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1. Introduction

This statement responds to the requirements of the Town and Country Planning (General development procedure (amendment) order 2006 for the applications of this type to be accompanied by a Design and access statement.

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

" Good design ensures attractive, useable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning." (para 3.3)

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

- Assessment
- Involvement
- Evaluation
- Design

The statement should also address the following factors;

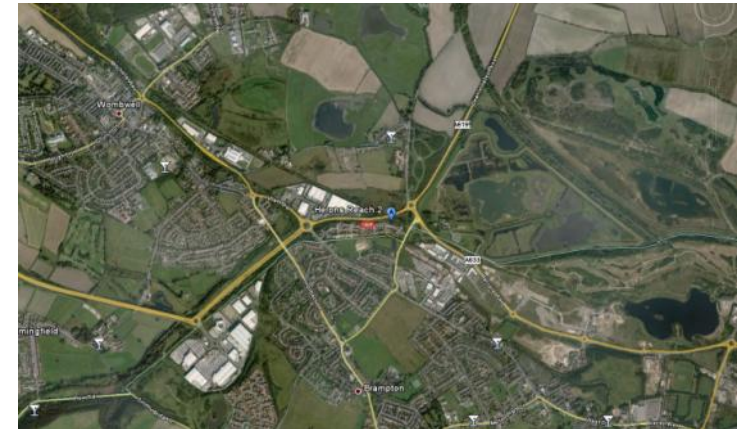
Use— what the land and buildings will be used for.

Amount— How much the development can the site accommodate.

Layout— How the buildings and public and private spaces will be positioned and the relationship between them and the buildings and spaces around the site

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

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



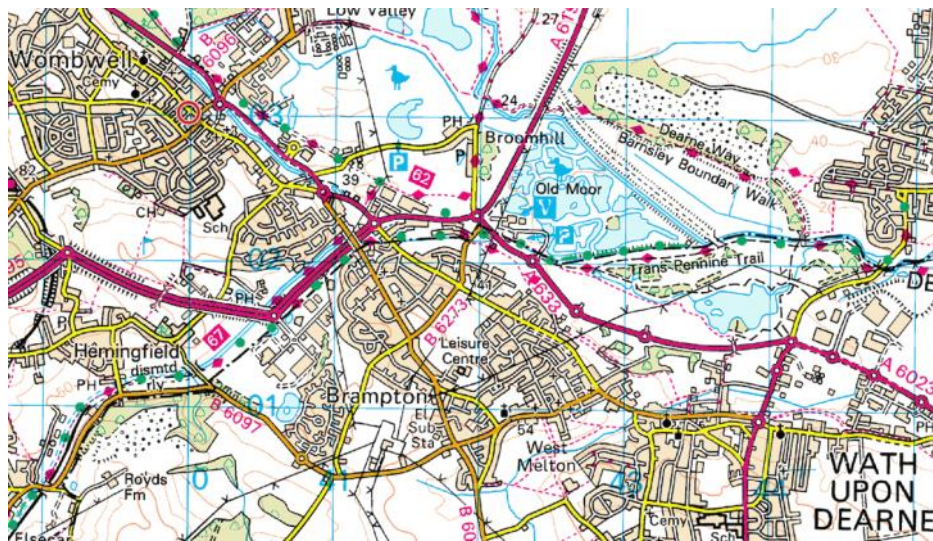
The access element of the statement must include two aspects to the development:

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

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

2. Site Area and Analysis- Locational Context

The site is located to the South East of Barnsley town centre. Barnsley town centre, provides a wide range of local amenities, and is located approximately 4 miles walking distance to the North west of the site. Barnsley provides good public transport links with both a bus and train station.



History of the site

Townscape character

This area of Wombwell is varied in character a combination of land uses, which include residential, light industrial as well as green fields open countryside.

2. Site Area and Analysis— Locational Context

The site is currently occupied by the site cabins and construction compound since the start of development of this site in 2018.

To the north of the site is the Dearne Valley Parkway, to the south the residential estate road and to the east and west the recently completed residential housing units. The buildings range in height and materials comprising a combination of brick and render with concrete roof tiles, enjoying strong physical and visual links to the surrounding playing fields and POS.

