

WORSBROUGH REGENERATION PHASE 3 BRUCE AVENUE, WORSBROUGH, BARNSELEY.

Design and Access Statement

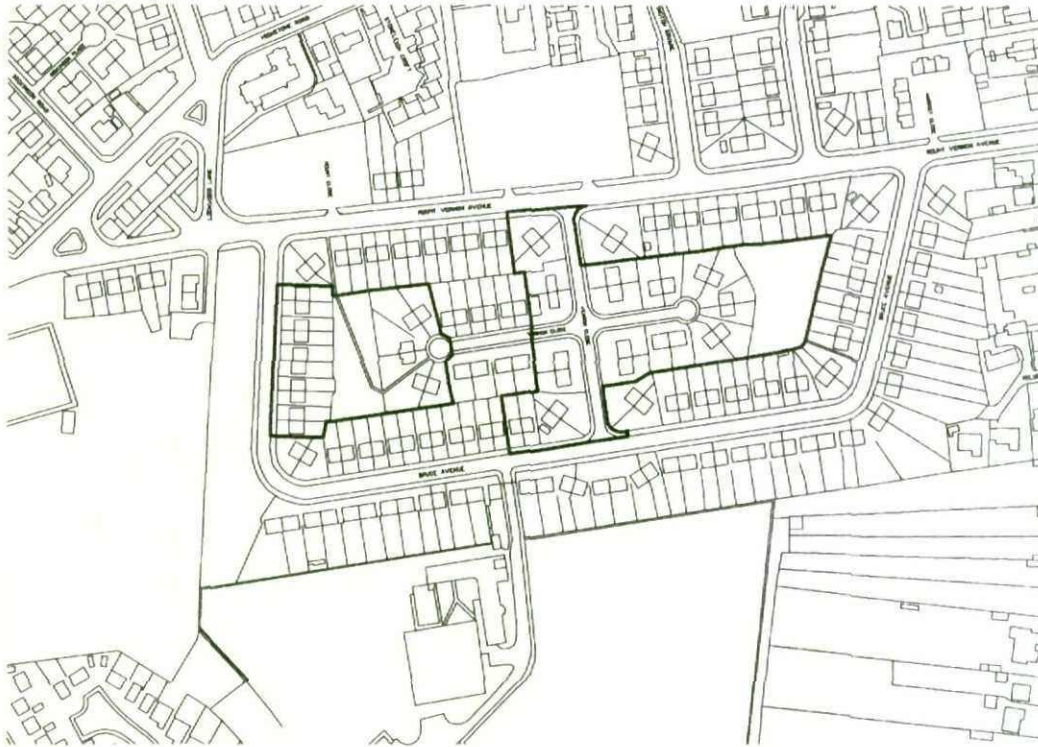
A proposed development of 43No dwellings consisting of 2No four bed houses, 20No three bed houses, 10No two bed houses, 2No two bed flats, 7No two bed bungalows and 2No two bed wheelchair accessible bungalows for South Yorkshire Housing Association.

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1.0 Site Assessment

1.1 The development site



The development site is located within the Worsbrough area of Barnsley and has excellent connections with the surrounding area due to the vicinity of junction 37 of the M1. The site measuring approximately 54m wide and 250m deep is located off Vernon Close. Local authority playing fields are located to the top of the site next to Bruce Avenue to the West of the site, Mount Vernon Avenue the north, Bruce Avenue the east and Worsbrough Common Primary School the south. The site slopes from West to East from the top to the bottom of Bruce Avenue and is currently owned by BMBC. The site is now vacant due to ongoing demolitions in recent weeks of the council housing and is classed as a housing policy area by the latest UDP.



View towards Mount Vernon Avenue and Plot 1 of Phase 1.



View looking east to the vacant land at the bottom of Vernon Close.



View looking west, towards the cross roads of Vernon Close.



View looking west towards the cross roads of Vernon Close.



View looking east across the bottom of the site.



View looking east up Vernon Close towards the new environmental works.



View to the top of Vernon Close and the existing turning circle.



View of the vacant land to the top of Vernon close and the existing footpath.



View of the vacant land to the top of Vernon close.



View of the vacant land looking back down towards Vernon Close.



View looking down Vernon Close at the recent environmental works.



