DESIGN & ACCESS STATEMENT

NEW LODGE - PHASE 2

August 2011

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INTRODUCTION

This document describes the thought processes, concept development and technical considerations associated with the production of proposals for the redevelopment of three parcels of land in the area known as New Lodge. The application site is known as New Lodge Phase 2.

The structure of the document is based on the guidance produced by CABE and the more recent South Yorkshire Residential Design Guide - January 2011. This document requires Design & Access Statements to demonstrate how the proposed development adheres to the principles of Building for Life.

The report is divided into the typical sections required for a Design & Access Statement, but in addition it includes a section on sustainability. At the beginning of each section the relevant Building for Life Criteria are noted in the grey box to aid understanding.

THE SITE AND ITS SURROUNDINGS

The proposed site is located to the north of Barnsley centre near Staincross and is located within the development limits of the area. The proposed site is located on the south-west side of Wakefield Road on the in area known as New Lodge.

The site is split in to 3 separate parcels of land. The northern element is located off Beverley Close, whilst the central section is located on the south side of Langsett Road opposite its junction with Beverley Close. The southern parcel of land is bounded by New Lodge Crescent and Sherburn Road (see Fig.1).

These parcels of land were previously occupied by housing which has subsequently been cleared ready for redevelopment.

The northern and central parcels of land are relatively flat, but the southern site has a gradient that runs in the north-south direction.

The site is located in an existing residential area with a variety housing types and styles. The predominant house type is semi-detached unit constructed with red brick under a pitched pantiled roof.



Aerial view of the three sites



View of adjacent housing on Beverley Close

DESIGN PROPOSALS

Use and amount

RELEVANT BUILDING FOR LIFE CRITERIA

Q1 Does the development provide (or is it close to) community facilities?

Q2 Is there an accommodation mix that reflects the community?

Q3 Is there a tenure mix that reflects the needs of the community?

The proposal provides 40 affordable houses in an existing residential area close to existing facilities. The proposed mix of units is as follows:

20 no.	3b5p house
12 no.	2b4p house
6 no.	4b6p house
2 no.	2b3p wheelchair bungalow

Layout

RELEVANT BUILDING FOR LIFE CRITERIA

Q6 Is the design specific to the scheme (the location and its character?

Q7 Does the scheme exploit existing buildings, landscape or topography?

Q8 Does the scheme feel like a place with a distinctive character?

Q9 Do the buildings and layout make it easy to find your way around?

Q10 Are the streets defined by a well-structured building layout?

Q11 Does the building layout take priority over the streets and car parking, so that the highways do not dominate?

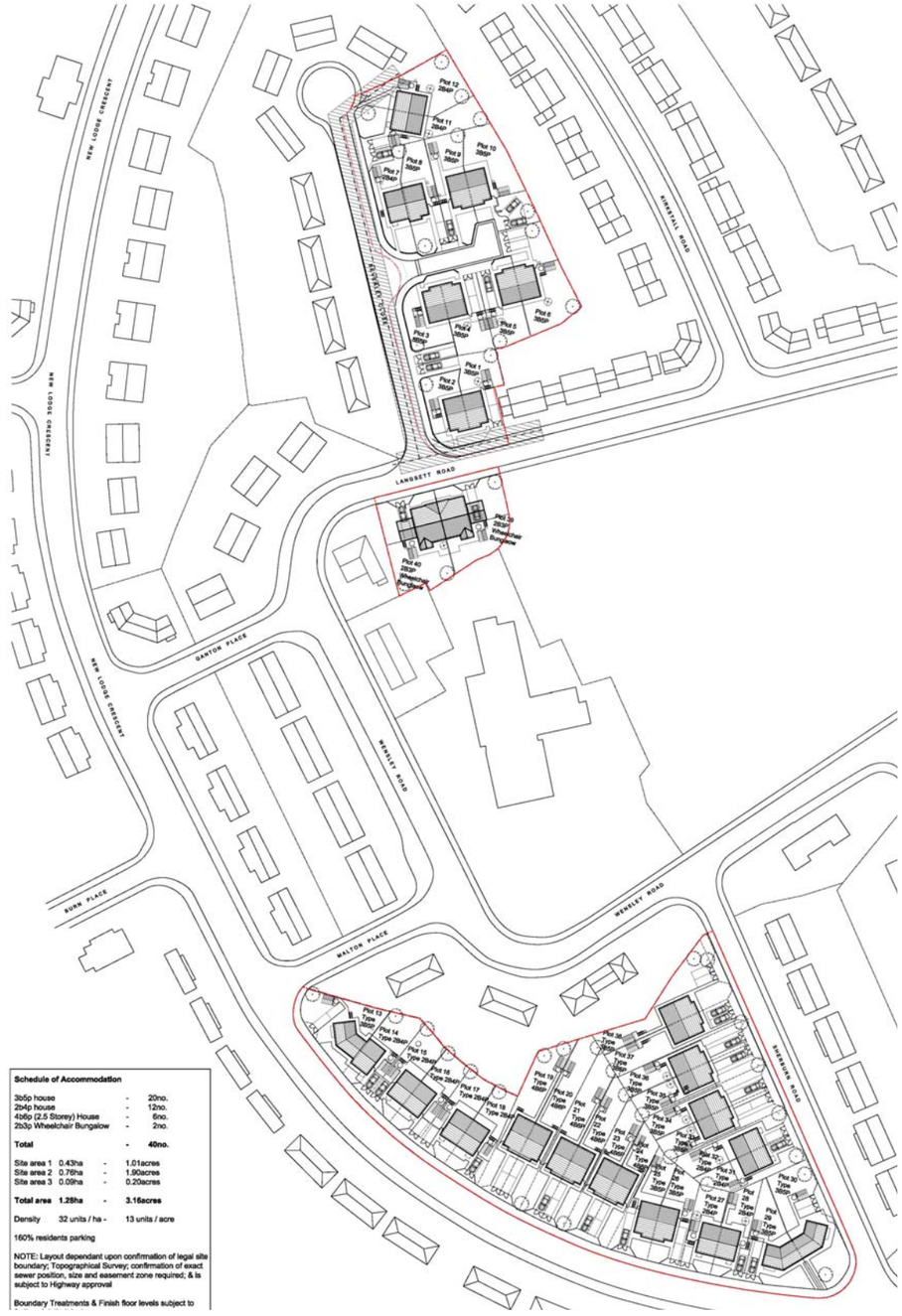
Q12 Is the car parking well integrated and situated so it supports the street scene?

