent site can be delivered
2. Our design approach has sought to reflect good practice guidance through measures including the informal use of Building for Life throughout the development of the design proposals
3. The design process adopted at Wombwell follows best practice guidance as set out in the following CABE documents:
 - By Design – DETR and CABE
 - Creating Successful Masterplans: A guide for Clients - CABE
 - Urban Design Compendium – English Partnerships
4. The careful application of proven processes and experience allows a robust and justified design to emerge

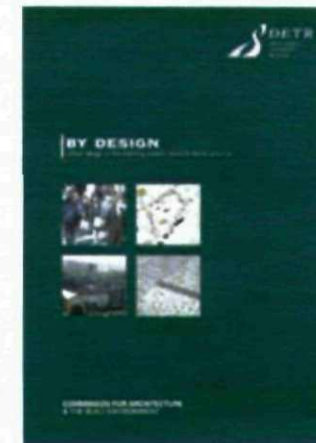
Planning Policy Context

1. This proposed residential development has been formulated in light of the relevant design policies within the adopted Barnsley UDP as well as advice in PPG's, PPS's and Circulars. Those considered to be of particular pertinence relating to Design and Access are set out below
2. PPS1 – Delivering Sustainable Communities – sets out the Government's commitment to good design



3. PPS3 – Housing also encourages a high standard of design and landscaping in new residential developments. This guidance also makes specific reference to the need for the design to be of a form that integrates with and complements the local area. The most appropriate use of a site such as this will comprise a scale and form of development that integrates into the area.

4. This Government Guidance is supplemented by other documents including:
 - By design – Urban Design in the Planning System: Towards Better Practice (DETR/CABE 2000)
 - By Design – Better places to Live: A Companion Guide to PPG3 (DETR/CABE 2001)
 - Safer Places – The Planning System and Crime Prevention (ODPM 2004)
 - Design and Access Statements: How to write, read and use them (CABE 2006)
 - Development Plan Policies
5. The accepted principles of urban design as stated in By Design (2000) include:
 - ✓ Character – a place with its own identity
 - ✓ Quality of Public Realm – a place with attractive and successful outdoor areas
 - ✓ Ease of Movement – a place that is easy to get to and move through
 - ✓ Legibility – a place that has a clear image, is easy to understand and clearly identifies public and private space
 - ✓ Adaptability – a place that can change easily
 - ✓ Diversity – a place with variety and choice



Planning Policy Context (ctd)

6. Other Policies to be considered include:
 - Regional Spatial Strategy – The Yorkshire and Humber plans –Policy YH1 and YH5
 - The Saved Barnsley Unitary Development Plan (2001) . Relevant policies include:
 - Policy BE6 – Design Standards
 - Policy BE6A – Design to Avoid Crime
 - Policy BE6B – Design and Access for the Public
 - Policy BE6C – Pedestrian and Cyclists
7. Also Supplementary Planning Guidance 2 – The Design and Layout of New Housing (2003) expands upon the design policies set out in the UDP and the issues considered in this document are:
 - Density
 - House Type and Mix
 - Transportation – the needs of residents
 - Road layout
 - Car Parking Requirements
 - Design of Car Parking and Garages
 - Access and Services
 - Relationship with Existing dwellings and space between proposed dwellings
 - Private Gardens
 - Front Gardens
 - Landscape Design
 - Open Space
 - Walls and fences
 - Existing Trees and Hedgerows
 - Public Rights of Way
 - Design to Avoid Crime
 - Drainage and Protection of Water resources
 - Energy Efficiency
 - Other Issues
 - Information required to submit a planning application
8. This document aims to assist in the Councils aim of securing good quality housing development which makes a positive contribution to the community in which it is located

Appreciating the Context



2. Appreciating the Context

1. The site is located off Barnsley Road, Wombwell
2. It is bounded by Barnsley Road to the North and East, Aldham House Lane to the West existing residential developments to the South
3. The site occupies an important urban edge location at the entrance to the town and is defined by the adjacent road network and tree lined banking within the site





Photograph 1 - View Along Barnsley Rd



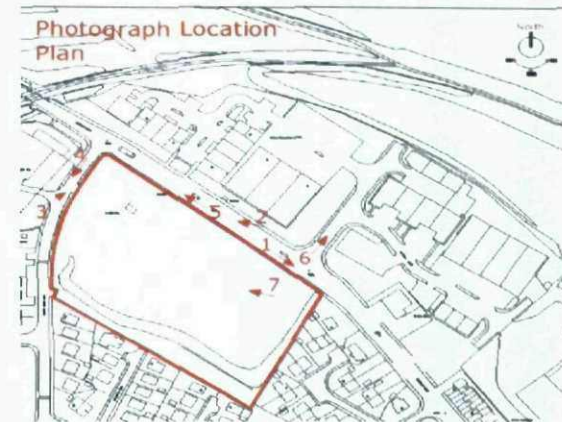
Photograph 2 - View Along Barnsley Rd and into site



