

Proposed Residential Development on land at
Station Road, Wombwell

Design and Access Statement

October 2019



Contents Amendment Record

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01

Introduction

Introduction

This Design and Access Statement has been prepared on behalf of Hartwood Estates.

The application seeks to agree the location of the access only, with all other matters reserved. The application is supported by an indicative layout showing 111 dwellings, with full details to be agreed through subsequent reserved matters applications.

Vision

The proposal will create a distinctive residential development which is sympathetically designed to respect the surrounding built and natural environment. Housing could comprise a mix of 1 to 5 bedroom houses, including affordable housing, to create a sustainable and mixed community.

Purpose

This Statement responds to the requirements of the article 2 of the Town and Country Planning (Development Management Procedure (England) Order 2015 for applications of this type to be accompanied by a Design and Access Statement.

The content of the design element of the statement aims to demonstrate how the physical characteristics of the scheme have been influenced by a thorough process. The process undertaken includes:

Assessment
Involvement
Evaluation
Design

The statement also seeks to address the following factors:

- Explain the design principles and concepts that have been applied to the development;
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explain how any specific issues which might affect access to the development have been addressed.

The access element of the statement also includes two aspects of access to the development:

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

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

Brief

The following points summarise the brief at an early stage of the design process:

- Deliver quality of built form and spaces;
- To engage with local residents;
- Employ innovations which are a model for environmentally sensitive development; and
- Create a scheme which is deliverable and viable.

Aspirations

Our intention is to deliver a secure and sustainable development of modern family homes in a safe, green and welcoming environment.

Achieve this vision through careful design and communication with the local authority without preconception of the possibilities for this site.

02

Development Framework

National Planning Policy Framework, 2019

This document replaces the first National Planning Policy Framework published in March 2012.

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

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.

Paragraph 8 states the overarching objectives of the planning system is to achieve sustainable development. The objectives are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Achieving well-designed places

Paragraph 124 states in respect of achieving well-designed places that:

The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 127:

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

Paragraph 130:

Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.



National Design Guide, 2019

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. The National Design Guide published 1st October 2019, by the Ministry of Housing, Communities & Local Government seeks to illustrate how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

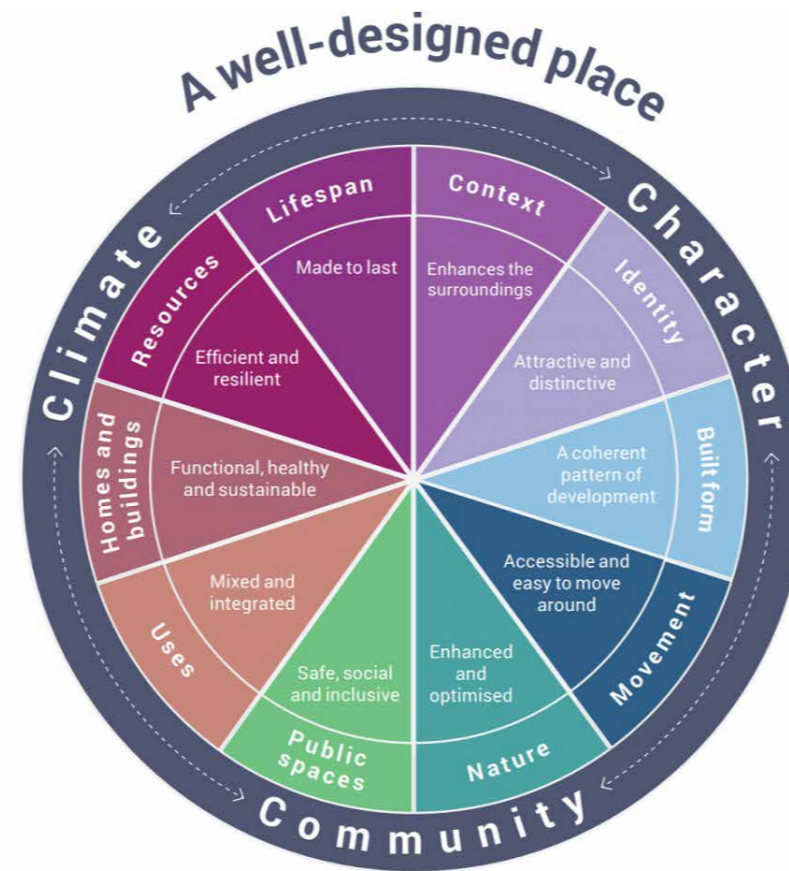
The focus of the design guide is on good design in the planning system, so it is primarily for:

- local authority planning officers, who prepare local planning policy and guidance and assess the quality of planning applications;
- councillors, who make planning decisions;
- applicants and their design teams, who prepare applications for planning permission; and
- people in local communities and their representatives.

The 10 characteristics of well-designed places

The design guide introduces 10 characteristics for well designed places as set out in the diagram and explained in depth in the design guide. The Design Guide states that a National Model Design Code, will be published setting out detailed standards for key elements of successful design. This will be subject to consultation and consider the findings of the Building Better, Building Beautiful Commission who are due to publish their final report in December 2019.

The National Model Design Code will set a baseline standard of quality and practice across England which local planning authorities will be expected to take into account when developing local design codes and guides and when determining planning applications.




 Ministry of Housing,
 Communities &
 Local Government

Barnsley Local Plan (2019)

GD1 General Development states:

- There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;
- They are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land;
- They will not adversely affect the potential development of a wider area of land which could otherwise be available for the development and safeguards access to adjacent land;
- They include landscaping to provide a high-quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape;
- Any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated;
- Adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas;
- Any drains and culverts are considered;
- Appropriate landscaped boundaries are provided where sites are adjacent to open countryside;
- Any pylons are considered in the layout;
- Existing trees that are to remain on site are considered in the layout in order to avoid overshadowing.'

Policy D1 states development is expected to be of high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley.

Supplementary Planning Documents

- SPD: Designing new housing development (2019)
- SPD: Open Space Provision on New Housing Development (2019)
- SPD: Parking (2012)

A detailed Planning Statement has been prepared by Enzygo and should be read in conjunction with this Design and Access Statement.

03

Site Area and Analysis

The site is currently undeveloped land and is situated to the north of Station Road, approximately 6.5km south-east of Barnsley town centre and is centred at grid reference SE 40508 03630 approximately.

The area surrounding the site is a mixture of residential and commercial with areas of woodland. The proposed development site comprises land to the north of Station Road and to the East of Low Valley Industrial Estate as shown on the location plan on page 10. To the north of the site, beyond the woodland, are Netherwood Academy's playing fields. To the east is residential development on Stonyford Road and George Street; the south features more residential development and a public playing field containing a playground. To the west is Low Valley Industrial Estate containing Naylor Industries, GK Cars, Safestyle UK Glass Processing and others.

Public Footpaths

Public footpaths which need to be considered are footpath number 9 which runs along Bulling Dike and footpath number 8 which runs along the River Dove.

Topography

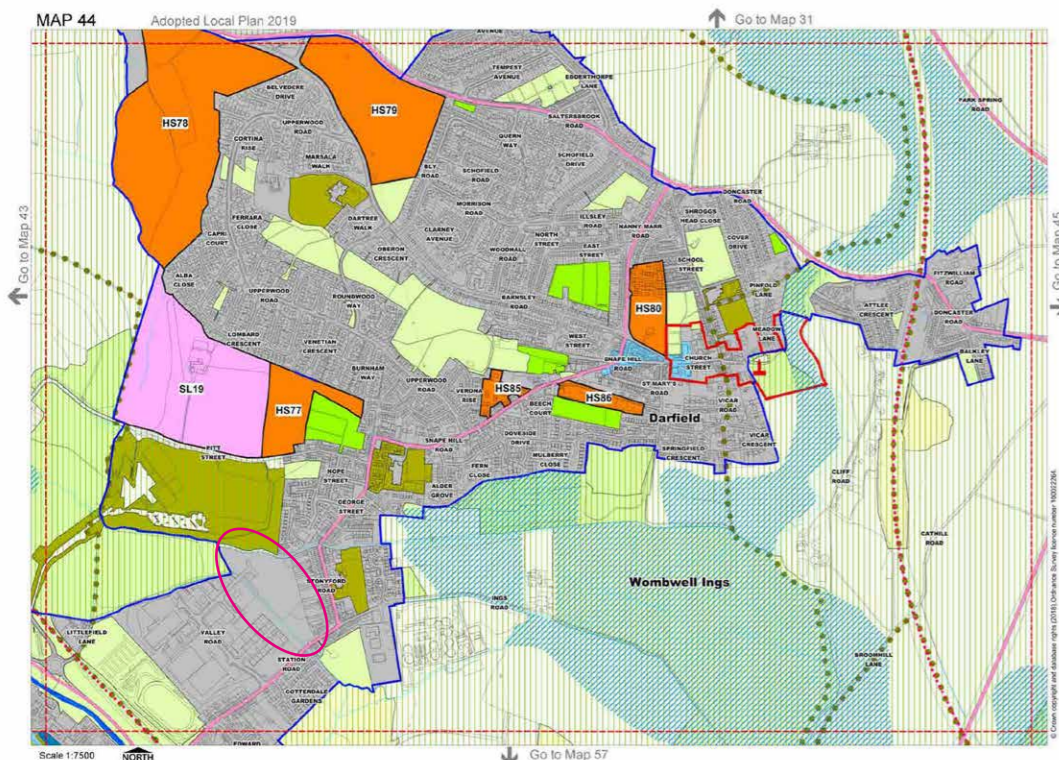
The Site generally falls in a south easterly direction from 27.08 metres Above Ordnance Datum (m AOD) (located in the north western corner) to 24.82m AOD (located along the south-western boundary). The fall of 2.26m over approximately 305m gives a gradient of 1:135.

Flood Risk

Initial site screening using Environment Agency online indicative flood mapping shows that areas within the Site are located within Flood Zone 1 and 2 and the Site is more than 1 hectare (ha) in area (3.80ha) and is at risk of surface water flooding.

Heritage Assets

There are no known heritage assets within the vicinity of the site.



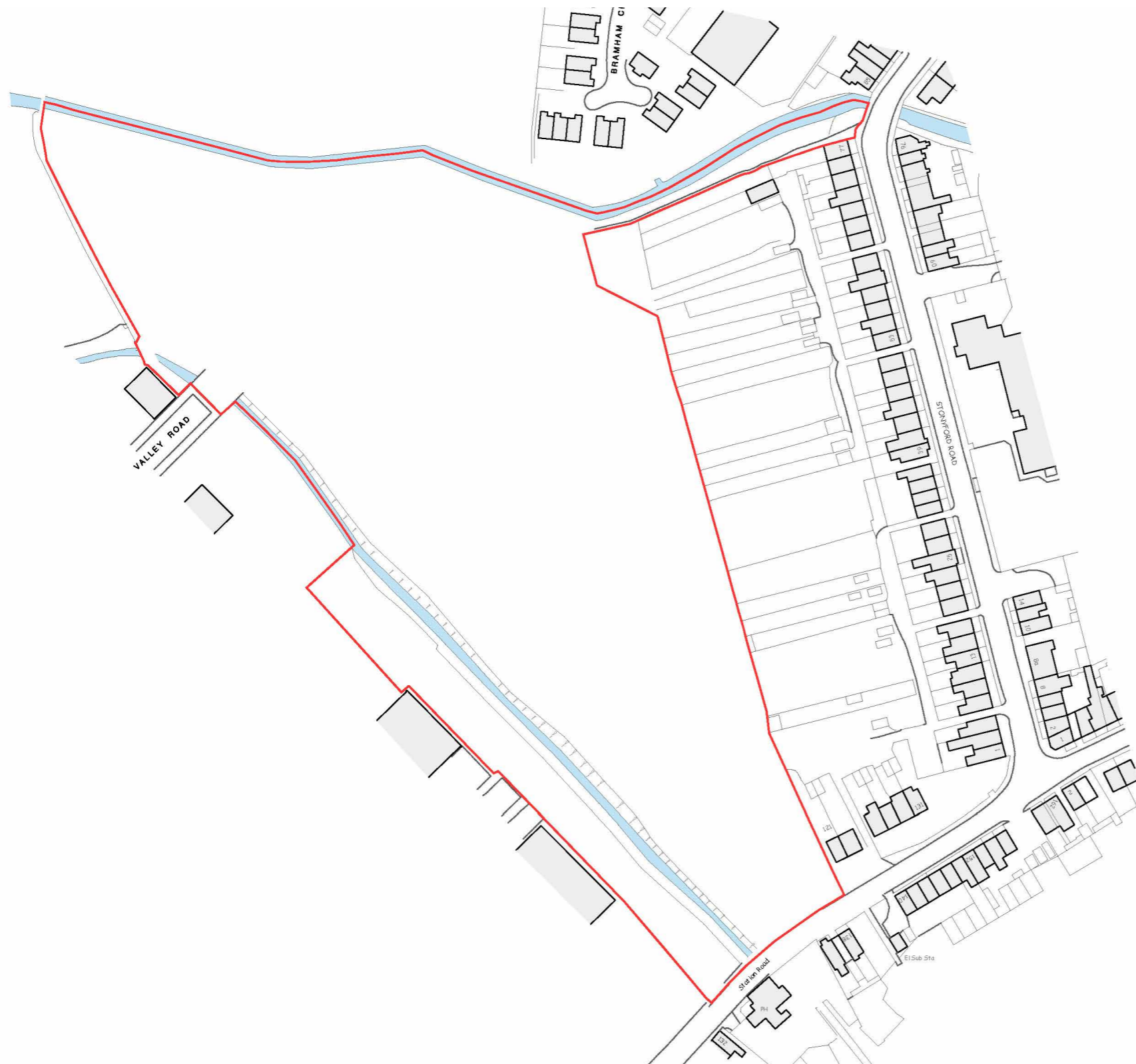
LOCAL PLAN EXTRACT



AERIAL IMAGE

3.0 Site Area and Analysis

The red line demonstrates land within the Applicant's ownership, which forms this planning submission.