Q15 Are public spaces and pedestrian routes overlooked and do they feel safe?

Q16 Is public space well designed and does it have suitable management arrangements in place?

Q17 Do buildings exhibit architectural quality?

The site was previously occupied by residential units constructed roughly in the same period as the rest of the estate. These units have subsequently been demolished and cleared ready for the proposed redevelopment. As a result, the site is relatively constrained in terms of the land available for development and the scope of a revised layout. Coupled with this is the fact that the proposed site forms part of a larger masterplan area. As a result, it is understood the adjacent land is to be re-developed at the same time and therefore in terms of the proposed site layout



Proposed site layout

Scheme Design

consideration has been given to the juxtaposition of the two separate proposals along Beverley Close and Langsett Road.

In order to reflect the form of the surrounding the development the proposed site layout addresses the existing street structure and also retains the existing footpath network. The majority of the proposed units are orientated with the principal facades facing the highway, including cranked corner units, to provide natural surveillance on to the streetscene. However, on Beverley Close, in order to make more efficient use of the land, a new cul-de-sac is proposed. As a consequence, the two end units gable onto the existing highway.

Due to the limited opportunities to alter form of the street structure, the existing views within the scheme are maintained. However, it is considered that the cranked corner units provide a distinctive corner feature that will aid legibility and understanding of the area.

Building plots accommodate off street parking and are sat behind a low brick wall and metal gates.

The new cul-de-sac off Beverley Road provides a mew-court arrangement where pedestrians are given priority over vehicles.

The opportunity to widen the adopted highway and footpath of Beverley Close enables the existing street to function better to the benefit of the existing residents on the west side of the street and the occupiers of the proposed development on the east side of the Beverley Close.
Within the rear gardens each unit is provided with a shed that is large enough to accommodate cycle storage.

All rear gardens are enclosed to provide gated and secure private amenity space in accordance with Secured by Design principles.

Scale & Massing

RELEVANT BUILDING FOR LIFE CRITERIA

Q6 Is the design specific to the scheme (the location and its character?

Q8 Does the scheme feel like a place with a distinctive character?

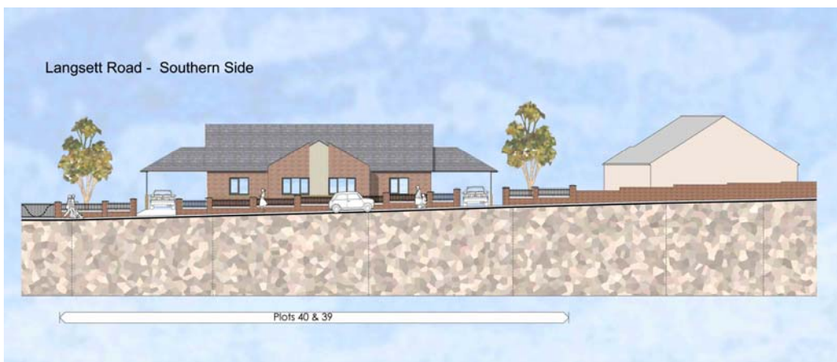
Q17 Do buildings exhibit architectural quality?

The proposed residential units are two storeys in height, with some units utilizing a room in the roof to create a half storey. This scale reflects the surrounding development in the area. The proposed units are also semi-detached which also responds to the form of the surrounding units.

The units are primarily constructed with brick with render under a pitched concrete tile roof. On the principal façade a feature panel on the full height window bay adds variety and interest to the stretscene. In addition a canopy above the entrance door adds relief to the façade.



