Design and Access Statement

For

Proposed Housing Development at
Bank End Road, Worsbrough Dale, Barnsley

This document has been prepared in support of the Planning Application for the redevelopment of the site which has an implemented approval for 16No. dwellings (application reference B/03/0997/WB & 2005/1003). It has been prepared in accordance with Design & Access Statement guidelines prepared by CABE and the Department for Communities and Local Government and circulars 01-2006 Section 3. It sets out the assessment, background and detail analysis of the design solution.

ASSESSMENT OF CONTEXT

Physical Context

The Application Site

The application site is located on Bank End Road, Worsbrough Dale, situated 2 miles south of Barnsley town centre and 4 miles from junction 37 of the M1 motorway. The A61 runs perpendicularly to the site at the end of Bank End Road, a primary route between Sheffield and Barnsley and the A635 to the north leads directly to Doncaster.

Bank End Road is easily accessed by regular buses from the town centre. Numbers 66, 67, 8, 265 and X10 stop around the corner on Park Road (stop 55389) or outside the site on Bank End Road (stop 50618), a journey which takes approximately 10 minutes.

The nearest train stations are in Barnsley and Wombwell, with regular trains to Huddersfield, Wakefield, and Sheffield, which in turn provide excellent links to Leeds, York, London, and beyond

The site is 0.65 hectares, bounded to the north by residential properties on Yews Avenue; by Bank End Road to the south; vacant land to the east; and 19th century St Thomas' church to the west.





APPLICATION SITE VIEWS NORTH

Appraisal of Surrounding Area

Worsbrough dates back to the 7th century, being a Saxon settlement and is mentioned in the Domesday book. Separating Worsbrough village from the Bridge and Dale is the River Dove, a stream leading to the River Dearne. Linking the two is the canal, built in 1796 to support the growing industry and the reservoir built at its head is now a nature reserve. Worsbrough's industrial heritage is weaving, coal and ironstone mining.

Situated within an established residential area, the surrounding houses comprise traditional stone built terraces to the south and more modern brick built semis to the north. The vacant land to the east is overgrown and densely populated by trees, sloping steeply from Yews Avenue to Bank End Road. St Thomas' church to the west is separated from the site by a stepped public footpath rising steeply, linking Bank End Road to Yews Avenue.

The Worsbrough neighbourhood is predominantly residential and is therefore supported by local services and facilities. Within a 1 mile radius of the site there is Worsbrough/ Bank End Primary school, the Barnsley Academy, Worsbrough Park, local shops, places of worship, Worsbrough Health Centre, Worsbrough Branch Library and the A61 leads directly into Barnsley town centre for access to a wider variety of shops, supermarkets, and entertainment/ leisure facilities. Not far from the application site is the Worsbrough Mill Museum and Country Park, a 17th Century working water powered corn mill set in over 240 acres of country park with a 60 acre reservoir and a designated nature reserve. Alongside this runs the Trans Pennine Trail, both attractions for visitors from wider afield.

The proximity of the range of local facilities and services provide opportunities for social interaction and community focal points within the neighbourhood.

As the site is elevated above Bank End Road, and the site contours rise steeply towards Yew Avenue, the south facing views across the valley are extensive. Consequently the dwellings have been positioned to offer south facing gardens, and the presentation of the rear elevations to Bank End Road have been carefully considered.

The application site has definite natural boundaries enclosing the site. It is bounded to the west by a public footpath separating ti from the churchyard of St Thomas', which has extensive mature landscaping acting as a natural buffer to the site; and the vacant land to the east which also contains mature trees. There are approximately 5No. LA allotments in the vicinity and there are a number of local parks. Therefore the range of open space/ built up areas and the opportunities for enjoying the wider landscape/ city combine to produce a varied yet balanced surrounding area. (See separate landscaping proposals, ecology and arboricultural impact assessment relating to the protection and enhancement of existing landscape features and habitats).

Social Context

The site is located within a widely established residential area, with a mixture of traditional terraces and more modern semis.

The proposed use of the site is in keeping with the surrounding uses and therefore the impact on the local area will be minimal. In addition, the construction of well designed, quality 3/ 4 bed dwellings will improve the presentation of the site at present, having a positive impact on Worsbrough Dale.

Following the previous approval for 16No. dwellings on this site, we believe the development will be received positively by the Local Authority with an improved layout and housing design.

Economic Context

The proposed development will make a positive contribution to economic regeneration by eliminating the negative contribution the under utilised existing site makes, both visually and commercially. Our proposal will offer high quality accommodation for residential use, creating income for the area by increasing the demand on local needs.