View at the cross roads of Vernon Close.



View towards junction of Vernon Close and Bruce Avenue.



View at junction of Vernon close and Bruce Avenue up towards entrance to Primary school and Phase 2.



View from top of Bruce Avenue towards Primary school entrance.



View along top of Bruce Avenue towards Mount Vernon Avenue with Phase 1 bungalows in the distance and Phase 2 to the left.



View along Bruce Avenue with redevelopment site to the left and Phase 2 to the right.

1.2 Public transport

The nearest bus stop is located on Mount Vernon Avenue and the time table is as follows:-

To Barnsley-	Mon to Friday 05:04, every 10mins until 23:43.
	Sat 05:04, every 10mins until 23:43.
	Sun 9:52, every 13mins until 23:43.

Barnsley train station is located within 1.6miles of the development site and the train timetable is as follows:-

To Sheffield-	Mon to Friday 05:18 to 23:26 every 12 to 20 minutes.
	Sat 05:18 to 23:06 every 13 to 30 minutes.
	Sun 09:21 to 23:12 every 60 minutes.

1.3 Pedestrian access

There is a minimum 1.5m wide pavement around Vernon Close with the footpath being in varying condition. The road serves as a valued link from Mount Vernon Avenue through to the local Primary school.

1.4 Vehicular access

Vernon Close consists of 2No roads that run both east to west and north to south in the middle of the Bruce Avenue and Mount Vernon Avenue area. The

road is constructed of concrete and varies in condition with the road being approximately 4.5m wide.

2.0 Planning Policies

2.1 UDP

The site is classed as a housing policy area by the latest Unitary Development Plan.

3.0 Consultation

3.1 Community

Prior to the submission of the application to gain planning permission for Phase 1 and Phase 2 of the Worsbrough Regeneration scheme, intensive consultation had been carried out with the local community between Berneslai Homes and South Yorkshire Housing Association. On this basis a masterplan was drawn up of which Phase 3 is the final stage.

Through this consultation it was determined that as part of Phase 3 the community would like to see better access through the estate by creating a new access road from Vernon Close through to the top of Bruce Avenue.

Regular consultation also takes place between SYHA, Berneslai Homes, Ward Councillors (Councillors Price and Bowden) and the Worsbrough Common Community Association via monthly Project Group meetings and Community meetings. These meetings have been taking place for nearly two years and will be progressing until the completion of Phase 3.

Strategic meetings also take place between SYHA, Berneslai Homes and BMBC.

3.2 Planning

The scheme has been presented to Steve Kirkham from Barnsley MBC planning department for preliminary advice.

A meeting took place on 3 March 2010 between SYHA, Berneslai Homes, BMBC Highways and BMBC Planning to discuss the scheme pre application. A copy of the meeting minutes is attached within appendix 1 to the rear of the Design and Access Statement. Following this meeting copies of the site layout were issued to Barbara Wilson for comment but prior to the application being made no feedback had been received.

A copy of the minutes from the meeting is attached in Appendix 1 and the comments have been considered and integrated into the application drawings.

Frontages to all new plots will have boundary walls and railings to suit those previously provided by Berneslai Homes through the environmental works that have been carried out to Bruce avenue and Mount Vernon Avenue.

3.3 Highways

As noted under 3.2 a meeting was held on 3 March 2010 where the details of the Phase 3 scheme together with the overall masterplan for the Worsbrough Common Regeneration were discussed.

The comments made at this meeting have been incorporated into the scheme although it was clear that Barbara Wilson would be the key person to give feedback through Development Control. Advice was required on the road layouts together with advice on whether the works would be carried out as a section 38 or 278 agreement of the Highways Act, or a combination of both. No feedback has been received on this.

Drop kerbs are to be provided to the new properties where off street parking is provided. This will lead to the existing footpath being stripped and renewed. These will be provided under an application for approval under section 184 of the Highways Act.

Where street light columns are to be removed, new will be provided and a design will be obtained from BMBC Street lighting while the project is on site.

3.4 Police Architectural Liaison Officer

A brief meeting took place on site on 28 April 2010 to discuss Phase 2 of the regeneration but it was also an opportunity to inform the ALO of Phase and give a brief outline of the works.