In terms of surrounding and adjoining land uses, the area has defined character. To the north is a the employment uses. The recently completed housing fronts onto the application site. The plot sizes of these houses are typically 4-5m in width and a length of 10m.

Further to the south beyond the new housing is Knoll Beck and the Brampton Playing Field. The topography of the site is relatively flat.

Urban structure

In terms of the existing urban structure the Dearne Valley Parkway defines the interface between the local employment uses and the residential development. The residential development to the south of the Dearne Valley Parkway is a mixture of detached, semi-detached and terraced housing with traditional front and rear gardens of modern proportions. The housing is broken with substantial and robust public open spaces that blend well with adjacent uses.

The site is the final parcel of land of the "Herons Reach" development comprising 190 residential units in total, with the rear boundary to the north being the Dearne Valley Parkway, to the south residential estate road and to the west and east with the recently completed housing units.

2. Site Area and Analysis—

Locational Context

Topography & Important Views

Although the majority of the application site is relatively flat, but has a gentle slope towards Pontefract Road. There is a strong level difference to Knoll Beck but the application site is contained both visually and physically by the recently completed housing units.

Vehicular & pedestrian Access

Access to the site is afforded from either Wath Road or Pontefract Road from the formal estate road of 5.5m wide with two footpath's. Strong walking connections are encouraged through the outward facing southern boundary to Brampton Playing Fields.

Landscape features

An extensive programme of structured planting has been carried out with the larger housing development and the site benefits from this mature and established programme of works.

Adjacent Habitable Room Windows

The adjacent housing units are a minimum of 14m from an existing main aspect to the proposed unpopulated window secondary aspects. With in excess of 21m from existing main aspects to the proposed main aspects.

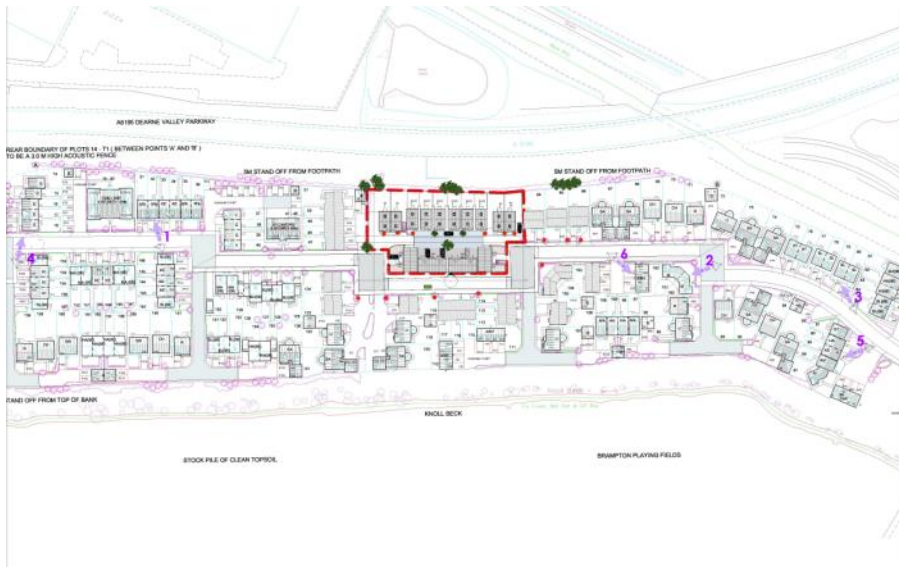
Planning History

The site has the benefit of a detail planning consent for 190 residential unit development, with the means of access approved from Pontefract Road and Wath Road. There is an approval of reserved matters and the application number is B/04/0487/WW. There was an outline planning application made before Bellway owned the site, submitted 28th March 2003, registered 3rd April 2003 under reference number B/03/0506/WW.

2. Site Area and Analysis



2. Site Area and Analysis



3. Access

This section will address access issues to the site including the following aspects.

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

Inclusive access– how everyone can get to and move through the place on equal terms regardless

The proposed development comprises the provision of 190 dwellings over the entire site covered by the approval. This application seeks the approval of 16 dwellings.

Vehicular and Transport links.

