

Wakefield Road

PONTEFRACT, WEST YORKSHIRE

Design & Access Statement

On behalf of Mr Duffy, Mr Duffy & Mr Davies to support an outline planning application for the erection of 22no. dwellings.



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1.0 Introduction

- 1.1 Site Areas
- 1.2 Proposed Development

2.0 The Site

- 2.1 Location & Setting
- 2.2 Site Characteristics
- 2.3 Existing Routes & Access
- 2.4 Vegetation & Boundary Treatments
- 2.5 Existing Landscape & Topography
- 2.6 Immediate Surroundings & Uses
- 2.7 Precedents

3.0 Scheme Design

- 3.1 Project Brief
- 3.2 Proposed Site Layout
- 3.3 Proposed Access
- 3.4 Design & Visibility Splays
- 3.5 Access into Dwellings
- 3.6 Parking Provision
- 3.7 Private & Public Spaces
- 3.8 Crime & Prevention

4.0 Type & Quantity of Development

- 4.1 Proposed Housing Mix

5.0 Scale & Appearance

- 5.1 Local character
- 5.2 Elevations
- 5.3 Amenity

6.0 Access & Accessibility

- 6.1 Access by Road
- 6.2 Access to Public Transport
- 6.3 Access by Air
- 6.4 Access to Education
- 6.5 Defined Retail Centres
- 6.6 Access to Other Facilities

7.0 Landscaping

- 7.1 Protection During Construction
- 7.2 Proposed Landscaping

8.0 Design Process & Planning Considerations

- 8.1 Local Planning Policy
- 8.2 National Planning Policy Framework
- 8.3 How Does the Proposal Address the Framework?

9.0 Conclusions

10.0 Appendices

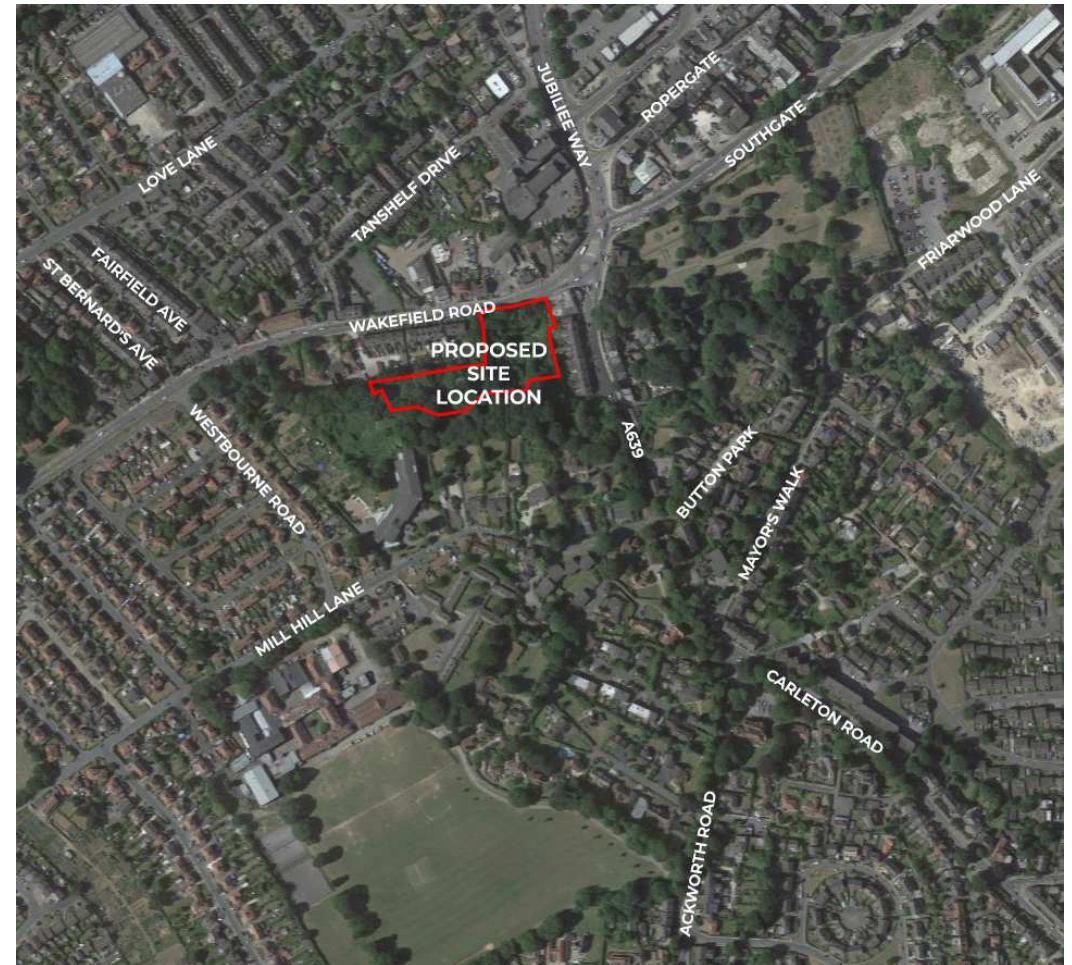
- 10.1 Site Location Plan
- 10.2 Proposed Site Layout