4.0 Design

4.1 Amount, layout, scale

The scheme is made up of the following mix of properties:

- 2No four bed houses @ 125m²
- 20No three bed houses @ 85m²
- 10No two bed house @ 73m²
- 2No two bed flats @ 60m² / 64.2m²
- 7No two bed bungalows @ 62.5m²
- 2No two bed wheelchair accessible bungalows @ 95m²

Please see the site layout, elevations and street scene for the scale and layout of the scheme.

4.2 Landscaping

Paths are to be tarmac and the parking bays block paved. High quality low brick walls topped with metal railing panels to match Berneslai environmental works nearby.

Where required high level walls will be provided to match the low walls where rear gardens are adjacent to Vernon avenue to meet Secured by Design. A new 1800mm high wall with brickwork upto 1200mm above ground level with piers at 2.4m centres with 600mm high metal railing over the wall and

between the piers, this achieving the 1.8m high boundary wall to achieve Secured By Design.

Stained 1200mm high timber fences are proposed to separate the rear boundaries. Knee rail fences will be provided to the front of the properties in order to separate gardens. All gardens (front and rear) to be turfed.

4.3 Use

All properties provide a Social Housing need and consist of the following mix:

- For Rent - Plots 6 – 9, 15 – 19, 21 – 26, 28 – 34 and 40.
- Shared Ownership – Plots 1- 5, 10 – 14, 20, 27, 35 – 39 and 41 – 43.

4.4 Access

A convenience store is located within 0.14miles of the development, with the main supermarket located 0.83miles away. The principal shopping and commercial centre is the Alhambra Shopping Mall located within 1.37miles of Bruce Avenue.

All dwellings to have level access with front entrances utilising 1022mm wide doorsets and 900mm internal doorsets. The stairs are capable of taking a stair lift all switches and controls to be at 1200mm with sockets mounted at 600mm above floor level and kitchens 900mm.

5.0 Building For Life

The following section uses the format of the 20 questions that make up the Building For Life standard.

5.1 Does the scheme feel like a place with a distinctive character?

The scheme's distinctiveness comes from the shape of the site, the way the building fills the perimeter from Bruce Avenue to the top of the site going down through Vernon Close and a complimentary choice of facing material.

5.2 Do buildings exhibit architectural quality?

The almost random window and door locations punch into the white rendered, cedar clad and stone exterior while still maintaining functionality to the rooms within. The grey window frames and rainwater goods contrast with the render but manage to maintain a common identity for the contemporary design.

Facing materials:-

Walls generally: White render / cedar cladding / artificial stone / red brickwork

Roofs: Dual pitch with slate gray concrete tiles.

Windows, fascias: Painted timber (BS 18 B 25 - Dark Admiralty Grey).

Gutters, RWP's: Grey uPVC (BS 18 B 25 - Dark Admiralty Grey).

5.3 Are streets defined by a well-structured building layout?

The existing road layout is utilised and extended to form better vehicular and pedestrian access, with the front aspect of the new dwellings orientated to compliment the new roads.

5.4 Do the buildings and layout make it easy to find your way around?

An existing turning circle has been utilised to extend the road to form a new road junction and provide better access to the whole of the Bruce Avenue area. The existing road layout to Vernon Close is maintained as this provides good access at the mid point of Mount Vernon Avenue through to the mid point of Bruce Avenue. It is also worth noting that the access to the Primary school is off Bruce Avenue and Vernon Close is seen as a good route through for pedestrians.

5.5 Does the scheme exploit existing buildings, landscape or topography?

Existing buildings have been demolished, and the existing gradient of the site has been maintained, although this has proved difficult due to the constant 1:10 gradient moving down the site from the top of Bruce Avenue.

5.6 Does the building layout take priority over the roads and car parking, so that the highways do not dominate?

Although the new road layout is important in order to bring together the existing road and new road, it is not to the detriment of the new housing, where the majority will have front gardens and car parking within the plot boundary.

5.7 Are the streets pedestrian, cycle and vehicle friendly?

The new streets are vehicle and cycle friendly as they are designed to be accessed purely by residents and service vehicles.

