New affordable housing development at Lidget Lane in Thurnscoe for Chevin Housing Association

DESIGN & ACCESS STATEMENT

(Ref.11025 / Rev. A / June 2013)

A full planning application for:

A new affordable housing development of 22 no. small family dwellings and 1 no. bungalow.

On two sites at Lidget Lane in Thurnscoe.

On behalf of the Chevin Housing Association

Planning Portal reference PP-02702873

AA DESIGN LTD
Architects □ Surveyors □ Interior Designers □ Project Managers □ CDM Coordinators
Unit 2 Aizlewood Road Sheffield S8 0YX Tel. 0114 258 9571 Fax. 0114 250 0669
e-mail: architects@aadesign.co.uk

Contents

1. **Introduction**
2. **Development and regeneration context**
3. **Social context**
4. **Economic context**
5. **Planning and design context**
6. **Building for life assessment**
7. **Statement of community Involvement**
8. **Waste management plan**
9. **Phasing of the development**
10. **Conclusion**
11. **Supporting documentation**

1. Introduction

The following full planning application is presented on behalf of the Chevin Housing Association, working in partnership with Barnsley Metropolitan Borough Council, to address the local affordable housing needs in the village of Thurnscoe.

The development includes for the provision of the following housing mix which has been agreed in accordance with the priority housing needs identified by the Council's strategic housing team:

- 2 no. three bedroom family homes.
- 20 no. two bedroom family homes.
- 1 no. bungalow designed in accordance with the wheelchair housing design guide.

The development also includes for new private gardens and boundary treatments, off-street car parking, highway improvement works and associated new or alterations to existing services and infrastructure as required to service this new sustainable housing development.

The application sites comprise two 'brownfield' sites on Lidget Lane in Thurnscoe. The sites were formerly occupied by 48 no. traditional terraced houses which have subsequently been demolished (site A) or are in the process of being demolished (site B) by the Council in preparation for the new housing development which represents a significant component of the wider regeneration programme for the village of Thurnscoe.

In addition to the new housing development proposals included in the planning application the Applicant is also working with the Council to refurbish and bring back into full residential use the derelict property at 2 Lidget Lane in Thurnscoe, which does not require planning consent and is therefore not referred in detail to in this application.

In addition to the above the Applicant has offered to work with the Council to seek improvements to the existing landscaped public open space area along Lidget Lane adjacent to site B which also does not require planning consent and is therefore not referred to in detail in this application

2. Development and regeneration context

The village of Thurnscoe has been the focus of a wider regeneration programme over a number of years led by Barnsley Metropolitan Borough Council and working with the local community, a wide range of local, regional and national stakeholders and agencies and project delivery partners. Please refer to the following statement by the Barnsley Metropolitan Borough Council's Dearne Valley Team Development Services Project Manager:

Background

"The development and progression of Lidget Lane has been ongoing prior to obtaining housing market renewal funding in 2002 and at that time involved partnership working/funding through Berneslai Homes. Since then there has been significant interventions undertaken on Lidget Lane via Housing Market Renewal funding which has included the selective demolition of a mix of residential and retail dwellings, all through amicable negotiation with owners.

The continued progression of the regeneration of Lidget Lane, represents the delivery of one of the main preferred options identified within the EC Harris masterplan which was agreed in 2005 by the Council and its partners. The preferred option for Lidget Lane did wish to include some retail element but unfortunately the private sector have not been able to support that aim and it will now only contain the residential element.

The masterplan focused primarily on the regeneration of East Thurnscoe, and there have been a number of interventions which have taken place in addition to the improvement of Lidget Lane. Those other interventions within East Thurnscoe have included new build housing within the wider area of East Thurnscoe including new build houses and bungalows with a mixture of properties to rent and for shared ownership. Some of that new build provision included partnership working with Chevin Housing Association. There have also been significant property improvements, to over 600 private sector properties, funded initially through housing market renewal and have included works such as off street parking, new

front boundary walls, replacement roofs, replacement heating systems and latterly energy performance works to a large proportion of East Thurnscoe properties including external wall Insulation works.

The new build housing which has been assembled over the years on Lidget Lane has been through a mix of delivery methods, including funding obtained from the Homes and Community Agency and partnerships with Berneslai Homes and Chevin Housing Association. Some of the new build housing has also taken place from the private sector".

