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Residential Development- 4no detached dwellings- Edmunds Road, Worsbrough, Barnsley
For Mr M Benson

Design Statement

The site is currently vacant but was previously occupied by a factory building, it is on the edge of an established residential area. It is zoned on the Barnsley Adopted UDP for housing, and so the proposals are in accordance with Planning Policy.

To the south of the site runs the East-West section of the Trans Pennine Trail which links Southport on the West Coast with Hornsea on the East Coast.

To the north, there is The Boatmans Rest Public House. This pub and it's car park are well screened by fences, walls and planting. The gable of the Pub is approximately 17m from the face of the proposed development, there are no habitable room windows to this gable. The site is approximately half a storey below the level of the public house, the proposed 2 storey development will not over-dominate existing buildings.

The linear form of the proposed development results from the constraints of the site. The east west axis ensures the dwellings will have south facing private gardens, which will be between 80-100sq.m and generally level. A substantial boundary fence will be provided to the southern boundary beyond which is a densely planted screen to the adjacent Trans Pennine Trail. The design of the proposed dwellings will be traditional with gabled pitched roofs. Using a limited palette of materials, the design and limited hard landscape to the front of the dwellings will define it's character and give a sense of place.

The density of development, at 40 dwellings per hectare, is in accordance with PPG 3 and Supplementary Planning Guidance issued by the Council.

The site is accessed from Edmunds Road. Visibility in the critical direction (north) is limited by a 1.0m high stone wall, fronted with .75m wide scrub margin. Access to The Boatmans Rest Public House is some 30m north of the site entrance. To the south Edmunds Road serves a Waste Water Treatment Plant. It crosses the River Don, where it becomes Powder Mill Lane. This becomes a narrow track linking to Birdwell and Hoyland. Consequently traffic passing the site entrance will be very minimal- any vehicles using this part of Edmunds Road will generally be either accessing the site or the adjacent Waste Water Treatment Works. There is a 1.2m wide scrub margin to the south which could be tidied up to give reasonable visibility subject to agreement with the owners. Edmunds Road narrows down from 6.0m above the site to 3.5m in front of it. Vehicle speeds will be restricted by this constraint. It is noted that the site on the opposite side of Edmunds Road is zoned for Urban Greenspace, and the land to the south is not proposed for development. As such, it is not considered that the limited visibility will present a problem now or in the foreseeable future.

It is proposed that the dwellings will be served from a private driveway, this access is under Barnsley MBC ownership, but a right of access exists, the driveway would be surfaced by the developer subject to agreement. The length of this driveway will be in excess of 45m, a turning space is provided for emergency vehicles. It is envisaged that refuse vehicles could use this turning area.

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Car parking is provided by one garage space per dwelling with two surface spaces. In addition, two dedicated visitor spaces can be accommodated within the site. This exceeds the requirements of PPG 3.

The internal layout of the dwellings will respond to the site constraints. Principal rooms will face south and have large areas of glazing to maximize solar gain and light. Secondary accommodation will face north and have smaller windows.

Trees and Hedgerows

There are no significant trees, shrubs or hedgerows on the development site. The Trans Pennine Trail which runs along the southern boundary has a dense planted screen both sides. This is important as part of the local landscape character and natural habitat. The development is generally 7.5-8m away from these trees, with the single storey Garage being closer. It is not considered that the development will have an adverse effect upon the trees, and foundations can be taken to an appropriate depth to prevent the tree roots causing a problem to the development.

Sustainability Statement

The development will benefit from high levels of insulation and be a well sealed structure. High efficiency heating systems will be installed alongside low energy lighting. The use of passive solar gain and active solar water heating could be incorporated in the design, benefiting from the southerly aspect. Exterior lighting will be PIR/dawn to dusk controlled.

Cycle storage could be accommodated as the garages are 5.4m deep internally, provision for clothes lines for drying of washing will be incorporated, and consideration given to rainwater harvesting from some of the roofs.

Rainwater generally will be taken to soakaway subject to a satisfactory percolation test.

Flood Risk Assessment.

The site is approximately 90m north of the River Don which runs in a narrow gorge well below the site level. The river is crossed by a bridge, currently closed following collapse. Inspection of the Environment Agency Flood Map shows the site is not considered at risk from flooding. As a precautionary measure, ground floors would be constructed of concrete, with all ground floor electrical services being fed down walls from above.

Access Statement

The development sits on a relatively level site, and all houses will benefit from level access. A Part M compliant wc will be provided at the entrance storey. All dwellings have a large Hallway to assist maneuverability. All entrance and internal doors will achieve 775mm clear entrance width, internal corridors will be 1050mm wide. Sockets and switches will be located at appropriate heights and consistently within the rooms throughout the development.