5.8 Is the car parking well integrated and situated so it supports the street scene?

Car parking spaces are located where they are intended to be used, as in the houses will have in curtilage parking with ratios being as stated in the header of this document. The houses will have a mix of car parking to the side of the property with other houses having parking to the front of each plot.

5.9 Does the scheme integrate with existing roads, paths and surrounding development?

The scheme integrates directly with existing roads and paths as existing access roads to the dwellings now demolished have been removed and relocated to more suitable positions.

5.10 Are public spaces and pedestrian routes overlooked and do they feel safe?

The area currently suffers from minor antisocial behaviour problems since the sites are easily accessible on most side. The proposed development will allow both sides of the new courtyard to be overlooked.

5.11 Is the design specific to the scheme?

The design has had to accommodate the unusual site shape which although difficult has lead to a site with a specific design and individual in nature.

5.12 Is public space well designed and does it have suitable management arrangements in place?

No public open space is being provided - although the site will have good access to the existing playing fields to the rear of Bruce Avenue.

5.13 Do buildings or spaces out perform statutory minima, such as Building Regulations?

The scheme will meet The Code for Sustainable Homes level 3 and the external wall U-value of $0.20\text{w/m}^2/\text{k}$ easily surpasses the $0.35\text{ w/m}^2/\text{k}$ requirement for Building Regs.

5.14 Has the scheme made use of advances in construction or technology that enhances its performance, quality and attractiveness?

The scheme as mentioned in 5.13 is highly insulated and designed to a high standard for air tightness and acoustic properties. Photovoltaic modules will be provided to the roofs to produce renewable energy.

5.15 Do internal spaces and layout allow for adaptation, conversion or extension?

The internal walls are to be made from studwork so future adaptation or conversion could be undertaken. An extension or extensions could be considered if the relevant planning permission is given.

5.16 Does the development have any features that reduce its environmental impacts?

The scheme will meet The Code for Sustainable Homes level 3 where the overall design and specification is scored against a range of environmental measures including low water use fittings, low energy use, additional recycling facilities, features that encourage wildlife, etc.

5.17 Is there a tenure mix that reflects the needs of the local community?

The scheme meets an identified demand for low-cost home ownership on a currently vacant site, with 23No properties available for general needs rent and 20No properties available for sale under shared ownership schemes.

5.18 Is there an accommodation mix that reflects the needs and aspirations of the local community?

Low cost, two, three and four bedroom houses together with two bed apartments giving a great mix housing for the current and future generations of Worsbrough.

All dwellings to have level access with front entrances being 1000mm wide door sets.

5.19 Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafés?

A convenience store is located within 0.14 miles of the development, with the main supermarket located 0.83miles away. The principal shopping and commercial centre is the Alhambra Shopping Mall located within 1.37miles of Mount Vernon Avenue.

The local primary school is located approx. 50m from Vernon Close, with the local park and children's play area being located 100mm away from the top of Mount Vernon Avenue.

A new community centre is planned for the island site located at the top of Mount Vernon avenue opposite St Luke Church. A public house is located to the bottom of Mount Vernon Avenue and along Highstone Road, accessed via the new public footpath.

6.0 Sustainability

CODE FOR SUSTAINABLE HOMES: Each plot will achieve Code for Sustainable Homes level 3, which demonstrates a high standard of sustainability across a range of environmental categories:

6.1 Energy

The building will improve upon the Building Regulations carbon emissions standards by 25%, with a highly insulated envelope, low air permeability, highly efficient boilers and sensitive controls. All lighting will be low energy and each dwelling will benefit from the provision 0.75kWp photovoltaic's.

6.2 Water

Water use will be limited to less than 105 litres per person per day by the use of ultra low volume WCs and water restrictors.

6.3 Materials

Materials will be selected for their low environmental impact (not less than A-rated in the BRE Green Guide) and responsible sourcing (Environmental Management Systems, Chain of Custody etc).

6.4 Surface Water Run off

Sustainable drainage systems will be used to ensure that the scheme discharges no additional surface water into the public sewer. The site is located in a low flood risk area.

6.5 Waste

The scheme will exceed minimum site waste management plan standards

6.6 Pollution

Insulating materials will only use substances that have a global warming potential of less than 5 in manufacture and insulation, and boilers will have a dry Nitrous Oxide level of less than 40 mg/kWh

6.7 Health and Wellbeing

Excellent day lighting levels are achieved in the lounge dining rooms; party walls will exceed the Building Regulation sound insulation requirements, and all dwellings meet Lifetime Homes standards.

