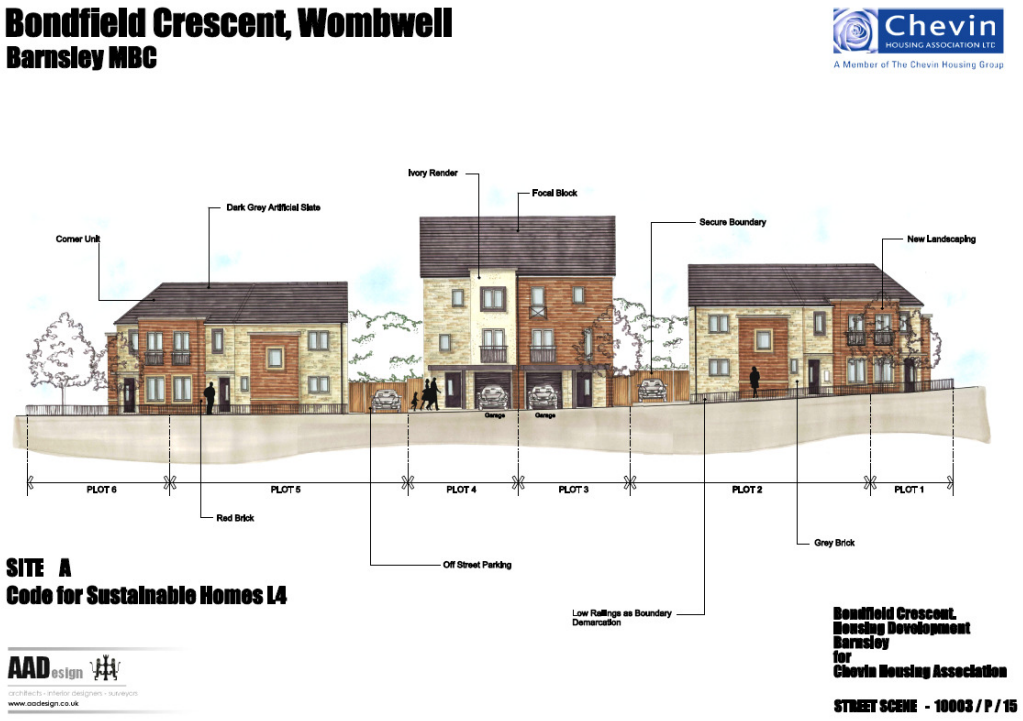
Proposed Infill Housing Development

10003

Bondfield Crescent – SITES A, B & C

Wombwell

Barnsley MBC



Design & Access Statement

December 2010

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1.0 Executive Summary

1.1 This Design and Access Statement looks to support a full drawing package submitted as part of an application to obtain planning permission for the development of 15no. houses on land at Bondfield Crescent & Wooley Avenue, Wombwell, Barnsley MBC.

1.2 The now vacant land was previously used for residential accommodation and is identified as such in planning terms still.

1.3 The proposals have been brought forward in close partnership between the client, Chevin HA (Synergy) and the team at Barnsley including Housing, Planning and Highways, and the three sites were delivered as one package.

1.4 There has been extensive consultation since the feasibility level of this scheme with Barnsley, and the scheme has also been a part of the Design Reviewed process as part of a recent HCA initiative in an attempt to ensure quality is retained as integral in all housing schemes, even those of modest scale. The outcomes of this consultation were to further analyse densities, to stitch the urban fabric on the two smaller sites and to make a more contemporary design statement on the larger site A.

1.5 A scheme that meets all relevant housing standards and planning policy has been proposed and will provide a much welcome affordable housing addition to the immediate area.

1.7 A design has been created that aims to link between the two different types of housing in existence adjacent to this site, whilst adding a contemporary feel to give a place of distinctive character and will give the locality a lift.

1.8 We hope this application can be viewed favourably and that planning permission be granted for 15no. dwellings on land at Bondfield Crescent and Wooley Avenue in Wombwell.

