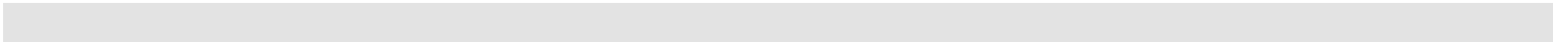


DESIGN & ACCESS STATEMENT

Land off the east side of Sheerien Close, Athersley North

November 2012



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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 a site off the east side of Sheerien Close, Athersley North.

The structure of the document is based on the guidance produced by CABI 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 site is located to the north of Barnsley centre in an area known as Athersley North that is situated to the north of the A61. The site is located on the east side of Sheerien Close and occupies the site of the former Edward Sheerien Secondary School. It is understood that the school buildings were demolished a number of years ago.

The site is rectangular in shape and vehicle access is achieved off Sheerien Close at the western end of the site. It is understood that a small section of land within the site, at the proposed access point, has been encroached into by an adjacent resident. However, it is understood that this issue has been resolved by the Council. A tarmac surfaced pedestrian link is located at the eastern end of the site off Newstead Road that appears to have previously served the former school. At present the adjacent Athersley North Primary School to the south now utilises this pedestrian route to gain access to their grounds from the north. The site is predominantly open land that is grassed and has a number of trees along its western and northern edges. At the south-east corner, part of the site was separated off by a metal fence to accommodate an outdoor space for the adjacent Youth Centre. However, it is understood that this space is no longer in use.

The site shares its southern boundary with the adjacent primary school, whilst to the north and west are residential units. To the east are a number of residential units and a Youth Centre. The site has a variety of timber and metal boundary treatments associated with surrounding residential units and the adjacent primary school.

The surrounding residential units are predominantly semi-detached, two storeys in height and are constructed with red brick under a pitched concrete tiled roof. The Youth Centre is also two storeys in height but has a flat roof.



View of access point off Sheerien Close



View east across the site



Trees along the northern boundary



Aerial view of the site



Pedestrian link into site from Newstead Road and former fenced outdoor space associated with the Youth Centre



View south towards grounds of the primary school

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

19 no. 2b4p houses
11 no. 3b5p houses

Access to the site is located at the existing turning head off Sheerien Close at the north-west corner of the site. The highway design will utilise a mews court arrangement where pedestrians are given priority over vehicles.

The proposed site layout has been designed to reflect the urban grain of the surrounding area through the use of short and straight sections of highway. This approach allows for direct lines of sight along the streetscene and to discretely accommodate turning heads for refuse vehicles. The approach also allows for an attractive vista to be created along the main east/west section of highway - see the perspective view opposite. A gated access point is to be provided adjacent to the southern turning head to allow maintenance access to the primary school. This has been agreed with the school during pre-application discussions. In addition, the pedestrian route into the site from the east will not be retained as part of the proposed development.

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?

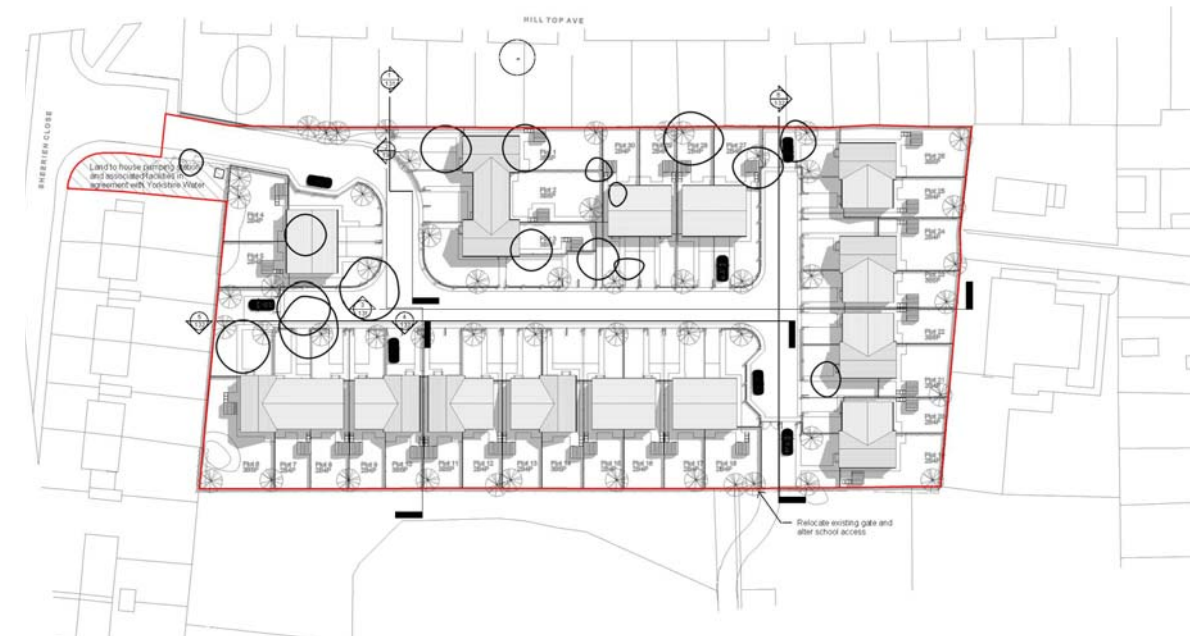
Q15 Are public spaces and pedestrian routes overlooked and do they feel safe?

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

Q17 Do buildings exhibit architectural quality?

At the north-west corner of the site is a strip of land that sits adjacent to the turning head. This area of land can incorporate a pumping station if it is deemed necessary.

All units are positioned to face onto the street to provide natural surveillance and vitality to the streetscene. All plots accommodate off street parking, with some units providing tandem parking. The front curtilage of the units is defined by a variety of low walls and railings to provide enclosure to the streetscene.



Proposed site layout



Perspective view

Scheme Design

All rear gardens are enclosed to provide gated and secure private amenity space in accordance with Secured by Design principles. Within the rear gardens each unit is provided with a shed that is large enough to accommodate cycle storage.

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 and this scale reflects the surrounding development in the area. The mix of semi-detached and terraced units also responds to the form of the surrounding houses. However, some of the units have gabled elements to add variety to the streetscene.

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 a red or buff brick with render under a pitched concrete tile roof. Some of the units have Juliette balconies to add variety and interest to the streetscene. In addition a canopy above the entrance door adds relief to the façade. Some of the units located on corner plots have a distinctive corner window design that provides overlooking onto the streetscene.



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. None of the existing trees are proposed to be retained within the proposed site layout.

Hard landscaping will be limited to the 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.

Planning Context

The new development will provide 30 dwellings which are predominantly semi detached units, with some short terraces. As a result the siting and orientation of the proposed units have no impact on the amenity of the surrounding residents. Also, the proposed development consists of semi-detached two storey buildings which reflects the form and height of the surrounding houses. As a result it is considered that the layout, form and design of the proposal accords with Policies CSP2, 3, 5, 14, 15, 25 & 29 of the Core Strategy and Residential Design Guide SPD.

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 guidance contained within the Parking Standards SPD.

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 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.

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?

The mews court highway arrangement provides pedestrian priority over vehicles and 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.

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

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.