1.0 Introduction

The statement has been prepared on behalf of Mr Duffy, Mr Duffy & Mr Davies to support the outline application submission for a 22no. unit residential development off of Wakefield Road in Pontefract, West Yorkshire.

The site previously received planning for reserved matters in 2014 for a development of 22no. dwellings, with an approved layout at that stage prior to the permission lapsing.

This document provides background information on the matters taken into account in formulating the design, and explains parts of the development in relation to the site's surrounding areas.



Indicative Site Location Illustration N.T.S.

1.1 Site Areas

The site is approximately 1.9 acres.

1.2 Proposed Development

The proposed development is for 22no. dwelling houses. There are 5no. house types, which are comprised of mews, semi-detached and detached units.

The scheme boasts a mix of layout variations to give the street scene character and to offer choice to the end user.

2.0 The Site

This Section sets out the wider location and setting of the site within its strategic context and should be read in conjunction with the Site Location Plan and Proposed Layout Plan (see appendices).

2.1 Location & Setting

The site is located off of Wakefield Road just to the West of the centre of Pontefract, approximately 1.5 miles to the South of Junction 32 of the M62 at Glasshoughton, in West Yorkshire, approximately 12 miles South-East of Leeds.

2.2 Site Characteristics

The site is currently disused, and contains a larger derelict structure immediately adjacent to Wakefield Road, along with a number of small outbuildings and structures within the site, all of which are in a state of disrepair. The site is predominantly overgrown, with well-established trees and foliage having free reign over the site having not been maintained in recent years. The site is very difficult to access due to its overgrown nature.

2.3 Existing Routes & Access

There is an existing access point to the site which provides pedestrian access to the existing structure at the point which would have been gated originally – this however is overgrown by foliage, as is the majority of the site, restricting the access points use. There is a further larger break in the boundary which at one time potentially functioned as an access route, but again this is overgrown and has not been maintained, though before falling into disuse may have been useable as a vehicular access point. A further pedestrian gate is approximately halfway along the section of boundary adjacent to Wakefield Road, and is currently boarded up.

2.4 Vegetation & Boundary Treatments

An existing stone wall runs along the boundary with Wakefield Road, which has three former access point situated along its length, and is broken by the derelict Old Priory which is immediately adjacent to the street, forming a section of the boundary. The access points and derelict structures are all overgrown with well-established foliage, and surrounded by trees.

The remainder of the site is without a cohesive boundary, with much of the site sitting adjacent to the rear gardens of neighbouring residential properties, creating a boundary of various types of garden fencing and the like.

The overall site is overgrown with trees and foliage which has taken over the area. The majority of the site is a large wooded area of mature trees, along with those which have self-seeded over time as the site has become increasingly overgrown.

