

DESIGN & ACCESS STATEMENT

Land off Alric Drive, Cundy Cross, Barnsley

Revision B

INTRODUCTION

This statement has been produced on behalf of Yorkshire Housing who propose to erect 28 Code Level 4 affordable houses on the site. The structure and content of the statement is based on advice contained within Design and Access Statements produced by CABE. The statement has four sections; Setting the Scene, Evaluation, The Design Response and Access Issues.

SETTING THE SCENE

The site and its location

The proposed site is located in Cundy Cross, Barnsley and is positioned to the south-west of Alric Drive (see Fig.1). Access to the site is achieved from Alric Drive itself (see Fig. 2). The site was previously occupied by a small cul-de-sac of housing, known as The Square, which was cleared a number of years ago. However, evidence of the highway is still in existence today (see Fig. 3). The site is predominantly grassed and has a gradient running in a north south direction (see Fig 4).



Fig. 1 Site location



Fig. 2 View of the access point to the site from Alric Drive



Fig. 3 View of the existing highway within the site



Fig. 4 View across site looking north-west

Context

The proposed site is bounded by two storey housing along its northern and eastern boundary (see Figs. 5-8). To the north of the site lie short terraces of housing constructed in the first half of the twentieth century. These houses are constructed with red brick and render at first floor level with a pitched red tile roof. To the east are examples of modern semi-detached housing which are also constructed with brick under a pitched red tile roof. Some of the houses along Armyne Grove have two brick colours to define the first floor (see Fig. 8). In addition, some of these houses have canopies above the entrance door and ground floor windows to add interest to the facade. To the south and west of the site lies open ground (see Figs. 9 & 10).



Fig. 5 Housing to the north of the site



Fig. 8 Housing to the east along Armyne Grove



Fig. 6 Housing to north of the site



Fig. 9 Open ground to the south



Fig. 7 View north up Alric Drive



Fig. 10 Open ground to the south-west

Planning Context

The proposed site was previously occupied by housing which was demolished a number of years ago. 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 28 dwellings from the existing highway layout off Alric Drive, 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. The proposed development consists of 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 and therefore the proposal accords with Policy T22 within the Barnsley UDP.

Consultation

Prior to the submission of this application discussions were held with the Council and comments were received from the highways section.

EVALUATION

Comments from Council during the pre-application discussions led to alterations to the site layout.

THE DESIGN RESPONSE

Use & Amount

The proposal consists of the provision of the 28 affordable residential units.

Layout & Scale

The proposed layout has been designed to make the most efficient use of the site whilst respecting the amenity of the surrounding houses. The proposed layout and highway design follows a traditional form, whereby a traditional estate road with pavement is provided at the entry to the site which then changes to a mews court arrangement in order to provide a stronger emphasis on the pedestrian experience and reduce vehicle speeds. The proposal will provide a variety of two and two & a half storey units in the form of short terraces and semi-detached units which responds to the surrounding development. The majority of the proposed units are set back from the highway to provide the opportunity for vehicle parking to the front of the proposed units. However, some units are close up to the back edge of pavement have side or rear parking. All units have are designed to comply with the standard amenity distance standards and therefore there are no conflicts between the proposed units and the existing houses that bound the site.

Appearance

The proposed units have been designed to respond to the palette of materials found within the surrounding area. In addition, a new material is proposed to add visual interest to the appearance of the buildings. Each block of units will have a red brick as the primary facing material. Elements of the first

floor are to be rendered to reflect the surrounding. Units with gabled elements will be clad with panels to add interest to the facades. Bay windows and entrance canopies also add variety to façade. The roof will be covered with concrete tiles.

Landscaping

All landscaping will be provided with the private garden areas to front, side and rear of the units.

Secured by Design

The proposal has been designed to achieve Secured by Design status. All the houses are bounded by a variety of fences to provide secure defensible space to the rear and to the front of the house the parking area is gated to provide additional security. The site layout and orientation of the units has been designed to provide as much overlooking onto the streetscene as possible with out compromising the amenity of adjacent residents.

Access Arrangements

Vehicular access to the site will utilise the existing vehicle access point. All units are provided with in-curtillage parking. Entry to the units will be level in accordance with Part M of the Building Regulations.

Utilities

Existing statutory services for BT, British Gas, Virgin Media, Yorkshire Electricity and Yorkshire Water are located with Alric Drive adjacent to the application sites northern boundary and will be utilised to service the site. Two routes of existing 225 mm diameter adopted sewers cross the site sloping from the eastern and north western boundary to the southern boundary. Discussions with Yorkshire Water concluded that they will permit adopted sewer up to 225 mm diameter to be built over for a maximum of 10 linear metres, or diverted and connected into the proposed separate drainage system within the site.

There are two adopted combined sewers running parallel to the south western boundary within the Dearne Valley Park. These have not been able to be traced on the topographical survey. Yorkshire Water records indicated the northern sewer to be 500 mm diameter cast iron combined with a 9.45 m invert depth and 4.0 m easement to both sides of the centre line. The southern sewer is 900 mm diameter concrete combined with a 5.15 m invert depth and 6.5 m easement to both sides from the centre line. The site layout is designed to ensure no dwellings encroach into the easement.