Design and Access Statements

The Commons

Highstone Road, Worsborough, Barnsley S70 2EN

For

Worsborough Common Community Association WCCA

DESIGN STATEMENT

Use

The building is a resource for the local community of Worsborough Common it will provide leisure, fitness and social facilities together with four low cost retail units and office space for community use and for rent. The retail units will be occupied by service providers such as launderette and post office these and other uses have been determined in consultation with the residents of the area.

The proposed building has four uses:

- Community resource facilities – sports/multi-use Hall
- A Cafe
- A row of four retail units
- Offices

Details of justification for the proposed uses and the results of the consultation with the local residents will be provided by WCCA.

Site

The site is located in the historical centre of the community and is currently occupied by a row of retail units, of which approximately 50% are empty, and a number of small residential flats above the shops. It is proposed to construct facilities identified as being required through a consultation process carried out by Worsborough Common Community Association (WCCA). The building covers the footprint of the available site. The site is positioned at the highest point of the local topography that gives it a positive position. The undulating nature of the land together with the massing of the building whilst being locatable in the local urban landscape but will not overpower the surrounding buildings.

Layout

The requirement that the building is to house a multi-use hall capable of being used for five-a-side football which has determined that a internal 6m eaves height is required. The positioning of the hall on the sloping site is crucial in reducing the external profile of the building. So it is located at the lower end

of the site whilst ensuring the internal floor level is set to give as much level access in the building as possible. The entrance, hall and toilets floor level therefore matches the offices and hall goods entrance. This leaves the Café and the small meeting room at a higher level, these are accessed by a centrally positioned ramp that acts as a hub in the internal circulation.

In order to ensure that as much of the building is illuminated by natural lighting during daylight hours the central circulation area is lit by an overhead glazed atrium and the hall by a high level clerestory. All the habitable spaces are on the perimeter of the building with windows this leaves the store rooms and toilets to be lit with sun pipes. The café is set on the end of the building in a circular form this ensures that there is a common access approach with the main hall entrance and the shops whilst providing a southerly aspect for sunshine and a summer external seating area.

Access to the hall for goods and items brought in for functions is on the south side of the building. Temporary parking for delivery lorries is possible on Lockwood Lane.

Scale

The building is dominated by the multi-use space, it's impact has been minimised by it's location at the lower end of the site and by reducing it's visual aspect through architectural detailing and the banding of materials. The use of flat roofs covered with a living roof keeps the massing low.
The maximum height of the building above the lowest point of Lockwood Lane is approximately 7.6m and at the other end of Lockwood Lane this has reduced to 7m. The café is 5m above the surrounding pavement.

The plant room houses the wood chip boilers and their flues provide a vertical element in the design.

Landscaping

There are a number of sustainable open spaces adjacent to the site, this together with the open and wide layout of the adjoining roads and it's position on the rise of the hill ensures that it will not require open spaces to be provided within the site boundary for relief from the immediate built environment.

Appearance

Lockwood Lane Elevation and plant room- Facing the church the building is at it's tallest so as to accommodate the multi-use hall, the hub of the community centre. This elevation uses a number of materials and finishes set in horizontal bands. At the base of the wall is a coursed sandstone plinth that echoes the boundary wall on the opposite side of the road and the church itself. Above the plinth is a light coloured render used to break up the mass of the building and act as a contrast to the stonework and thereby reduce the heavyweight of the stone. A horizontal band of stone in the render to reduce

the height of the building and finished with a stone sill under the top glazed element of the clerestory window. The window will provide natural light to the multi-use hall during daylight hours.

Mount Vernon Avenue Elevation – The human scale of the offices is reflected by the reduced height of the building and the use of stained timber windows and fire resistant timber cladding set in a rough textured artificial masonry walls such as Forticrete textured Ribloc in brick red. Security shutters will be provided integrated into the window lintels.

Community Café Elevations – the higher space of the café provides a weight contrast to the hall at the other end of the building and acts as the prow of the building emphasising the presence of the café and provides a surround of natural daylight through the vertical slit windows. Clad in rough textured artificial stone walls such as Forticrete textured Twinbloc in a silver grey colour.

Highstone Road elevation – between the café and the plant room are two different functions. The retail units will be framed with the Forticrete textured Ribloc in brick red. The retail units to have coloured aluminium framed glazing and signage as required by the occupiers. Canopies to by aluminium clad and trimmed to match the glazed frames. Soffit to be smooth clad in self coloured panels such as Eternit Masterclad boards. The main entrance to the community centre is to be given the highest visibility and it is proposed to clad this part of the elevation is a pink cladding panel, details to be confirmed as these panels must be capable of withstanding vandalism and accidental damage. The entrance screen and windows to be aluminium coloured finish. Black steel bollards will be placed along the pavement in front of the shops and the community entrance to prevent ram raiding.