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2.0 Site Location

2.1 The image below shows the site location for the proposed works on land at Bondfield Crescent/Wooley Avenue (Sites A, B and C) within the small town of Wombwell, to the east of Barnsley, just north of Sheffield, South Yorkshire.

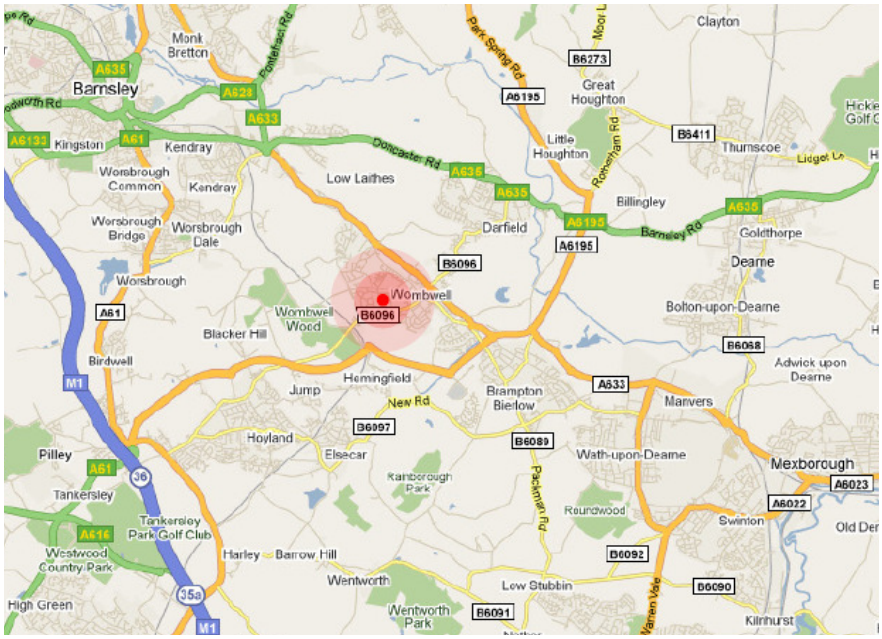


Fig. 1 Wider Site Location

2.2 We can see the site is located just a short distance east of the M1 motorway and is well served by the Dearne Valley Parkway enabling easy connection across the wider area by car and by bus. The town has a local train station which provides a link service to other smaller centres surrounding Wombwell as well as the wider rail network.

2.3 The town has various amenities that support the existing residential accommodation including shops and schools. The Parkway links to a number of industrial and business parks. These factors make Wombwell an ideal centre for housing.

2.4 The aerial shot below shows the localised site in more detail. Here we are able to see the surrounding street structure and also that the

development sites A, B and C are actually situated amidst a very well established residential area.

2.5 Site A itself is sited on currently vacant land which recently did site residential apartment accommodation. It is an island site with a non-standard highway to the south offering separation from the existing dwellings there (which take limited vehicular access from this route) and highways bounding the remaining three sides (Wooley Avenue and Bondfield Crescent).



Fig. 2 Immediate Suburban Context

2.6 To the north of the site there is a parcel of open green space that is overlooked by further housing, but the proximity distances are so great this will not impact directly upon this application.

2.7 Site B was formerly occupied by a large 2 storey apartment block and now links the two road addresses subject to this application Bondfield Crescent and Wooley Avenue.

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2.8 Site C was formerly occupied by a pair of semi-detached houses and now stands vacant.

2.9 Further information on the site location is contained within the accompanying drawing package making up this planning application.

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3.0 Sites as Existing

3.1 The site as existing can be seen in plan form on the accompanying drawing 10003/P/01 as well as on the images included in the previous chapter.

3.2 As already mentioned, site A is one of three that are forming a part of a development package (Sites A, B and C), and where as the other two are simply infill sites, Site A is larger and located in a more prominent position within the urban fabric.

3.3 Formerly housing land (apartment accommodation), the sits are now vacant.

3.4 Existing housing accommodation wholly surrounds the sites whilst the street structure is regular and conventional with frontage facing housing, clear pavements and highway distinctions and a mixture of parking styles from frontage, to side to on street.

