New housing development on the Rockingham Street site, Honeywell

Local Authority Challenge Fund Jan 2010

Design & Access Statement

1.0 Introduction

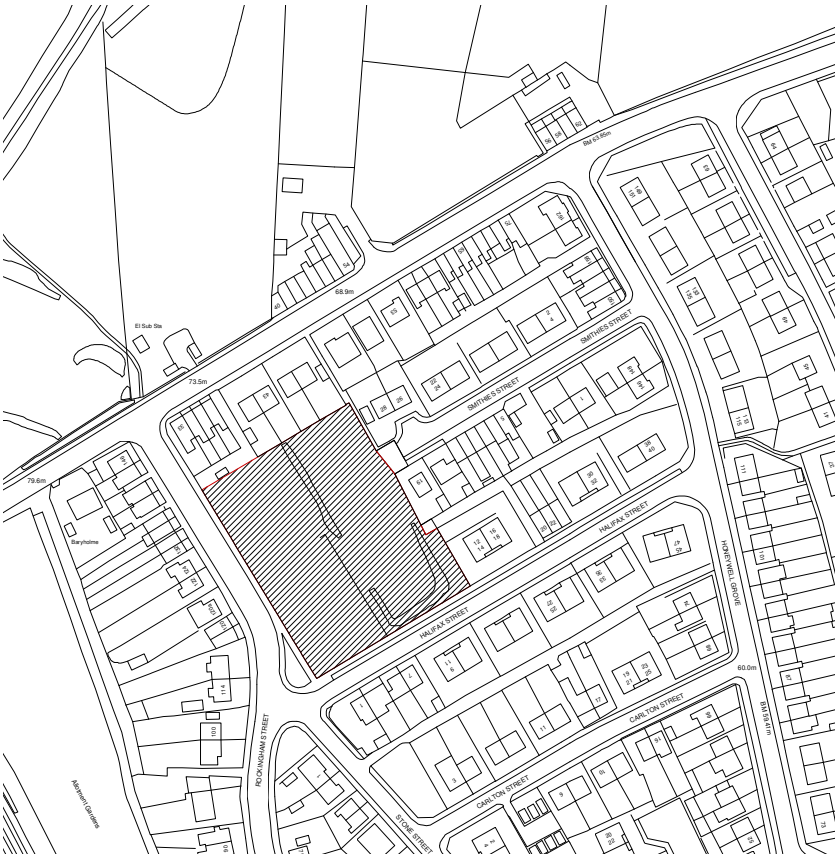
This design and access statement is to support an application for full Planning approval for a residential development on the corner of Rockingham Street and Halifax Streeet, Honeywell. The site already has Outline Planning Permission based on a previous application, Application Number 2006/1879 approved 3 September 2008. It is one of a number of sites allocated for re-development by the Councils Strategic Housing Team and Berneslai Homes under the Local Authority Challenge Fund Initiative.

This document provides statements relating to the site its context and surroundings. It outlines the issues which have influenced the proposals and covers issues such as pedestrian and vehicular access, integration and permeability, and the relationship between dwellings, pedestrian routes, car parking provision and an area of public open space.

This development is to provide new social rented housing to be owned by Barnsley MBC and to be managed by Berneslai Homes. The scheme incorporates a variety of unit types and sizes to provide balance within the development and to meet the needs and demands locally within Honeywell and for the wider community across the borough.

2.0 Contextual Analysis:

2.1 Location Plan



2.2 Location

The site is located within the village of Honeywell, an established, predominantly residential area in the metropolitan borough of Barnsley. The proposed development is bounded on three sides by roads Rockingham Street to the West, Halifax Street to the South and Smithies Lane to the North.

The A628 which is approximately 0.5 miles away, provides the main route of access into Barnsley Town Centre that lies 1 mile to the South and Huddersfield 20 miles to the North. The properties proposed are accessed via either Halifax Street or Smithies Street. The proposed development is surrounded by traditional brick built housing in a well established residential area. The site incorporates a small area of open green space off Rockingham Street and is close to two large areas of open green space to the other side of Smithies Lane and Hartington Drive respectively.

3.0 Contextual Links to Wider Policy

3.1 Transport

Pedestrian
There is a local shop is providing basic supplies on Rockingham Street 500 metres away. However there is a wide range of shops in Barnsley town centre which is less than a mile away and is easily accessible by bus or walking.

By Bus
The site is well served by bus routes, with stops located along Rockingham Street, Smithies Lane and Honeywell Grove. Services run directly to Barnsley town centre as well as providing connections to neighbouring villages.