Photograph 3 - View Down Aldham House Lane and into site



Photograph 4 - View Up Aldham House Lane



Photograph 5 View Along Barnsley Rd



Photograph 6 View out of site

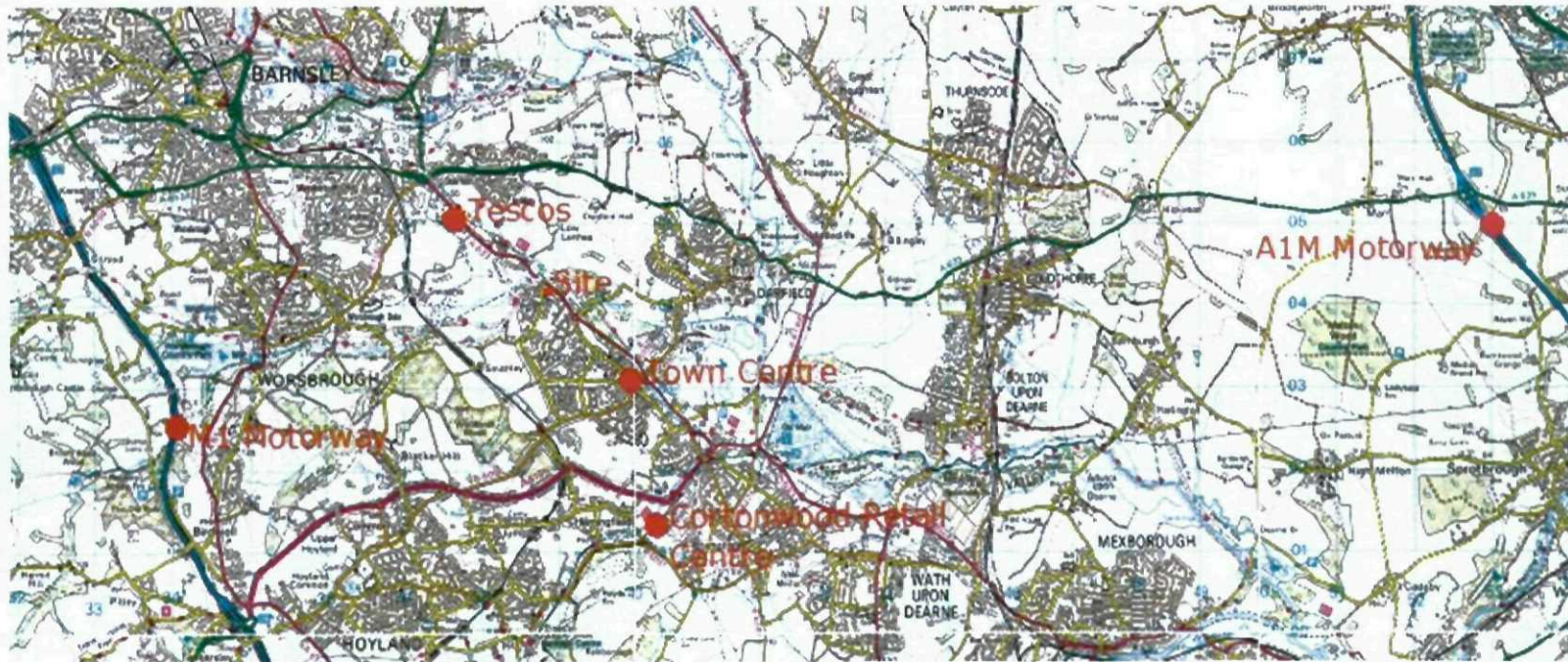


Photograph 7 View across site

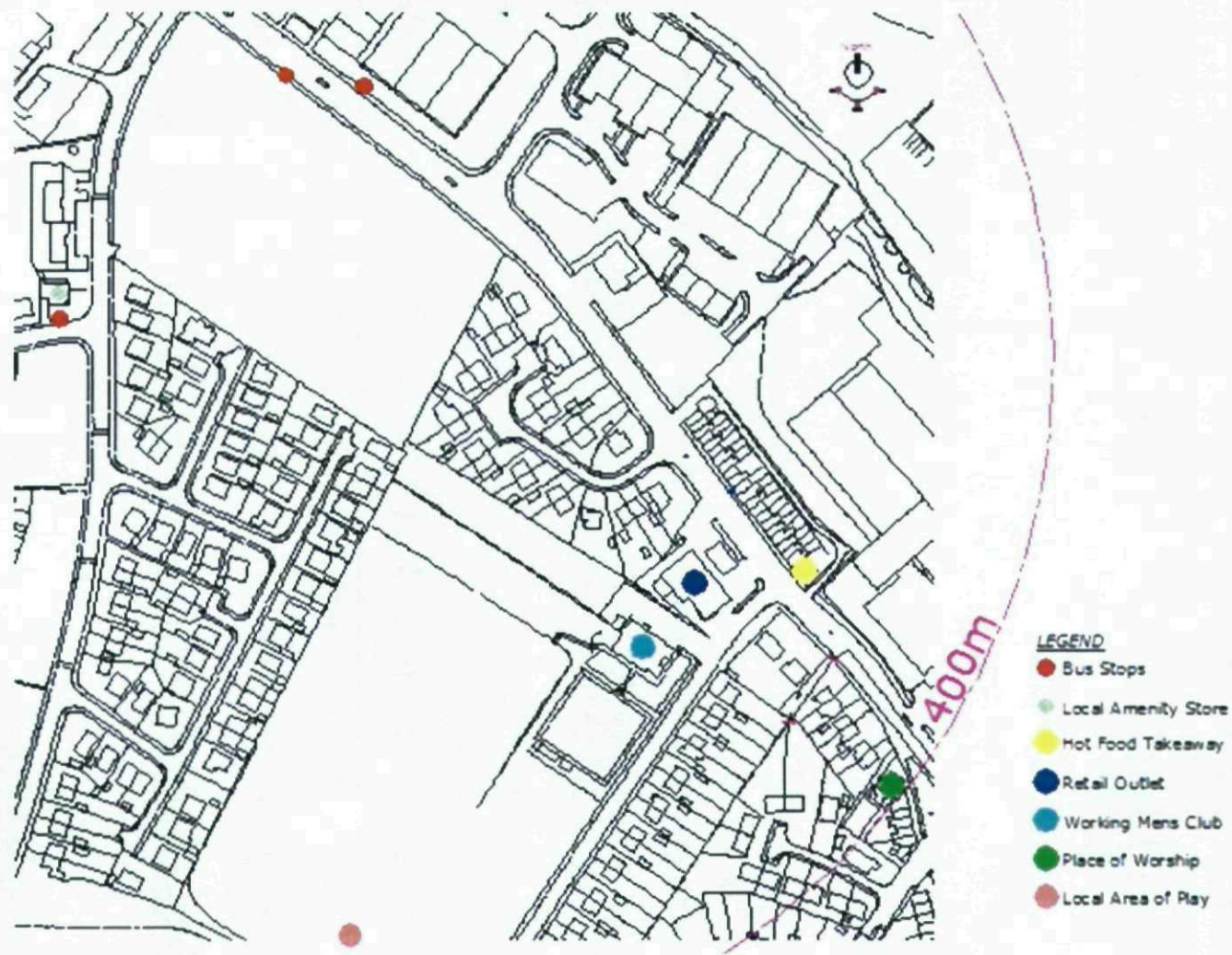


Local Facilities

1. Historically Wombwell grew up around the coal industry together with other major local employers such as Perfecta Beds Ltd, and the local markets, and the closure of these employers enforced heavy job losses on this community and the impact of this economic decline is still being felt today
2. Wombwell town centre is located to the South of the development and is a five minute bus ride away
3. There is also the Tesco's retail centre approximately a mile to the North along Barnsley Road with the Cortonwood Retail centre approximately three miles to the South which provides an assortment of retail and commercial venues
4. *The nearest convenience store is located on Aldham House Lane, a two minute walk from the site*
5. The adjacent photograph shows the site in its wider context and highlights the aforementioned facilities



Local Facilities Plan





Local Facilities



Local Facilities:

Top Left Local Store

Top Right – View from play area over site to nearby countryside

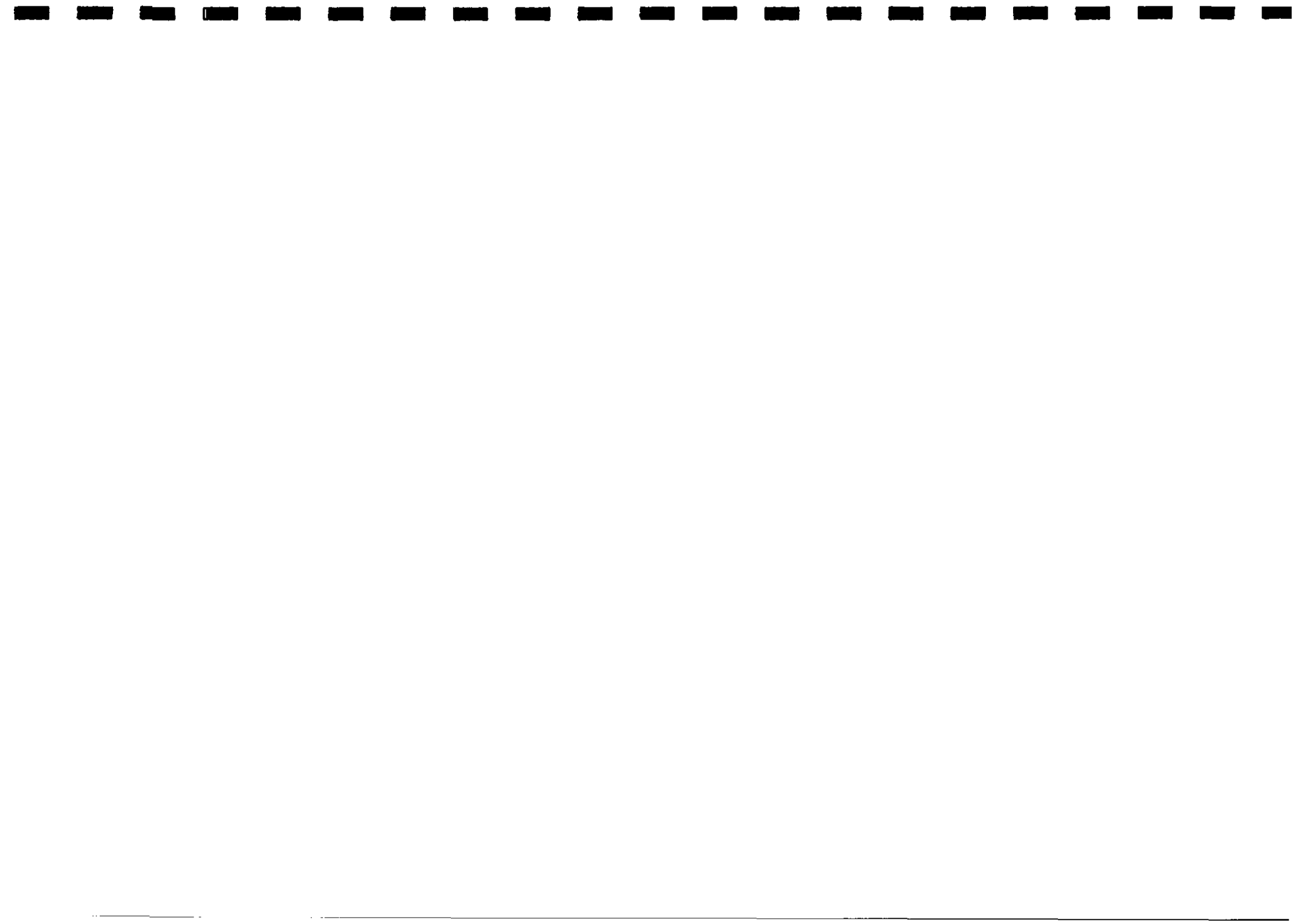
Bottom Left – Local Area of Play less than 400m from site