3.5 The images below illustrate various aspects of these sites.



Fig. 3 Site A from the East (Non-Standard Highway to Southern Boundary)

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3.6 The units that border the southern edge of site A actually sit on a splay and hence do not directly overlook our development.



Fig. 4 Site Looking South Showing Existing Housing

3.7 Access is taken from the non-standard highway bordering Site A.

Fig. 5 Green Space Fronting Site to the North



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3.8 Separating our development site from the nearest frontage housing to the north is actually two carriageways and an island piece of public open green space. This green space must be overlooked, but also framed – currently the spaces are too wide to create any kind of enclosure.



Fig. 6 Example of Housing Surrounding the Site

3.9 The image above shows the typical non-standard housing that surrounds the site that has undergone recent improvement works. However, the housing currently fails to really enclose the development site and this type of housing sits isolated from the type of housing found in its wider context in terms of style, materials and colour palette.

3.10 The next image gives an example of a different housing style that is more standard across the wider areas, and especially the borough of Barnsley – a traditional square red brick semi detached unit, built between the 1930's and the 1950's, very recognisable as 'housing' and consistently popular over the decades.



Fig. 7 Traditional Red Brick Housing

3.11 Site B is located mid way along an 'urban block' within this development estate and links between Wooley Avenue and Bondfield Crescent with access taken from either. Once again a private drive link road runs along the southern border of the site.

Fig. 8 View from Wooley Avenue looking at Site B



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3.12 Site C is accessed directly off Wooley Avenue and is a simple infill site as shown below.



Fig. 9 View of Site C from Wooley Avenue

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4.0 Sites as Proposed

4.1 The development proposals on Site A consist of the following housing breakdown;

House Type	Beds	Storey	Area	Number
H2.1	2	2	70sqm	4
H3.2	3	2	85sqm	4
H3.3	3	3	100sqm	2

4.2 Site A contains an overall number of 10 dwellings.

4.3 The area of Site A is 1753sqm, giving an approximate density of 57dw/ha.

4.4 The development proposals on Site B consist of the following housing breakdown;

House Type	Beds	Storey	Area	Number
H2.1	2	2	70sqm	2
B2.1	2	1	60sqm	1

4.5 Site B contains an overall number of 3 dwellings.

4.6 The area of Site B is 944sqm, giving an approximate density of 32dw/ha.

4.7 The development proposals on Site C consist of the following housing breakdown;

House Type	Beds	Storey	Area	Number
H2.1	2	2	70sqm	2

4.8 Site C contains an overall number of 2 dwellings.

4.9 The area of Site C is 528sqm, giving an approximate density of 38dw/ha.

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5.0 Design Philosophy

5.1 As the following chapter will reveal, the process of consultation has been integral to the development of the actual proposed design for this application – however these design iterations have all been conducted making use of best practice housing design ideas and philosophies as guided by CABE and a range of other influential documents. This chapter therefore looks to illustrate the design proposals through this framework by the application of CABE's Building for Life scoring system.

5.2 Whilst these development sites are considered too small for a formal CABE B4L assessment to be undertaken, we would view the fundamental aspects of these criteria to still be relevant to a scheme of this size and scale.

5.3 CABE's Building for Life Criteria and Response;

5.4 ENVIRONMENT and COMMUNITY

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

5.4.2 Oakfield Junior Primary school is less than a 2 minute walk from the site, whilst Wombwell High School is less than 10 minutes walk away. YES

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

5.4.4 The housing mix has been developed in close consultation with the Barnsley housing team who have driven their decisions based on a needs measurement. YES

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

5.4.6 There is an extremely high demand for affordable housing in this area and once again Barnsley's Housing Team have used an evidence based method to help determine the tenure. YES

5.4.7 Does the development have easy access to public transport?

5.4.8 The sites are within 2 minutes walk of Copeland Road, a tributary bus route, within 5 minutes walk of Hough Lane (B6096), a main bus route, and within 15 minutes walk of the local train station. YES