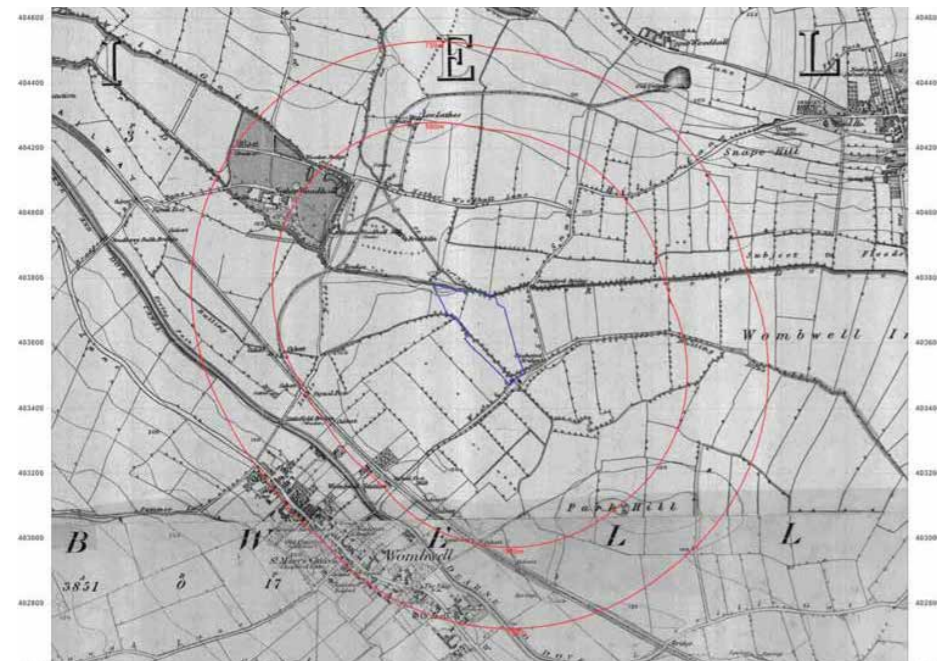
LOCATION PLAN

3.0 Site Area and Analysis

Map Regression

Map regression enables an understanding of how a settlement developed and functioned historically. The Site Investigation has searched the Ordnance Survey maps which has shown that the area of the proposed development has retained a greenfield character from the mid-19th century to the present day.

The site has developed from an open field in the 1890's through to 2002 when the site had a commercial unit which has subsequently been demolished.



1850 - 1854



1901-1904



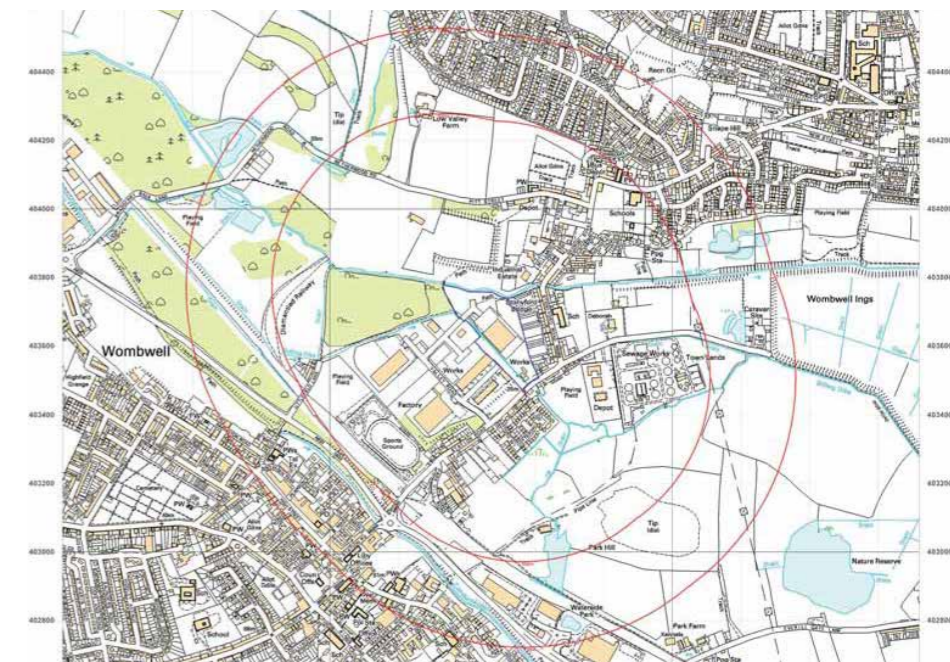
1929-1931



1948



1966-1967



2002

HISTORIC MAP EXTRACTS

3.0 Site Area and Analysis

Area Wide Analysis

This section of the Design and Access Statement reviews the existing form and architectural styles found within the wider locality of the site as a means of informing the design solution.



EXISTING URBAN GRAIN

The site sits within an area which was historically between the settlements of Wombwell and Darfield.

Ribbon development stemming from Station Road has comprised of mixed uses including commercial and residential.

There is no definitive vernacular or character to the area.

Area A - Mixed historic development

Type	Plotting	Parking	Materials
2- 3 storey	Terraced, Semi-detached & Detached	Driveways & On Street	Brick & render

Area B - Developed Circa 1980's/1990's

Type	Plotting	Parking	Materials
Bungalow, 2 storey	Semi-detached & Detached	Driveways	Brick & render

Area C - Developed 1900-2000

Type	Plotting	Parking	Materials
Bungalow, 2 storey, 2.5 storey	Apartments, Terraced, Semi-detached & Detached	Driveways, Parking Bays & On street	Brick, render, art stone, boarding

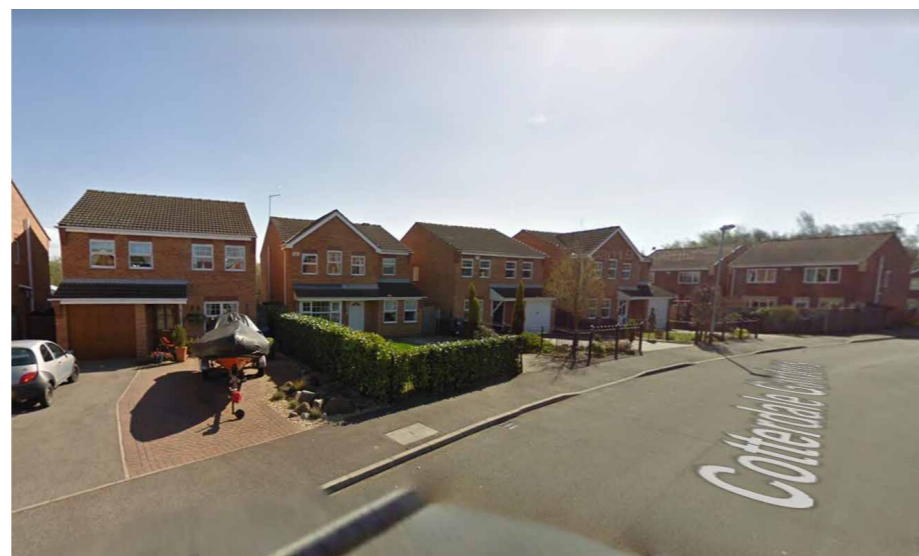
AREA A



AREA B



AREA C



Sustainability and Integration

It is important that when considering the design solution that an understanding of how the existing area functions in terms of place is carried out. This enables the proposed connection points and linkages to be identified, both within and from the site, so that important desire lines are achieved.

This process ensures that the new development enhances the existing movement framework of an area rather than disrupting or severing it.

The information provided opposite identifies the position of the site in relation to local services.

There is a Secondary School and a Primary School within 200m walk from the site. After this, the nearest facilities and services such as supermarkets, a Post Office, a Police Station, Library, shops, doctors, dentists and chemists all lie within 1.0 kilometres of the site in the Town Centre of Wombwell. Other Primary Schools are also available within 2.0km of the site. The application site is located within a sustainable location with access to a range of local amenities and services including:

- Large Shops;
- Local Schools;
- Post Office;
- Health Services;
- Supermarkets

It is therefore considered that there are a range of local facilities including education, health care and convenience shopping within the area surrounding the proposed development site that would be accessible by a range of modes other than the private car. These facilities will also provide a range of local employment opportunities that are within walking distance of the site as well other commercial uses in the surrounding area.

Key

- ① Post Office
- ② Primary School
- ③ Secondary School
- ④ GP Surgery
- ⑤ Pharmacy
- ⑥ Supermarkets
- ⑦ Sports/Recreation Ground
- ⑧ Public House
- Bus Stop
- Railway Station



SUSTAINABILITY PLAN

04

Design Evolution

Opportunities and Constraints

The aim of the design process is to:

Appreciate the Context of the Area - Interpretation of character of the area, natural resources and aspirations of local community to arrive at a realistic vision of what the place may become.

Creating the Urban Structure - Creating the inter-relationship between development blocks, streets, buildings, open space, landscape and all other features that contribute to creating an urban environment.

Making Connections - The roads, streets, footpaths, public transport routes and green corridors need to achieve a sustainable interlinked movement system.

Detailing the Place - Considering the detail of the buildings and public realm and the interface between them, the corner treatments, roof lines, pavement and street furniture etc.

The site area and analysis enables a detailed evaluation of the potential opportunities and constraints of the site, this informs the initial design process.

OPPORTUNITIES

- Sustainable location of site to provide additional housing in this area of the District.
- Surrounding land use is predominantly residential so proposals will be in keeping.
- Opportunity create pedestrian linkages to the wider settlement including Netherwood Academy.
- Opportunity to provide areas of public open space for use by new and existing residents.
- Opportunity to create an ecological corridors to the northern and western boundaries.
- Opportunity to incorporate surface water storage.

CONSTRAINTS

- To respond appropriately to the watercourses to the western and northern boundaries.
- To mitigate flood zone 2 status.
- Consider the amenity of existing residents through the siting of new development.
- To provide an appropriately located access point to Station Road.



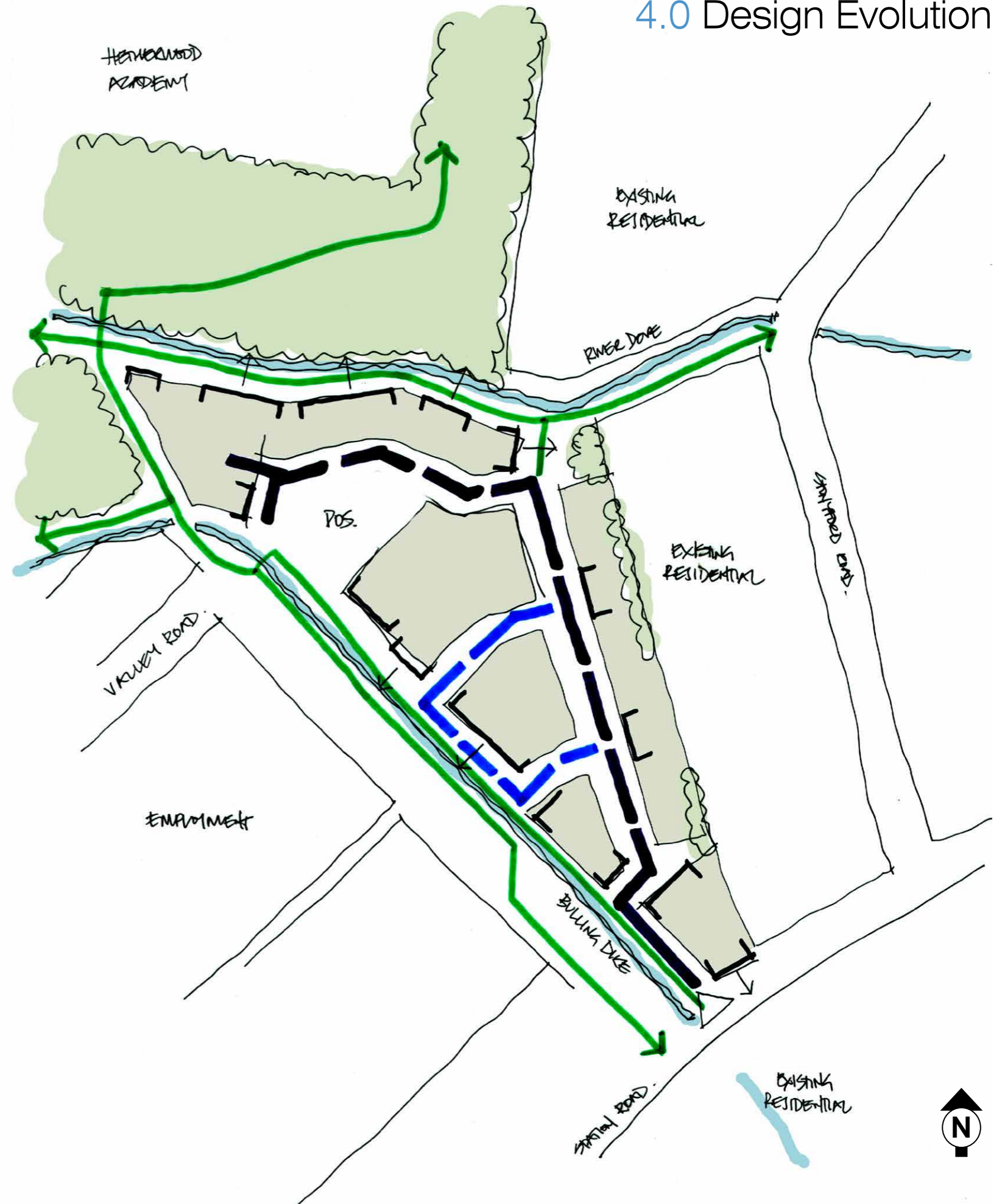
OPPORTUNITIES AND CONSTRAINTS

4.0 Design Evolution

Concept Masterplan

Taking into consideration the opportunities and constraints of the site, the following masterplan has evolved.