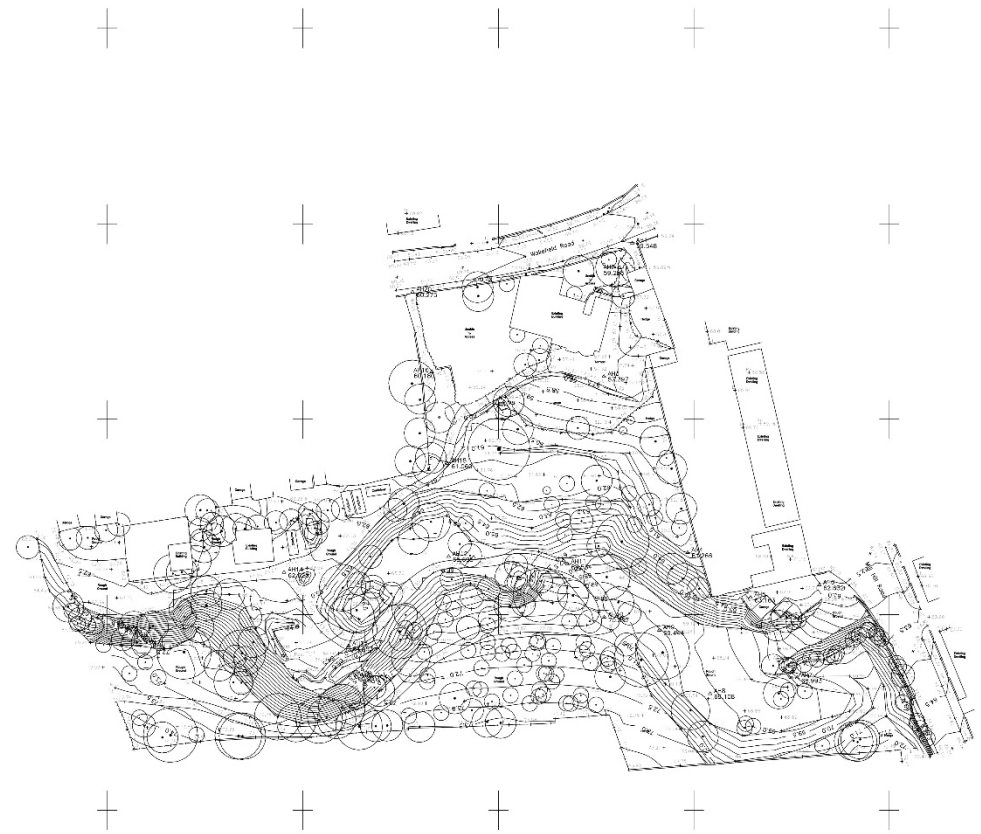
2.5 Existing Landscape & Topography

The site has an increasing gradient from North to South of approximately 13.69 metres, with a gradually undulating topography throughout, gradually increasing in height across the site.

The site contains a number of derelict structures, both permanent and semi-permanent, along with a number of containers, all of which are currently overgrown by fairly dense foliage.

2.6 Immediate Surroundings

The site is bound by Wakefield Road and existing residential dwellings to the North, with further existing residential dwellings adjacent to the Western and Eastern boundaries. A further wooded area is located adjacent to the Southern boundary of the scheme. Beyond Wakefield Road to the North of the site is a mix of existing residential and commercial units.



Topographical Survey Extract N.T.S.

Immediate Surroundings: Adjacent to Site



Wakefield Road, Adjacent to the Northern Boundary



Junction of Wakefield Road & Southgate, Adjacent to North-Eastern corner of the Site



Wakefield Road, Opposite the Northern Boundary of the Site



Mill Hill Road, Adjacent to the Eastern Boundary of the Site



Constraints and Opportunities Illustration – N.T.S.

2.7 Precedents

The surrounding area of Pontefract is comprised of predominantly red brick terraced dwellings, with a mix of 2 and 3 storey dwellings. Examples of this can be seen along Wakefield Road and along Mill Hill Road which runs to the North and East of the site.

Pontefract has a varied make-up of house styles, with predominantly terraced and semi-detached residential dwellings within the immediate surrounding area. The majority of dwellings within the locale are 2-storeys to 2.5-storeys in height with varying architectural features, such as different types of brick courses, bay windows, and porches. There are also a number of different elevational styles which are depending on when the dwelling was constructed.

There are a smaller number of more recently constructed dwellings, mainly detached and semi-detached units, nearby, in a range of different materials and architectural styles.