5.4.9 Does the development have any features that reduce its environmental impact?

5.4.10 All the houses themselves will be designed to Code Level 4 standard of the Code for Sustainable Homes (CfSH) which will of course reduce the overall impact on the environment of this development and subject to detailed design there may be other measures incorporated later. PARTIAL

5.5 CHARACTER

5.5.1 Is the design specific to the scheme?

5.5.2 The layout is bespoke to meet the requirements of the site and the house design and styles are also bespoke. YES

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

5.5.4 There are no existing buildings on site, the landscape is barren and the topography is flat, hence there are few opportunities to exploit. NO

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

5.5.6 We are hoping the bespoke nature of the design that intends to pay homage to both existing styles of housing in the nearby area, in combination with a more contemporary detailing, will create a development with distinctive character, but we realise the actual size of the scheme makes this difficult to achieve fully. PARTIAL

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

5.5.8 The buildings all front the street and all offer clear secure frontage boundaries. Due to its scale this point is once again somewhat limited. PARTIAL

5.5.9 Are the streets defined by a well-structured building layout?

5.5.10 The units are site on the perimeter of the urban block. YES

5.6 STREETS, PARKING & PEDESTRIANISATION

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

5.6.2 These units offer off-street parking in accordance with policy guidelines, but as we are not altering any aspect of the highways this point is only partially addressed. PARTIAL

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

5.6.4 Existing parking is a mix between frontage, side parking and street parking. On site A we have a mix of garage parking, frontage parking and side parking – creating variety. YES

5.6.5 Are the streets pedestrian, cycle and vehicle friendly?

5.6.6 The highways and pavements are clearly defined and the wholly residential nature of the immediate area means traffic is light and at slow speeds. This creates a reasonably safe environment. PARTIAL

5.6.7 Does the scheme integrate with the existing paths and surrounding development?

5.6.8 We are not altering at all the existing pavements or highways and hence the scheme is fully integrated. YES

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

5.6.10 We have ensured natural surveillance is given to all the streets through the perimeter style development of the urban block. We have

also included a 3 storey pair of units to overlook the wider street to the north that fronts the open green space and to give it greater enclosure. YES

5.7 DESIGN and CONSTRUCTION

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

5.7.2 There is no public space included within this development. NO

5.7.3 Do the buildings exhibit architectural quality?

5.7.4 We have attempted to include 'architectural' design into this project but as this is a subjective measure will shall refrain from offering any further comment. PASS

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

5.7.6 The development is bespoke to the site and the density is quite high with little room for further expansion. Instead the focus was given on including a range of units for different needs. NO

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

5.7.8 The units are being designed to CL4 of the CfSH and whilst not at Level 6 this is quite a high level and hence the point is partially met. PARTIAL

5.7.9 Do buildings or space outperform statutory minima, such as building regulations?

5.7.10 As above. YES

5.8 From an approximated scoring using the above at this design stage we would view this scheme will meet the Housing Corporation criteria of 12

out of 20, but due to its limited size and scope higher scores are difficult to achieve and predict.

BUILDING FOR LIFE

5.9 In terms of general design points it was decided by all concerned in the project that sites B and C were so small as to be negligible on an urban scale and hence rather than look to stand out from the crowd these units should simply look to stick the existing urban fabric back together. However, a straightforward copy exercise is not possible due to the different house types used (as a result of requirements from local housing need) and the non-standard treatment of surrounding properties (grey and yellow render). Instead the colour palette was retained but realised through a combination of ivory render and buff brick.

5.10 Yet Site A is of sufficient critical mass to be considered as an urban element and as such the concept of delivering an aspirational, contemporary development in order to lift the aesthetic of the area was reaffirmed by the HCA design panel.

