Land off Kings Road, Wombwell, Barnsley.



Design & Access Statement

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USE

The Site was formally Kings Road Infant School prior to its closure and sale by Barnsley MBC, as a development site.
The school buildings and caretakers dwelling were demolished shortly after purchase and a planning application was submitted in January 2008.
This application was refused in April 2008, and appeal was lodged, which was subsequently approved in October 2008.
The site has remained undeveloped and in its post demolition state since.







View from Kings Road along the Site frontage.

AMOUNT

The total site area is 0.7897 Hectares (1.95 acres), there is a provision of 0.1783 Hectares (0.441 acres) of public open space, this gives a developable area of 0.6114 Hectares (1.511 acres)
The scheme proposed is for 29 semi detached & townhouse dwellings , consisting of 8no 2 bedroom & 21 3 bedroom properties, this gives a density of 47.43 dwellings/ hectare (19.19 dwellings/ acre).
The scheme approved at appeal was for 24 units, 16 townhouses and 8 apartments, the provision of public open space was 0.359 hectares (0.8871 acres) which gave a developable area of 0.4501 Hectares (1.0644 acres), creating a density of 55 dwellings/ hectare (22.55 dwellings/hectare).
Therefore the proposal has a reduced density along with a smaller public open space which has been negotiated with Barnsley MBC in pre application discussions.



LAYOUT

The approved layout (below) was very linear and had the public open space located at the rear, this was as a result of the land to the rear being classified as greenspace and therefore not developable. This constraint limited the scope of what was achievable and resulted in an over dominance of built form to both road frontages with an area of public open space which feels attached to the units which front onto it and exclusive rather than an area for use by the larger community.



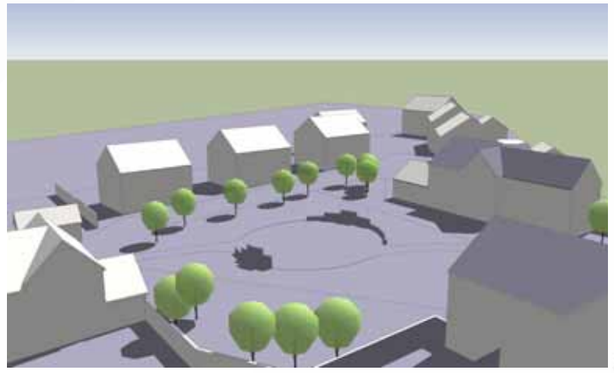


The revised proposal reduced the amount of public open space and provided a footway link from the proposal to Collindridge Road, this proposal was also very linear with relatively large apartment blocks at the corner of Kings & Collindridge Roads.

The scheme was revised to include more public open space and to remove the apartment blocks from the corner of Kings and Collindridge Road.
This design approach was discussed at the Design Advisory Panel in August 2010, it was suggested to look at creating a central public open space, with as many dwellings as possible fronting onto it for surveillance and "ownership", it was also suggested that a more informal road pattern could be adopted possibly wrapping around the open space to from a buffer between the houses and the play space.