- Access from Station Road
- Outward facing perimeter blocks fronting internal roads and Bulling Dike / River Dove
- Area of public open space
- Pedestrian permeability through the site to off-site public right of way



05

Design Solution

Amount of Development

This application seeks outline approval with means of access for residential development. In line with local and national guidance, it is a requirement to identify the amount of development being proposed. Although only at the outline stage, the land use plan demonstrates how the development would incorporate the following uses:

- Residential Development
- Public Open Space

The breakdown of land uses on the site as demonstrated is as follows:

- Gross Area - 3.84 hectares
- Residential - 2.77 hectares
- Open Space - 1.07 hectares (28%)

The scheme will be developed at varying densities in different parts of the site with an overall density in the range of 40 units per hectares (based on 111 indicative capacity).

Mix of Housing

The development could provide a mix of 1,2, 3, 4 and 5 bedroom properties which will range from terraced to semi-detached and detached dwellings.

Affordable Housing

The proposed development is for 111 dwellings. In accordance with local planning policy requirements, 10% of the dwellings will be affordable, equating to 11 affordable homes within the site.

In accordance with pre-application advice received, the affordable housing would comprise an 80/20 split in terms of social rent/ affordable ownership. We propose that 8 of the houses are social rent properties, and 3 of the properties are affordable ownership properties.

The affordable housing will be distributed throughout the site. As the current application is for outline planning consent, we anticipate that this detail could be achieved through a planning condition.

Development Summary

No. of Dwellings: Up to 111

Gross Site Area: 3.84 hectares

Development Area: 2.77 hectares

Public Open Space: 1.07 hectares

Type of Dwellings: Detached, semi detached and terraced

Storey Heights: 2-3 storey development

Bed Range: 1, 2, 3, 4 & 5

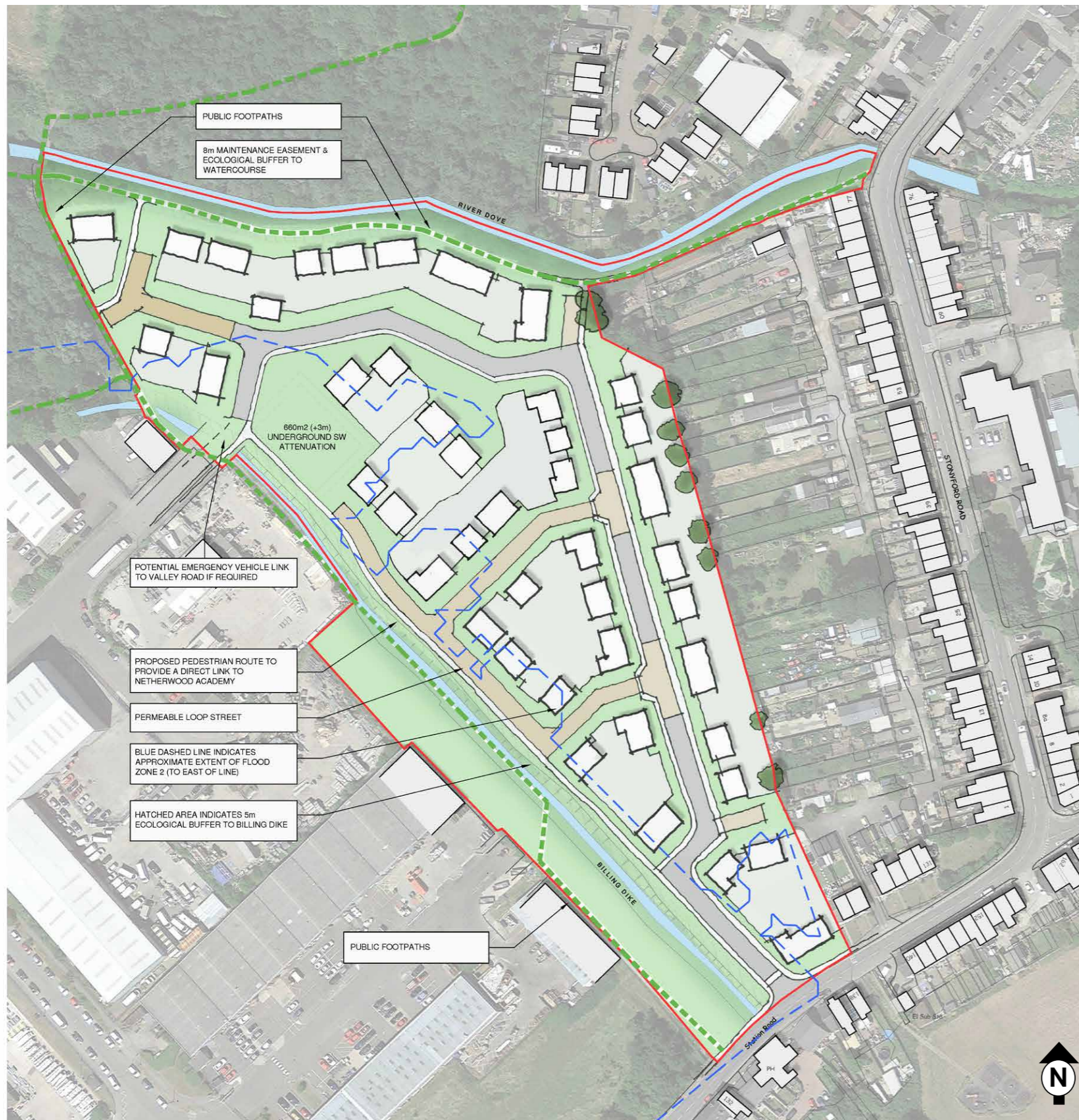
Density Range: 40 dwellings / Ha (net)

Development Areas



ILLUSTRATIVE MASTERPLAN

Illustrative Layout



ILLUSTRATIVE MASTERPLAN

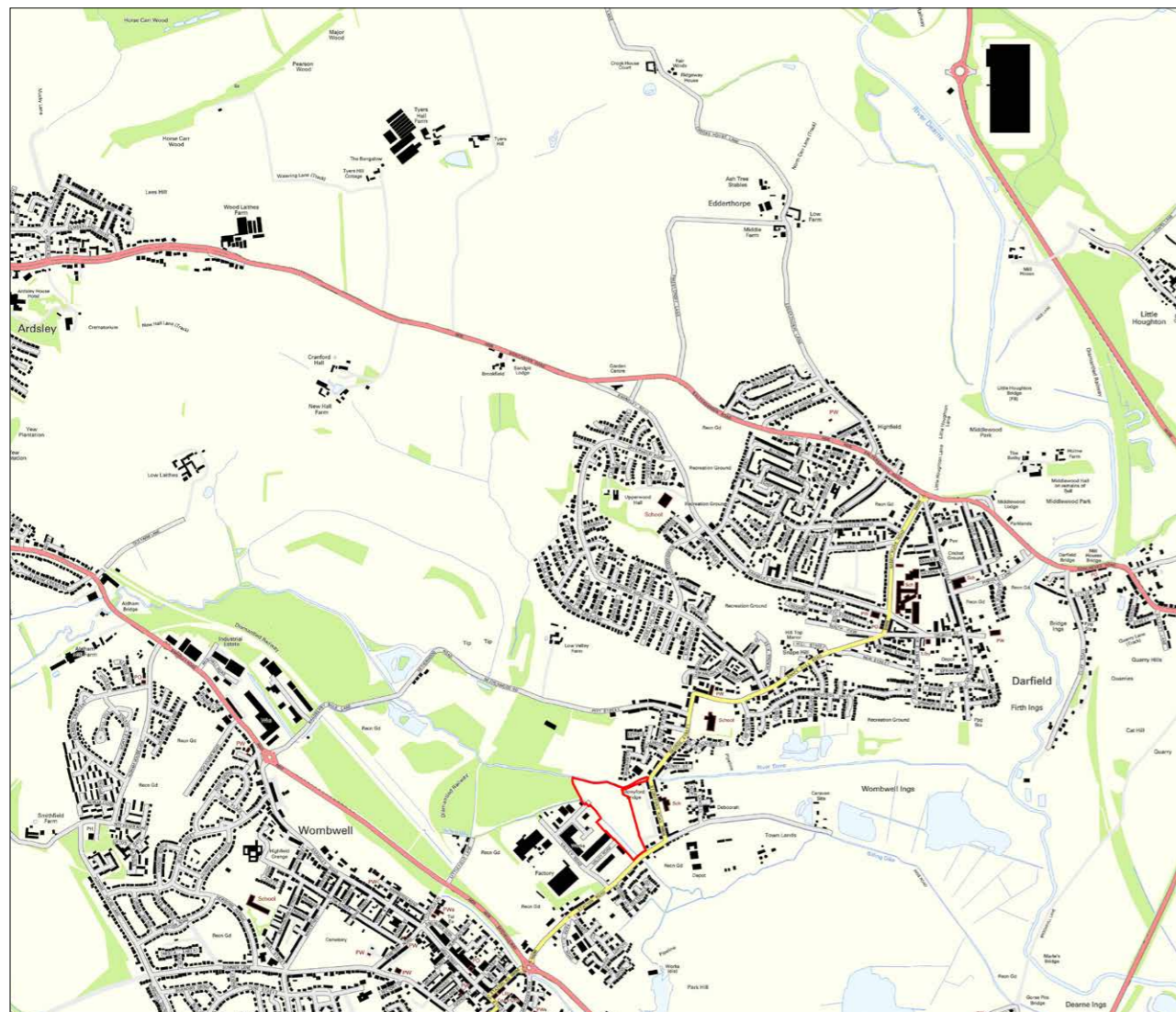
“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.” (NPPF para.124).

A detailed analysis has been undertaken as part of this application and a suite of technical information accompanies the submission. The proposed Illustrative masterplan (opposite) demonstrates how a scheme on the site could be delivered, albeit it has been submitted purely for indicative purposes. An assessment has also been undertaken to understand any constraints or potential opportunities for the development. The following key points identify the elements, which demonstrate that the scheme has been developed in line with the context of the site.

- The scheme ensures that existing key features are integral to the design solution. This includes the existing landscape and walked routes across and through the site.
- Access to the site will be taken from Station Road providing 2.4 x 33m visibility splays.
- The masterplan demonstrates a hierarchy of movement corridors from a primary connection which provides a route through the development to secondary connections. Pedestrian connections are integral and provide linkages to the wider off site footpath network on Station Road and through to Stoneyford Road.
- Within the site buildings should be positioned to create focal points within the scheme, which guide the visitor through the site and create visual stops.
- Clear distinctions should be made between public and private spaces avoiding confusion. Similar to existing developments within the locality this is predominantly achieved through careful landscape treatments or low boundary treatments.
- Entrances to the properties should be located along the main elevations making it easy for residents and visitors to find their way around.
- Development includes attenuation for surface water.
- Provision of an ecological buffer to Bulling Dike incorporating a pedestrian linkage with frontage development.
- Provision of an ecological buffer to the River Dove incorporating a pedestrian linkage with frontage development.
- Potential emergency link to Valley Road (if required).
- Proposed pedestrian route to provide a direct link to Netherwood Academy.