Current position

"The selective demolition and some acquisition of land from the private sector has enabled new build housing to be built over the years directly in the area of Lidget Lane which will help to meet the demands of the existing and also changing needs of the population of Thurnscoe and the wider housing needs of the boroughs residents. A number of housing needs assessment reviews have been undertaken over the years and the proposed provision of the additional new build housing by Chevin Housing Association has used the most recent results to assist in directing what type of new housing stock is required, as well as taking full account of the Berneslai Homes waiting list information.

The provision of 23 new homes and the refurbishment of one existing derelict property on Lidget Lane brings forward the last remaining areas of land where previously there had been terraced stock in poor condition, both residential and retail. The provision of new housing along one of the major gateway entrances into Thurnscoe will enable the area to benefit substantially from high quality new accommodation which will fit with the existing style of properties and enable a wider housing offer to be given. The development will also:-

- *increase the attractiveness of the gateway*
- *it will complement the existing improvements and new build properties available in the area*
- *assist in supporting other new housing developments, such as the "Seasons" development being delivered in another area of the village"*

3. Social context

This proposed new housing development represents an important component of the wider regeneration programme for the village of Thurnscoe. The realisation of the project will address the identified local housing need for new high quality homes for affordable rent with sustainable credentials in all aspect of location, design and performance.

4. Economic context

During the construction phase of the project the development will contribute towards local employment in the building industry.

Following the completion and occupation of the scheme the development will contribute towards the economic sustainability of local retail, services and other offers.

5. Planning and design context

Planning policies and guidance

The National Planning Policy Framework (NPPF)

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. At the core of the NPPF is a presumption in favour of 'sustainable development'. Development proposals that accord with the local development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

PAN 30 Sustainability Assessment

An assessment of the sustainability of the development sites has been carried out in accordance with Council's Planning Advice Note 30 – Sustainable Location of Housing Sites. The assessment showed compliance with all of the individual sections and achieved a total score of 39 which is well in excess of the minimum score of 22 for sustainability. A copy of the assessment has been submitted separately in support of the planning application.

The application sites are within a designated Housing Policy Area and are both 'brownfield' sites having previously contained approximately 48 no. dwelling houses. The development is demonstrably sustainable in all aspects of its location, design and performance and represents an important component of the wider regeneration programme for the village of Thurnscoe.

The proposed development therefore complies in all respects with the 'sustainable development' requirements of the NPPF.

Saved UDP Policies

The application site is within a designated Housing Policy Area in the established settlement of Thurnscoe within the wider 'principal town' of Goldthorpe (PAN 30).

Key Core Strategy Policies

CSP 1 Climate Change

The application relates to the proposed development of previously developed 'brownfield' land in a sustainable location in the established settlement of Thurnscoe.

Please refer to the separate reports submitted with the application in connection with the flood risk assessment for the scheme and sustainable drainage proposals.

CSP 2 Sustainable Construction

The new development will be designed and specified to achieve compliance with Code Level 3 of the *Code for Sustainable Homes.* The Code covers all aspects of environmental performance and measures the sustainability of a residential development against specific targets within environmental design categories, rating the overall environmental performance of the development as a whole. The design categories included within the Code are:

Energy and CO2 emissions
Pollution control
Water consumption
Health and well-being
Sustainable materials
Building management
Surface water run-off
Ecology factors
Waste management

Appropriate solutions to all of these issues will be developed during the technical design of the project to ensure good environmental performance in accordance with the requirements and aspirations of the Code.

CSP 3 Sustainable Drainage Systems

Please refer to the separate reports submitted with the application in connection with the flood risk assessment for the scheme and sustainable drainage proposals.

CSP 4 Flood Risk

Please refer to the separate drainage reports submitted with the application in connection with the flood risk assessment for the scheme and sustainable drainage proposals. Please also refer to the Desk Study carried out by Solmek Ltd, reference S130320 which confirms that *"the site is not at risk of flooding"*.

CSP 5 Including Renewable Energy in Developments

The development is a 100% affordable housing scheme which will be owned and managed by Chevin Housing Association. As such the level of income generated by the development is relatively fixed and below the level that might be achieved from a market sale or market rented scheme. Under the current HCA grant funding arrangements there is no provision for the separate grant funding of renewable energy systems nor is the Association able to offset the additional capital costs against future returns.