Bottom Right – Local Playing fields adjacent play Area



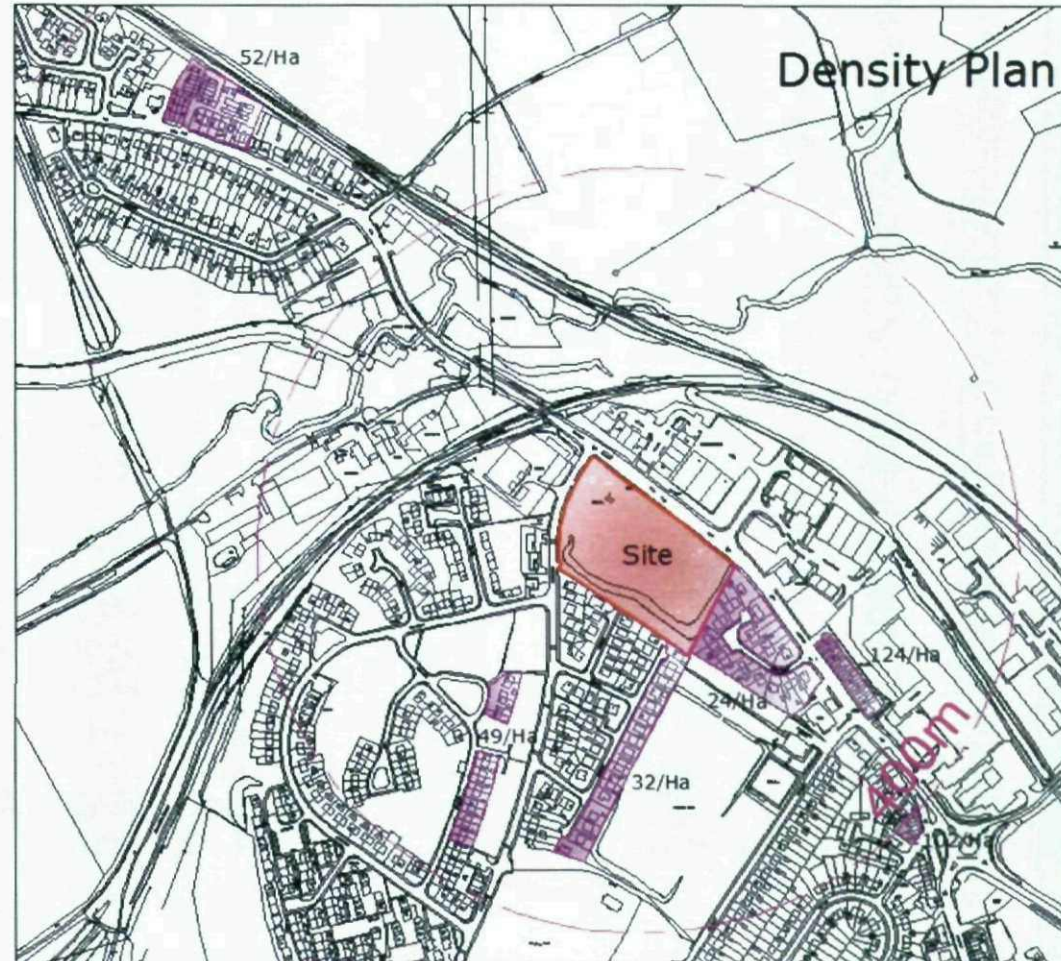
Local nearby facilities at Wombwell Town Centre, Tesco Retail Outlet and Cortonwood Retail Outlet





Existing Residential Densities

1. There is a diverse range of housing stock within Wombwell from Victorian terraces of red brick and slated roofs to inter and post war housing of lower density with a mixed of palette of materials including red brick, buff brick, render, stone and timber cladding
2. There are a number of more recent housing developments within Wombwell which have a greater mix in their housing type and include detached, semi detached and terraced housing within the same or adjacent developments
3. We can conclude that there is no single overriding architectural style to the area but an agglomeration of many
4. As part of the analysis of the site and its local context an assessment of existing residential densities has been undertaken. Four sample residential areas from around the site have been analysed in order to examine the existing densities which are typical to the town. The adjacent diagram illustrates this analysis
5. The densities range from 24 dwelling per hectare to the South of the site to 124 dwellings per hectare to the South East of the site
6. Whilst formal analysis is not possible we cannot forget the massing of the industrial units on the Industrial estate opposite the site







LOCAL RESIDENTIAL DWELLINGS

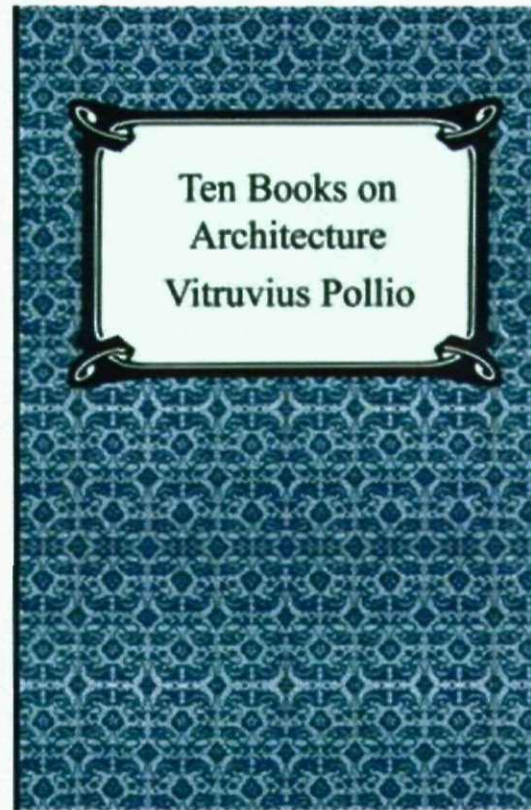


Topography

1. Following demolition of the former factory that occupied this site, the site is relatively level and follows the gradient of Aldham House lane and from Barnsley Road to the bottom of the tree lined banking the difference in level is approximately one meter
2. The banking to the west of the site is significantly steeper with a 8m change in level from the site up to the western boundary
3. This tree lined slope and the natural buffer zone it creates allows the design approach described in the following section of this statement