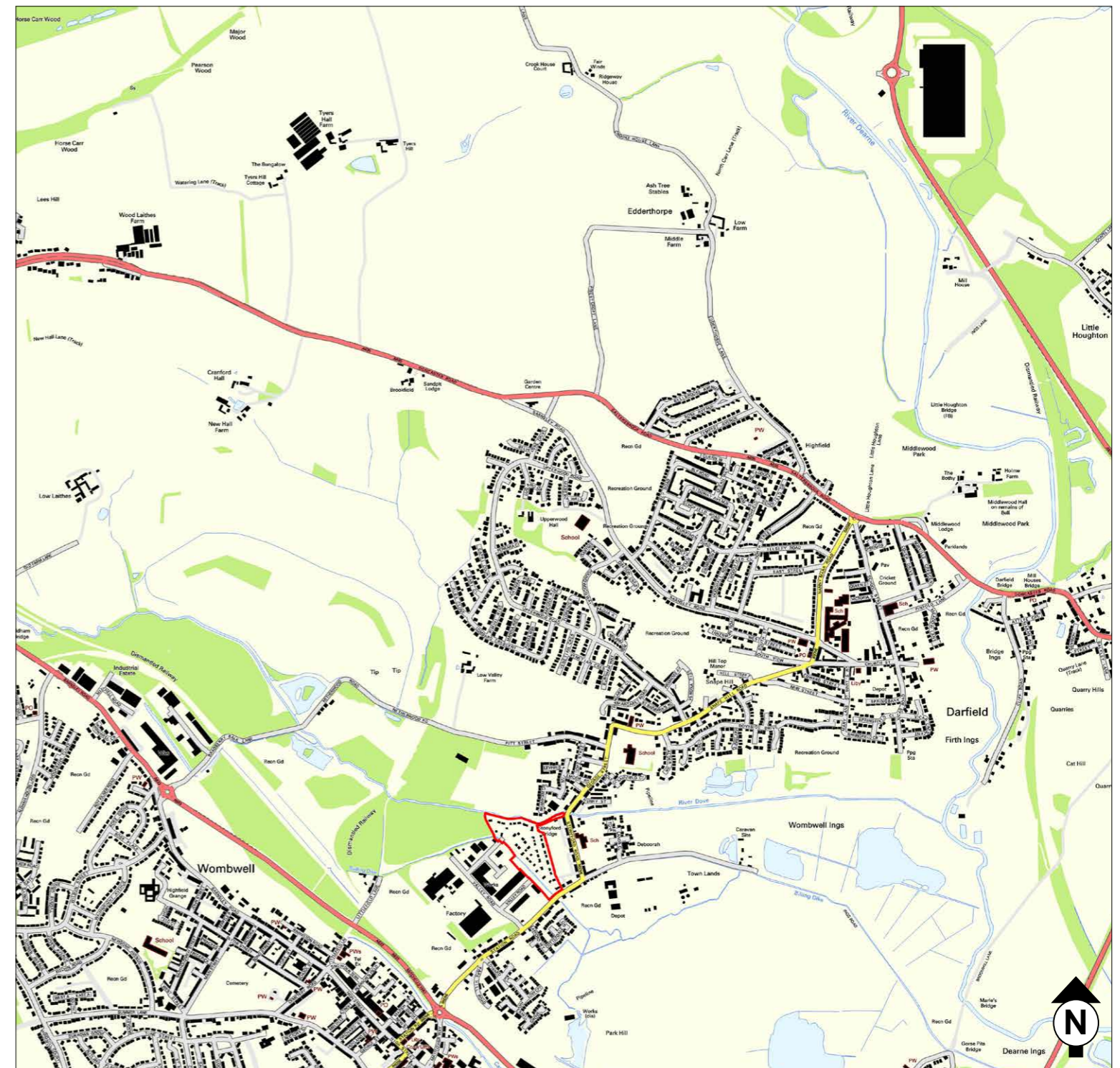
Urban Grain

Existing Urban Grain



The existing grain as outlined earlier is characteristic of a settlement which has developed over time. The proposed grain as shown opposite demonstrates that the development will integrate within the surroundings.

Proposed Development

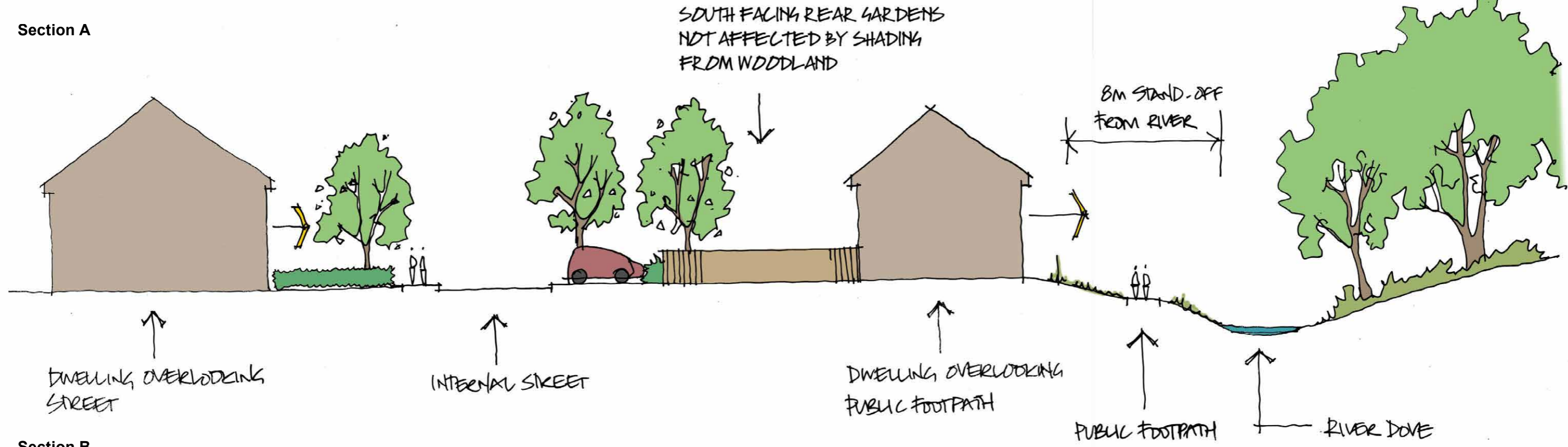


PROPOSED URBAN GRAIN

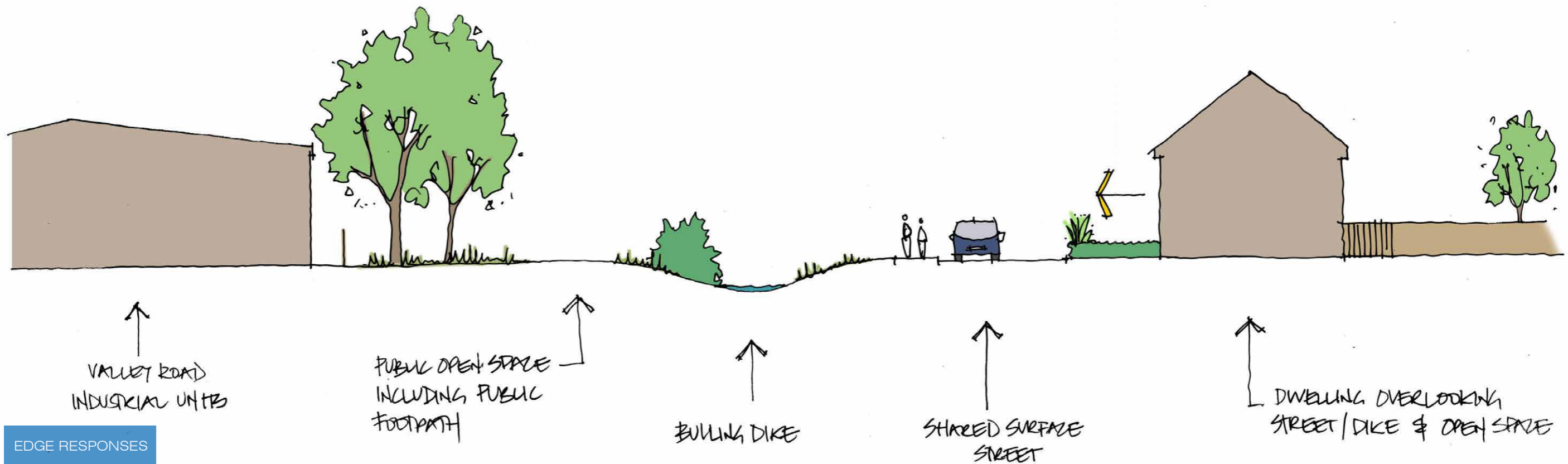
Edge Responses

The following sections demonstrate how the development may respond to the immediate surroundings.

Section A



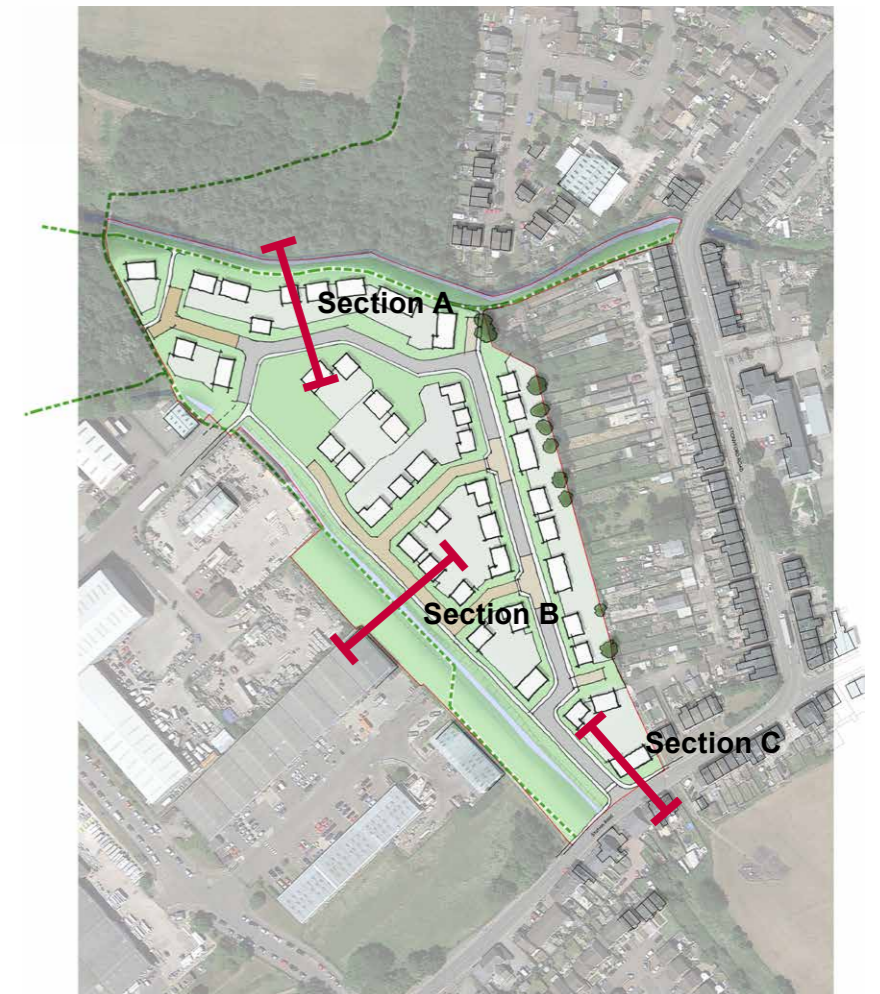
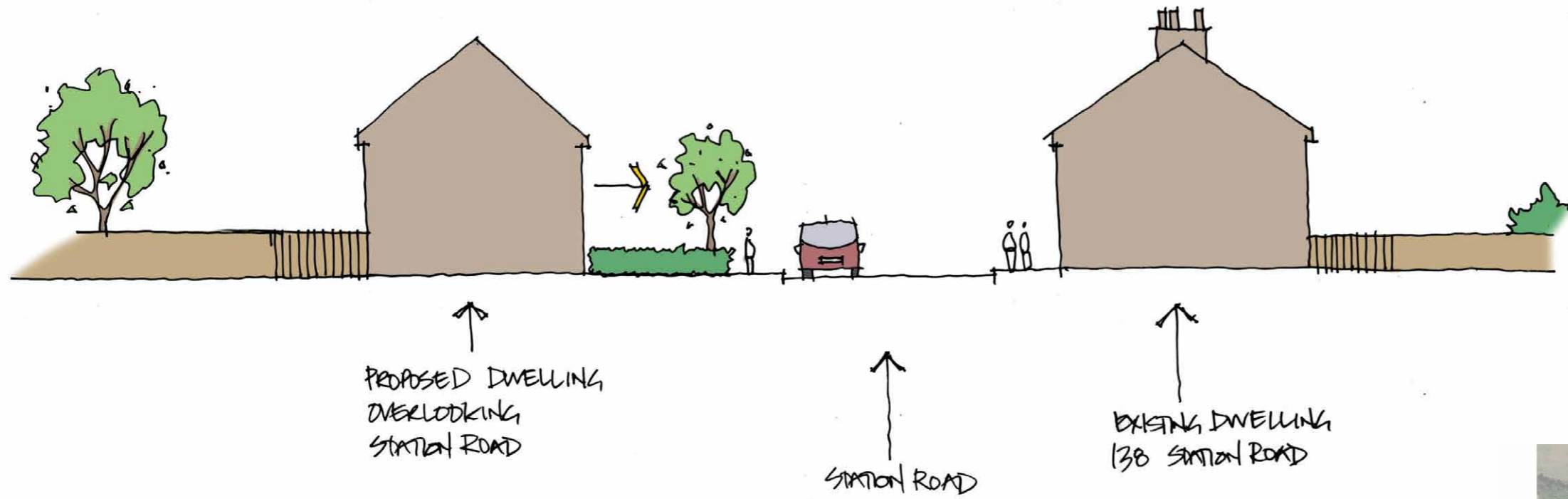
Section B



EDGE RESPONSES

Edge Responses

Section C



Scale and Appearance


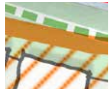
It is important that the existing site and its surroundings be considered as a means of informing an appropriate scale for future development.