The dominant materials palette within the area is a combination of red brick and brown/grey roof tiles, predominantly within the older terraced and semi-detached dwellings, and reflected in some of the more recently constructed homes.

The general format of housing within the immediate area and the older centre of Pontefract is a traditional row format. More modern estate layouts exist away from the main thoroughfares of the area.



Wakefield Road, to the North of the Site.



Wakefield Road, to the North of the Site.



Wakefield Road, to the North-West of the Site.



Wakefield Road, to the North of the Site.



Wakefield Road, to the North-West of the Site.



Mill Hill Road, to the East of the Site.



Westbourne Road, to the West of the Site.



Mill Hill Road, to the East of the Site.



Westbourne Road, to the West of the Site.



Mill Hill Lane, to the East of the Site.



Mill Hill Lane, to the South of the Site



Sandhill Lawn, to the South-East of the Site



Sandhill Lawn, to the South-East of the Site



Mill Hill Lane, to the South of the Site

3.0 Scheme Design

3.1 Project Brief

The project brief by Mr Duffy, Mr Duffy & Mr Davies was to accommodate an appropriate level of development, whilst considering the site's constraint's and opportunities within its existing context.

3.2 Proposed Site Layout

The proposed site layout utilises plot orientation to front Wakefield Road along the Northern boundary, on either side of the proposed vehicular access to the scheme. The units creating an active frontage to Wakefield Road will be accessed via private driveways to the rear of the dwellings to reduce the impact of the scheme on Wakefield Road.

Further proposed dwellings within the site are positioned to front the main spine road and smaller devolved access routes within the site, which in turn lead to private driveways, creating varying active frontages throughout the scheme.

Plot orientation throughout has been carefully considered to produce the proposed streetscape whilst maintaining view lines and natural surveillance at key points within the site, increasing the elements of secure by design within the scheme. The orientation of the plots also ensures an appropriate relationship to the highways, both adjacent to the site and internally.

Property frontage is defined in most cases and contains either parking bays or driveways which are located within the natural surveillance afforded by the positioning in relation to the dwelling within each plot.

Routes and layout of the scheme has been informed by the topography of the site, and plots have been created to make best use of the land and

available space. Rear gardens are to be secured by 1.8 metre timber fencing, which in turn secures the boundaries of the site.

The majority of units within the scheme are semi-detached, with a smaller number of detached dwellings carefully placed within the scheme to provide a varied and interesting street scene.

Access to the site has been proposed along the Northern boundary with Wakefield Road, where the existing stone wall will be demolished to create a suitable vehicular access point.

The proposed development accommodates appropriate separation distances from existing plots adjacent to the site boundaries and within the development itself, to limit overlooking and maintain private amenity.

Schedule of Accommodation

To be read in conjunction with drawing no. 3132-0-001-A



Housetype	Type	No. of Units	Percentage	Sq. Ft.	Total Sq. Ft.
A	Mews/Semi-detached	9	40.91	710.00	6390.00
B	Mews/Semi-detached	5	22.73	870.00	4350.00
B1	Mews/Semi-detached	4	18.18	870.00	3480.00
C	Detached	2	9.09	1000.00	2000.00
C1	Detached	2	9.09	1000.00	2000.00
Totals		22	100.00		18220.00

LEGEND:



TREE ROUTE PROTECTION ZONES
HIGHLIGHTED, FOR FURTHER
DETAIL PLEASE REFER TO
BOWLAND TREE CONSULTANCY
SURVEY / LAYOUT

EXISTING WALL TO BE DEMOLISHED
TO ACCOMMODATE NEW JUNCTION
& VISIBILITY SPLAYS

WAKEFIELD ROAD



Wakefield Road, PONTEFRAC

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SKETCH
subject to structural review
subject to accurate measured survey

#	24.06.19	Site boundaries corrected	OR
REVISED	03.06.19	Plot 1 & 2 moved to avoid tree protection zones	OR
		(checked)	OR
PROJECT	PROPOSED RESIDENTIAL WAKEFIELD ROAD, PONTEFRAC		
CLIENT	MR DUFFY, MR DUFFY & MR DAVIES		
TITLE	PROPOSED SITE LAYOUT INDICATIVE COLOUR		
DATE	24.06.19	SCALE	1:500@A3
		DRAWN	JB/BW
DRAWING NUMBER	3132-1-001-B	CHECKED	
			www.niemen.co.uk

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Indicative Proposed Site Layout N.T.S

3.3 Proposed Access

A single point of vehicular access has been proposed for the site situated along the Northern boundary with Wakefield Road. The existing stone wall will be removed to provide access and so as to create suitable visibility splays onto the adjacent highway.