Design Principles



3.Design Principles

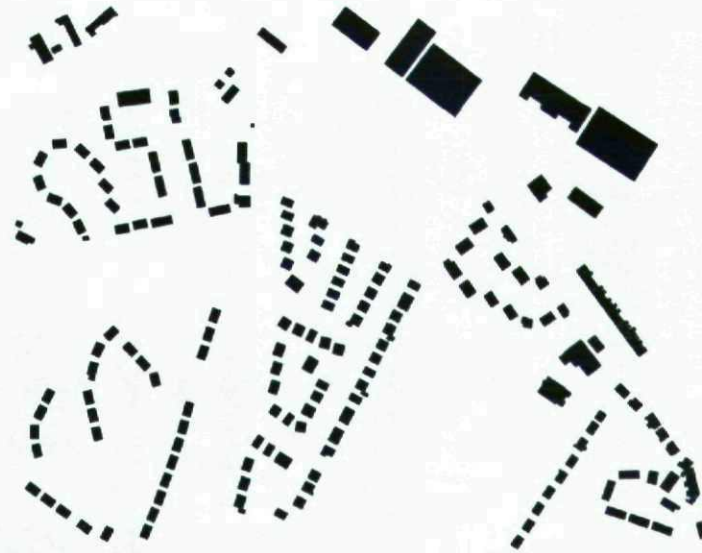
1. The emerging design principles are summarised in this section of the report, together with a description of implications for emerging urban patterns.
2. The identified design principles are:
 - ✓ Provide a natural transition from the strong industrial massing to the East and the loose residential areas to the West
 - ✓ Develop the urban structure of the site to 'fill the gap' that the existing site represents
 - ✓ Develop the North and Eastern site boundaries to create positive edges to the adjacent urban landscape
 - ✓ Develop the Southern and Eastern boundaries to respond to the softer organic edges of the site



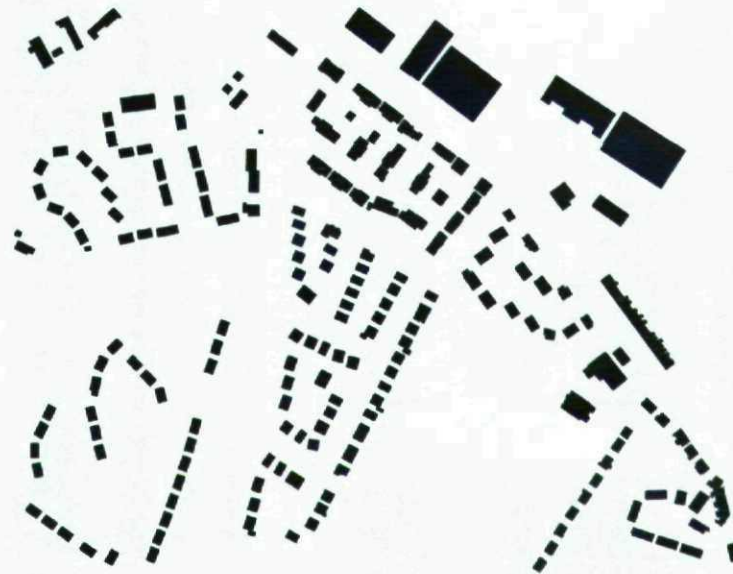
Design Principles

Design Principle 1: Create the transition

1. The site is located at the juxtaposition of industrial and residential areas on the Eastern edge of the town
2. The existing massing of the surrounding areas can be seen in Ground Figure Diagram 1. The blank area of the site is evident
3. The opportunity is presented to address the relationship between the industrial and residential density and massing by providing a 'transition' from one to the other. Ground Figure diagram 2 illustrates how this can be achieved
4. This enables a block structure that is appropriate to scale and dimension of the development to be created to adequately accommodate housing plots that reflect the local character, density and conditions