In addition to the above, in accepting additional abnormal costs in relation to the necessary road closures and associated service diversion costs, adjusting the housing mix to respond directly to local housing needs (with associated reduction in rental income), agreeing to additional high cost items such as continuous robust boundary treatments and road and footpath improvements, the project is already borderline in terms of its financial viability.

Under the circumstances therefore it is not economically viable on this occasion to include for a renewable energy source to reduce the development's carbon dioxide emissions by at least 15% and the Applicant hereby requests a waiver in accordance with policy 9.32.

Please refer to CSP 2 under which the Applicant has made a commitment to sustainable construction in accordance with Code Level 3 of the *Code for Sustainable Homes* including a 'fabric first' approach to energy conservation.

CSP 8 Location for Growth

The application site is within a designated Housing Policy Area within the established settlement of Thurnscoe within the wider 'principal town' of Goldthorpe (PAN 30), and is a brownfield site having previously contained approximately 48 no. dwelling houses. The development is demonstrably sustainable in all aspects of its location (PAN 30), design and performance, and represents an important component of the wider regeneration programme for the village of Thurnscoe.

The Applicant has worked closely with the Council's strategic housing team to ensure that the development meets the housing needs priorities of the local community in terms of both accommodation and tenure.

CSP 9 The Number of New Homes to be Built

The 23 no. new dwellings included in the proposed development will contribute towards the Council's housing targets in accordance with the housing growth agenda. The aggregate site area of the development equates to 0.43 hectares and achieves a housing density of 53 homes per hectare which is well in excess of the minimum requirement of CSP 9 target of 40 homes per hectare.

CSP 10 The Distribution of New Homes

The development will contribute towards the 14% target of new homes allocated to the 'principal town' of Goldthorpe under CSP 10.

CSP 25 New Development and Sustainable Travel

The development site is very well located for good access to local and regional public transport facilities. Regular local bus services are available along Stuart Street, Lidget Lane and elsewhere within Thurnscoe. The site is also within convenient walking distance of Thurnscoe Railway Station which provides access to the local, regional and national rail network.

The development site is also very well located for convenient pedestrian and cycle access to all local facilities and amenities including retail, health, education, recreation, transport and employment sites.

The development includes for private car parking to all new homes, including covered car parking to the 'wheelchair standards' bungalow, to standards considered to be appropriate by the Applicant and close to and under direct natural surveillance of each dwelling. Reference has also been made to the appropriate sections of the Council's supplementary planning document 'Parking'.

Secure cycle storage will also be included to all of the new dwellings by means of a lockable garden store in all rear gardens.

Site A will be developed with 19 new homes on land that was formerly occupied by 42 residential properties. There is therefore likely to be a net decrease in traffic movements associated with the site and a transport assessment is therefore not considered to be necessary.

Site B will be developed with 4 new homes on land that was formerly occupied by 6 properties (mixed commercial / retail / residential). There is therefore likely to be a net decrease in traffic movements associated with the site and a transport assessment is therefore not considered to be necessary.

CSP 26 New Development and Highway Improvement

The Council's Highways Development Team has been consulted in the preparation of the development plan and agreement reached on the treatment of existing and new highways around the site. In addition the Applicant will seek to obtain formal stopping up of the redundant public highways that remain within site A, details of which have also been received from the Council's Highways Team.

Lidget Lane and Stuart Street already contain speed calming measures including speed ramps and chicanes to control traffic speeds and no additional speed control measures have been requested.

Site A is currently serviced by Lidget Lane, Stuart Street, Coronation Street and the existing (un-named) lane to the front of the adjacent Club premises. The Council's Highways Development Team has agreed the principle of direct access to private drives and the mews court from the existing highways. Footpath crossings will be provided and the remainder of the existing footpaths made good to a specification to be approved by the Council. The un-named lane to the rear of the site will also be improved to provide a new shared surface access road also in accordance with specifications to be approved by the Council, and the additional width required will be offered for adoption as public highway. It is also proposed that this new shared surface access road should be subject to parking restrictions as shown on the application plan (double yellow lines) under an appropriate traffic regulation order.