5.11 The development evolved from a scheme of 11 units down to 10 to give more room for the positioning of the units which ultimately have come to face outwards of the perimeter of the block. However, with facing the albeit small public space to the north and offering itself as a terminus to the urban block then we have looked to establish a level of hierarchy in the units by including corner turning units and a 3 storey pair of dwellings located centrally. However, the site is not perfectly symmetrical and therefore to avoid unnecessary and uncomfortable tension we have off-set the symmetry of the units and this asymmetrical approach is perfect in balancing the need for creating a focal anchor point, but without being too powerful in its symmetry as to make an uncomfortable tension in this somewhat low-key location.

5.12 To ensure rhythm and avoid bland flat facades we have highlighted any projections on units and given an honesty in construction to the internal spatial hierarchy by picking out key features such as stairwells and living rooms.

5.13 Overall we hope that this carefully considered design will meet all the necessary objectives and provide a design that is unique to this location and looks to make the most of its location and situation.

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6.0 Consultation

6.1 Consultation has been integral from the very earliest stages of this project.

6.2 When originally invited by our client to draft feasibility proposals for three sites at Bondfield Crescent, all felt it would be for the best if the housing team at Barnsley retained their involvement in the project after they had identified the available land for development.

6.3 As part of this we included the planning and highways department so that the feasibility proposals would be able to be evolved with their expert input and ultimately a project would be distilled that met the key objectives of every stakeholder in this project.

6.4 The original feasibility scheme contained an overall number of 17 dwellings spread across the 3 sites. After much discussion this number has been revised several times until we now have a total of 15 dwellings.

6.5 As the consultation iteration came closer to a conclusion we were invited the opportunity to take part in a HCA sponsored Design Reviewed process, where we were able to pin up our concept work and discuss the scheme with a range of peers and professionals. From this process a range of points were raised which we have been asked to address one way or another at the planning application stage. The points raised are listed below;

6.5.1 Reconsider quantum on Site A – the panel felt the numbers on site lead to a burden placed on the level of parking and have asked whether the side lane could be used to ease that burden. The site lane is not within our red line application and nor within the client's future ownership and will be retained as is due to access being required for two existing residents. It is envisaged there will be a natural usage of this area by people as they occupy the site and in any case the parking levels meet all approved policy standards locally and nationally.

6.5.2 Stand out Design on Site A – being the larger more prominent site, the design panel felt that the concept proposals shown were taking

the right direction and that the site would benefit from 'something a bit different' to lift the aspiration of the area.

6.5.3 Approach on Sites B & C – the panel generally agreed with this approach and felt whilst there was the opportunity to look at something 'different' in design terms on site A, sites B and C should look to 'stitch' the urban fabric back together and respect more closely the context in terms of colour and style.

6.5.4 Lifetime Homes – ideally the whole scheme would be developed to Lifetime Homes standards, but unfortunately there are just a few points a handful of units simply cannot meet and therefore whilst the principal of Lifetime Homes is being applied, we cannot match all 16 points and as there are no partial accreditations we will not achieve this standard on this site.

6.6 Following the HCA event and their feedback, we developed the design further into final design proposals. These were then re-consulted upon once again with the local authority to ensure we had delivered the necessary changes, before then setting up an information sharing exercise for the benefit of local residents.

6.7 The following set of images illustrates the design development of this scheme throughout the consultation process;







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Do Not Scale From This Drawing - Use Figured Dimensions Only
Drawing Based On Ordance Survey - Not Topographical Survey

Drawing No. 10003/HCA/06 Date: Aug. 2010
Initial Site Concept Study For Information