Ground Figure Diagram 1

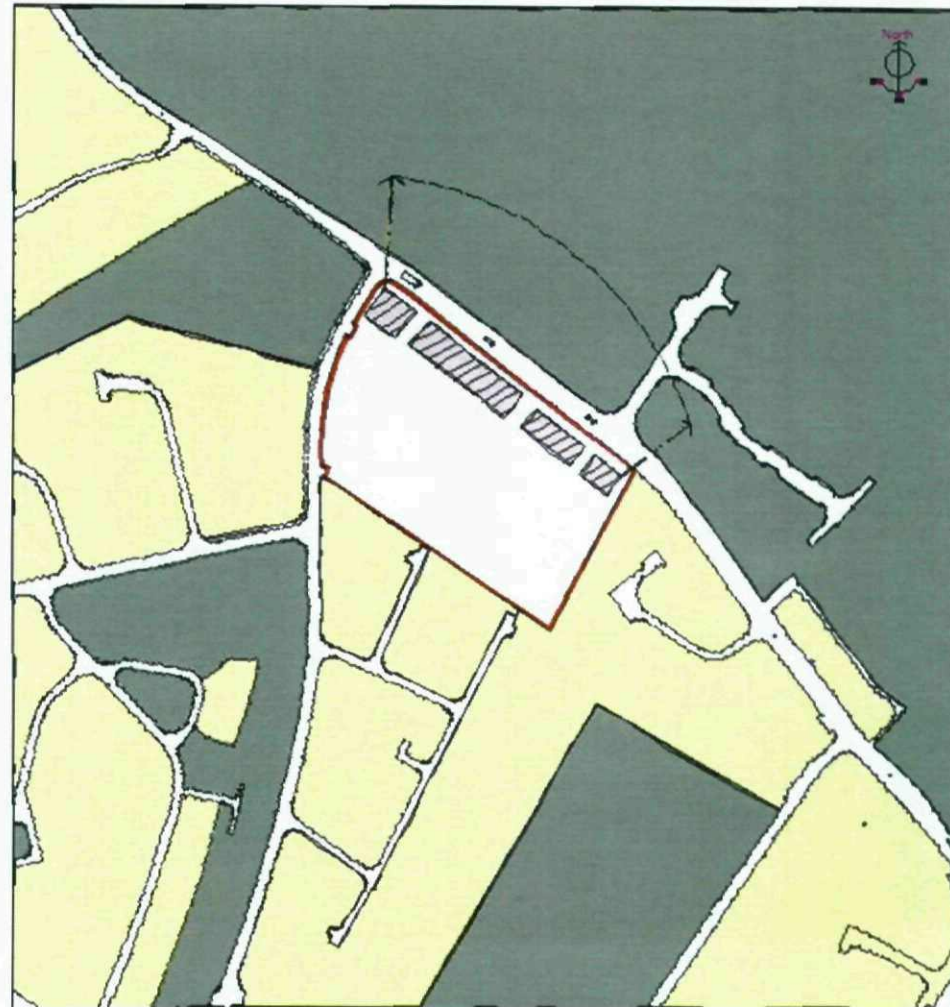


Ground Figure Diagram 2

Design Principles

Design Principle 2: Develop the Urban Structure

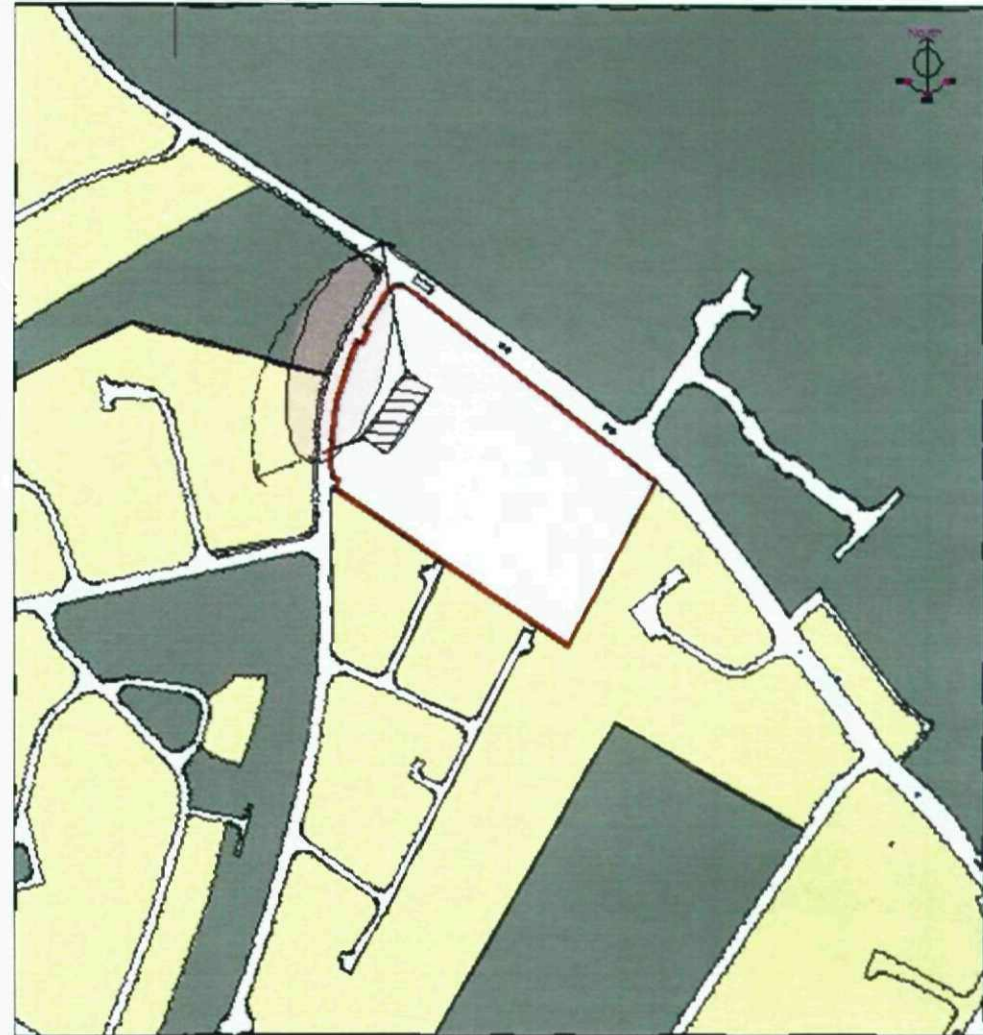
1. The site occupies an important edge location, upon the critical route between Barnsley and Rotherham and is therefore visually prominent and at present, presents an unsightly and indistinct urban edge condition
2. In addition, as a gap in the fabric of the urban landscape the site presents a discontinuity in the local pattern of enclosed form at this prominent urban edge location. The demolition of the landmark factory that occupied this space removed all sense of spatial hierarchy at this juncture.
3. The opportunity presented is therefore twofold.
4. Firstly, to visually repair the prominent gap in the urban structure of Wombwell, and in doing so provide a new positive, and active edge to the development
5. Secondly, to provide an urban pattern and hierarchy of streets that provides and active and safe place to live



Design Principles

Design Principle 3: Develop the North, South and Eastern Boundaries

1. In order to become a fully and seamlessly connective piece of Wombwell, careful analysis of the condition and design opportunity relating to each of these site boundaries has been undertaken
2. *The Eastern boundary is defined by Barnsley Road and the industrial estate beyond that provides an hard urban edge opposing the site. To create a sense of identity a strong form is required to address this industrialised landscape and by creating a strong urban edge to this space the development site will provide a further contribution to the urban fabric. The scene is accentuated by creating areas where the space interacts with the development and provides further connectivity with its surroundings*
3. The Northern edge of the site, fronting Aldham House Lane represents the Secondary route of the site, as such the projection of a softer edge is appropriate. The development form is set back from the edge to provide a feeling of space along this boundary, that is protected by a lower order road within the development.





Northern Boundary
Condition



Eastern Boundary
Condition



Southern Boundary
Condition

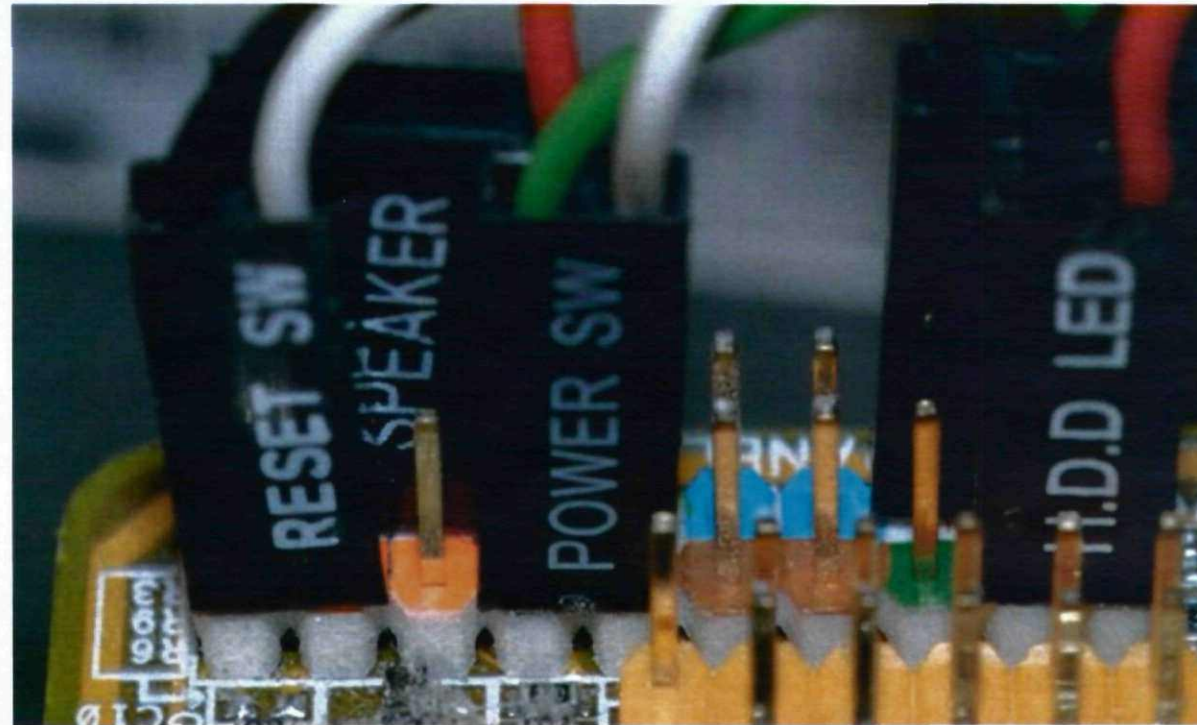
Design Principles

Design Principle 4: Develop the Southern and Western Boundaries

1. The design aim is to wrap a landscape buffer to these two boundaries to protect the amenity space and privacy that the adjacent dwellings have and to ensure that the new development provides integration but not invasion
2. The Western boundary is protected by a landscaped banking that rises approximately 8m from the site to the boundary.
3. There are groups of trees that are protected by Tree Preservation Order No 10/2006
4. This area, will be retained as amenity space but will be subject to a management structure that will provide for its protection by not allowing this area to be for general use thus ensuring this important green buffer is retained.
5. The Southern boundary will also be protected by a landscape buffer between the new and existing dwellings but due to the limited size and amenity value of this area, it will be owned by the residents of the dwellings along this boundary