The wide diversity of styles found within Wombwell/Darfield as outlined earlier indicates that design cannot simply replicate what exists at present since there is no dominant style. Simple traditional design would therefore help to unify and build character within the neighbourhood. Buildings found in the surrounding area do offer a variety of starting points for developing an architectural approach to the new neighbourhood that will balance the joint objectives of integration and facilitation of individual expression using traditional built forms.

The following principles have been utilised:

- Existing built development within the area is of generally two storeys in height with limited 2.5 storeys and bungalows.
- As the photographic assessment has identified, the site is quite challenging topographically and as such, in order to provide a varied and interesting development, a variety of roofscapes would be encouraged within the site which would not be detrimental to the wider locality.
- The development of the site with predominantly 2 storey properties given the above is considered appropriate with the use of 2.5 and 3 storey in key locations if required.

Key - Storey Heights

-  Limited to 2 storey dwellings
-  2 / 2.5 / 3 storey dwellings

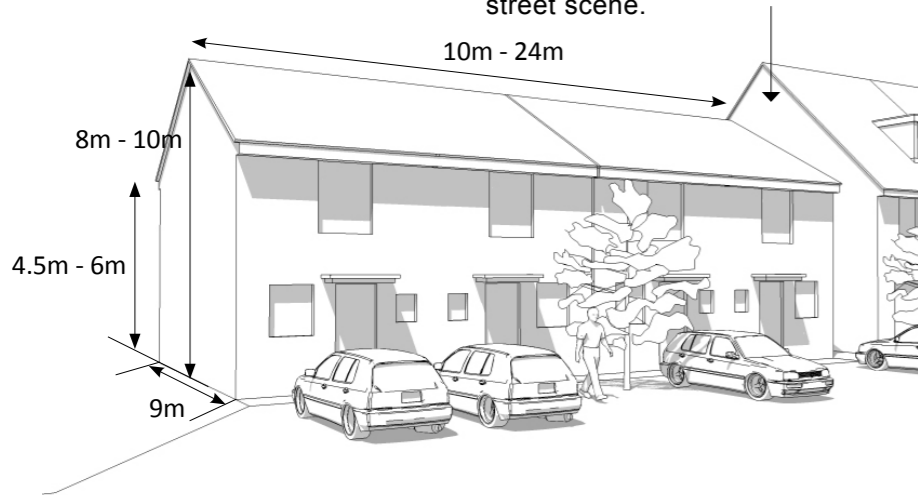


STOREY HEIGHTS

Indicative Scale and Appearance

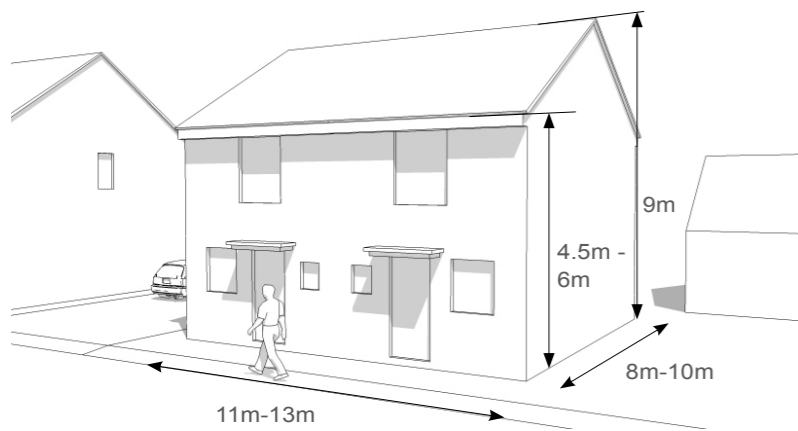
2 STOREY TERRACED DWELLINGS

Variety in height can add visual interest to the street scene.

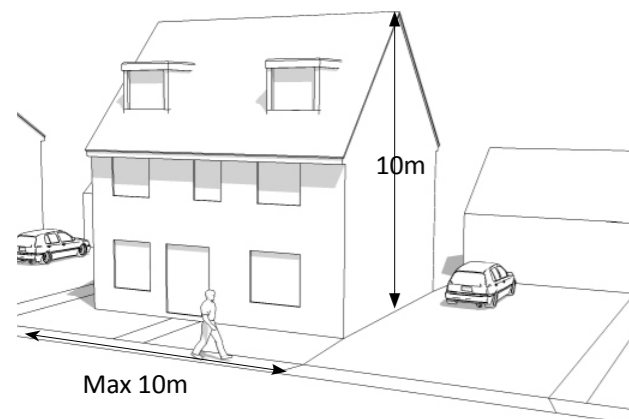


Parking can be either to the front or to the side dependant on the character being achieved to the street.

2 STOREY SEMI DETACHED DWELLINGS



Larger spaces provide a more open feel where closer spaces between the built form creates a stronger enclosure of the street.

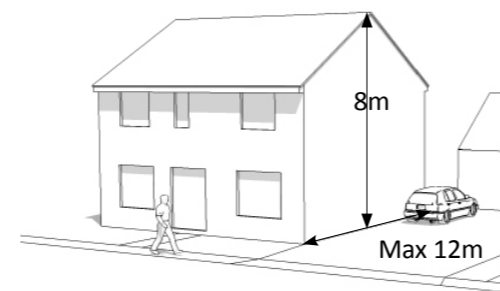


In line with the aspirations of the National Planning Policy Framework, this section does not attempt to impose architectural styles or stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles, it simply provides examples of what could be acceptable through the Reserved Matters stages given the existing development within the locality.

The following plans provide examples of the type of dwellings which would be considered appropriate as part of this development together with visual impressions of how the plots could be laid out including garden sizes, plot depths, parking solutions and set back distances.

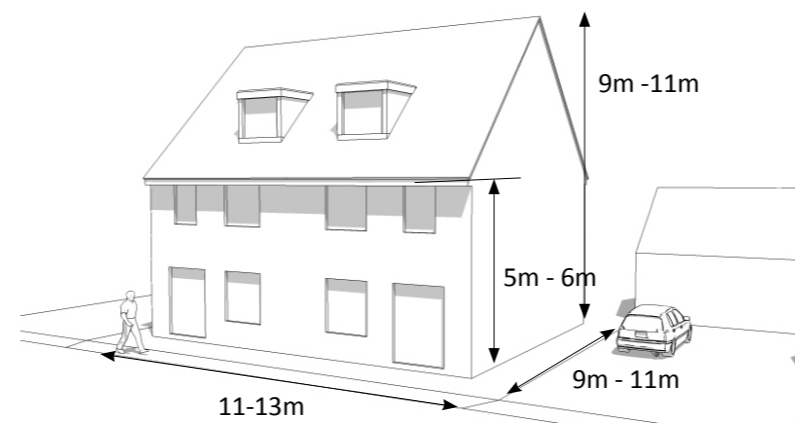
DETACHED DWELLINGS

Detached is the predominant form identified within the illustrative layout - Mainly 2 storey with some higher 2.5 storeys at key locations to add interest and legibility



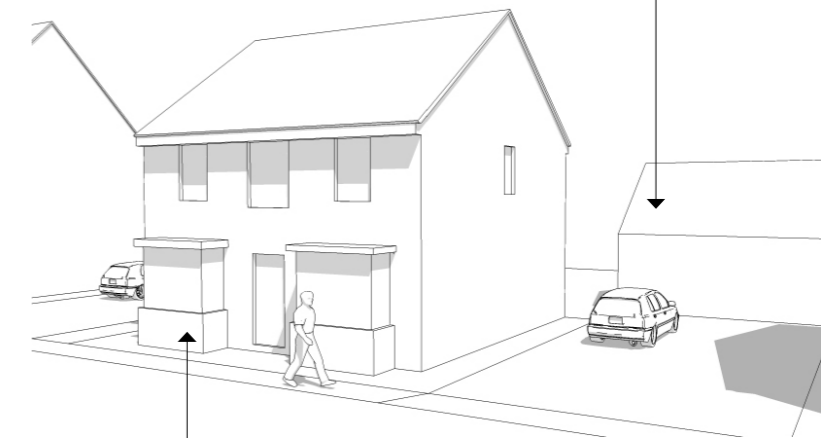
The blocks are generally set back from the street however the amount of this varies dependant upon the character being achieved.

2.5 STOREY SEMI DETACHED DWELLINGS



It would be remiss at this stage to specify architectural styles for the dwelling design and this will comprise the detailed reserved matters. We would however recommend that regard is had to the character analysis in Section 3.0 and that key features which are prevalent in the settlement are incorporated. The proposed materials palette should again be developed with regard to the settlement.

These examples demonstrate wider spaces between the built form accommodating off street parking



Additional features could be incorporated to key plots to add visual interest



Access

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

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

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

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

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

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

Policy

At a national level, National Planning Policy Framework (2019) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.29).

Paragraph 111 requires that **“all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”**

Paragraph 110 states applications for development should:

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

A Transport Assessment has been prepared by Enzygo and accompanies this submission.

Manual for Streets, 2007

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

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

MfS aims to assist in the creation of streets that:

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

Site Circumstances

The site is irregular in shape and the access is provided via a gap to the south between the existing residential development and industrial development along Station Road.

Development Proposals

The proposed development is for outline planning consent, and an indicative layout demonstrates 111 No. units.

The visibility along Station Road appears to be satisfactory in both directions with no obvious obstacles encroaching on the visibility splay. The site access is located on the outside bend of Station Road and, although there is a right-angle bend in Station Road approximately 95 metres to the east, the visibility seems to be sufficient for the speed of the road that is assumed to be 30 mph.

The proposal includes 111 No. dwellings with associated garages which will all be accessed from the road through the development as show overleaf.

Turning arrangements to accommodate a full-size refuse vehicle have been incorporated with distances to dwellings located to the west of the turning head being within accepted carry distances for refuse collection and fire access.

Vehicular and Transport Links

Wombwell village centre is located approximately 700 metres southwest of the site (as the crow flies) and is

easily accessible via Station Road. The village includes a Post Office, various public houses, supermarkets and schools. There is also a convenience store to the southwest of the site approximately 100 metres from the site on Station Road.

Station Road has several bus stops with the closest being located just passed the convenience store and about 200m away from the site with other bus stops located on Station Road and Stanyford Road. The bus stops consist of a shelter with seats, timetable and pole on the southbound side and a pole on the northbound side; and a pole with timetable straight across the road on the northbound side.

The Number 27 Bus service from bus stops within 200m of the site are available to Barnsley and serve local areas including Wombwell, Grimethorpe, Brierley, Cudworth and Thurnscoe.

Many more additional buses can be caught from Wombwell Town Centre which is approximately 700m away from the site to the southwest. These buses serve the surrounding area including the Cortonwood Retail Park and terminate in Barnsley, Rotherham and Station Road, Wombwell.

Wombwell Train Station is located 2.0km to the Southwest of the site and can be reached by foot, cycle or car. It has a car park and cycle storage. From the station there are trains to Barnsley, Meadowhall Shopping Centre, Sheffield, Leeds, Nottingham, Huddersfield and Wakefield.

Parking

In terms of parking provision, the level of parking will conform to the South Yorkshire Residential Design Guide as a best practice, that has been adopted by BMBC.

External Access

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

The principles of an inclusive environment will be:

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

Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings and the housetypes will be compliant with Part M of Building Regulations.