The single access point will lead to the main spine route of the site which devolves into a number of smaller private access roads which in turn afford adequate turning opportunities for vehicles.

3.4 Design & Visibility Splays

The proposed scheme seeks to create vehicular access into the site off of Wakefield Road along the Northern boundary adjacent to the highway. The removal of the existing boundary wall will allow for visibility splay requirements to be achieved from the proposed site in terms of vehicular access onto Wakefield Road.

The proposed scheme design also accommodates pedestrian visibility along Wakefield Road and along routes within the site.

Vehicular turning facilities have been afforded where necessary through to use of driveways within individual plot curtilages and have been afforded within the road layout where appropriate.

3.5 Access into Dwellings

Gradients leading to dwellings will be designed in accordance with Part M of the Building Regulations and all plots include an allowance for a minimum 900 x 1200mm level access to the main entrance.



View of Existing Northern Site Boundary along Wakefield Road

3.6 Parking Provision

Parking provision has been allocated at 200%, with parking in the form of private driveways and parking spaces within individual property curtilages, and a small number of garages. Visitor parking has been proposed in addition, with 3no. parking bays situated on the main spine road running through the scheme.

3.7 Private and Public Spaces

Solid design methodologies have been adopted concerning the design of public and private space. The public space and road infrastructure devolve gradually into private spaces within the property curtilages. The front gardens provide an open frontage of defensible space whilst the private amenity to the rear of the dwellings is clearly defined through the proposed use of 1.8 metres timber fencing.

A diverse 'soft scape' together with variations in the position of dwellings will create interest within the street scene.

Given the scale of the proposed development and the close proximity of the site to nearby existing public open space, such as the playing fields to the immediate West along Wakefield Road and Pontefract Valley Gardens to the East, no further public open space has been proposed for the scheme.

3.8 Crime & Prevention

Prevention of crime has been taken into consideration in the design of the proposed site layout, with elements of secure by design incorporated where feasible. The site itself is only accessible from a single entrance off of Wakefield Road, which is surveilled by plot 1 and plots 18 to 22, which create an active frontage along Wakefield Road, with natural surveillance across the highway and on either side of the site access

route. The layout design along the Wakefield Road boundary also provides an area of outward looking clear and defensible space, a sound methodology for discouraging criminal activity.

Within the site the security of rear gardens is provided by fencing to create a barrier between properties, land and dwellings adjacent to the site boundaries.

4.0 Type & Quantity of Development

4.1 Housing Mix

The proposal will provide 22no. dwelling houses utilising a proposed 5no. different house types – details of which are to be further clarified at a later date. This will be comprised of 14no. semi-detached units, 3no. terraced units, and 5no. detached dwellings. The site is also proposed to include a double detached garage and a single detached garage within the scheme.

5.0 Scale & Appearance

5.1 Local Character

The predominant materiality of the surrounding area is varying types of red brick with painted/rendered and stone detailing, particularly within the older properties. More modern structures nearby have emulated and simplified the details seen in the older dwellings, reflecting the traditional structures for the most part through the use of materials, with much less detailing than the structures from where they draw inspiration. Roofing is predominantly a mixture of flat brown and grey tiles, with the older dwellings potentially being slate.

5.2 Elevations

Careful consideration has been given to the arrangement of the varying properties to ensure visual diversity and interest is achieved through the architectural form, the street-scape and roof-scape.

At this stage the proposed site layout has been designed with 2-storey dwellings in mind in keeping with the massing of the local area. In terms of form and scale the site has been designed to sit comfortably alongside the existing character of the surrounding area.