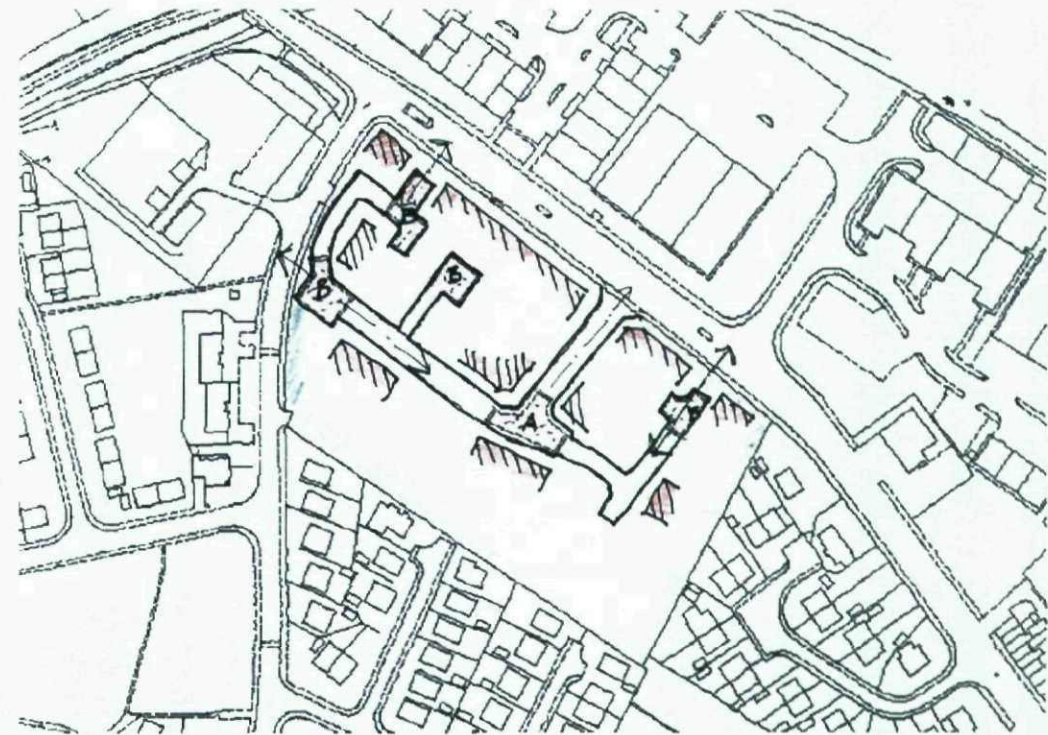


Making The Connections



4. Making The Connections

1. The design principles previously set out were derived from site specific analysis and character studies. In this section of the report the principles are articulated and developed further as a set of masterplan components. This process allows the emerging masterplan framework to be strongly connected to and derived from particular conditions, characteristics and opportunities of the site and its setting
2. Public streets are the primary urban design component of any development. They are the lifeblood of urban places and are the venue in which everyday life and social interaction unfold. They provide access to and from homes, workplaces and local facilities. Unlike private or internal space, public streets provide the primary determinant in peoples perception and value of a place or neighbourhood
3. The quality, character and condition of streets are therefore a critical determinant of regeneration, of a residents sense of belonging and personal association and of the overall success of any development
4. Making the connections sets out four key urban design components that relate to public streets, that is the street space or surface and the buildings that enclose and define it and these keys to the emerging masterplan framework are:
 - Street pattern
 - Street hierarchy
 - Building heights
 - Building type and scale



Primary Node



Secondary Node



Building Line



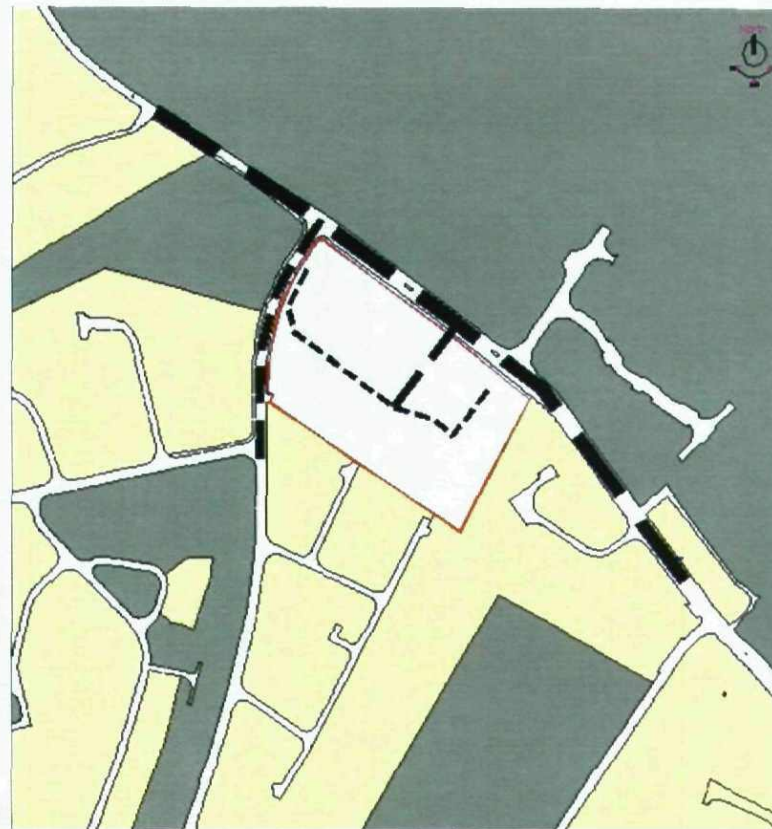
Views In/Out

Making The Connections

Street Pattern

1. The determinant of the street pattern have been described and set out in earlier sections of this statement and include
 - ❑ The development of the Eastern boundary to present a *strong urban edge*
 - ❑ The development of the Northern boundary to create a softer edge to this the secondary boundary
 - ❑ The development of the Western and Southern boundaries with a landscaped amenity area
 - ❑ This provision of a block structure that is appropriate to scale and dimension of the development to be created to adequately accommodate housing plots that reflect the local character, density, conditions and markets
2. The development of a hierarchy of different kinds of streets can aid way finding, assist in regulating traffic movement, allow the *accommodation of different types of dwellings* and influence the kind of activity that takes place in the street, including play, car parking or even community events
3. The *proposed hierarchy of roads* at the former Perfecta Beds site are illustrated on the Urban Pattern diagram and comprise of:
 - Barnsley Road – this existing 'A' classified road is the primary route in the area and as such this masterplan respects its importance by presenting a strong frontage to this route
 - Aldham House Lane – this existing road is the secondary level road for the development and is presented with an important softer feel than Barnsley Road

- Secondary east-West Access Road –this is also of a *secondary classification* feeding from the primary route into the heart of the development at the central courtyard area
- Tertiary lanes – these feed from the central courtyard space to provide access and connectivity to the wider development