Site B is currently served by Lidget Lane to the development frontage and a private un-named lane to the rear. The same strategy has been agreed for access to car parking to the two outer properties (ie direct access from Lidget Lane to private drives) with footpath crossings and making good to pavements. The two centre dwellings will be serviced from the rear for car parking purposes from the existing lane.

No other additional highway works have been requested by the Council's Highways Development Team.

CSP 29 Design

The existing development sites are characterised as follows:

Site A Formerly occupied by high density traditional terraced housing and back lanes, the site has recently been acquired and cleared by the Council and currently presents as a reasonably level mown grassed area with no landscape features or built structures.

Site B Currently occupied by empty and boarded up derelict terraced properties (mixed commercial / retail / residential), recently acquired by the Council and imminently to be demolished and cleared for development.

Please refer to the site location plan submitted with the planning application.

Both sites are located in the heart of Thurnscoe, to either side of Lidget Lane, and are surrounded by a variety of traditional and some more contemporary residential, retail and civic amenity buildings of mixed architectural merit. Along the south side of Lidget Lane partly opposite site A the existing Hickleton Terrace and similar traditional terraced housing opposite are reminiscent of the wider traditional housing stock that would have been predominant in the immediate vicinity, also still to be seen along King Street and Queen Street to the south of Lidget Lane.

In addition the original terraced housing at the corner of Coronation Street and Lidget Lane, now converted to retail use at ground floor level, is a further reminder of the former predominance of two storey, red brick, slate roof, traditional architectural character, detailing and design also characterised by close active frontage either built up to the back edge of pavements or with a traditional shallow front yard.

Traditional robust front boundary treatments are also evident, with brick walls and railings dominating the street frontages to front yards and gardens.

Much of the original terraced housing has subsequently been demolished to make way for new housing development including this current development proposal.

Elsewhere in the immediate vicinity of the development there is a variety of more recent bungalow developments, again of mixed architectural merit, whose open frontage design and deeper separation from the street scene is out of character with the original settlement.

The development sites themselves create a significant gap in the Lidget Lane frontage that is completely out of character with the close active frontage development that is so clearly expressed in the original terraced housing.

Development proposal design philosophy:

In terms of the new development, the site layout, the scale, massing and architectural design of the scheme all respond directly to the site opportunities and constraints, the surrounding built environment and wider local and regional influences. The design is considered to present an appropriate architectural solution of distinctive local character to

replace the lost development frontage to Lidget Lane and to create a link to the architectural heritage of the village. The design, building form and use of materials create an architectural composition which has been influenced by its location within the village of Thurnscoe. The selection of external materials, architectural design and detailing is deliberately traditional in response to the surrounding traditional built environment, with particular reference to Hickleton Terrace opposite.

The existing street patterns and close development frontages are a dominant feature in this location. The new housing layout and boundary treatments provide traditional, close active frontage to Lidget Lane and Stuart Street, providing enclosure, definition and direct natural surveillance to the existing street pattern. The compact development layout and absence of frontage car parking supports and reinforces the existing street pattern and pedestrian and vehicular routes.

The development is situated in the heart of Thurnscoe village and responds to the traditional built environment in the immediate location. The design is influenced by the predominantly terraced traditional housing stock with close active frontage and clear relationship to the existing roads and footways. Architectural design, massing and scale, use of materials and architectural detailing are all reminiscent of the local tradition and the overall design is intended to create continuity and linkage to the surrounding established residential townscape.

Boundary treatments to the new development will be similarly traditional in design, featuring continuous boundary walls in facing brickwork with traditional detailing, plus railings and fencing in key locations for amenity, privacy and security of the residents.

Landscaping and Public Open Space

The new housing development will include for the provision of secure, enclosed private gardens to all new homes in accordance with the requirements of the Council's supplementary planning guidance, providing opportunities for private recreation and residential shrub and tree planting.

There is no provision of any new public open space in the development but the new homes will have the benefit of convenient access to existing open space areas and the Applicant has offered to work with the Council to seek improvements to the existing landscaped public open space area along Lidget Lane adjacent to site B. The development is for 100% affordable housing and in accordance with the Council's current policy there is no requirement for any additional public open space or any financial contribution in lieu of provision.

Spatial design

The development has been designed in accordance with the principles embodied in the Council's supplementary planning document 'Designing New Housing Development'.