5.3 Amenity

The proposed layout seeks to maintain the private amenity of neighbouring properties with particular care given to the properties adjacent to the site's boundaries. Private amenity within the site is provided through secure rear gardens.

6.0 Access & Accessibility

6.1 Access by Road

The proposed site is ideally located for access to the M62 via junction 32 at Glasshoughton, which is approximately 1.6 miles to the North of the travelling via Jubilee Way (A639). The A1(M) is also located 1.85 miles to the East of the site, and can be accessed via the M62 or by travelling past Carleton along Carleton Road in approximately 10 minutes travel time.

The good access to road links means that the proposed site is ideally located for access to larger population centres and the wider UK road network. There are easily commutable routes from the site to Wakefield, Leeds, York, Doncaster and Barnsley, all within an approximate 40-minute journey time.

6.2 Access to Public Transport

The proposed site is well positioned for access to local public transport links, with nearby rail and bus services easily accessible from a number of locations within the vicinity of the site.

Rail services can be found nearby at Pontefract Baghill and Pontefract Tanshelf stations, at 0.5 and 0.4 miles from the site approximately, both of which are easily accessible on foot. Further afield beyond the town centre is Pontefract Monkhill station.

Pontefract Tanshelf is served by Northern Rail with services to Leeds, Knottingley, and Wakefield Westgate. Pontefract Baghill is also served by Northern Rail with limited services to York and Sheffield.

Bus services can be easily accessed from stops just to the West of the site entrance along Wakefield Road, with regular services to Wakefield, Barnsley, Castleford, and Knottingley. To the East of the site located on

Southgate further stops can be found with services to Upton, Castleford, and Featherstone, as well as Wakefield, Barnsley, and Doncaster.

6.3 Access by Air

Leeds Bradford Airport is located approximately 19 miles from the site to the North-West of Leeds, and is easily accessible via the M62 which bypasses the city centre with an approximate distance of 28 miles by road from the site.

Further afield, Manchester Airport is also accessible via the M62 approximately 65 miles from the site by road, with a travel time of just over an hour.

6.4 Access to Education

There are a good number of schools located within the local area. Primary education is easily accessible from the site, with a number of schools nearby.

Both Kings School Pontefract and St Joseph's Catholic Primary school are approximately 0.2 miles from the proposed site, and are easily accessible on foot. Slightly further afield within half a mile of the site are Halfpenny Lane School, Larks Hill Junior & Infant School, and Carleton Park Junior & Infant School.

Secondary education in the area is catered for by Carleton High School, approximately 1 mile from the site, Cherry Tree Academy, and Featherstone Academy, both of which are just over a mile from the site.

Further education facilities are provided by New College Pontefract which is located approximately 0.6 miles from the site.

6.5 Defined Retail Centres

The retail centre of Pontefract is just a short distance to the North-East from the proposed site, beginning on Ropergate – just beyond the junction with Jubilee Way, and is within walking distance.

Ropergate itself is home to a number of commercial units, independent shops, high street banks, and other local amenities such as the local Post Office. Beyond Ropergate is the pedestrianised town centre which has a number of high street retail outlets alongside a number of food outlets and restaurants. Pontefract is historically a market town, and the market within the town centre still operates today on Wednesdays, Fridays, and Saturdays.

The site is also only a short distance from Park Road Retail Park, which is located approximately 0.6 miles to the North of the site, and is home to a number of larger out of town retailers. Glasshoughton is located approximately 1.9 miles to the North of the site, where the Junction 32 Shopping Outlet is located adjacent to the Xscape centre and a cinema complex, along with a number of restaurants and food outlets.

A number of supermarkets are located just North of Pontefract town centre, as indicated in the diagram below.

Further afield defined retail centres can be found in Wakefield City Centre at approximately 7.4 miles from the site and Leeds City Centre at approximately 11.9 miles from the site.

6.6 Access to Other Facilities

Located a short distance to the East of the site is Pontefract Valley Gardens, a public park which is equipped with a playground. Wakefield Road Park is just to the West of the site, and provides a smaller area of accessible parkland. Further afield can be found a number of golf courses, with Pontefract and District Golf Club to the North-West of the site and

Darrington Golf Club to the South-East. Adjacent to the Pontefract and District Golf Club the Pontefract Racecourse can be found, which itself sites adjacent to Pontefract Park, where there is a large area of open space and a lake.

