

Our ref: AWJ/DLJ/2640

16th October 2008

Barnsley MBC
Westgate Plaza
PO Box 604
S70 2DR



**Re: Redevelopment of the Black Bull Public House, Manchester Road, Thurlstone
S36 9QS.**

DESIGN STATEMENT

Location

The property is situated on Manchester Road, which is the main arterial route through the Village of Thurston. It is situated to the Western extremity of the Village but still within the built framework and Village envelope.

It also falls within the Thurlstone Conservation Area.

Use

The existing property was the former Public House known as the Black Bull and associated car park which has been unused and closed for some time.

The site was again subject to a planning application which was approved on the 29th August 2007 which allowed for the demolition at the public house (app no 2007/144) and 7 no. 2 bed apartments to be built.

Planning History

Detailed planning consent was granted reference B/03/1203/PU dated 9th September 2003 for the conversion of the old Public House into two residential apartments. Four further new build apartments were consented on the car parking area incorporating a bridge unit which gives vehicular access into the car parking area at the rear.

Pre submission consultation

Pre submission consultation has been carried out by way of written correspondence to Graham Northern followed by a meeting with him along with Mr Tony Wiles with specific regard to the Conservation Area issues and the possibility a re-design of the scheme.

Issues

Re-design of the apartment block, still conforming to conservation issues.

Proposal

It is our opinion that the only option to redevelop the site with regard to a long term permanent solution was to demolish the Public House and rebuild over the footprint of the original shell in a new build construction very much in the style and form of the original building.

We are proposing to rebuild the Public House in scale and fenestration very much in accordance with the original building. The traditional detailing of window openings will be incorporated into the new design and quality materials will be introduced using natural stone to the main frontage along with grey slate roof. The bridge unit somewhat along the lines of the previous approval will still be employed to give access to the rear parking area.

The larger block of 4 apartments at the opposite end of the site have been designed to provide narrow gables to the street elevations incorporating a valley gutter arrangement and mock chimneystacks. Again natural stone will be used to the main gable elevations and the link block constructed in smooth render (front elevation only). The overall street scene will be compatible to the neighbouring properties in scale, massing and use of sympathetic materials. A composite street elevation has been produced to demonstrate the compatibility with the neighbouring properties.

Car parking

One car parking space is provided per apartment in accordance with the approved arrangements of the previous consent. The site is located very close to the Village Centre where all amenities are readily available.

Policy

The site falls within the general housing area and would by virtue of its current status be classed as a brownfield development.

Re-development within the Conservation Area can be acceptable if carried out in a manner which enhances the Conservation Area. We submit that given the condition of

the existing building the proposed development in its built form, scale and use of matching materials will fulfil this criteria.

We trust therefore we have demonstrated adequately our design methodology and careful consideration of the proposed redevelopment of this sensitive site within the Conservation Area.

ACCESS STATEMENT

Further to the above application please find below our access statement: -

1. The site is of a level nature so the provision of ramped access throughout the whole site at the recommended gradient of 1 in 12 is easily achievable with no difficulties or obstructions. Ramped access can therefore be comfortably provided all ground floor apartments without the necessity of any stepped arrangements. The ground floor flats will be designed to full mobility standard with wheelchair turning achievable in lounge, main bedroom, bathroom and kitchen.
2. The buildings are designed with a solid floor construction. This keeps the finished floor level of the dwelling as low as possible with the relative external ground level allowing the ramp accesses to be easily achievable.
3. The communal footways within the development can also be laid comfortably at gradients not exceeding 1 in 12 without the necessity for steps.
4. Parking arrangements will be carefully considered to provide areas where a disabled motorist or passenger can board and alight vehicles wholly within hard standing areas. This will be achieved by a drive width provided to accommodate a vehicle plus wheelchair. Specially designed and clearly marked disabled parking spaces will be provided as shown on plan.
5. The dwellings generally

All dwellings are designed to comply with the latest part M Building Regulations which provide for easy external access and also space on the ground floor for wheelchair manoeuvrability. All door sets are now minimum 900 to accommodate this. Easily accessible light and plug sockets are provided.