The primary access roads are to be taken from Wath Road and Pontefract Road. The access point has been determined at a previous detail planning approval stage.

The site is situated approximately 5km to the south-east of Wombwell and 5km to the north-west of Wath Upon Dearne. Both Wombwell and Wath Upon Dearne town centre provides a wide range of local services. The site is extremely sustainable with excellent bus links immediately to Wombwell and Wath Upon Dearne via Wath and Pontefract Road. With train links to the commercial centres beyond of Wakefield, Leeds and Sheffield.

Inclusive Access

External access

The proposed development has directed, at-grade access to the surrounding footway network on the Herons Reach development. There is also direct, at grade access from the proposed development to bus network that extends along to the rail service at Wombwell.

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

The principles of an inclusive environment will be:

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

Internal Access

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

3. Access

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

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

Approach to Building

The approach to the building is the area of land within the cartilage of the property, from the boundary of the site up to the building itself. Consideration has been given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

Entrances

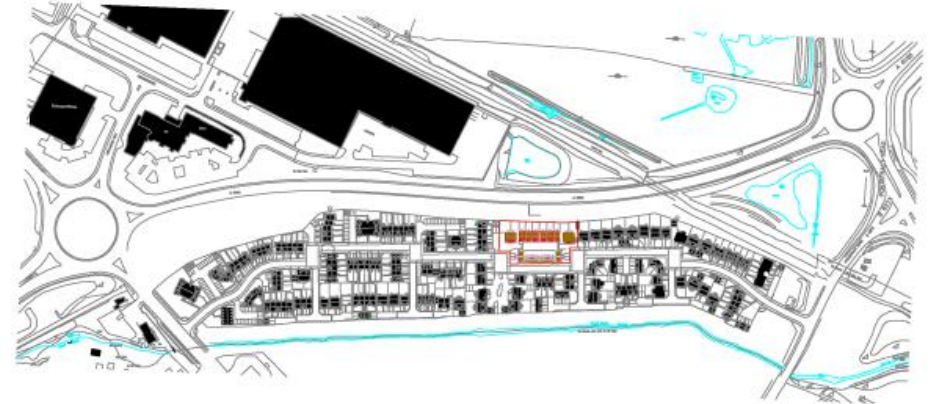
Entrances have been located in a logical relationship to the accessible routes that serve it. Consideration has been given to signage, lighting, contrast etc. where the security is required to prevent unwanted access, means of access has been located in a position suitable to all users.



