

Design and Access Statement
Proposed Extension
Jump Wesleyan Reform Church
Church Street
Jump
Barnsley

ANDY CUDWORTH ARCHITECTURE

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DESIGN

OUTLINE OF THE SITE

The church fronts onto Church Street, which is side road off the main street running through the village of Jump. The street is generally made up of terrace properties, a small number of terraced shops, a public house and another nearby church, with on street parking and private parking areas.

The church is set within its own grounds, set to the front of the site with user parking to the rear. The main focal pedestrian entrance is to the front middle of the site, directly of Church Street

SITE DEVELOPMENT POTENTIAL

The church is an established building in the area and is extensively used by the local community, not only by members of the church, but also by other groups, such as the over 60's and children's groups, plus several other groups. The church needs to provide additional space for the demand by several other groups as existing rooms are being put to multiple uses that are inadequate. Therefore extending the building is an essential requirement to meet this local public demand. Clearly the church relies on donations and public good will, therefore the church requires to maximize space and keep within budget. The logical area to extend is in the areas to the front of the church as they provide best internal access and are areas that can be filled in by building. This area also does not prejudice the use of the smaller rooms at the rear, parking requirements and the means of escape.

USE

It has previously been established that the existing use is most appropriate.

AMOUNT

The amount of development has been designed so that it reflects the density and proportionality of the existing building.

LAYOUT

The church is of single storey and the extensions are intended to be erected at each side of the entrance, with minor alterations to the entrance to give it a more 'church like' appearance and give the entrance more of a focal point.

SCALE

The material, shape and scale of windows and doors have been chosen to match the traditional scale of those of the existing building. The size of the proposed extensions are also of a scale, as they match the characteristics of the existing building.

LANDSCAPING/AMENITY SPACE

No landscaping, other than reinstating disturbed grass area is intended. The non protected tree at the front is to be removed as other have already been removed in the past on the frontage, as they were causing damage to paths

The existing car parking arrangements are unaffected.

APPEARANCE

The extension is designed mainly to the requirements of the clients requested design. Other more contemporary designs were considered, however the proposed design was chosen to fit in with the existing design.

The external walls are to be in brickwork to match. Reclaimed concrete tiles to match the existing roof. The windows are intended to be in white pvcu. Fascias in white pvcu.

ACCESS

There is a car park to the rear with space for approx 25 cars.

The car park is accessed directly off Church Street down the side of the building to the rear car park. The building entrance is at the front.

Access into and around the interior of the building will provide movement that complies with standards as set out in current building regulations legislation part M. There will be no access constraints to living areas with regards social, ethnic and mobility positions. Access to the site will not prejudice any particular group in this case.

Public transport links in the area are good. There are numerous local bus services which can be accessed at nearby bus stops within 300m. These bus routes serve access to nearby local amenities/services and Barnsley town centre, from where local and national services can be utilised. Road links are good, with the M1 within 5 minutes drive. Trans-pennine links are also available nearby for commuting to Manchester.

Local roads are in good repair and vehicular access to the site from main roads is very good. No specific climatic disadvantages are envisaged due to seasonal conditions, as vehicular access is not detrimentally compromised in this way.

The following policy has been consulted in relation to this proposal, however this is not an exhaustive list.

Relevant sections of the Core Strategy within the Local Development Framework.

Namely...

Sustainable Development

CSP1 Sustainable Development

The Location of Development

CSP3 The location of development

Local Character

CSP35 The Historic Environment

CSP36 Development in rural areas

Improving the Quality of Design

CSP38 Design

Green Infrastructure and biodiversity

CSP40 Green Infrastructure

CSP41 Protection of Green Belt

CSP42 Green Space

CSP43 Biodiversity and Geodiversity

CSP44 Landscape Character

Climate Change

CSP45 Climate change

CSP46 Flood risk

Waste and Recycling

CSP50 Waste and recycling

Date...15/11/2016..... Signed.....A Cudworth...

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