We trust that these statements demonstrate our consideration for both the design and suitable access being achieved for disabled persons and are of assistance in determining our planning application, however should you require any further information or clarification please do not hesitate to contact the undersigned.

Yours Faithfully

A handwritten signature in dark ink, appearing to read 'M J Nolan', with a stylized, cursive script.

M J Nolan



Plate 1 Main elevation to Manchester Road showing steel strapping at first floor and eaves level

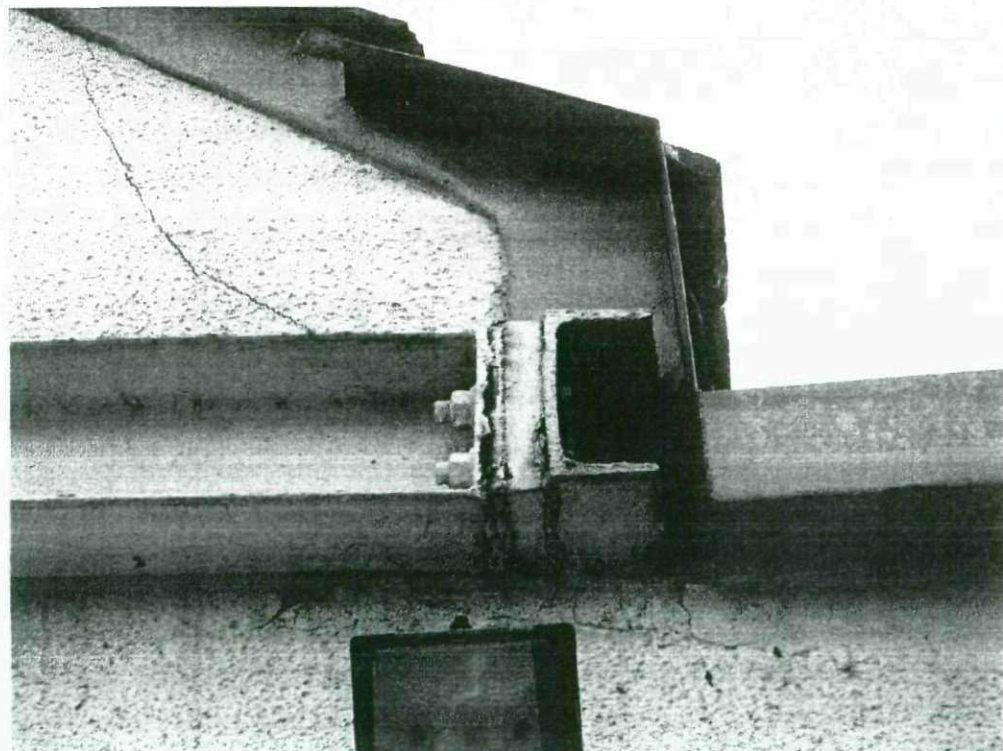


Plate 2 Close up of Plate 1, top right corner at valley gutter; connection between strapping to gable and rear elevation – latter can be seen internally as described in Section 2