By Road
There are a number of routes of access into the area with the A628, approximately 0.5 miles to the West providing the main road linking Barnsley to Huddersfield and to the M1North and South.

By Rail
Barnsley Interchange is approximately 1 mile away and is well supported by local rail networks. This provides access to neighbouring cities including Sheffield, Leeds and the town of Wakefield.

By Air
Robin Hood Airport, Doncaster is the nearest airport, approximately 25 miles and 40 minutes drive away with Leeds Bradford International being approximately 35 miles and 50 minutes drive away.

3.2 Education
Nursery and primary schools are all within close easy walking distance of the site. It is also in the catchment area for a number of secondary schools the nearest being St Michaels approximately 1.5 miles away.

3.3 Leisure and Recreation
The area benefits from a number of areas of open space for incidental play. There is access to a range of activities at Barnsley College located close by and the Metrodome Sports Centre, Oakwell Football Ground and a variety of pubs, clubs and restaurants are located within Barnsley centre approximately 1 mile away.

3.4 Shops and Services
Numerous retail and commercial outlets in the town centre are within a mile of the site and are well served by public transport from the bus route adjacent to the site. Other services including Post Office, Library, Council Services, Clinics, doctors and Dentists are all with easy reach.

3.5 Employment
There are industrial and commercial estates at Redbrook within 1 mile of the site offering local employment opportunities. Honeywell is close to Barnsley town centre which offers a wide range of employment opportunities in retail and services. The area also has good public transport and road connections to the major urban areas of Sheffield, Leeds, Huddersfield, Wakefield, Doncaster and Rotherham and Sheffield offering a wide range of employment opportunities.

4.0 Planning Statement

4.1 National

PPG1 – Delivering for Sustainable Development
Sets out the government's objectives for the planning system placing sustainability at its core.

PPG3 – Housing
Seeks to achieve high quality housing, a good mix reflecting requirements and the needs of the area and to use land efficiently and effectively.

PPS6 – Planning for Town Centres
Sets out the Government's policy on planning for the future of town centres.

PPG12 – Local Spatial Planning
Sets out the Government's policy on local spatial planning, which plays a central role in the overall task of place shaping and in the delivery of land uses and associated activities.

PPG13 – Transport
Aims to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and to reduce the need to travel, especially by car.

Other National Policies
The proposal is designed to fit with nation policy with regard to the provision of social housing in line with the strategic objectives of the Homes and Communities Agency. It is compatible with the Local Authority Challenge Fund and Approved Development Programme initiatives in terms of structure and design.

4.2 The Development Plan

Regional Policy
The draft RSS is a broad development strategy for the region, setting out regional priorities in terms of location and scale of development.

Local Plan
The Barnsley UDP is the adopted local plan for the area. The site is not specifically allocated for development in the UDP, and policies H5, GS2, T22 and T27 apply, which gives the general criteria against which new housing should be measured.

H5
The Council will promote diversity of dwelling type, size, density and design throughout the borough to meet the full range of housing need. In particular, the council will encourage, in appropriate locations throughout the borough:
a) Housing for key workers
b) Affordable housing and housing for rent
c) Housing for the elderly and those with disabilities
d) Homes intended for single person households

GS2
The council will continue to reclaim and improve derelict, disused, degraded and under used land. Priority will be given to those schemes which provide sites for new development, especially for industrial, commercial or housing purposes.

T22
New development shall be provided with no more car parking, servicing and manoeuvring space than is necessary in order to ensure that there is no significant impact upon:

a) Highway safety

b) The local environment including amenity of local residents and adjoining land uses

c) The vitality and viability of Barnsley town centre and other shopping and commercial centre.

T27
The council will seek to encourage walking as a mode of transport, and the design and layout of all developments will be required to take account of the needs of pedestrians.

The Local Framework sets out the strategic framework to address the imbalances between supply and demand and tackling housing at risk of becoming low demand.

5.0 Site Details

The site currently comprises of an unkempt reclaimed area of land following the demolition of a former children's home several years ago. There is a gentle slope across the site running downwards away from the junction between Rockingham Street / Halifax Street.

It is an area of incidental open space within an existing residential area. However residents in the area have direct access to several other larger areas of open space.

The site has outline planning permission for housing development approved September 2008 and this detailed proposal adopts a similar footprint and density. The proposal is for a total of 14 units six of which will be accessed from Smithies Street. The remainder of the proposed properties front onto Halifax Street and Rockingham Street. The immediate local built environment is mostly composed of mixed low rise housing types and tenures arranged in short terraces and semi detached properties.