4. Urban Grain Analysis

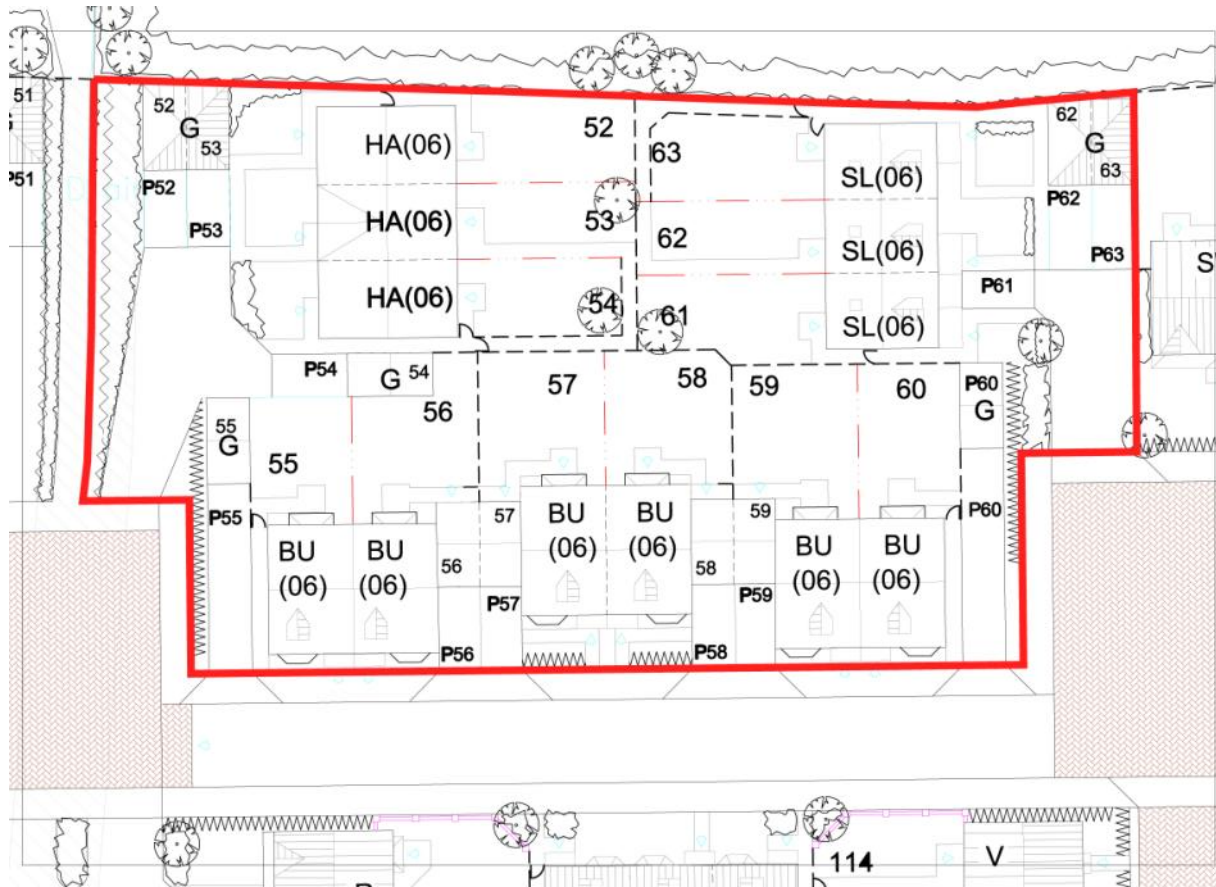


The urban grain within the immediate locality is relatively uniform, which is typical of Suburban properties in the area.



The urban grain of the proposed development has been super imposed existing grain in order that an adequate analysis can be undertaken. As demonstrated the proposed grain of the residential development is reflective of that within the immediate locality.

5. Previous Submitted Scheme



A general overview of the previous submitted scheme provides access from the existing estate road, with a number of individual private drive access.

There is a formal road network frontage for the site.

Negative elements of the scheme are:-

- No built form to the ends of the estate road vista's, blank gable sides of plots 55 & 60.
- need for rear access paths for plots 53 & 62.
- Lack of place making around the existing urban squares.
- Poor window population to the urban square gateways.
- Lack of legibility through the scheme in general.
- High car dominance to estate road frontage.
- Lack of house tenure variety.

6. Design Solution- Street Images

KNAPTON
Knapton.

Proposed Development @ Herons Reach, Wombwell.

Bellway

Street Images

Client: Bellway
Site: Herons Reach
Plan: Street Images

Date: 04/07/19
Draw No: 000002017
Scale:

6. Design Solution– Street Scenes

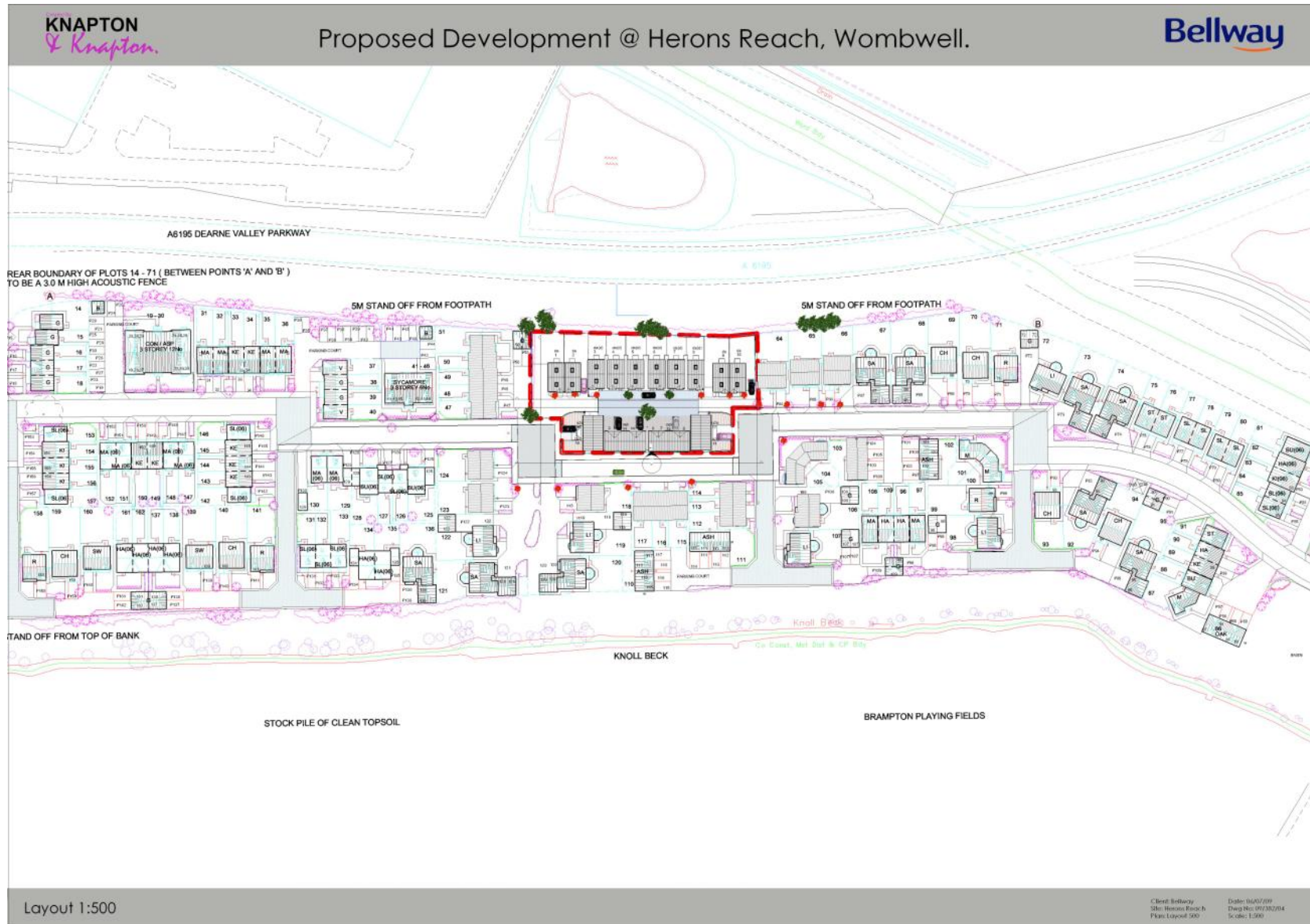


HERONS REACH

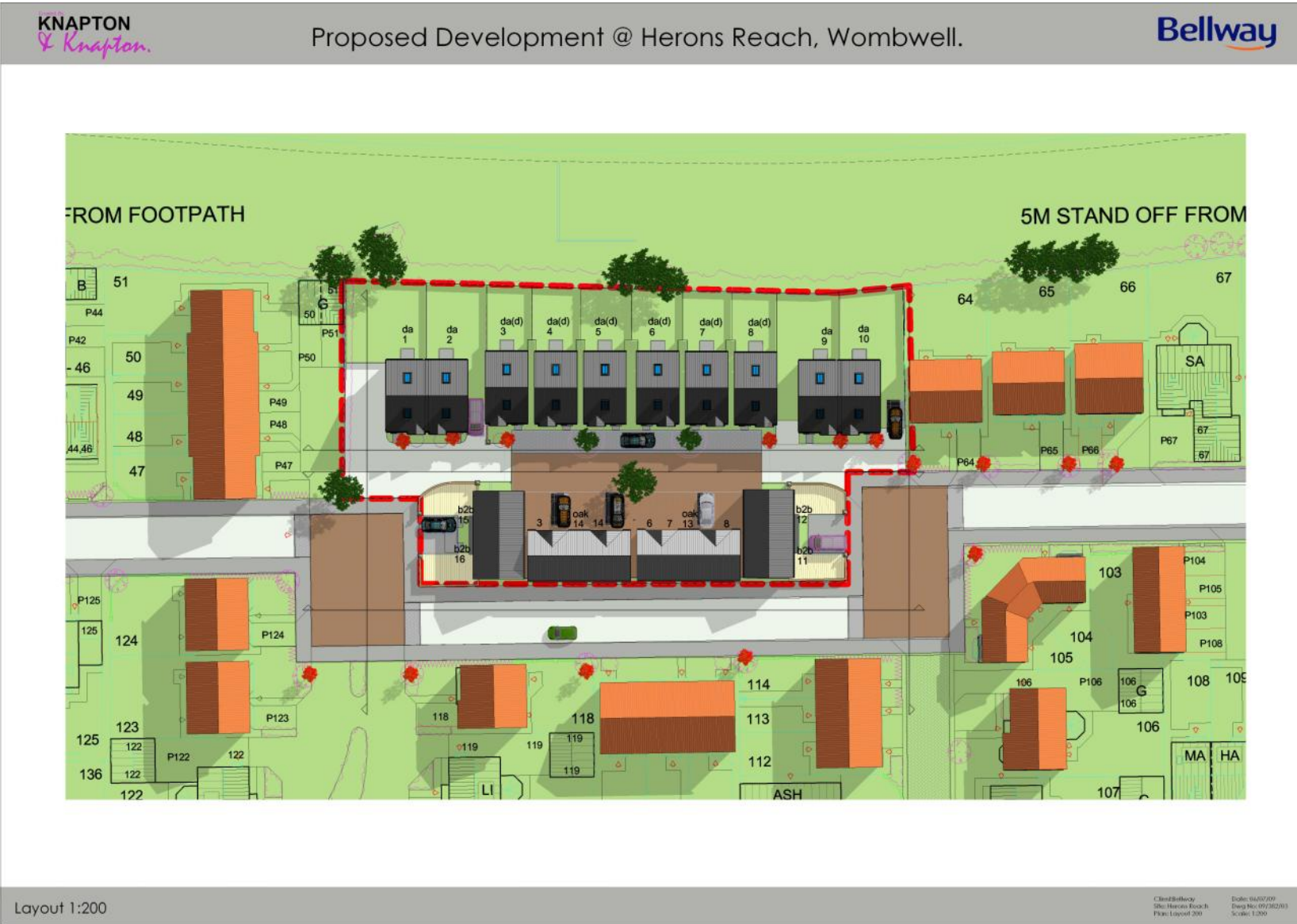
WOMBWELL

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6. Design Solution- Site Layout



6. Design Solution Character Area



7. Design Justification. Objective 1– character.

The proposed scheme is for residential dwellings that intend to create a sense of place within a large scheme that is lacking discernable identity when travelling through . The design objectives and prompts to thinking are set out in this section along with a justification for each design solution adopted, illustrating how each objective will be achieved.

Character:

A place with it's own identity;

- Consider the site's landform and character when laying out a new development.
- Integrating new development into it's landscape setting reduces its impact on nature and reinforces local distinctiveness.
- Responding to the existing buildings, streets and spaces ensures that adjacent buildings relate to one another, streets are connected and spaces compliment one another.
- Responding to local building forms and patterns of development in the detailed layout and design of a development helps to reinforce a sense of place.
- The use of local materials, building methods and details is a major factor in enhancing local distinctiveness.
- The scale, massing height of proposed development should be considered in relation to that of adjoining buildings, the topography, the general pattern of heights in the area, views, vista's and landmarks.

As identified in the site analysis section the area is a substantial residential development. The form and character of the immediate locality has influenced the proposed layout, with the positioning of units to the end of the road vista's as plots 11,12,15 & 16. The siting of these units is a direct response to the lack place making and window population around the urban squares, which are key junctures within the scheme .

The proposed units 1 to 10 reflect the existing built form and blend seamless to reinforce the frontage and established build line. The creation of a courtyard removes the car from the main estate frontage and allows the sense of place around the squares to be reinforced and increases the legibility of these key areas. A level of intimacy will be created within the new courtyard which will help to define the different places within the current housing development and so improve the legibility and visual narrative of the scheme.