Car parking

Reference has been made to the appropriate sections of the Council's supplementary planning document 'Parking'.

CSP 36 Biodiversity and Geodiversity

Please refer to the site descriptions included under CSP 29. In their current condition neither site displays any features of ecological or geological value. Development of the site for new homes will improve the ecological value of both sites by providing limited opportunities for new habitats and biodiversity in the context of residential garden shrub and tree planting.

CSP 39 Contaminated Land

Please refer to the Desk Study carried out by Solmek Ltd, reference S130320. Further investigations will be carried out on both sites in accordance with the recommendations of the desk study as soon as the demolition programme (site B) has been completed and the site made available to the consultant engineer.

CSP 40 Pollution Control and Protection

There is currently no evidence of any direct or indirect noise, smell, dust, vibration, light or other pollution that will affect the new housing development nor will the development itself produce any similar effect after completion.

During the construction period the building contractor will be required to take all necessary mitigation measures to prevent nuisance through noise, dust and traffic and apply the requirements of the *Considerate Contractors* scheme when undertaking the works.

The existing Club premises to the north of the development have been in operation for many years. Previously the original terraced housing on the site faced directly towards the Club with habitable rooms facing the Club premises and the car park. The new housing development in this location has been designed to be gable end on to the Club premises with mainly garden areas facing towards the car park to provide an appropriate level of privacy and improved amenity to future residents.

6. Building for Life assessment:

Please refer to the Building for Life Assessment which accompanies the planning application. The BfL assessment has been carried out using the original 20 question format for consistency with the Homes and Communities Agency's HQI format and shows a score of 13 out of 20.

7. Statement of community involvement

On the afternoon and evening of the 21st May 2013 a public consultation event was held at the Thurnscoe Business Centre on Princess Drive in Thurnscoe, very close to the two development sites. The event was staffed by representatives of Chevin Housing Association, Barnsley MBC strategic housing team and Berneslai Homes. The event was well advertised locally by letter, leaflet and notice in the local press.

In the main the project was well received by the members of the public who attended the consultation event.

Two visitors expressed concern at the relationship of plots 1 and 2 to the existing bungalows opposite on Stuart Street. This was later checked and confirmed to be in accordance with the parameters indicated in the Council's supplementary planning guidance 'Designing new housing development' and no changes have therefore been made.

One visitor expressed concern about the traffic speeds along Lidget Lane. This point was noted but it was also explained that Lidget Lane would not be directly affected by the development proposals and that the issue was outside the scope of the application. The Council's Highways Development Team have already assessed and approved the principle of direct access to private drives within the new housing development from Lidget Lane and have not requested any additional traffic management works.

8. Waste management

During the construction phase of the development the Building Contractor will be required to comply with the requirements of the Site Waste Management Plans (SWaMP) Regulations 2008 in order to promote recycling and minimise waste of construction materials.

Following the completion of the housing development and immediately prior to the occupation of the new homes, every new dwelling will be provided with the appropriate domestic refuse collection and recycling containers. Guidance will also be provided to all occupiers on the Council's current refuse collection and refuse recycling policies and procedures.

9. Phasing of the development

The development of site A will be subject to road closure procedures under the Town & Country Planning Act, the procedure for which can be lengthy; typically six months from submission following the granting of planning consent. It is proposed therefore that development should commence on site B in the first instance which may well be substantially complete prior to the commencement of building works on site A.

10. Conclusion

Following the positive consultation with the local community and the various authorities involved, the presentation of a sustainable development proposal which addresses local affordable housing needs, a design which is considered to respond well to its location and compliance with the relevant planning policies in respect of a new affordable housing developments, we look forward to the application being well received by the Barnsley Metropolitan Borough Council.

11. Supporting documentation

a) Topographic survey plan no. 6727/1 by Ellam Land Surveys.
b) Site location plan no. 11025/P/01A.
c) Site development plan no. 11025/P/02A.
d) Design drawings nos. 11025/P/03A to 07A.
e) Street elevation artist's impressions drawing nos. 11025/P/08A & 09A.
f) Building for Life assessment.
g) PAN sustainability assessment.
h) Solmek Ltd desk study report reference S130320.
i) Flood risk assessment and sustainable drainage proposals report.

AA Design Ltd
June 2013