Scale: 1:1000@A3

Revised Scheme

Consultation

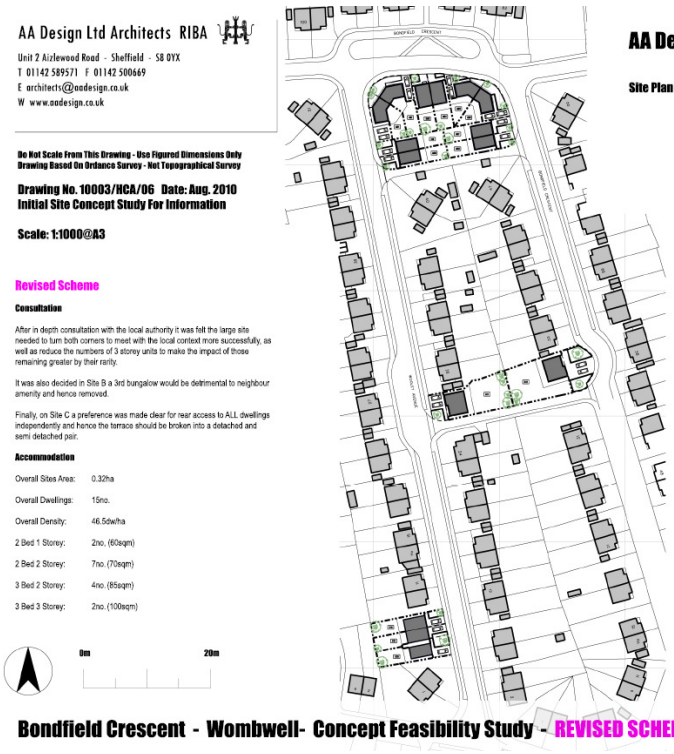
After in depth consultation with the local authority it was felt the large site needed to turn both corners to meet with the local context more successfully, as well as reduce the numbers of 3 storey units to make the impact of those remaining greater by their rarity.

It was also decided in Site B a 3rd bungalow would be detrimental to neighbour amenity and hence removed.

Finally, on Site C a preference was made clear for rear access to ALL dwellings independently and hence the terrace should be broken into a detached and semi detached pair.

Accommodation

Overall Sites Area:	0.32ha
Overall Dwellings:	15no.
Overall Density:	46.5dw/ha
2 Bed 1 Storey:	2no. (60sqm)
2 Bed 2 Storey:	7no. (70sqm)
3 Bed 2 Storey:	4no. (85sqm)
3 Bed 3 Storey:	2no. (100sqm)



AA Design Ltd - Chevin Housing Association

Site Plan 1:1000



2 Bed 1 Storey Bungalow - 60sqm (Not to Scale)



2 Bed 2 Storey Dwelling - 70sqm (Not to Scale)

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Bondfield Crescent - Wombwell- Concept Feasibility Study - REVISED SCHEME

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Block Massing

Site A

The sketches below show a quick 3D block massing of the proposal resulting from the consultation process with the local authority. See the labels for the design principles behind the scheme so far.

AA Design Ltd - Chevin Housing Association

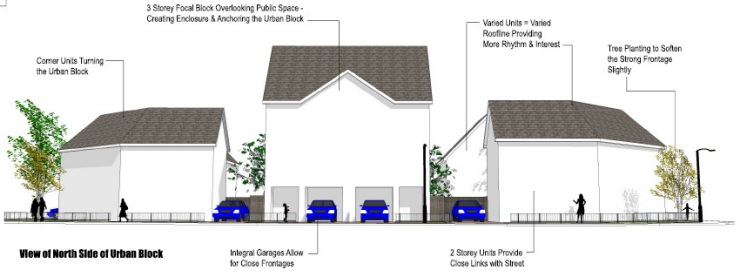
Do Not Scale From This Drawing - Use Figured Dimensions Only
Drawing Based On Ordance Survey - Not Topographical Survey

Drawing No. 10003/HCA/08 Date: Aug. 2010
Initial Site Concept Study For Information

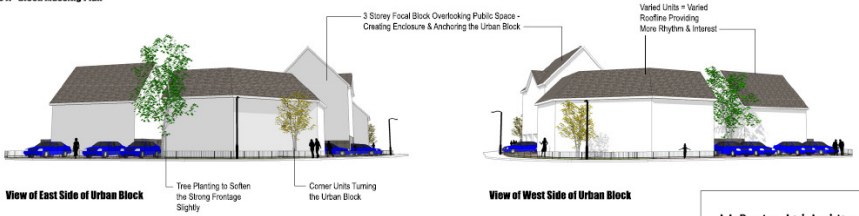
Scale: n/a



Site A - Block Massing Plan



View of North Side of Urban Block



View of East Side of Urban Block

View of West Side of Urban Block

DESIGN AESTHETIC TO BE DETERMINED

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Bondfield Crescent - Wombwell- Concept Feasibility Study - BLOCK MASSING

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7.0 Planning Policy

7.1 The land, although vacant, was recently occupied by residential accommodation and as such has retained its planning status for housing.