The urban grain analysis on page 11, illustrates clearly the existing grain within the immediate locality and through the evolution of the layout this has been referenced to ensure some of the local characteristics are reflected in the development, blending it with the existing surroundings.

The layout illustrates the potential to integrate the proposed development with the existing homes through the use of the new courtyard. The existing road pattern is retained but the proposed built form will underline the opportunities for place making which have to date not been exploited. Which will ultimately reduce traffic speeds within the residential area.

The proposed development responds well to natural and existing ground levels and through the use of buildings of varying scales, the character of the locality is enhanced.

7. Design Justification 3d Massing - character.

Key Objectives

- Strong street scene and gateway buildings to existing estate road vista's.
- Simple use of a rear courtyard.
- Organic and clear building lines to estate road.
- Removal of car dominance to estate road.
- Increase in window population to existing urban squares.
- Lower traffic speeds.
- Enhance the narrative of the wider site and its legibility.



7. Design Justification. Objective 2 - continuity and enclosure.

Continuity and enclosure.

A place where public and private spaces are clearly distinguished.

- Buildings that relate to a common line to reinforce and define the street.
- The primary access to the buildings is best achieved from the street.
- The front and backs are legible and respond to the proposed use.
- Clearly defined private space for better privacy and security.
- Development that defines the streets and public places.
- Definition between the fronts of the buildings and the street.

We have established and further reinforced a strong building line to the estate road. Buildings of a similar scale and form define themselves as gateway buildings to the vista's down the estate road. Balancing and enhancing the existing units to the opposite side of the road.

Active frontages are proposed with a high window population on all units, with a key design driver of minimal car impact to the frontage and restricting the number of vehicular accesses. The use of the rear parking court and private drives has been integral to achieving this, along with a holistic approach to parking provision delivery considered on a plot by plot basis.

The proposed frontage of units to the estate road opposite plots 114 to 118 will provide natural surveillance of this street, improving the pedestrian activity levels to enhance the sense of security of the existing residents. The direct pedestrian access will encourage active frontages and further integrate the proposed development into the existing community. The car has been removed from this area with the use of rear parking court.

All rear boundaries are defensible and wherever possible locked into other rear boundaries. The rear parking court is overlooked by the introduction of homes within the parking courts and using dual aspect "flat over garage" units to make these parking courts secondary frontage areas.

Clear boundary treatments are proposed throughout the site, reflecting the need to define public and private spaces. Railings, walls, hedges and fences can all be used in appropriate positions to vary the levels of security and privacy required.

7. Design Justification 3d Massing - continuity and enclosure.

The image demonstrates;

- The well defined building line to the existing estate road frontage.
- The gateway buildings that define the estate road vista's
- The intimate clarity of the courtyard.
- Loss of car dominance.



7. Design Justification. Objective 3 - 3d Massing



Features:

- Strengthening of the existing build lines.
- Strong links and integration to the existing community.
- Enhanced legibility and movement around the development.
- Key focal buildings
- Enhancing the primary route through the development

7. Design Justification. - quality of the public realm.

Quality of the Public Realm.

A place with attractive and successful outdoor areas.

- A successful place has a system of open and green spaces that respect natural features and are accessible..
- High ground floor window population.
- Well designed public spaces relates to the buildings around it..
- Street and spaces that are overlooked allow natural surveillance, feel safer and generally are safer.
- The design of public spaces should take account of the microclimate.
- Works of art and well designed street furniture integrated into the design of public spaces give identity and enhance the sense of place.

Open green spaces are essential elements with the layout. The layout provides a mixture of formal hard surfaced and green areas along with more naturalistic green space to the rear of the site. New homes are sited to overlook all of these spaces. The road pattern has been designed to facilitate low traffic speeds and facilitate a modal shift towards more sustainable travel means. Direct and secure pedestrian links to the bus stops on Wath Road and Pontefract Road to the railway station beyond are vital in delivering this objective.

Areas of space within the site have been carefully positioned to serve a variety of functions, ranging from creating spaces around the building to allow these areas to breathe, through to more naturalistic areas.