Snowsports can be accessed at Glasshoughton at the nearby Xscape centre as previously mentioned.

Within the town centre are a number of amenities and facilities including a number of churches, a town hall, local swimming pool and library.

Pontefract General Infirmary is located just to the East of the site along Southgate.

There are a number of other medical facilities within the local area as indicated on the access and accessibility diagram.

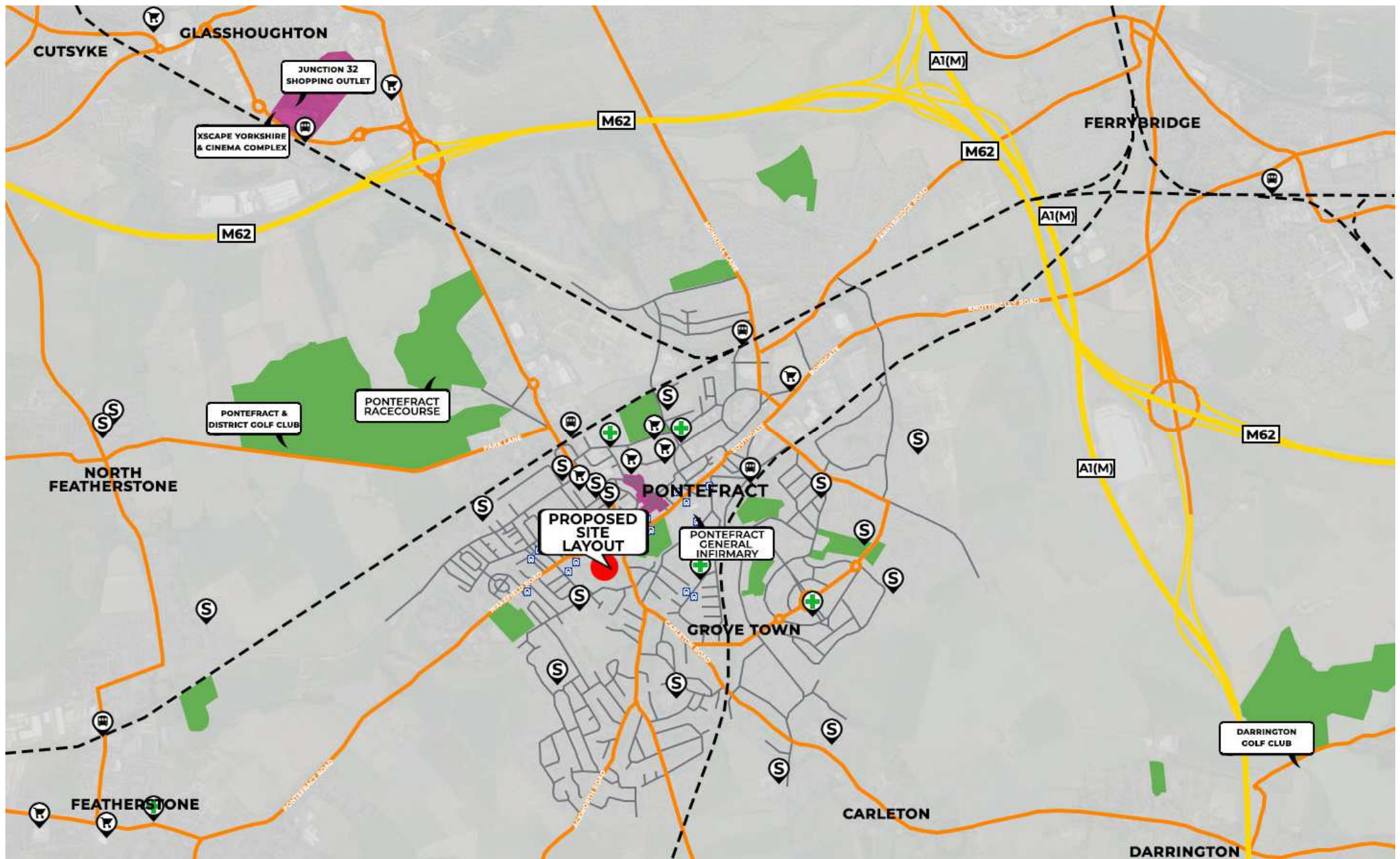
7.0 Landscaping

7.1 Protection During Construction

Any existing trees to be retained will be appropriately protected during construction with all necessary precautions taken.