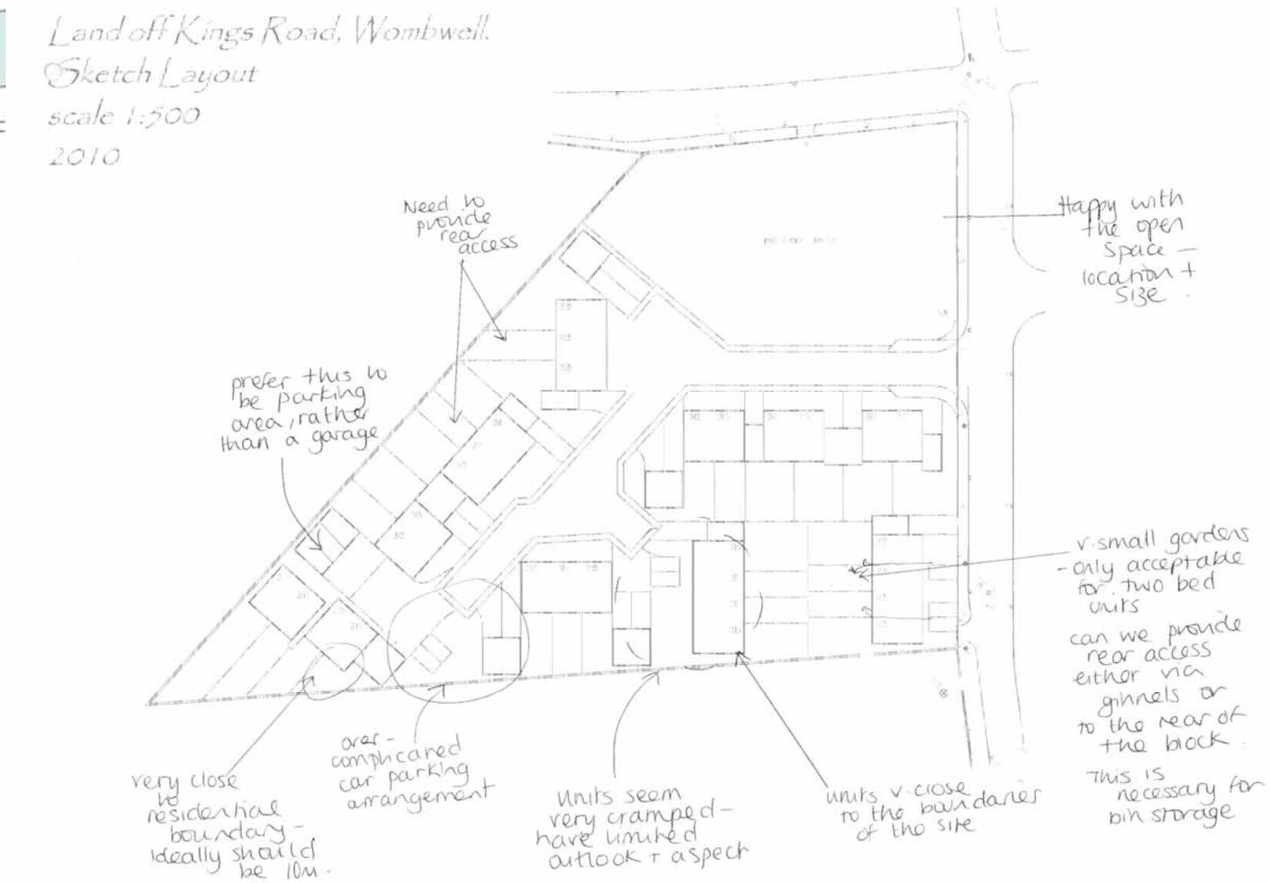




The revised scheme provided a centralised public open space, with a footway link from Collindridge Road through the site and onto Kings Road.
The units were arranged around the public open space to give a balance of surveillance and privacy.
The site is mainly semi detached houses with a limited number of townhouses in blocks of 3 & 4 units.



The layout (opposite) was further amended to take account of comments made by the planners (shown on the layout below).
These issues were addressed by firstly by making all but 1 block of units semi detached to allow secure direct access to the rear gardens.
The units closest to the boundary (plots 14 & 18) were redesigned to be dormer bungalows, reducing their height and impact on the adjacent dwellings, plot 18 & 19 were re orientated to give better gardens and to simplify the parking arrangements.
We felt that the garage block serving plots 20-22 should be retained, as it gives a visual stop to the end of the parking court, will prevent car headlights shining directly into the adjoining gardens and provides secure parking.



Land off Kings Road, Wombwell.
Sketch Layout
scale 1:500
Feb 2012



The layout (above) has been revised to address the issues raised.

Scale

The approved scheme (below) was high density and consisted of several very large linked blocks of townhouses/ apartments, which again was as a result of the previously mentioned constraints however is not consistent with the vernacular which is predominantly semi detached houses with drive access between blocks.



elevation 1

The initial proposal (as shown below) reduce the scale to of the units back to a domestic size, the largest blocks will only be made up of 4 units, with the majority being semi detached houses.
This will as shown below give a street scene which compliments its surroundings.









Following the comments made by planners the scale of the blocks was reduced to semi detached dwellings on all but 1 block, and a new dormer bungalow was designed for plots 14 & 18









LANDSCAPE

Layout and Design

The landscape scheme will be developed to create a structure to the development by the use of carefully considered materials and planting. Local character will be developed by the careful use of palettes of species which will import an individual 'sense of place' to the various areas of the site.

A range of planting, from a dominance of evergreen shrubs to a high proportion of perennial planting, will help to reinforce the road hierarchy from 'connector road' to pedestrian dominated courtyard and distinguish between private, semi private and public space.

Boundaries

Use of a range of boundary treatments from walls to screen fences will reinforce the various character zones within the development and help to provide 'end stops' to views and screen private areas.

Soft Landscape

Landscape elements will be used to break up the lengths of 'drive and lawns' along the spine roads. Hedges will form boundaries and be softened by low level shrub planting to provide colour and year round interest.

The use of planting will inform the pedestrian and they move through the site and will help to define pedestrian, vehicular and shared surfaces. The use of semi mature tree specimens planted into the road surface will further help to reduce the dominance of the vehicle and create 'people dominated' spaces. Vehicular traffic will naturally slow to negotiate the obstacles in the highway.

Soft landscape within private garden areas will be concentrated in highly visible areas to encourage regular maintenance. The landscape strategy will concentrate areas of bold planting within the street scene to create focal points and guide through the site in a legible manner.

Hard Landscape

A coherent range of hard landscape materials and street furniture will reflect the bold character of the buildings and create a legible streetscene which can be easily negotiated by ambulant and non ambulant users alike.

Use of smaller scale surfacing units will signal a move into more pedestrian focussed areas of the site.

APPEARANCE

The proposals are relatively simple, brick elevations with mock sash pvcu windows, art stone heads and cills and a flat profile slate grey concrete interlocking tiled roof. We are proposing to retain the existing stone wall to Collindridge Road and where possible on Kings Road (as shown below).
We are proposing hipped main roofs throughout the majority of scheme to further tie into the surroundings, with the exception of the key focal block on plots 5 & 6 (shown below) and the dormer bungalow/ 2 bed house units.









Vehicular & transport links

The Site has only one point of vehicular access onto Kings Road, from where it is only a short distance to the A633 (to Barnsley) or the Dearne Valley Parkway giving easy access to the M1 and A1 network.
Wombwell has good public transport links, with numerous bus services to the surrounding villages, Barnsley & Doncaster (202, 203, 67, 67A, 22, 229, 226, 222, 200, 33 & 33A).

Inclusive Access

Ramped access not exceeding 1 in 12 gradients will be achieved to a point of access into all dwellings on the development.
The internal layouts will be accessible to all areas with provision on wheelchair width door openings and ground floor WC.
The buildings are designed with a solid floor construction. This keeps the finished floor level of the dwelling as low as possible with the relative external ground level allowing the ramped access to be easily achieved.
All Buildings are designed in accordance with the current Building Regulations.