One of the key elements of the layout is personal security. Through the careful siting of pedestrian routes, along with selective use of the appropriate boundary treatment ensures a high level of natural surveillance and hence provides safe routes and areas.

The careful siting of street furniture, such as lighting, bollards, railings and seating has been carefully placed so as to minimise street clutter and strengthen the sense of place.

7. Design Justification. Objective 4 - ease of movement.

Ease of Movement.

A place that is easy to get to and move through.

- A well designed urban structure has a network of connected spaces and routes, for pedestrians, cyclists and vehicles.
- Transport routes should reflect urban design qualities and not just traffic considerations.
- A developments access and circulation should contribute to a fine grain network of direct and connected routes with and beyond the site rather than creating big blocks.
- The way a development is laid out can encourage low traffic speeds.
- The layout and density of development can help increase accessibility to public transport.
- Integrated transport interchanges promote the use of public transport and provide for seamless movement between all modes of travel.

Permeability is the key element of the layout. The site has through road opportunity which has been designed to promote access opportunities to both Wath and Pontefract Road. There are pedestrian/cycle links to surrounding developments and pedestrian routes. This reflects the importance of connectivity and the potential role of public transport.

Throughout the layout there is a transition from the transport artery of Pontefract and Wath Road, through a short estate road to a connection into the smaller pedestrian scaled low traffic speed courtyard. The detailed design will reflect the needs of pedestrians and cyclists as a priority to the car user.

The layout has been designed to create smaller connected blocks of development, enabling active street frontages and secure locked in rear gardens, secure and well over looked rear parking courts.

Low traffic speeds within the site will be achieved through a wide range of highway design solutions. These include changes in surfacing, the use of gateways, smaller corner radii and restricting the length of the courtyard and long distance views along the estate road within the site.

7. Design Justification. Objective 5 - legibility.

Legibility.

A place that has a clear image and is easy to understand.

- A development that is sited so as to enhance existing views and vistas and create new ones, can help people to find their way around.
- The design, location and function of buildings can reinforce the identity and character of the routes and spaces they serve.
- Well designed corners enhance legibility by creating visual interest and contributing to distinctive identity.
- The legibility of an area can be improved through the detailing and quality of materials in a new development.

Permeable routes through the site have been designed to give strong vista lengths, which have lacked an interesting buildings to define the change in direction to generate memorable routes through and around the development and the siting of plots 11, 12, 15 & 16 will instil the sense of place.

These gateway's have been designed to improve the legibility of the site, being marked by two distinctive buildings and planted areas in front of these units. The mirrored approach to the use of these buildings will further reinforce this important of gateway vista buildings.

Throughout the layout, it has been envisaged that the buildings will be of high quality, well detailed and constructed materials. These are issues to be fully addressed at a later stage in the planning process.

7. Design Justification. Objective 6 - adaptability. Objective 7 - diversity.

Adaptability.

A place that has a clear image and is easy to understand.

- Simple robust building forms, not tightly designed to very particular use, allow for the future opportunities and give the greatest variety of future possibilities.
- Places should be capable of being used for a range of activities.
- Development that endure have flexible layouts and design.

The design of the buildings should be adequate to future changes in uses and the requirements of the occupants.

The mixture of uses on the proposed development will ensure varying levels activity throughout the day, adding to the vibrancy of the neighbourhood.

Diversity.

A place with variety and choice.

- Creating a mix of uses can help to attract people to live, work and play in the same area.
- Getting the mix right is important.
- Diversity of layout, building form and tenure can contribute to making successful living and working environments.

The highway network has been designed to adoptable standards and as outlined previously, is of a relatively fine grain ensuring flexibility for future changes.

As stated earlier, the mixture of uses on the proposed development will ensure varying levels of activity throughout the day, adding to the vibrancy of the neighbourhood. This mixture will also add to the aesthetic variety of the street frontage, offering the potential for a wide variety of architectural form, which whilst different should sit harmoniously together.

The permeability of the layout, the mixture of uses and the proximity to good public and private transport networks should ensure a viable and successful addition to the community.

Overall the layout blends a variety of complimentary uses with good permeability, strong links to public transport, safe and secure access to public open space and a good variety of built form. These elements will hopefully ensure a pleasant environment both to live and work.