5.1 Design Concept

The layout is designed to enhance and extend the street frontage to both Halifax Street and Smithies Street. A block of four apartments, 3 family homes and a bungalow along Halifax Street provides both a prominent corner and mass to the junction with Rockingham Street and an interesting variety to the roof line along Halifax Street.

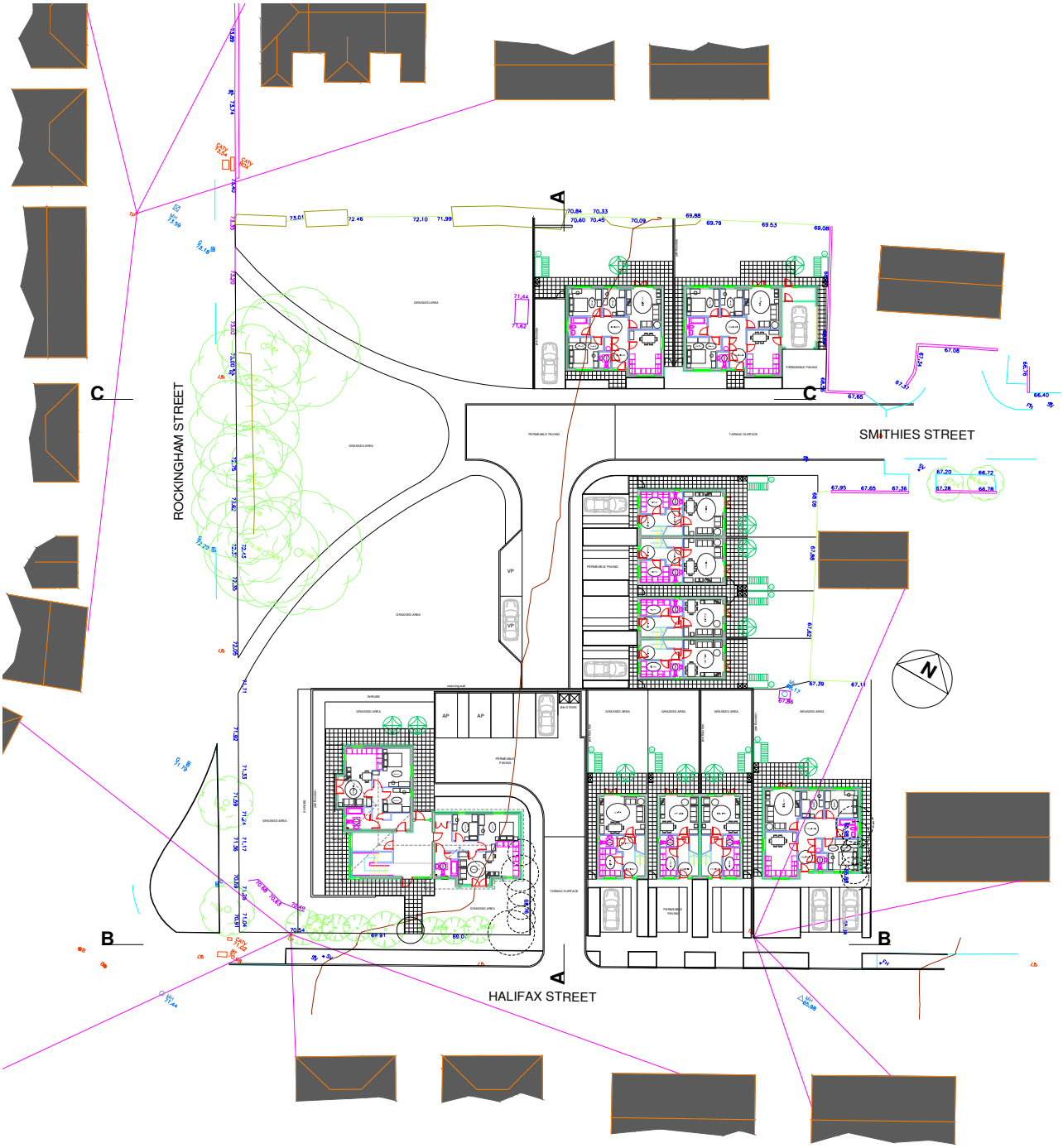
The proposed development is of a relatively low density with a mix of unit types to consist of:

- 3 x 3 bedroom 5 person houses
- 4 x 2 bedroom 4 person houses
- 2 x 3 bedroom 5 person bungalows
- 1 x 3 bedroom 5 person disabled family bungalow
- 4 x 2 bedroom 3 person apartments

Total 14 residential housing units

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5.2 Proposed Layout Plan



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5.3 Highway design

With the exception of an entrance to a courtyard parking area to provide off street to the four apartments there is no change to the carriageway along Halifax Street. A proposed short extension to Smithies Street to form a Cul de Sac within the site, incorporates off street parking, visitor parking and a turning head for refuse and other large vehicles (not currently available on the existing Smithies Street) .