Planning Policy

The site obtained outline planning approval in 2003 for residential development (application reference B/03/0997/WB), followed by full planning approval in 2007 for 16No. dwellings (application reference 2005/1003).

All pre-commencement conditions were discharged in 2009, at which time the development was commenced and the approval implemented.

Pre-application discussions for this application have taken place with the Local Authority and comments received from Joe Jenkinson of Planning and Alan Starkey of Highways.

The following points were raised and have been addressed:

- Accepted loss of tree T2 but retention of T1
- Accepted loss of trees T2 and T22 to be replaced by a woodland habitat in the NW corner (see separate landscaping scheme and woodland management plan)
- Treatment of rear elevations to plots 1-4, including boundary treatments
- Breaking up of drives to plots 10-15 with landscaping
- Acceptance of materials – stone for plots 1-4 and 16, and brick for plots 5-15
- 2.4x70m visibility splay
- Gradient of access road not to exceed 1:12
- Acceptance of shared surface mews type access from a standard 5.5m principal access road

We have also consulted The South Yorkshire Design Guide 2011 (SYRDG) Section 3 (see Appraisal of Surrounding Area for an assessment of the Neighbourhood, and Scheme Design for Streets and Plots for the proposed scheme).

The delivery of sustainable development through PPS1 is evident in this application as PPS1 seeks to support the use of suitable land in appropriate locations to meet local needs; focus developments in existing centres to promote their vitality and viability, social inclusion, and sustainable development patterns; reduce the need to travel to encourage sustainable patterns of transport development; and promote a more efficient use of land through higher density and the reuse of previously developed sites. The requirement of a mixture of housing proposals on a site, as part of PPS3 guidance, is a key feature of this proposal. There are three types of 3/ 4 bedroom accommodation varying from 900ft^2 to 1300ft^2 providing a variety of dwelling sizes and types to meet local needs.

Evaluation

The proposed scheme has taken full consideration of the context of the site and its surroundings as detailed above and the comments raised by the local planning advice team. The site is located within a residential area and falls within the surrounding use classes.

SCHEME DESIGN

Proposed Use

The proximity of the site to an established suburb, within 2.5 miles of a principal town centre, surrounded by existing housing with very good transport links, makes this an ideal location for a residential development.

Amount of Development

The density of the site maintains the number of dwellings approved and implemented under applications B/03/0997/WB and 2005/1003. As a consequence of the amendments to PPS3 in 2010, the guidance for 30-50 dwellings per hectare has been retracted and in order to maintain a good level of residential amenity space both for residents within and around the application site we feel the approved density is appropriate.

The overall layout of the development is such that the houses are set back from Bank End Road. This provides the feel of a safely enclosed site away from the road and yet the elevated plots allow visible security and keeps the development strongly part of the neighbourhood.

Proposed Layout

The proposed layout retains the site access as implemented and reconfigures the 16No. dwellings to allow for the acute level changes across the site.

The tarmac site access road will be demarcated from Bank End Road by the introduction of a rumble strip. with a tarmac footpath 1.8 metres wide to one side of the access road terminating at the first mews junction, where the site adopts a "shared space mews" type street with 600mm wide pedestrian/ service margin to both sides of the road. The 3 metre wide, block paved mews roads have a maximum of 5No. dwellings from each, all with their own garage and 3.3 metre wide block paved drive, in total 2No. parking spaces per dwelling.

To maximise the potential for views across the valley and south facing gardens, plots 1-9 have principal facades fronting the mews road, resulting in rear facades facing Bank End Road. Due to the levels of the site and privacy screening required for the rear gardens little will be seen of the rear elevations for plots 1-4, however the latter have been given more consideration to ensure an active frontage. In addition the facades of each streetscape have been staggered and the fenestration articulated to provide a simple yet stimulating rhythm.

The site rises 17 metres from Bank End Road towards Yews Avenue. In order to provide a sensible site for development, timber crib/ gabion walls are proposed to the north boundary and partly to the east and west boundaries. To soften the impact of these retaining structures it is proposed to plant them with trailing plants (see separate landscaping scheme). Furthermore, the site investigation report also suggests that the presence of rock in the natural geological make up of the site may reduce the amount of retaining intervention required, the extent of which will be established once groundworks commence.

The design of the plot levels has also had to address the level change across the site, resulting in plots 5-8 and 10-15 adopting a stepped roofscape in accordance with B1.1 of the SYRDG, whilst maintaining acceptable falls across the drives and level access into the dwelling.