7.2 The principal of housing development has been agreed upon with the local planning department at consultation and it is the Barnsley MBC housing team that have brought the land forward to be used.

7.3 Planning policy relating to housing in terms of proximity distances, amenity space, parking and densities has all been adhered to.

7.4 Therefore we consider the proposals in this application to coincide with all relevant planning policy and should be supported.

8.0 Sustainability

8.1 The scheme is to be built in accordance with Code Level 4 (CL4) of the Code for Sustainable Homes (CfSH) and hence the units will have a lessened impact upon the environment than standard open market housing by some degree – this is a clear advantage to the environmental sustainability of this scheme. Technologies to be used include solar water heaters, increased insulation and improved air tightness. Also, each unit will include a rainwater harvesting butt, compost bin, drying area, home office and bike store.

8.2 In reusing existing housing sites within an existing residential area the scheme is creating an efficient use in a hugely valuable diminishing resource in the UK – land.

8.3 By filling in these smaller infill sites we are helping stitch together the urban fabric of the estate. This is a socially sustainable point and by bringing in a range of people within the mixed houses we are adding to a more diverse locality (bungalows, town houses, semi-detached corner units, 2 beds, 3 beds etc).

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9.0 Flood Risk

9.1 Using the Environment Agency website, there are no flood risk issues from external sources as the image below shows.

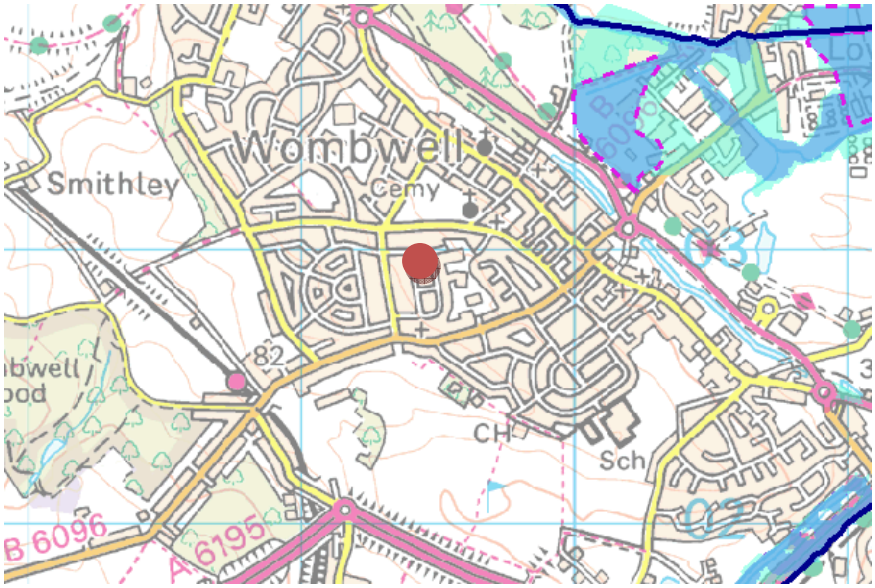


Fig. 14 EA Flood Risk Map

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10.0 Archaeology

10.1 There appears to be little requirement to undertake any archaeological searches (TBC by Planning Dept.)

11.0 Transport

11.1 The housing numbers are no greater than the previous residential accommodation that existed and the modest increase in numbers since the land was vacated will have no significant impact upon the existing transport infrastructure.

12.0 Trees & Hedges

12.1 The sites are vacant and there are hence no trees nor hedges to deal with.

13.0 Noise & Pollution

13.1 The residential nature of the proposals is in keeping with existing permissions and also existing uses on site.

14.0 Mining

14.1 We are currently unaware of any mining issues (TBC by Planning Dept.)

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