The carriageway is set out to strike the right balance between giving the residents fronting the open space good sized gardens whilst not compromising the amount of public open space to this area. For greater variety and interest the public open space is to be broken up by landscaping, footpaths, fencing and visitor parking bays off Smithies Street.

The extended roadway to Smithies Street fronting the new build houses and open space is to be demarcated from the conventional carriageway by block paving and a raised paved area of approximately 70mm in height.

5.4 Secured by Design

We have adopted the Secured by Design principles as a basic design mandate and intend to secure certification on completion.
The boundary to the individual dwellings will include 1800mm high fencing / gates to the rear to provide private secure back gardens, and 1100mm high fencing, gates and walls to the front with driveways to park on.

Gates and fencing to the open space will be wrought iron or similar to allow good visibility. Houses along Rockingham Street and Smithies Street will overlook the open space so provide good natural surveillance, with the respective highways providing a natural barrier between the said housing and open space.

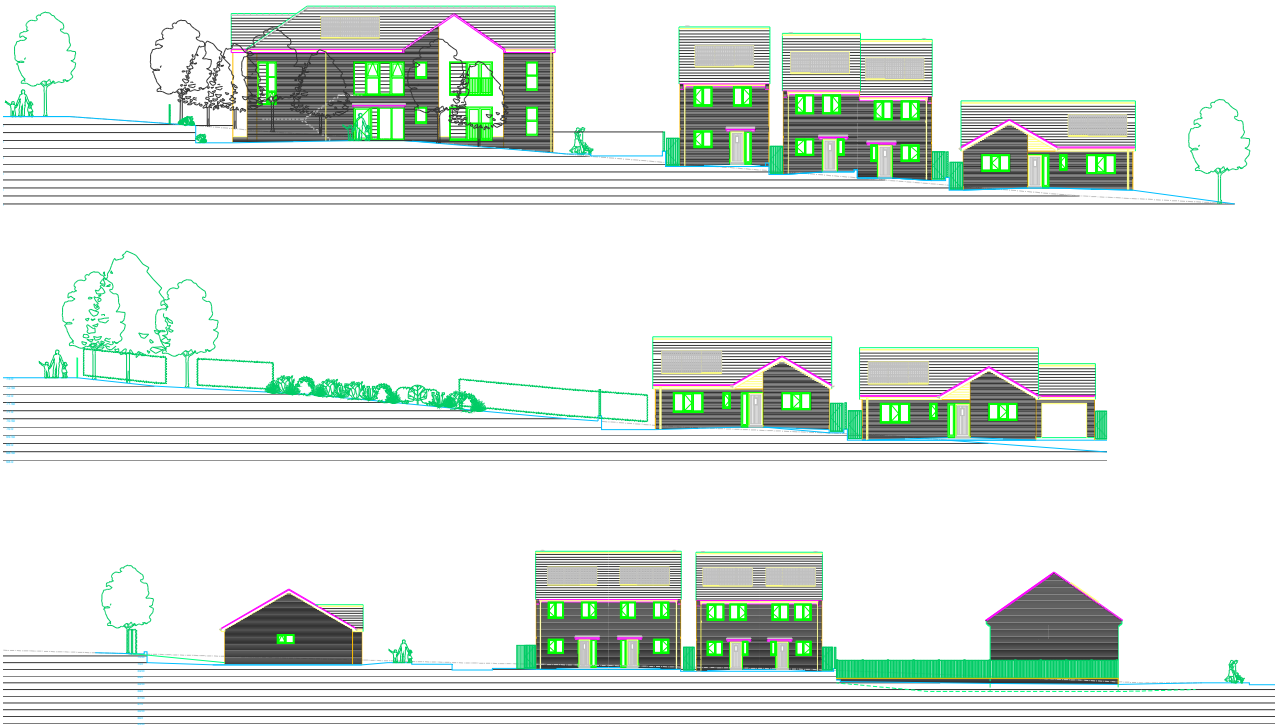
The existing situation offers through access across the open space between Rockingham Street, Halifax Street and Smithies Street the proposed design improves that situation by removing access from Halifax Street and better surveillance. The orientation of the apartments coupled to the location of the new houses on Smithies Street provides either physically secure boundaries or good natural surveillance to the bungalow, family houses and apartments fronting Halifax Street. Overall the design provides both new and existing residents with a stronger sense of security..

