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BRIEF PLANNING DESIGN AND ACCESS STATEMENT

Relating to Proposed Residential Development consisting of 3 no. Apartments in a single building.

To: 2 Cobcar Street, Elsecar, Barnsley. S74 8DA.

October 2018.

Applicants: Garry Greetham Associates on behalf of Client : Mr. N. Foster.

1 Introduction.

1.1 This is a brief Planning Design and Access Statement to support the submission of a formal Outline Planning Application for the above-mentioned development and has been prepared by Garry Greetham M.C.I.A.T. of Garry Greetham Associates, and is to be read in conjunction with the following drawings:

Site Layout / Location Plan.	Dwg. No: 820-01.
Elevations and Layouts.	Dwg. No: 820-03.

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1.2 The purpose of the Planning Design and Access Statement is to highlight the relevant and material considerations that need to be taken into account by the Local Planning Authority (LPA) relating to the design and external appearance of the proposed development. The Design Statement highlights the particular characteristics of the buildings and their relationship with the adjacent buildings and the character of the wider area. This statement also relates to the accessibility of the proposed development by people with disabilities and those who are otherwise disadvantaged, such as elderly people and single people with young children.

1.3 In terms of the details of the proposed development, this involves the construction 3 no. apartments in a single building as described below;

Detached 3 storey building with 3 no. 1 bedroom apartments, each with separate bathroom and kitchen facilities on each level with the sizes of the overall unit being indicated below:

height from the finished ground floor level to the eaves line at approx. 8.20m,(2.90m from the finished ground floor level to the finished first floor level; 2.90m from the finished first floor level to the second floor finished floor level and 2.10m from the finished second floor level to the second floor window head / eaves level)

The max. width at 5.500m and max. length at 17.300m.

The development would also involve the demolition of single storey structure, at present a small commercial usage – tyre and battery changing garage for private vehicles – however this business will be re-located close by without losing any full or part time staffing levels.

On the rear boundary of the site is a 1.80m high security palisade fencing, this located to the top of the banking which separates the land to the existing railway line which is still in use however at a much lower level then the proposals.

2 Design of the Apartments including Access to the Site and Building.

2.1 The site of the proposed development is relatively level and located near the top of Cobcar Street and is currently occupied a single storey small commercial use business and the ground cover is a mixture of tarmacadam and concrete areas.

A level hard surfaced pedestrian / wheelchair access will be provided from the main pavement as shown on the submitted plans. The access from the pavement, together with a hard-surfaced path around the whole of the building, will be provided and will have a maximum gradient of 1 in 15 and if possible as low as 1 in 20, especially immediately adjacent to the entrance door in the side stairwell acting as the "principle" door.

The threshold to the entrance door to main Apartment block will be no higher then 15mm above the floor levels on either side and if above 15mm, the thresholds are to have rounded edges and will be min. 1000mm wide.

2.2 In terms of the internal circulation within the Apartments, the entrance halls will all have a min. width of 900mm and internal doors will have a min. clear opening to the lounge, kitchen, bedroom and bathroom of 838mm and the space required opposite door openings will not be obstructed.

Accessible w.c's. will also be provided within the bathroom in each Apartment with an outward opening door in order to provide access to anyone who falls over within the room.

2.3 It is accepted that lifts are the preferred means of access to the upper floors in Apartment blocks but they are not required and it is not intended that any lifts will be provided within this Apartment block. However, the staircase within the Apartment Building has been designed for ambulant use, with a handrail on both sides of the stair and half landings provided as shown and it is considered that this is an acceptable alternative for the proposed development. The general design criteria of this development will follow the guidelines set out in the Accessible Homes Brochure.

2.4 The staircases to the Apartments will be a min. 1100mm (min) between handrails.

Any external steps will be 150mm (max.) risers and 280mm (min.) going with non slip surfaces, which caters for ambulant disabled.

All the switches and socket outlets to Apartments are to be provided between 450mm and 1200mm from finished floor level, switches, door bells etc. – at 1200mm max. sockets, T.V. sockets, telephone points at 450mm min. from floor levels in accordance with part M – access for disabled people.