This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc, are adhered to. Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

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

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

Approach to Building

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

Entrances






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

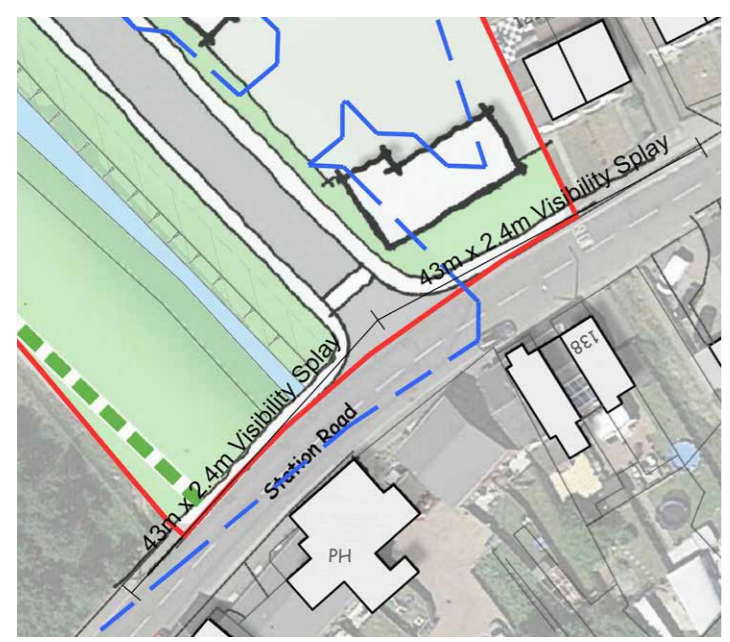
Movement Hierarchy and Pedestrian Permeability

The plan opposite demonstrates that a permeable and legible network of streets and pedestrian links can be achieved at this site, enhancing existing connections and providing easy and direct access to existing services and facilities within the locality by sustainable means of transport i.e walking and cycling.

The main vehicular access to the development will be via a simple priority junction onto Station Road. This new junction will benefit from 2.4 x 43 metres visibility in both directions, a 5.5 metre wide access and 6m junction radii. This access will lead via a formal roadway around the central loop to mews court type cul de sac and private drives and individual access points to dwellings. Turning facilities will be provided within the site to allow all vehicles likely to enter the site to leave in a forward gear.

KEY

-  Primary vehicular route
-  Secondary route
-  Private drives
-  Footpath
-  Public Rights of Way



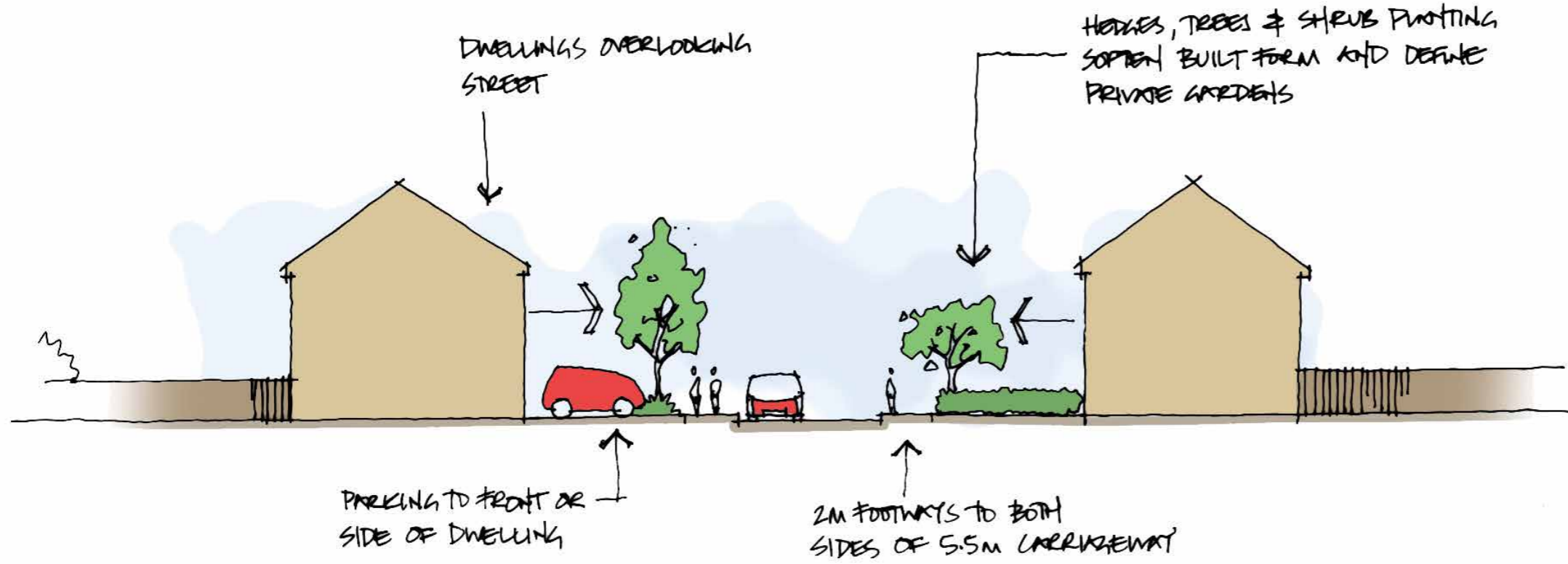
Primary Vehicular Access Point



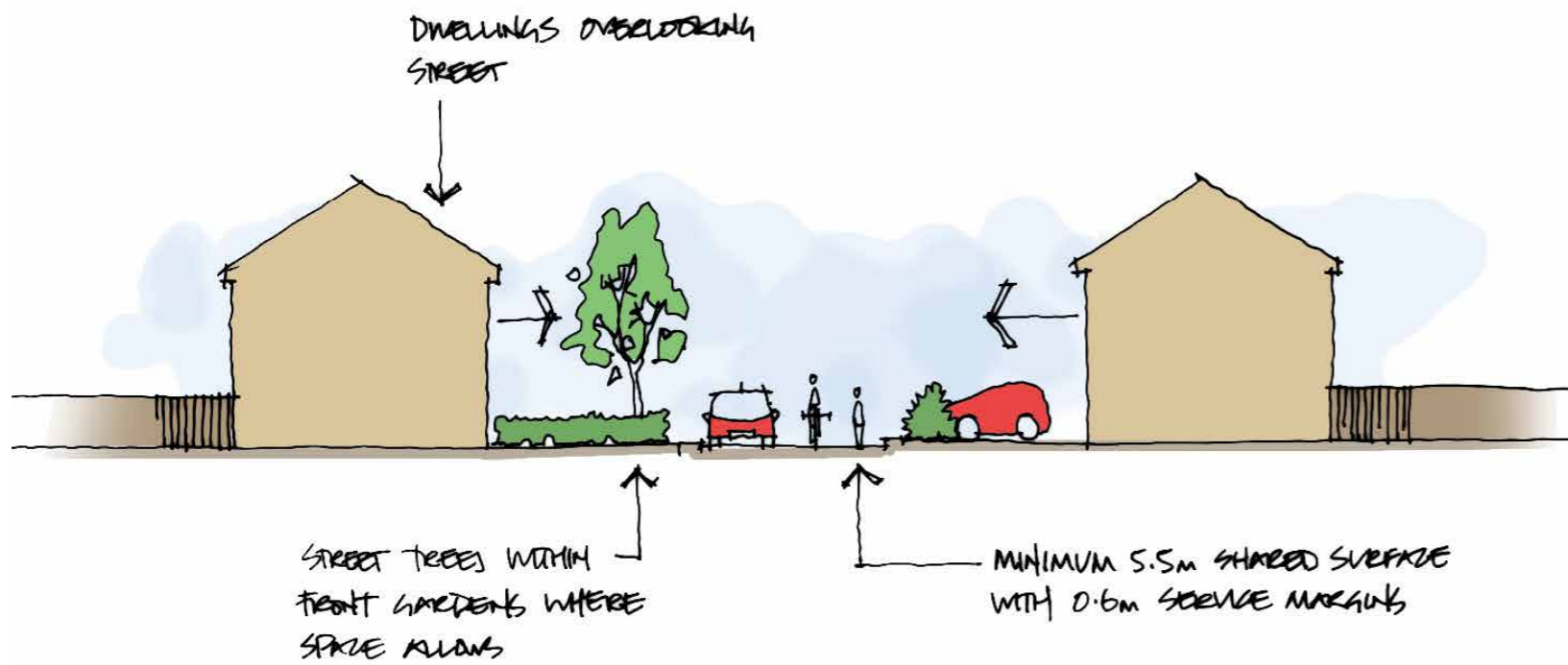
Street Typologies

The following street typologies provide an indication of how the internal arrangement of movement corridors and dwellings interface.

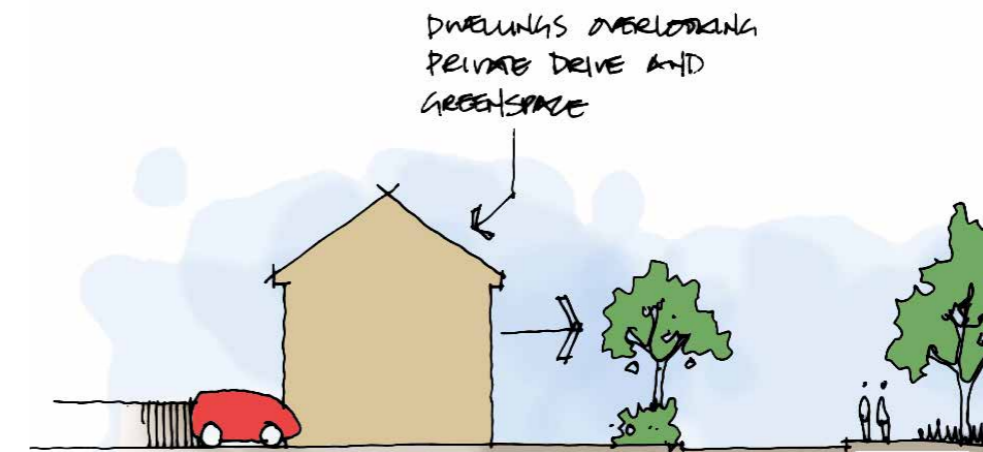
Primary Route



Secondary Route



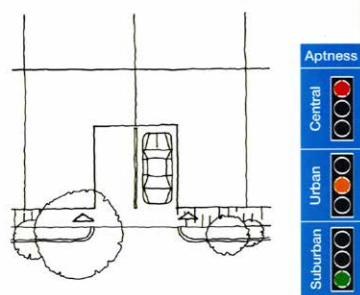
Private Drive



Parking Solutions

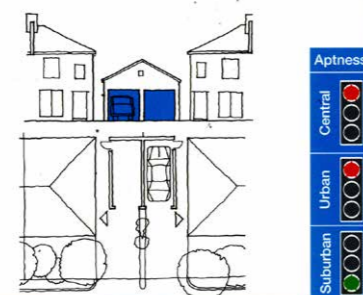
20. On plot: hardstanding

Uncovered parking area adjacent to side or front of house, may be paved or finished in material allowing grass to penetrate.



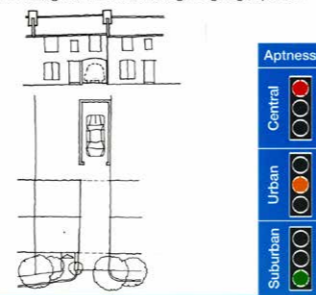
21. On plot: detached garage

Garage is located to side of house giving indirect access to home. May be paired with neighbour.



17. On plot: cut out or drive through

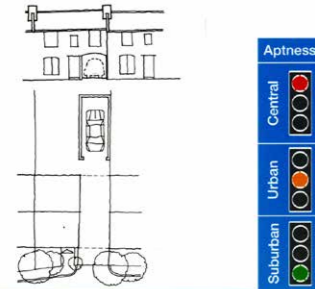
Arch formed at street level allowing driveable access under first floor accommodation to hardstanding or garage at rear of plot. Cut out may be shared with neighbour if hardstandings or garages paired.



Solutions to maintain a car free street scene emphasising the built form

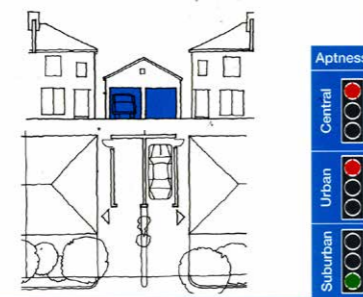
17. On plot: cut out or drive through

Arch formed at street level allowing driveable access under first floor accommodation to hardstanding or garage at rear of plot. Cut out may be shared with neighbour if hardstandings or garages paired.



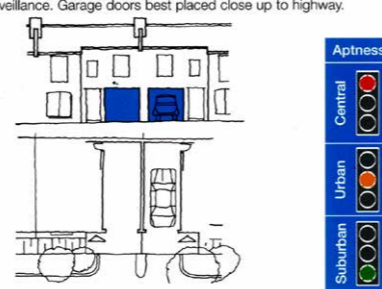
21. On plot: detached garage

Garage is located to side of house giving indirect access to home. May be paired with neighbour.



15. On plot: integral garage

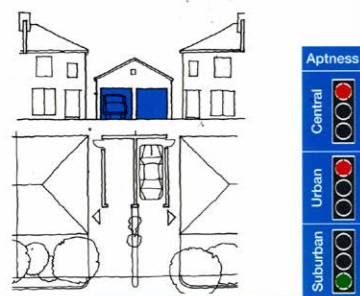
Garage within footprint of house gives direct access to home, accommodation continues above or around. Risk of inactive street so best used with double-fronted bay windows for surveillance. Garage doors best placed close up to highway.



Majority of solutions to maintain a car free street scene. Informal visitor parking would be provided along this route for users of the open space.