5.5 Scale and materials

The houses and apartments have been arranged on two storeys to fit in with the surrounding buildings. Three bungalows have been included in the mix to meet the housing needs of local residents. The scale of the development is totally ‘residential’ and in keeping and complimentary to its surroundings.

It is proposed to build the dwellings predominantly in a facing brickwork in keeping with other houses in the area along with elements of render and ppc aluminium cladding

panels. Roofs will be tiled with dark grey interlocking concrete roofing tiles. Canopies will be provided over entrance doors as indicated, probably made from GRP.



5.6 Landscaping

The internal highway area will be block paved in a red-multi block with kerbs in a different colour block. This will extend into the parking area for the apartments off Halifax Street. An open design screen will be erected to screen off the drying area for the first floor apartments. Street furniture such as lamp posts and signage will be grouped to avoid clutter.

Adequate lighting will be provided to assist visually impaired people and highway lighting will be designed meet adoptable standards. Landscaping to an area set aside as public open space will include grassed areas, low maintenance low level planting, ironwork fencing/gates and permeable block paved footpaths. The ironworks and block paving will extend towards the Rockingham Street/Halifax Street junction. A cluster of mature trees facing Rockingham Street will be retained as will two other mature trees further along Rockingham Street towards the junction with Halifax Street

5.7 Access

The pedestrian access route into the development is via existing footpaths on Halifax Street, Smithies Street and Rockingham Street. These will link onto the new shared

surface at gradients no steeper than 1 in 20. Car parking for householders is located close to front doors and will be accessible at gradients no steeper than 1 in 20 with level areas in front of doors which will have low thresholds. Access to the first floor of the 4 apartment block will be via stairs but power points will be installed to accommodate a stair lift if necessary in line with the Lifetime Homes requirements.

5.8 Sustainability

The housing will be constructed to meet Code for Sustainable Homes level 4 requirements. The measures we would seek to develop would be improved thermal insulation, air tightness and reduced thermal bridging, using natural ventilation where practical in preference to mechanical fans. Water-efficient fittings and low water use white goods to rainwater or grey water recycling will be adopted where practical to achieve the sustainability standard.

Eight of the dwellings are south facing and the other six can source heat from panels fitted to south facing roofs or hips an allowance for photovoltaic panels has been included in the design.

The site has a low probability of flooding and sustainable urban drainage techniques will be used to minimise surface water run off. Drying space will be provided to all homes and a home user guide will be produced and issued which will encourage composting for units with gardens and low energy labelled white goods will be encouraged.

6. Consultation

The proposal has been discussed in principle with representatives from the councils Strategic Housing Team and the local ward councillors and it has their full support as a social housing project.

We have also liaised with the Police Architectural Liaison officer with regard to achieving “Secured by Design” accreditation. The principles discussed have been incorporated into the design including:

- Security of rear property boundary to garden spaces.
- Single controlled entry point into individual dwelling units within apartment blocks
- Within curt ledge parking
- All other parking bays to be overlooked by windows.

We have also had preliminary discussions with the relevant Planning Officer and have taken note of their comments and incorporated these into our design.

We have taken account of the comments and objections made with regard to Outline Planning Application and incorporated elements into our design that mitigate and reduce the negative effects identified at that time.

7. Other Considerations

Berneslai Homes visions and values complement the strategic direction set by the Council and its partners. The organisations delivery plan and objective to 'continue to deliver sustainable communities which are safe, healthy and attractive neighbourhoods which are accessible to all', directly contributes towards the Local Strategic Partnership and the Sustainable Community Strategy for Barnsley.

The development of this site is part of Barnsley Council's partnership with Berneslai Homes and a strategic commitment to maintaining sustainable neighbourhoods, providing quality housing and a pleasant place to live and work.

8. Conclusion

We believe the proposed mix of family housing and 2 bedroom apartments in 2 storey heights fits well with the surrounding residential uses. There is an identified need for affordable accommodation in the local area and across the Borough.

The proposed layout has been designed to comply with the Local Plan policy, *Lifetime Home* standards and takes forward the principles of the advice in the *Manual For Streets* and *Urban Design Compendium* as well as the HCA's *Housing Design Guide* and *Secured By Design* standards.

It is therefore our conclusion that the application is in line with the planning advice for this site, best meets the needs of the local and wider community with regard to demand and is of a scale which complements the local street scene.

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