7.2 Proposed Landscaping

Trees have been retained where appropriate to provide natural screening within the site, as well as new trees proposed for the same purpose. Proposed trees have also been used to soften and create interest in the street scene.



Indicative Access & Accessibility Diagram N.T.S

8.0 Planning Considerations & Design Process

8.1 Local Planning Policy

To ensure the production of a high-quality design that takes on board Planning Policy and site specifics, a thorough examination of the physical limitations and constraints of the site and its wider surroundings has been undertaken, identifying any potential design opportunities. These have been detailed through a series of context, appraisal and concept sketches in accordance with guidelines set out in 'Successful Place – A Guide to Sustainable Housing Layout and Design'.

In addition, the requirements of the 'Wakefield District – Local Development Framework – Core Strategy' and 'Local Development Framework – Development Policies'.

8.2 National Planning Policy Framework

The National Planning Policy Framework sets out the Government's planning policies for England and requirements for the planning system with the main goal of 'achieving sustainable development'. The latest iteration of the framework was published and came into force in January 2019, and as it did previously, contains a presumption in favour of sustainable development.

The Framework sets out 12 core land-use planning principles amongst which it states that planning should:

- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve places in which people live.
- Proactively drive and support sustainable economic development to deliver homes, businesses and infrastructure.

- Seek to secure high-quality design and a good standard of amenity.
- Encourages the effective use of land by reusing previously developed (brownfield) land.
- Effectively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

8.3 How Does the Proposal Address the Framework?

The proposed development will reinvigorate a disused site that is situated just to the West of the Town Centre of Pontefract, which currently sits in a state of disrepair. The site contains a number of dilapidated structures, including the Old Priory, which has previously been fire damaged, and a number of derelict outbuildings and semi-permanent structures, which are currently overgrown by woodland and foliage. The proposed scheme will utilise the land appropriately, and complete the street scene of Wakefield Road, removing the aforementioned derelict structures, and replace them with an active frontage of residential dwellings.

The site's location benefits from good links to the area's road network and to public transport, with both railway and bus access within walking distance to the site, connecting it to a number of larger population centres. The site is also ideally located for access to local amenities such as education and retail, as well as local health and leisure facilities.

The proposal will also enhance the housing provision within Pontefract, and provide a range of house types to the end user.

9.0 Conclusions

It is considered that the proposed scheme meets the requirements of the brief, and both national and local planning policy and guidance, for the following reasons:

- The proposed development is compatible in terms of national and local planning policy;
- The effective use of land on a challenging site topographically, utilising plot area to its full potential, providing increased housing provision, whilst avoiding urban sprawl.
- The design of the site layout is in keeping with the local character of Pontefract, in particular the more recently constructed residential developments to the West and South of the site.
- The scheme completes the street scene of Wakefield Road, enhancing the aesthetic of the immediate area which lies almost adjacent to the West of the town centre, therefore improving the overall approach to the defined retail area and commercial heart of Pontefract.
- Careful consideration has been given to the location of new dwellings in relation to security but particularly privacy design standards and distances.

10.0 Appendices
10.1 Site Location Plan N.T.S.



Wakefield Road, **PONTEFRAC**
DO NOT SCALE - ALL DIMENSIONS & LEVELS TO BE CHECKED ON SITE - THIS DRAWING IS COPYRIGHT

PLANNING

PROJECT	PROPOSED RESIDENTIAL WAKEFIELD ROAD, PONTEFRAC		
CLIENT	MR DUFFY, MR DUFFY & MR DAVIES		
DESCRIPTION	SITE LOCATION PLAN		
DATE	02.06.19	BY	1250@A3
REVISION	3132-1-000	REVISION	08

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10.2 Proposed Site Layout