Character/ Materials

The character of the houses around the application site vary, from traditional stone built terraces to the brick built semis on Yews Avenue (see photos). The proposed properties reflect the local materials (stone/ brick), scale and detailing, whilst presenting a clean, modern development to complement and enhance the immediate neighbourhood.

The three house types offer different amounts of accommodation, whilst sharing a similar palette of materials, details, roofscape etc. Together these present different yet coherent street frontages, through the elevational treatment of the buildings and the boundary materials and landscaping.

The front entrances are prominent to the mews road and the garages set well back, with the meter boxes positioned along the side elevations. Bins are to be stored in the locations shown on the site plan out of view.



STONE BUILT TERRACES ON HIGH STREET



BRICK BUILT SEMIS ON YEWS AVENUE

Landscaping

The site contains and is bounded by a number of mature specimen trees which have TPOs (see separate arboricultural report and landscaping scheme). The majority are to be retained and those removed are to be mitigated by the introduction of a woodland area of native species to the north boundary.

Due to the unavoidable use of retaining structures within the site, careful consideration has been given to the screening and planting of these, in order to create interest and soften the hard elements.

CLIMATE CHANGE MITIGATION

Introduction

As environmental issues become increasingly important, major institutions and governing bodies are demanding efficient buildings, providing a quality place to live. The outline proposals are designed in accordance with sustainable building guidelines, principally:

Lifecycle impact

Future flexibility

Energy efficient

Low maintenance/long life

Legislation

The buildings will not only be designed to fully comply with Building Regulations including Part L1A (now in line with Code 3 for sustainable Homes) but will also consider relevant guidance under all current Government PPG's aimed at sustainable development promotion.

Design Considerations

Careful selection of building materials in relation to both energy efficiency, long life and manufacture and transport impact.

Glazing. Consideration will be given to orientation, low emissivity glass, thermally broken system, etc.

Drainage/Water. Production of run-off. Use of grey water; where possible, volume flushes, etc.

Energy. Lighting with time intensity controls. Propose to have both passive and active BM systems, to monitor and reduce energy use throughout the building.

The building will be designed to reduce $C0_2$ emissions in accordance with current targets and also to eliminate CFC's with both the building operation and with the use of non-CFC products and materials in construction.

The main principles for the sustainability of the scheme will be:

1. Use of sustainable building materials where possible
2. Reduction in CO2 emissions
3. Sustainable transportation
4. Water recycling facilities where possible
5. Energy efficient heating installation.

Our proposal has been designed in accordance with `Good Practice' standard set out by the Energy Savings Trust providing a 10% increase over that required to meet Part L1 of the building regulations.

This will be reassessed prior to construction to review any possible areas where these standards can be raised further.

Access

Located directly next to Bank End Road (a key Distributor Road), the need to differentiate between the latter and the application site access road is important. A rumble strip is proposed at the entrance to the site (see site plan).

To reduce the intensity of a typical residential road, the shared space mews type road is proposed to create a more pedestrian & cycling friendly environment within the development.

Worsbrough Dale has excellent transport links to the Barnsley town centre and beyond. Therefore this development accords closely with the relevant planning policies with regards to the provision of sustainable developments near town centre sites.

The proposed development has given careful consideration to both pedestrian and vehicular access to the site, including servicing and emergency vehicles.

Pedestrian access to the application site is via the existing public footpath on Bank End Road, where there are bus stops on the latter, High Street and Park Road.

All circulation spaces will be designed to satisfy with the current Building Regulations / DDA for access by ambulant disabled persons and the visually impaired.

Careful consideration will be provided to the choice of external materials to maintain where possible level access around the external envelope of the site.

CONCLUSION

The proposed residential scheme for the site is of a higher quality than that implemented, both in layout, design and landscaping. The principles established for access, tree removal/ protection have been retained and enhanced by consideration of the streetscape to Bank End Road and the introduction of a woodland area to the north-west corner.

Attention has been given to the acute levels across the site, maximising the use of natural gradients where possible and proposing sensitive retaining solutions when 1:2 batters cannot be achieved.

The proposed building materials are stone and brick, both represented in the existing dwellings surrounding the application site.

Positive meetings have been held with the Planning/ Highways departments, and their comments addressed in the submitted scheme. With reference to the SYRDG, refer to separate Building for Life assessment document.

PHOTOGRAPHS



VIEW EAST DOWN BANK END ROAD



VIEW SOUTH ACROSS THE VALLEY



VIEW WEST OF ST. THOMAS' CHURCH



VACANT LAND AT EAST BOUND