2.5 To the front of the site adjacent the public footpath on Cobcar Street is an existing 900mm high natural stone wall which is to be retained, with the proposal for a large single shared driveway, constructed from black tarmacadam with an opening of approx. 9.00m wide to serve the Apartments, with piers to each side of the opening, and will remain as the drive entrance for both the Apartments and provide access for any emergency vehicles if required. This proposed opening will also provide the disabled access to the Apartments.

In connection with the surrounding properties, they consist of the following;

To one side of the proposed site is No.4 Cobcar Street, this building being a high 2 storey stone end terrace residential dwelling with room in the steep roof space, with a blank gabled construction (facing the proposed site) and roof consisting of slate materials – with on the other side, the land narrows prior to abutting Cobcar Street and next being the existing road bridge located over the existing railway line – refer to the Site and Location Layouts on Dwg. 820-01.

In front of the site (facing the proposed site frontage) at the opposite side of Cobcar Street are several 2 storey terraced properties, with quite high eaves and ridge.

To the rear of the site and adjacent the existing palisade fencing, is a proposed acoustic fence which will ass.

Also note that the only windows located to the rear elevation of this Apartment block, are the ones providing natural light to the lobby area – non habitable area.

2.6 The design of the proposed Apartment block is also affected, to some extent by other legislation such as The Building Regulations and in particular the Disability Act. The siting of the Apartment block have been determined, to ensure sufficient car parking standards are achieved (1 car parking space each plus a visitor space.) even though there are numerous bus stops and a train station located close by.

The siting of the Apartment block also ensures that an adequately sized, private amenity area will be provided, which are in the interests of the amenities of future residents and access to such will be given by 1.00m min. wide footpaths to both side of the Apartment block.

Both the refuse and re-cycling bins are located adjacent to the car parking area to the front of the development and adjacent Cobcar Street itself.

2.7 The external facing materials for the proposed Apartment block will be agreed in full with the council before any works are commenced on site, but at this stage it is our clients intention to use matching stone facing material for the external walling, with the use of artstone heads and cills (as applicable – refer to the elevations), with concrete flat profile roofing materials. The external doors and windows will be constructed of white UPVC, with black rainwater goods, all to complement the surrounding properties.

2.8 The design and size of the proposed Apartment block, will complement the surrounding properties and hopefully shall sit well against the adjacent dwellings and create an attractive street scene in respect of this small infill development, namely a 3 storey structure with a hipped roof construction using a low pitch roof of 22.5 degrees.

The building will have white UPVC barge boards and facias, all to match the surrounding properties.

2.9 With respect to the availability of the local public transport, Cobcar Street itself leads from King Street, which both have numerous local bus stops close by and also Elsecar Train Station is only approx. 500m away, providing easy access to Sheffield; Leeds and Barnsley centres and therefore further away.

2.10 The materials proposed for this Apartment block, have been taken into account to reduce the future maintenance of the building namely UPVC Windows and Doors; UPVC Barge and Facia boards including eaves; the main external walling is also solely constructed of stone work with no render which obviously means a maintenance problem.

There will also be provided an area, located in the rear garden, to enable a free standing rotary washing line to be erected and therefore reducing the excessive use of any tumble dryers which may be located within the properties.

2.11 Regarding crime prevention measures, several items, both internally and externally, have been catered for during the design stage namely;

Internally: External Doors with shoot bolt locking systems to comply with PAS 24:2007 + A2:2011 – enhanced security performance requirements;
Windows with double latch system throughout to comply with BS 7950 – proved fit for purpose;
Burglar alarm system wired to the mains electric with battery back up in case of power failure.

Externally: P.I.R. lighting to the front entrance of the Apartment block,
Flood light P.I.R. to the car parking area;
Lockable external gates located to the sides of the Apartment block for access to the amenity spaces.

2.12 Take note that the design of this small infill site, complies with Policy Numbers H6; H18; T2 and E52.