ACCESS STATEMENT

This is a statement submitted in support of the planning application for the development of s community resource building at Highstone Road, Worsborough Common Barnsley.

This statement takes into account the site characteristics, surrounding land uses and characteristics, central government guidance, local planning policy.

Context of the Existing Site in terms of access

The site is located at the top of Highstone Road and is at the highest point in the locality. The site is currently occupied by a mixed use development of a row of shops (approx. 50% are empty) with flats over. The site is served by public transport from two directions and has an adjacent bus stop with bus shelter. Car parking is restricted to the surrounding roads. It is possible for disabled drivers to park on the south side of the site in Mount Vernon Road and gain level access to the shops. The current shop design conflicts with the fall of the hill resulting in a long flight of steps if approached from the North

East. The area around the building is predominately residential with a church to the East and a shop and community resource building close by on Highstone Road. There are playing fields behind the row of housing opposite on Mount Vernon Road. Taking account of the local topography it is unlikely that most people in wheelchairs or those who are semi-ambulant will attempt to walk or be pushed for any distance.

Proposed Building Access

Discussions have taken place with the local community association who have conducted their own consultations from within their organisation and beyond regarding local persons access requirements. Consultations will take place with access groups, the buildings prospective user groups, local access officer, highways and crime prevention officers as the scheme design develops.

Access

The building has a number of entry and exit points for people and goods.

The building has been designed to provide easy access for all people from any approach and encourage people to walk or cycle to use the building. However it is likely that persons with restricted mobility will arrive either by the local bus service or by car and be either dropped off at the main entrance or in the car park positioned at the top of Lockwood Lane. It is envisaged that a pedestrian crossing is installed to provide safe access for all across Highstone Road. Refer to fig A.

The existing bus stop situated on the North side of the building is adjacent to the existing and proposed location of local shops and entry to the community facilities. Highstone Road historically has seen the most “commercial” development in the neighbourhood’s history whilst other roads have been predominantly residential in nature. This local context has been retained with the positioning of the retail units and entrances to the Café and Community Centre. The internal shop floor levels follow the fall of the pavement ensuring that wheelchair and semi ambulant access is progressive. The pavement has a average gradient running south west to north east along Highstone Road of 1 in 27.

The building is the focal point for the community and through discussions with the highway officers agreement has been reached that car parking should be at a low level and those that will be catered for can be accommodated on the proposed car park at the junction of Highstone Road with Lockwood Lane.

Level access for goods and persons when required is available at the south corner directly into the hall.

The building occupies all of the available site and therefore can be approached from all parts of the surrounding three roads – this ensures that emergency vehicles have unhampered access to all points of the building.

Internal Access and layout

In order to give access from all internal function of the building to the Café an internal ramp has been created, this avoids the need for a lift, and will allow wheelchair and semi-ambulant persons easier internal covered access from the point of being dropped off by public transport or car to the café and small meeting room.

The access ramp has been positioned as a key central component of the circulation of the building and provides a clear simple route to and from the café and small meeting room for all users irrespective of any disabilities.

Heating system

The detailed proposals regarding the eventual heating system will be evaluated during the detailed design stage. At this stage it will be impossible to say which system will be employed. However the likelihood is that the system will employ substantially sized flues that will finish at least 900mm above the highest roof level. I can confirm that any decision regarding alterations to the flueing arrangement from that shown on the drawings will be referred back to planning for detail approval. Whatever fuel source is to be adopted the potential pollution problems will be analysed by the appropriate system designer and they will need to show compliance with the relevant standards. I confirm that any reference to a woodchip boiler system should be regarding as generic and details of the actual heating system will be submitted at the appropriate stage.

Secure By design

A meeting was held with Chris Squires at the Barnsley Police HQ regarding the security measures to be included in the scheme. These in summary are:

- The project will be designed and registered under the Secured By Design initiative and will comply with the standards laid down in the appropriate Design Guide and in consultation with the Police Architectural Liaison Officer (ALO) or Crime Prevention Design Advisor.

- Internal grills will be included to all windows and retail shop units.

- The internal layout of the reception area will be designed in light of the comments given i.e. the reception desk will be positioned to oversee the entrance and the internal circulation space.

- There will be bollards positioned to prevent ram raiding outside the retail shops and main entrance, a different paving material from the

surrounding public pavement will show demarcation between private and public spaces.

- It is proposed to construct the flat roofs of a living material and as such will use no materials with a resale value or be easily vandalised. However the glazed atrium is a weak spot and it may be decided to introduce sun pipes for natural daylighting instead, this decision will be taken during the detailed design stage in consultation with all the relevant parties including the ALO.

- The external fire exits will be designed using steel doorsets and to the standards in Design Guides of the Secured by Design.

- The external steps to the NE of the site will be designed as shown without a solid balustrade.