LEGEND

- Primary Route
- - - Secondary Route
- Tertiary Route

Making The Connections

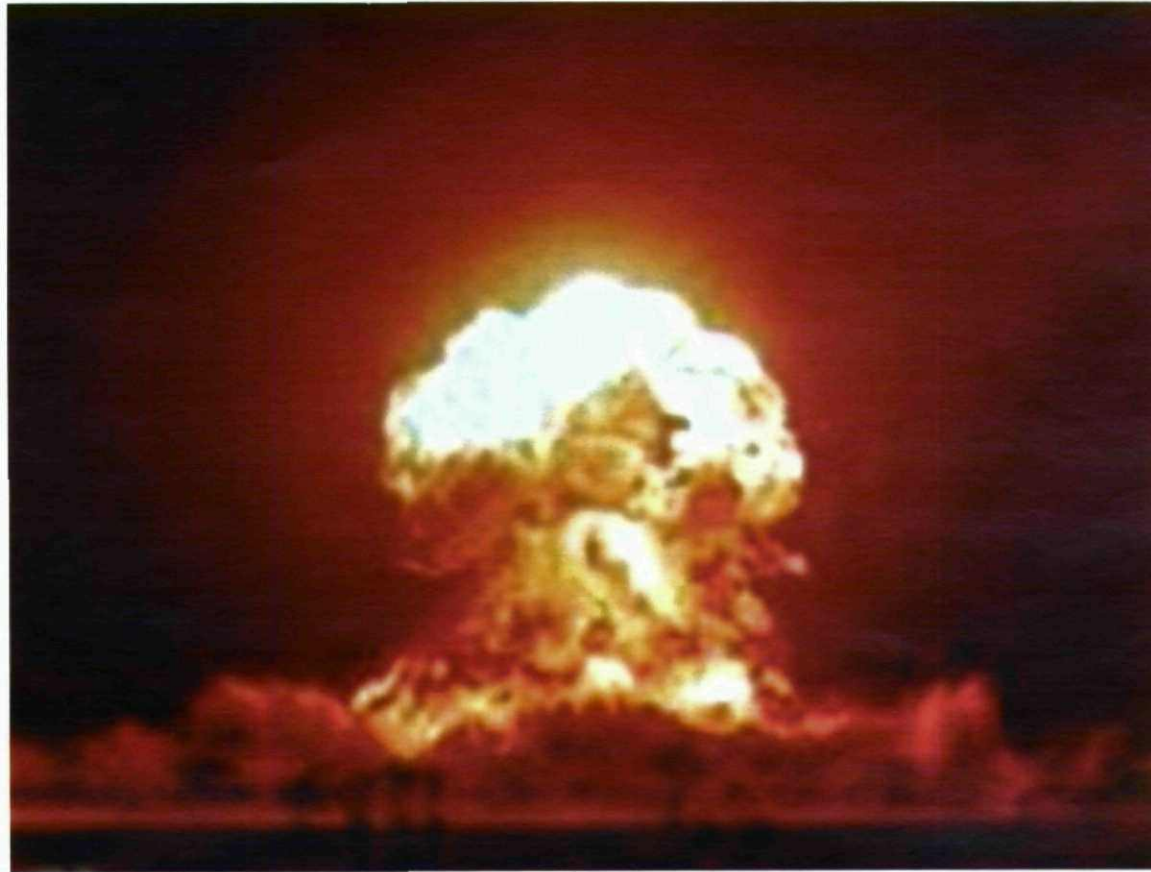
Building Type and Style

1. To enhance the local characteristics of the area through this scheme, we have chosen to utilise a simple architectural style which responds to a local lack of cohesiveness by providing a form that will deliver an individual identity and distinctiveness
2. This will involve the use of simple uncluttered designs with focal or key buildings and spaces, to provide notable vistas, variety and legibility to the development
3. Based on our assessment of the local area the following points are identified as important considerations for this development:
 - i. The use of 2, 2.5, 3 and 3.5 storey dwellings to create an active street scene and roofscape
 - ii. Punctuate the roofscape with a mixture of roof designs and incorporate dormer windows to provide additional interest and variety
 - iii. Use a palette of materials to provide a robust identity for the development
4. We will be using a simple palette of two bricks with render to selected properties. The elevational detailing will be representative of a Georgian style of architecture with Stone heads and cills, architectural ironmongery, along with cream Georgian style windows
5. The roof detailing will be a simple grey flat tile to reflect the character of the many slate roof dwellings within the town

In summary the building heights should vary to accentuate the distinctiveness of the development and to respond to the differing edge conditions



Masterplan Framework



5. Masterplan Framework

Proposed Use and Amount

1. The proposed use of the site is residential (C3)
2. The masterplan layout shows the location of these uses, the principle access points to the development, the street network and the integration and retention of key landscape features
3. The proposed new uses are compatible with the existing uses within the local area. The alignment of the proposals with planning policy aspirations and allocations is discussed in detail in the Planning Statement that accompanies this application

Development layout

4. The layout proposes 92 residential units comprising a mixture of dwelling types and storey heights. This will provide a mixture of one to four bedroom homes in line with the aspirations of Barnsley MBC
5. The layout has been designed to create a strong distinction between public and private space, making the development easy to understand, simple to navigate and more secure for residents
6. Perimeter blocks have been used within the design to ensure that routes and public spaces are overlooked creating a safer environment for pedestrians
7. The masterplan shows how this brownfield land could be developed, providing 92 dwellings on 2.1 hectares (gross), which provides an overall density of 44 dwellings per hectare
8. Parking is accommodated in a number of ways around the site including driveways, rear parking courts, front parking courts, and garages (both detached and within Flat Over Garage situations) with ratio of parking spaces/homes in line with the councils parking standards
9. The proposed development has been carefully designed following consultation with Barnsley Metropolitan Borough Council. It complies with planning policy responding to local character and context, and providing local distinctiveness whilst ensuring an attractive environment for residents and visitors





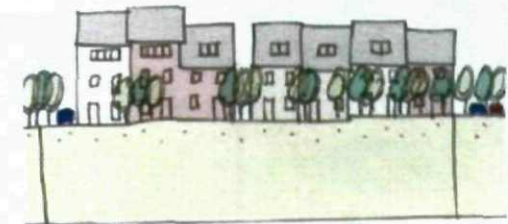
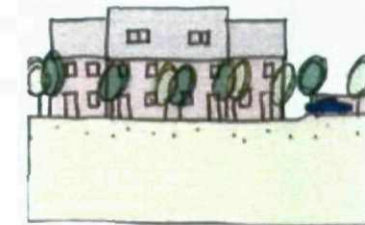
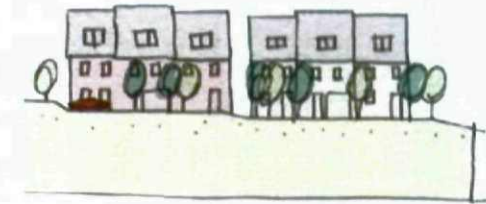
Masterplan



Masterplan Framework

Mix and density Strategy

1. Good design depends on a variety of densities and building types and creation of local community character. Pre-application discussions with the council have indicated that *there is a strong need in the area for a mixture of housing, ranging between one and four bedrooms and this will be provided by this development*
2. There will be a total of 92No dwellings comprising of 12No one bedroom starter/single person homes, 16No two bedroom homes, 39No three bedroom family homes and 25No larger four bedroom family homes
3. The dwellings are generally a modular footprint and the variety in type is developed through the variation in the number of storeys of each dwelling from two storey dwellings through to three storey plus room in roof dwellings
4. We believe we can provide progressive living opportunities for people through innovative design solutions to today's demanding market
5. *For instance the Monaco house type is a dwelling designed to enable young people get a foot on the housing ladder. It is a three storey, two bedroom unit that is an exciting alternative to apartment living. It provides you with your own front door and in most cases a small defensible space that can be used for a variety of uses*
6. The massing diagram below illustrates the proposed building heights across the site
7. The tallest properties of 3.5 stories are proposed at the key juncture of Barnsley Road and Aldham House Lane to present a feature focal point in this area. We are allowing the scale of the buildings to define the junction. These are the only 3.5 storey dwellings on the development
8. Three storey dwellings are located around the central courtyard to enclose this key area and enhance site legibility and wayfinding
9. There is then a mixture of storey heights throughout the development to provide interest and an active street frontage
10. Lower scaled buildings are situated on the more sensitive Southern boundary to provide continuity with the built form and preserve the privacy of existing residents
11. Residential typologies and their scale have been designed to reflect the size of homes found in the local area and are the result of pre-application discussions with the council





-  Site boundary
-  1 Storey
-  2 Storey dwelling
-  2 Storey plus room in roof dwelling
-  3 Storey dwelling
-  3 Storey plus room in roof dwelling