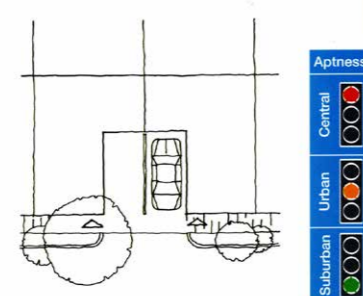
21. On plot: detached garage

Garage is located to side of house giving indirect access to home. May be paired with neighbour.



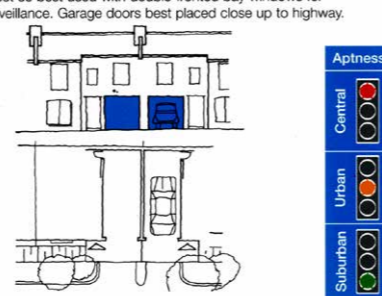
20. On plot: hardstanding

Uncovered parking area adjacent to side or front of house, may be paved or finished in material allowing grass to penetrate.



15. On plot: integral garage

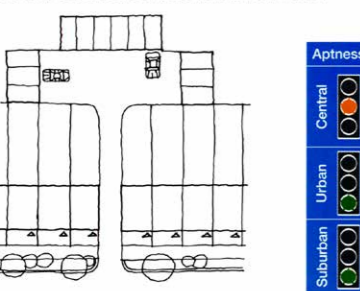
Garage within footprint of house gives direct access to home, accommodation continues above or around. Risk of inactive street so best used with double-fronted bay windows for surveillance. Garage doors best placed close up to highway.



Varying solutions along this street though the preference is for on plot either by garage or driveway away from the street scene.

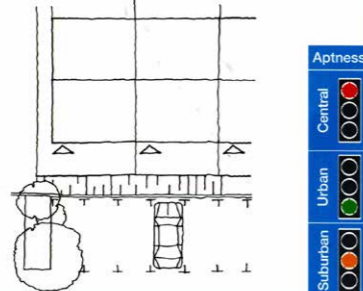
7. Off plot: rear court

Grouped (often terraced) garages or hardstandings (marked or unmarked) around shared court, accessed between and located to rear. Court should serve no more than six homes.



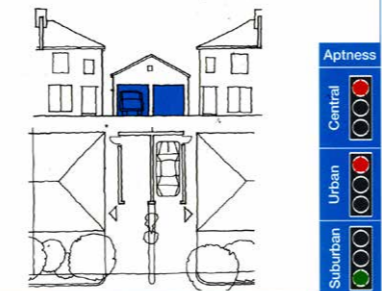
6. Off plot: front court

Marked or unmarked bays overlooked by fronts of homes partly enclosed by building/walls and within depth of pavement.



21. On plot: detached garage

Garage is located to side of house giving indirect access to home. May be paired with neighbour.

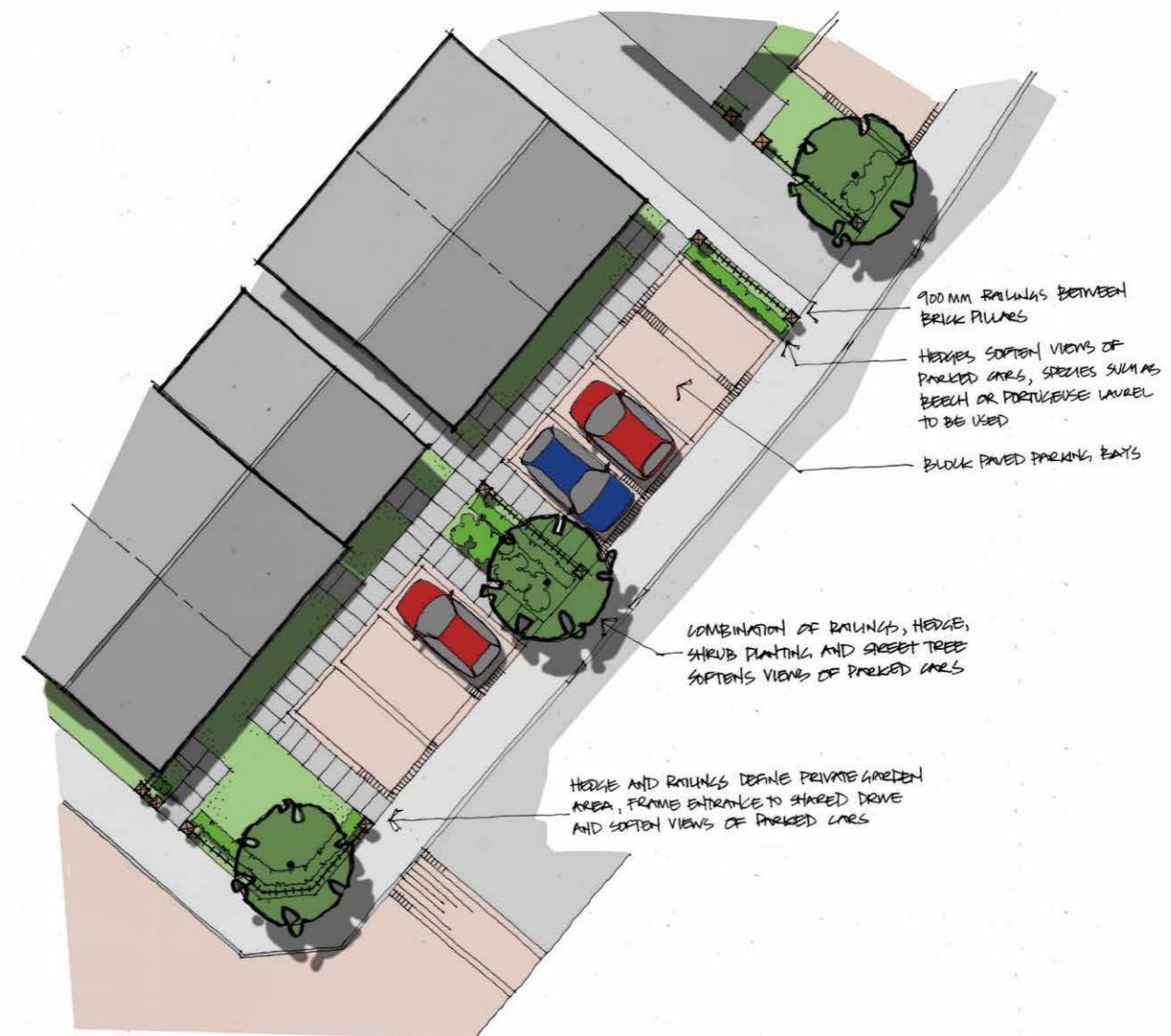


Given that this is an application in outline form only, the specific parking solutions for the site cannot be determined. It is however noted that any detailed design on this site should be developed in accordance with the required local parking standards shown below.

A strategy for the provision of car parking within the masterplan has developed as a fully integrated urban design component, rather than as a separate afterthought or 'add on' to the proposals of the site. Car parking is not only a requirement of most new urban development proposals, but can be a key urban design opportunity that can contribute to the character, function, vibrancy, sustainability and viability of a new urban district if treated with care.

A variety of parking solutions can be found within the locality of the site including on street, driveways and garages. It is the preferred option that any parking solution be located in a position which is directly related to the property it serves ideally within the curtilage either by driveway or by garage. However, alternative parking solutions may be appropriate dependant upon the character of the street, types of building and landscape solutions.

This section provides examples of parking solutions which could be utilised at Reserved Matters stage.



PARKING SOLUTIONS

Landscape

It is important to ensure that landscape including all external works from the building envelope to the site boundary, and the setting of the development in the context of the surrounding environment is considered fully from the outset as part of site layout planning and design development. Amongst other considerations, it is important that proposals demonstrate biodiversity gain; maintain, extend and enhance green infrastructure; and help plan for climate change.

It will be important to establish what the scheme is trying to achieve and how it will deliver this. The indicative layout aims to:

- Make the most of existing landscape, vegetation or habitat, and topography;
- Integrate the development with its surroundings in a sympathetic manner and be appropriate to the character of the area, contributing to local identity;
- Promote biodiversity;
- Enhance the setting of the development, and/or provide screening to lessen visual, noise or other impacts;
- Add to the market value of the site or plot.
- Create a quality environment in which to live and play. Where landscapes for recreation are concerned, the needs of users and local residents should be a key consideration in the choice of site and its design;
- Plan for management and maintenance, ensuring this is affordable and that the benefits of the scheme can be sustained in the long-term.

Elements which would be considered when undertaking the detailed designs for the scheme are as follows: -

Biodiversity - The design of all new development must be based on an appraisal that identifies existing vegetation and habitat on the site and its surroundings and assesses the advantages and disadvantages of retention

Existing vegetation - Existing trees and vegetation can help to create a high quality environment and add value to a development. Incorporating existing vegetation, natural habitats or features within site and landscape proposals will give schemes an instant maturity and assist their integration into the local area.

Secured By Design - The provision of high quality landscape settings for new development and refurbishment, where external spaces are well designed and well integrated with the buildings, can help create a sense of place and strengthen community identity. It will be important to consider the relationship between open space and houses, roads, open water etc, as well as the layout of planting, footpaths and play areas within open spaces

Species selection and spatial requirements - Landscape considerations must inform site layout planning to ensure that the areas allocated for planting or other treatments are fit for purpose

Responding to Climate Change

The detailed landscape proposals for the site will be developed to respond to climate change adaption initiatives. The impacts of climate change for the coming century have been established through comprehensive research, these include:

- Hotter, drier summers
- Warmer, wetter winters

An increase in the frequency of some extreme weather events such as prolonged dry spells, higher winds and increased precipitation.

All aspects of landscape at the detailed design stage will be designed to withstand these expected impacts. Responses may include:

- Species carefully selected to reduce water demand and withstand expected drier spells
- Species carefully selected to withstand higher winds
- Species carefully selected to withstand longer cold spells, including prolonged periods of frost and lying snow
- Use of alternative grass mixes and differential mowing regimes suited to prolonged dry or wet spells (where appropriate or desirable)

Landscape

The layout of the development has been designed with a Green Infrastructure as an integral part of the scheme.

The aims of the Green Infrastructure are:

- Protect & enhance features of landscape value
- Protect & enhance features of ecological value
- Enhance biodiversity through habitat creation
- Facilitate & encourage movement by foot, cycle & other non-vehicular forms

The adjacent plan illustrates the key elements of Green Infrastructure. Further detail of these elements will be provided at reserved matters stage.

1. River Dove

The area alongside the River Dove is to be retained as an ecological corridor. The protected area is to extend to a minimum of 8m from the watercourse within which existing vegetation is to be retained.

This area also includes the public footpath which links from woodland in the west through to Stonyford road in the east.

The footpath will be overlooked by proposed dwellings to provide a safe pedestrian route.

2. Bulling Dike

Bulling Dike runs down the western side of the site, creating a natural edge to the built development. A 5m wide area alongside the watercourse is to be retained as existing to ensure the ecological connectivity is not affected by the development. A new direct pedestrian route will run along the Dike formalising the route between Station Road and Netherwood Academy to the North.

A significant area of public open space will be created on the opposite side of the Dike, this area contains the public footpath. New planting will include native trees and shrubs together with species-rich grassland.

3. Central Green

This open space area will be easily accessible from all parts of the site and surrounding area via the street network, new pedestrian routes and existing rights of way. The space will form the dual function of visual amenity and underground storage of surface water attenuation. The space could potentially accommodate an equipped playspace, subject to the requirements of Barnsley MBC and consultation with existing residents.

4. Eastern Boundary

Existing trees are to be retained to the eastern boundary. Additional native trees will be planted within gaps to provide a consistent belt which will provide wildlife connectivity. Views of the development will be filtered by the trees, reducing the visual impact of the development.



Secured by Design

NPPF, paragraph 127 states that developments “create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

The application seeks outline planning approval for residential development with all matters reserved save for access, however as this section will demonstrate, designing out crime has been an important element in the development of this indicative scheme and should continue to be so through the detailed stages. As such, the approaches taken in order to design out crime at this initial stage of development are outlined below: -

The areas of open space are located to ensure easy access for all existing and future residents. This area is identified as being adequately overlooked by the siting of the surrounding dwellings. This will ensure that the area benefits from high levels of natural surveillance.

Proposed footpath links within the site are clearly and logically positioned to ensure surveillance and promote the use of these links.

Parking solutions vary and this is something that will need to be carefully considered as part of any detailed design. Where possible, parking should be provided within the curtilage of the property through a drive and/or garage. For terraced properties however parking would be provided by parking bays and these should be located within a logical position to the property as demonstrated earlier within this statement, generally to the front to ensure they are adequately overlooked.

Public and private spaces should be clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This could be achieved through a well-designed and sensitive landscaping scheme and change in material, which delineates the public from the private realm. This will ensure the creation of a high quality and attractive environment or low boundary treatments. The use of higher treatments should be employed where the rear / side garden boundaries may abut the highway to ensure privacy for future residents within the residential areas.