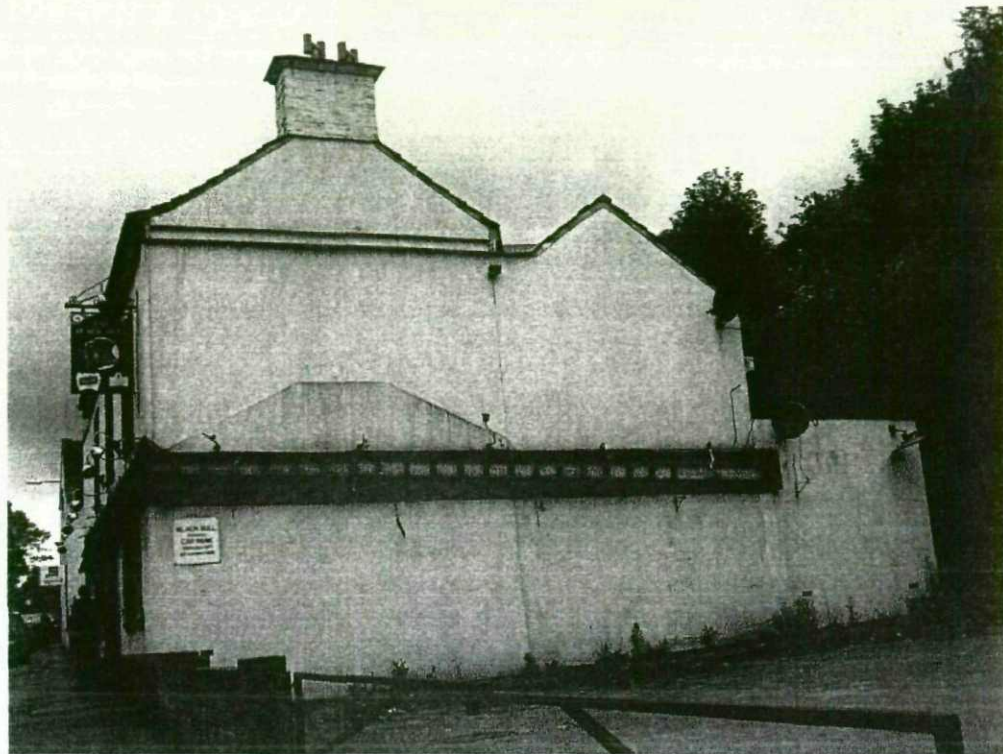


Plate 3 East side gable, strapping full length at first floor and front gables section at eaves



Plate 4 West side gable strapping at first floor and extending full length to include single storey extension added later



Plate 5 Front elevation, bearing plate arrangement at ends of tie bars which extend through to rear



Plate 6 As above showing also possible further front / back tie bar where connections are made on right hand side of door opening



Plate 7 Rear elevation showing strapping directly above ground floor window opening, with brackets attached thereto which form bearing plates for tie bars

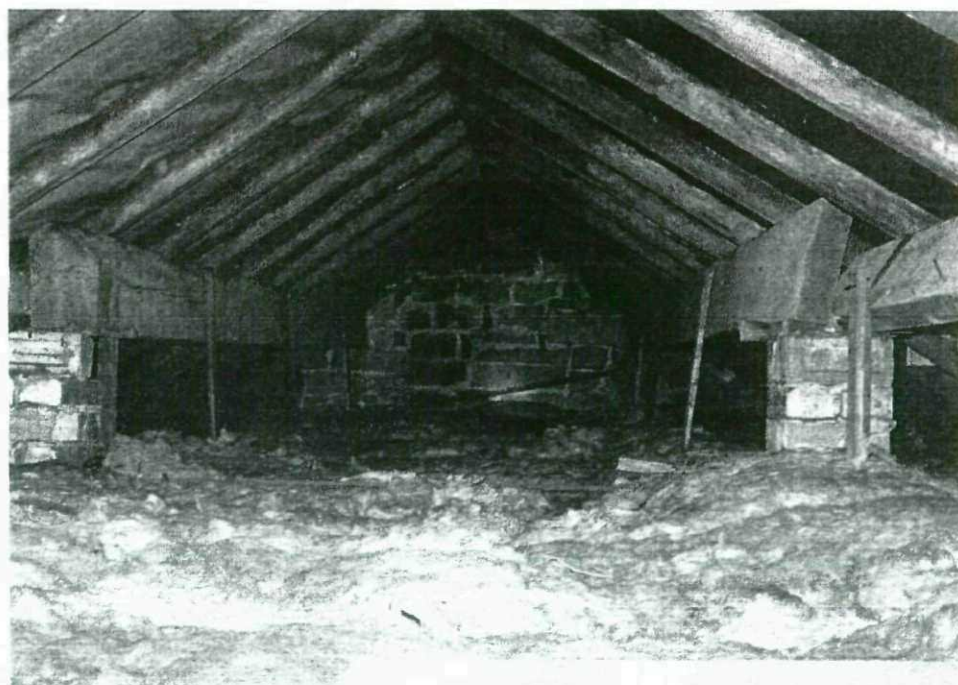


Plate 8 Roof support structure at rear. Note misalignment of purlins on right where supported on brick pier and wood wedges inserted to support lower edge