Typical unit elevation



View of proposed bungalows

Appearance

RELEVANT BUILDING FOR LIFE CRITERIA

Q6 Is the design specific to the scheme (the location and its character?

Q8 Does the scheme feel like a place with a distinctive character?

Q17 Do buildings exhibit architectural quality?

The units are primarily constructed with brick with render under a pitched concrete tile roof. On the principal façade a feature panel on the full height window bay adds variety and interest to the stretscene. In addition a canopy above the entrance door adds relief to the façade.

Landscaping

RELEVANT BUILDING FOR LIFE CRITERIA

Q6 Is the design specific to the scheme (the location and its character?

Q7 Does the scheme exploit existing buildings, landscape or topography?

Q8 Does the scheme feel like a place with a distinctive character?

Q16 Is public space well designed and does it have suitable management arrangements in place?

Soft landscaping within the proposal is limited to the private garden areas of the individual units. The garden sizes comply with the requirements as set out in the South Yorkshire Residential Design Guide.

Hard landscaping will be limited to the vehicle cross-overs and driveways within the curtilage of the units. Traditional driveways to the side of some units will provide tandem parking bays to minimise visual impact of parking at the front of the units.

Boundary treatment to the front of the units will match the surrounding; low brick wall with railings.

There are no areas of public space within the site.



Example Streetscene

Planning Context

The proposed site is located in an existing residential area in accordance with Policy BA 2 of the adopted Barnsley Unitary Development Plan (the UDP). The proposed site area is approximately 1.2 ha. Prior to the commencement of demolition works the site was occupied by dwellings. Therefore the proposed site is suitable for residential development as it is classified as a brownfield site in accordance with Appendix B of Planning Policy Statement 3. The new development will provide 40 dwellings which will all be semi-detached houses, within the existing highway layout, which accords with policy H8 in the Barnsley UDP. As a result the siting and orientation of proposed units have no impact on the amenity of the surrounding residents. Also, the proposed development consists of single and two storey buildings which reflects the height of the surrounding buildings. As a result it is considered that the layout form and design of the proposal accords with policies BE5, BE6 & BE6A within the UDP and Supplementary Planning Guidance 2. There is no significant change in the amount of housing proposed on the site; thus traffic generation, demand for public transport, pedestrian movements and educational needs will remain largely unaltered. Therefore the proposal accords with T2 contained within the UDP. In curtilage driveway parking is provided for all units, with the two bedroom units provided with one parking space and the three and four bedroom units provided with two spaces. This accords with pre-application advice.

SUSTAINABILITY

Sustainability

Q5 Does the development have any features that reduce its environmental impact?

Q18 Do internal spaces and layout allow for adaptation, conversion and extension?

Q19 Has the scheme made use of construction or technology that enhances its performance, quality and attractiveness?

Q20 Do Buildings or spaces out perform statutory minima such as building regulations?

The emerging Barnsley Council Policy CSP 5 requires all residential developments of 10 or more units to incorporate a decentralized renewable or low carbon energy source sufficient to reduce the developments CO2 emissions by at least 15%.

The dwellings on the application site have been designed to achieve the 15% reduction in CO2 emissions, following the "Passive Homes " principles of incorporating high levels of thermal insulation to floors, roof and walls (including thermally efficient windows and external door sets), improved air tightness utilizing "Enhanced Robust Details" and controlled ventilation using mechanical ventilation and heat recovery.

Energy efficient SEDBUK A rated gas condensation boilers with gas saver units (heat exchange to preheat incoming air from exhaust gases), AAA rated white goods and low energy lighting will reduce both CO2 emissions and energy consumption. The combination of these proposals is a very cost effective, low maintenance approach providing direct immediate benefits to the residents by creating homes that have low levels of heating, thus reducing energy consumption, CO2 emissions and fuel bills.

This approach is more sustainable than incorporating renewable energy components eg. solar thermal, photovoltaic, wind turbines, air or ground source heat pumps and biomass boilers reducing energy consumption, CO2 emissions and fuel bills. These have increased capital and running costs, require regular maintenance, have long and often undeliverable payback periods. Furthermore they have reduced sustainability criteria due to manufacturing processes and transportation costs and have proved, in our past experience, to be expensive to run and difficult to operate by the residents.

ACCESS

Access
RELEVANT BUILDING FOR LIFE CRITERIA

Q4 Does the development have easy access to public transport?

Q13 Are the streets pedestrian, cycle and vehicle friendly?

Q14 Does the scheme integrate with existing streets, paths and development?

Wakefield Road is approximately 400 metres to the north–east of the site. This is an arterial route and has a number of bus stops that provide access to Barnsley town centre and beyond.

The proposed development only provides a short section of new highway. The new cul-de-sac, off Beverley Close in the northern parcel of land, provides a mew-court arrangement where pedestrians are given priority over vehicles.

At the Laithes Lane/Wakefield Road junction are a collection of local amenities, including a food store and a post office. This provides access to local amenities.

The scheme provides in curtilage parking spaces for vehicles. The two bed units are provided with one space whilst the larger units are provided with two spaces.