The use of robust boundary treatments typically 1800mm high fencing (with lockable gates) to the rear boundaries of dwellings with 1200mm fencing subdividing plots will ensure the creation of defensible space and achieve privacy for future residents.

Rear gardens should be generally plotted against other rear gardens (either proposed or existing) in order to minimise the possibility of unwanted access. Any rear access paths provided should be kept to a minimum and be provided with lockable gates preventing casual intrusion.

The use of defensive planting will maintain clear visibilities and allow natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.

The proposed fenestration of the dwellings should respond to the street with outward facing development. Front doors should be clearly visible and located in a logical relationship to the accessible routes that serve it to ensure the creation

of an active street scene. Gables should be appropriately treated with windows to ensure surveillance and dual aspect dwellings employed at key corners.

The principles set out above should be fully considered when undertaking any future Reserved Matters submissions.

Sustainability

The proposed development will make a contribution to the present and recognised need for sustainable housing within the Barnsley Borough, in a location with low flood risk that will encourage the use of public transport, walking and cycling.

A proportion of the proposed housing could have a southerly orientation and generous spacing to ensure useful solar gains and good day lighting. These measures will help to minimise housing energy use and carbon dioxide emissions regardless of specific house type design. Subject to a full feasibility study, south orientated dwellings will provide an opportunity to reduce carbon dioxide emissions through the incorporation of roof-mounted renewable energy technologies.

Additional measures will be taken to ensure the efficient use of natural resources such as water and reduce environmental impacts from materials, pollution, waste sent to landfill and surface water run-off.

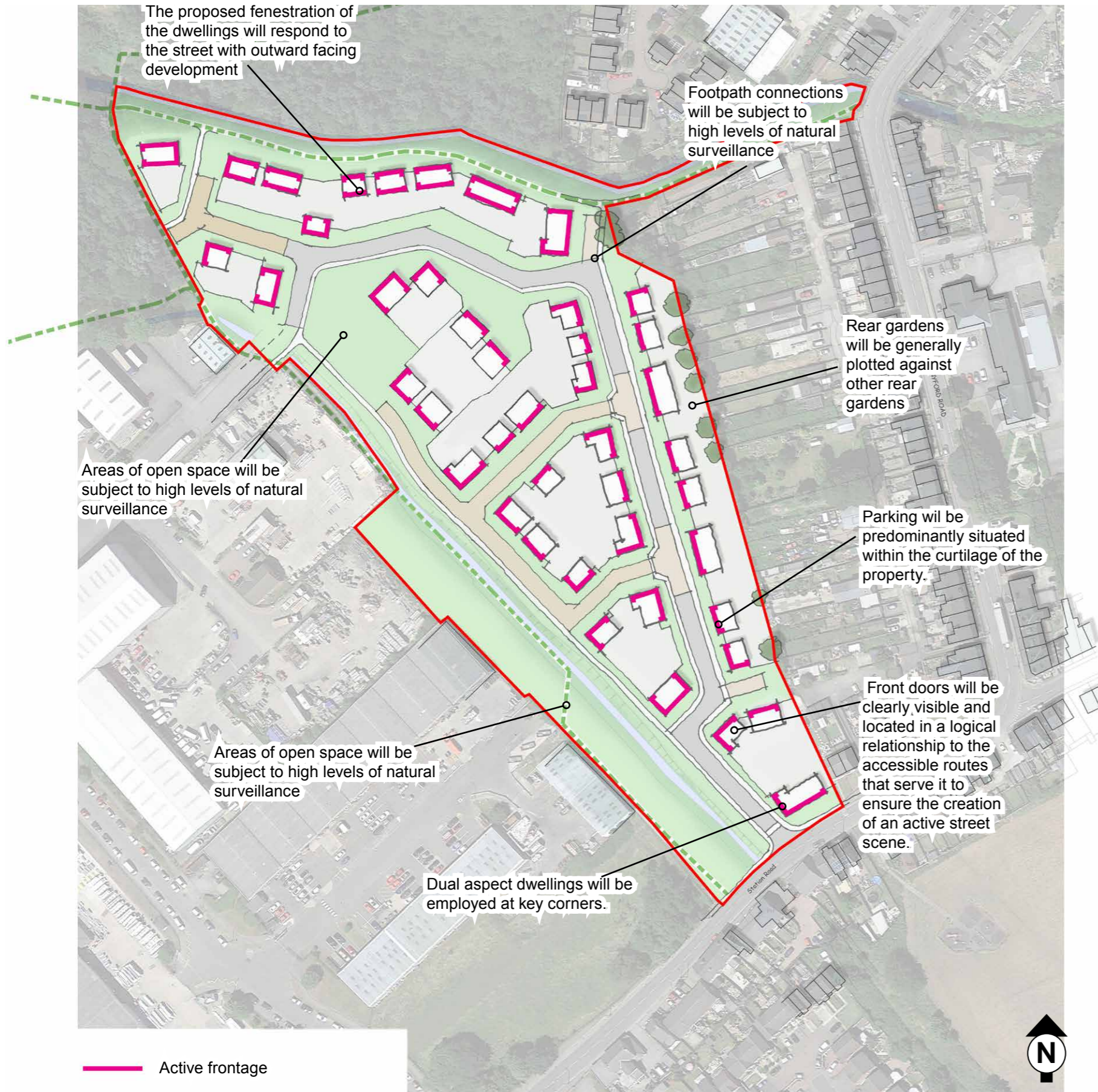
The proposed layout preserves the majority of ecologically valuable features and the landscape proposal incorporates a number of new ecological features with the aspiration to increase the ecological value of the site through comprehensive new planting of trees, and hedges.

Ecological Enhancement

In line with planning guidance outlined in the National Planning Policy Framework (NPPF) development should take account of the value of ecosystem services and enhance ecological networks.

Appropriate ecological enhancements, include, but are not limited to:

- Provision of bat roost boxes and bird nest boxes (to suit a variety of different species) at suitable retained trees and/or new buildings;
- Extensive landscape planting of native species, and species which are known to be of value to value. Planting should be focussed on provide connectivity across and around the site, and in connecting areas of retained woodland and hedgerow;
- Establish areas of species-rich grassland to provide favourable habitat for an abundance and diversity of invertebrates (and as a result enhanced opportunity for foraging birds, bats and other wildlife); and
- Creation of informal deadwood piles to provide enhanced refuge, shelter and hibernation opportunities for a range of wildlife, including common amphibians, common reptiles and small mammals.



ACTIVE FRONTAGES

06

Building for Life Assessment

In terms of design, the proposal is assessed against Building for Life 12 (BfL12) which is endorsed by the Government as a means of stimulating discussions to provide better places to live; the application is judged against 12 questions and a traffic light system provided to highlight where the design is acceptable and areas where further work may be required.

Given the application is only at outline we recommend a further BfL 12 Assessment is undertaken and accompanies any future reserved matters application.

1 Connections

The site is well integrated into the surrounding area through the proposed pedestrian connection and green linkages. The connections to the existing settlement is a positive contribution which will benefit both existing and proposed residents. The indicative masterplan demonstrates how the site development responds positively to the site boundaries. This principle should be retained through the detailed design.

Overall it is considered that in terms of connections the proposal achieves a Green standard.

2. Facilities and Services

The Transport Assessment and Design and Access Statement identify that the majority of the site lies within a 10 minute walk of local services which will enable future residents to utilise these without using a car.

Wombwell village centre is located approximately 700 metres southwest of the site (as the crow flies) and is easily accessible via Station Road. The village includes a Post Office, various public houses, supermarkets and schools. There is also a convenience store to the southwest of the site approximately 100 meters from the site on Station Road.

There is a Secondary School and a Primary School within 200m walk from the site. After this, the nearest facilities and services such as supermarkets, a Post Office, a Police Station, Library, shops, doctors, dentists and chemists all lie within 1.0 kilometres of the site in the Town Centre of Wombwell. Other Primary Schools are also available within 2.0km of the site. The application site is located within a sustainable location with access to a range of a local amenities and services including:

- Large Shops;
- Local Schools;
- Post Office;
- Health Services;
- Supermarkets

The bus stops close to the development provide a frequent service to all of the major employment and recreational areas within Barnsley and beyond, seven days a week. Overall it is considered that in terms of facilities and services the proposal achieves Green standard.

3. Public Transport

Station Road has several bus stops with the closest being located just passed the convenience store and about 200m away from the site.

The Number 27 Bus service from bus stops within 200m of the site are available to Barnsley and serve local areas including Wombwell, Grimethorpe, Brierley, Cudworth and Thurnscoe.

Many more additional buses can be caught from Wombwell Town Centre which is approximately 700m away from the site to the southwest. These buses serve the surrounding area including the Cortonwood Retail Park and terminate in Barnsley, Rotherham and Station Road, Wombwell.

Wombwell Train Station is located 2.0km to the Southwest of the site and can be reached by foot, cycle or car. It has a car park and cycle storage. From the station there are trains to Barnsley, Meadowhall Shopping Centre, Sheffield, Leeds, Nottingham, Huddersfield and Wakefield.

Overall it is considered that in terms of accessibility to existing public transport the proposal achieves a Green standard.

4. Meeting Local Housing Requirements

The site seeks to provide a mix of house types and accommodation (including affordable housing), 1-5 bed detached, semi-detached and terraced which should offer a mix of price ranges. However, it is not clear that this meets the housing demand for the area so in this case it is felt an Amber standard with the potential for Green dependant on housing need to be determined at reserved matters stage.

5. Character

The settlement of has a variety of house types, ages and materials. There are predominantly brick and render dwellings throughout the settlement and limited stone and art stone. The dominant materials should be respected in the proposed materials palette of the future reserved matters when moving forward. However this is cannot be demonstrated by the submission (given it is in outline form) so it is felt to be an Amber standard but Green is achievable through the detailed design.

6. Working with the Site

The indicative layout seeks to retain the existing landscape features, walked routes for connectivity, green corridors whilst providing surface water attenuation and green space on site. The interface with this needs to be considered through detailed design along with the green pedestrian connections. Amber with the potential for Green through detailed design.

7. Creating Well Defined Streets

The indicative masterplan has sought to work with the existing features of the site including topography, retention of landscape and walked routes as well as features such as ecology. The detailed design should continue these principles. This is felt to be an Amber Standard given the detailed design is outstanding with the potential to achieve Green.

8. Easy Way to Find Your Way Around

The indicative masterplan demonstrates a hierarchy to development in terms of the structure and the creation of character areas. This can be enhanced through detailed design with the use of marker features including expanding and enhancing character areas and the use of corner buildings and landscaped

areas. This is felt to be an Amber Standard present given the lack of detailed proposals with the potential for a Green standard.

9. Streets for All

The proposed indicative hierarchy shown does work, and this will restrict speed and create pedestrian priority streets in accordance with Manual for Streets. The detailed design should seek to develop and expand the hierarchical approach with the detail to the buildings that turn corners and those that offer greater surveillance to the streetscene of importance. Amber with the potential for Green through detailed design.

10. Car Parking

Greater detail is needed and this will form part of the detailed design. The design should provide adequate parking in line with local requirements and look for solutions which minimise the dominance of the parked car on the streetscene. Given the lack of information available at this time we recommend an Amber status with the potential for this to be Green at the detailed stage.

11. Public and Private Spaces

The indicative masterplan seeks to maintain and enhance a network of green connections and spaces throughout the layout. The detailed design should retain this ethos and enhance these connections ensuring they are safe and secure. There should be a clear delineation of public and private space which is outlined in the detailed proposals, with all dwellings having access to useable private amenity space. The internal private space appears to be well defined. This is felt to be an Amber standard with the potential for Green through detailed design.

12. External Storage and Amenity Space

There is no information provided as part of this application given it is in outline form relating to external storage and amenity space. We would recommend that the reserved matters application pays consideration to the following:

- Bin and recycling storage for both within curtilage and dedicated areas of hard standing on collection day.
- Providing garaging that can accommodate both a car and storage.
- Cycle storage for those dwellings which do not have a garage.

We have therefore considered this to be an Amber standard with the potential to achieve Green through the detailed design.

Conclusion

Out of the 12 questions/issues, 5 are in the Green category and the remaining in Amber (7) with the potential for Green through detailed design.

07

Summary

This Design and Access Statement demonstrates that the proposals accord with relevant national and local planning policy and design best practice in relation to outline planning applications.

Overall, the Illustrative Masterplan and supporting illustrations provide a clear set of design parameters on which to base detailed proposals.

These principles will help guarantee a well designed detailed proposal with careful consideration given to a range of dwellings in a pleasant, safe and secure environment

New residents will benefit from links to public transport, footpath/ cycle permeability with well defined public green spaces.

These combined elements will ensure a pleasant, attractive and thriving environment to live.

Development Summary

No. of Dwellings: Up to 111

Gross Site Area: 3.84 hectares

Development Area: 2.77 hectares

Public Open Space: 1.07 hectares

Type of Dwellings: Detached, semi detached and terraced

Storey Heights: 2-3 storey development

Bed Range: 1, 2, 3, 4 & 5

Density Range: 40 dwellings / Ha (net)



SUMMARY