6.8 Management

Residents will be provided with a Home User Guide which will understand and operate their homes efficiently. The contractor will be required to set environmental targets for the construction works and will be monitored against them.

7.0 Refuse/recycling

7.1 Bin / recycling strategy

All dwellings have a bin store for four bins located to the rear of each property. Waste collection, to be undertaken by the local authority.

The following bins will be provided to each property with a bin store being allocated against each plot:

Local Authority Provision

General Refuse	DIMENSIONS: 720 X 650 X 1060mm	VOLUME: 240L
Recycling 1 (Green)	DIMENSIONS: 720 X 650 X 1060mm	VOLUME: 240L
Recycling 2 (Blue)	DIMENSIONS: 560 X 560 X 1060mm	VOLUME: 140L
Recycling 3 (Brown)	DIMENSIONS: 560 X 560 X 1060mm	VOLUME: 140L

In addition to the above SYHA will also be providing a composting bin to each plot and fixed recycling bins within the kitchen to each plot in order to achieve level 3 of the code for Sustainable Homes.

14 May 2010

8.0 Appendix 1

Planning & Highways Pre Planning Application Meeting 03/03/2010

Steve Kirkham (Planning), Ian Wilson, Dave Lacey (Highways) - BMBC
Roger Southworth, Howard Young, Christine Davies – SYHA
Mel Asquith - Berneslai Homes

Still need clarification as to whether we can undertake all Highways works under a S278 application, or whether we need S38 for the new section of road that runs from the bit being resurfaced by Berneslai Homes, down to Bruce Ave. It is only Development Control that can advise on this (Barbara Wilson) who was unavailable to join this meeting. DL and IW follow their lead on this issue so could not advise on their behalf.

At present there is a raised plateau at the cross roads, but as this was removed from the plans for phase 2, so this may be removed for this phase too.

Berneslai boundary works in the middle area of the scheme will also involve re-surfacing that stretch of Mount Close, so SYHA's levels are designed to run from theirs, so no further re-working will be required when SYHA's highways works are underway.

It would be helpful if the road & footpath dimensions were provided on the main site layout drawing submitted.

BW should comment on whether the kink in the road where the turning point currently is, is appropriate, and make any recommendations for how it could improve, in line with the positioning of the building plots.

Plot 20 (apartments) is to be adjusted as the orientation means the plot is over looking No33 Mount Vernon Avenue. SYHA architects to revise to prevent over looking issues.

The 2 bed houses and bungalows to have 1No car parking space.

43No plots to be provided, reducing down the number of units shown on the SYHA Masterplan produced by SYHA architects from 45No plots.

Steve Kirkham requested that plot number 2 and 3 & 12 and 13 (being two bed houses) be moved further forward towards the new road. SYHA believe that this would cause issues with the street scene and would be difficult due to the steep gradient of the site.

HY just has the street scene drawing to produce before the full set for the planning application is ready. The intention is to submit the application at the end of this month.

The issue around a commuted sum for public open space is set in policy and there is no current scopes to discount RSLs from having this apply to them. However MA confirmed that a report is going to be presented with just this recommendation, so although it will not help this current situation it may help SYHA in the future. She did

point out that other HAs do pay it without issue, but they may have costed this in and found it to still allow for a viable scheme.

There is a set formula for working out how much we should be charged based on number of bedrooms etc. It is anticipated that we will be charged just over £50K. It should be noted that SYHA had not received anything in writing about a commuted sum and what figure this would be, and so it has not been factored in to the scheme viability or budgeted for.

RS had added an additional two units to the plans increasing it from 44 to 46 units, *however only 44 unit shave been bid for to the HCA so any additional units would need a new bid submitting (which may not be granted).* The plans tabled showed 45. Initial feeling was that there were some cramped zones on the layout, and to take out this one extra unit may help remedy this. Also as this scheme is not very viable anyway, as it currently stands, to add extra units in worsens this factor rather than helps improve the figures. So for this reason it was agreed we would revert back to the original 44 as planned.