Masterplan – with Storey Heights

Masterplan Framework

Layout

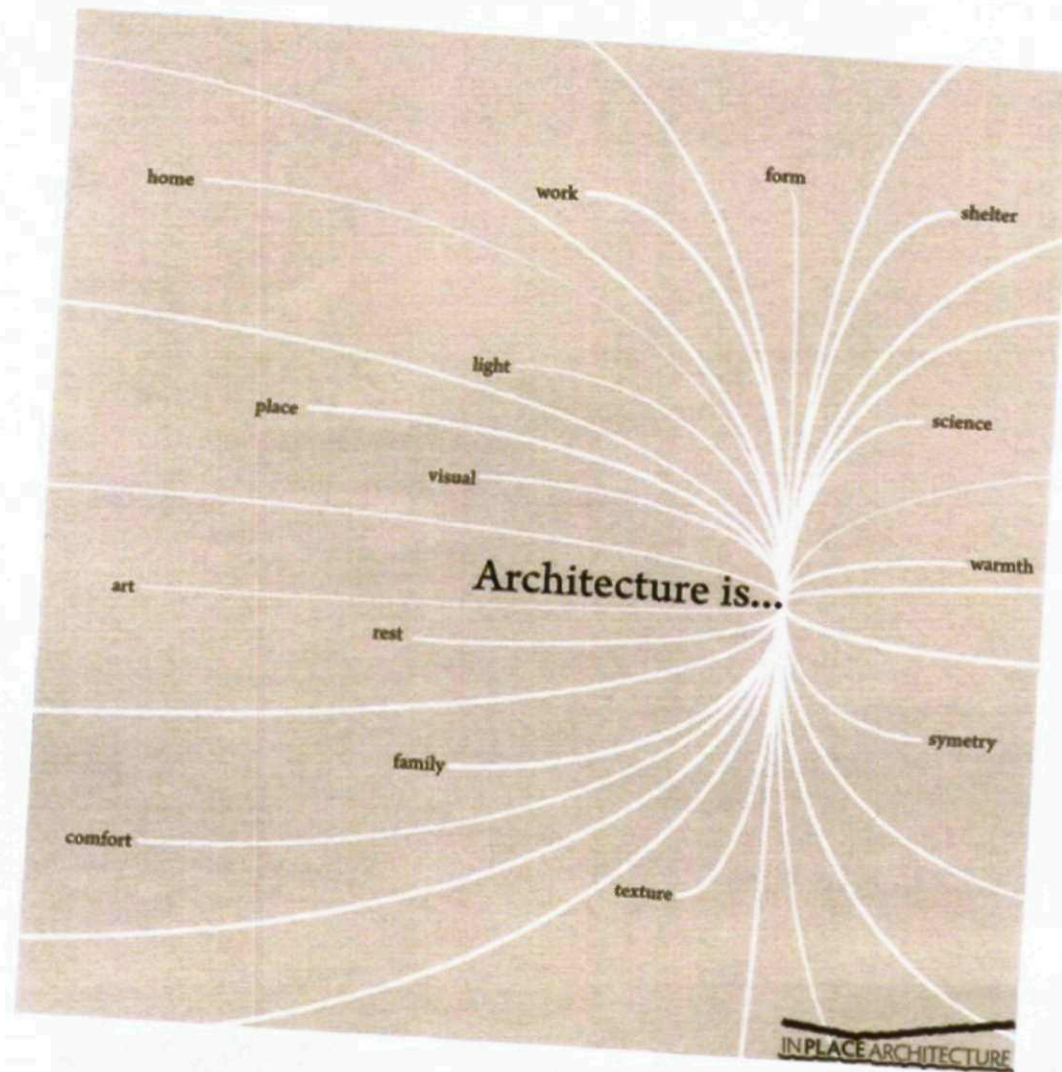
1. The principles of SPG 2 have been accommodated within the design where possible. We have in nearly all circumstances adopted the space about dwelling guide lines within this document and we feel the layout and design offers an acceptable solution to the principles therein
2. We believe the development has a character which informs its own identity with continuity between public and private spaces through the use of careful detailing of defensible boundary treatments such as walls, railings and fences
3. We also believe that the design has allowed for gardens suitable to each house type
4. Family homes will have gardens that, in our experience, are commensurate with this style of development and property type, which has proven over many years, including at our previous developments in Barnsley, to be a suitable size and layout
5. Starter homes are provided for through variety of solutions. Some units have gardens appropriate to the size of unit, some have communal gardens and some will have no separate garden
6. The public realm has been designed to provide a vibrant and attractive space of high quality and robustness that can be enjoyed by the residents and the wider community as a whole
7. The simple road pattern provides an ease of legibility through the development and the variety of surfacing materials and hard landscaping design will provide a safe area for all users
8. The parking strategies within the development provide a variety of solutions that reduce the impact and dominance of vehicles within the street scene and encourage pedestrian activity in a secure environment
9. To enhance security we have positioned key dwelling types in prominent locations and we are introducing a number of strategically placed windows within dwellings to provide overlooking to both private parking areas and the public realm
3. Furthermore, a number of reports including a flood risk assessment, Traffic Impact Assessment, Travel Plan and Ecology report have been submitted for your consideration
4. In line with Barnsley MBC's Policy the parking standard on this developments is at 1.48 spaces per dwelling which does not exceed the 1.5 spaces per dwelling maximum

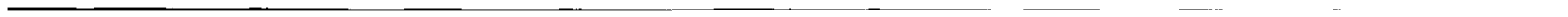
Sustainability

1. In response to climate change and concerns over the environment we will be aiming to provide approximately 10% of the energy requirements of the dwellings on this site through renewable energy technologies such as solar panels
2. To enable this the site has been developed to try and provide sufficient dwellings with a North/South Aspect and the detailed location of the panels, and a report from our energy assessor, has been submitted with this application



Detailing the Place





Detailing the Place

Summary

1. The process of design analysis, the identification of design principles and the establishment of masterplan components through 'Making the Connections' have led to a masterplan structure that incorporates areas of differing character
2. Within this section three such areas are described in order to provide detail of how elements such as building line and patterns, building heights, building frontages, street character and car parking are arranged. The three detailed areas are:
 - Strong Urban Eastern edge
 - Informal Northern edge and
 - Central Courtyard



Detailing the Place

Strong Urban Eastern Edge

1. The strong urban edge fronts onto Barnsley Road.
2. To define this the maximum building height is three storey plus room in roof
3. The building line is more continuous to maintain the integrity of this edge
4. Car parking is accommodated to the rear to enable the dwellings to be closer to the boundary and thereby provide a strong built form



Precedent images (Top to Bottom):
The Village Caterham
Poundbury, Dorset
Bishops Walk Ely

Detailing the Place

Softer Northern Edge

1. The building line is set back from the boundary to enable the two adjacent spaces to merge
2. The building height is a maximum of 2.5 storey
3. Car parking is accommodated to the rear and side to enable the dwellings to uncluttered and provide an attractive edge that is not dominated by vehicles



Precedent images (Top to Bottom):
Upton, Northamptonshire
Cambourne, Cambridgeshire



Detailing the Place

Enclosed Central Courtyard

1. The building line more formal around the courtyard which is the heart of the scheme
2. The building height is a maximum of 3 storeys and these are positioned to aid legibility and way finding
3. Double aspect units and the use of private balconies provide active surveillance to the courtyard creating a secure space
4. Car parking is accommodated to the rear and side remove the dominance of vehicles to this important space



Precedent images (Top to Bottom):
Upton, Northamptonshire
Sea Front Felixstowe
Manvers Way, Wath
Royal York Crescent, Bristol





Detailing the Place

Objectives

The *landscape design for this development* has been led by the following objectives:

- ❖ To create an attractive and safe environment for users of this development
- ❖ To satisfy circulation requirements whilst not allowing vehicles to dominate the street scene
- ❖ To develop a bold planting scheme that compliments the building form

Proposals

1. Landscape proposals determine both the hard and soft landscaping environment for the development
2. The entrance to the houses is clear and direct and where appropriate softened by blocks of planting against the dwelling
3. Occasional use of boundary walls and railings can change the character of a space and can serve as a traffic calming effect
4. The creation of a central square with subsidiary nodes throughout the site provide a sense of arrival
5. Landscaping materials and furniture throughout shall be selected to complement the building design
6. Surfacing materials will comprise of a wide ranging palette of colour and texture
7. The use of strategic semi-mature trees will provide a green framework to the street scene

3. The use of permeable paving to driveways and car parking areas will enhance the sustainability of the site
4. Planting will be bold and colourful
5. The existing trees on the banking to the rear of the site will be protected during construction and enhanced with suitable strategic planting

Summary

Carefully considered landscape proposals will compliment the building design and help to integrate the scheme into its surroundings whilst providing an attractive and vibrant environment for its future residents



