

Proposed residential development at 155 Wakefield Road, Barnsley, S71.

DESIGN AND ACCESS STATEMENT

1. Introduction

- 1.1 This Design and Access Statement (DAS) accompanies a full application for 24no. 2-bed flats at the above address. The DAS has been written to meet the requirements of Article 4C of The Town and Country Planning (General Development Procedure) Order 1995 (as amended).
- 1.2 The site is brownfield land within the housing policy area of the urban framework of the Barnsley Unitary Development Plan (UDP). It previously contained a house and butchers shop with ancillary accommodation and stabling/paddock.
- 1.3 This is a re-submission of a previous planning application (ref. no. B/04/2273/BA) which was withdrawn in May 2005 awaiting resolution of the "access issues" i.e. the improvement of the Quarry Street/Carlton Road junction as part of the planning condition to an adjacent development (ref. B/03/0674/BA). As this matter is still ongoing it has been agreed with both Planning and Highways Departments that a temporary one-way access arrangement will be acceptable until the junction in question has been improved (see attached letters/plans and layout).

2. Design, Principles and Concept

2.1 Amount

- 2.1.1 The area of the application site is approximately 0.29 hectares, located some 1500 metres (1 mile) to the north of Barnsley Town centre.
- 2.1.2 The original scheme comprised of 24 one-bed and 4 two-bed units. This was revised in 2005 to 20 one-bed and 10 two-bed units in consultation with the then planning officer. Following more recent detailed discussions with the Planning Department this has now been revised to the current 24 two-bed proposal.
- 2.1.3 Their geographical position means that these are not high-end of the market, executive style, city centre apartments, but reasonably priced two bedroomed flats within easy reach of Barnsley Town centre.
- 2.1.4 We believe that this proposal will add to the diversity of dwelling type, size, density and design in this part of the borough.
- 2.1.5 They should be attractive to rent and/or buy for key workers and single person households in accordance with Policy H5 of the Barnsley UDP (adopted December 2000).

2.2 Layout

- 2.2.1 This basically rectangular site is located on the east side of Wakefield Road with housing to the north and west and Quarry Street with mixed use development to the south (and west).
- 2.2.2 There is no established building line on this part of Wakefield Road (see 1:1250 location plan).
- 2.2.3 The proposed accommodation is to be housed in two separate blocks, with the main elevations facing west and east i.e. towards Wakefield Road and the site approaches/car parking/amenity areas. This provides a strong frontage to the main road and principal public vantage points.
- 2.2.4 Initially, vehicular access onto the plot was shown directly off Wakefield Road (west), as it is presently served by two separate points on that road. However, this was amended to come off Quarry Street (south) on grounds of highway safety and the recommendations of the Highways Department.
- 2.2.5 Pedestrians and vehicles enter the site from the quieter side street. Here, as with all the public areas of the site, there will be ample informal supervision from multiple main windows within the development with no opportunity for concealment in accordance with Policy BE6A of Barnsley UDP (see also landscaping).
- 2.2.6 The proposal provides adequate separation distances from the new buildings to their existing neighbours.
- 2.2.7 Its vertical footprint also allows ample room for landscaping and amenity space around the buildings.
- 2.2.8 We believe that the layout is in accordance with Policy BE6 of the Barnsley UDP.

2.3 Scale

- 2.3.1 There are a wide variety of house and building types surrounding the site of different ages, styles and scales.
- 2.3.2 In addition, the topography of the site, with its c.8 metre plus slope up from Wakefield Road at the front (west) to Quarry Street at the rear (east) plays visual games with the perceived sense of scale of the existing properties, when viewed from 'above' or 'below'. It is against this backdrop that the height of the proposed buildings was established, in consultation with the Planning Department. (see elevations/sections)
- 2.3.3 Each block consists of a central circulation core containing the common staircase and hallways. This is flanked on both sides by the larger square accommodation wings. The resulting steps in the main elevations help to break up the massing of the buildings and produce a varied roof scape that reflect the domestic scale of the surrounding properties.

- 2.3.4 All of the external openings are of a modern, domestic scale which help to insure that the buildings are well proportioned to the human scale and in accordance with Policy BE6 of the Barnsley UDP.

2.4 Landscaping

- 2.4.1. The site has had little maintenance since the withdrawal of the original planning application in May 2005. Most of the plot is grassland with a mature mixed hedge (mainly privet) to the Wakefield Road frontage.
- 2.4.2 The vehicle access and car parking/turning areas are to be tarmaced and finished with pre-cast concrete edgings. Paths around the properties are to be pre-cast concrete paving slabs (max. 1 in 20 gradient) all laid to facilitate disabled access to and around the buildings in accordance with the requirements of Part M of The Building Regulations.
- 2.4.3 There will be ornamental planting areas adjacent to the buildings with grass and new trees beyond providing adequate on-site amenity space for the occupants of the development (see site plan).
- 2.4.4 The existing stone boundary walls to the north and east will be made good, as necessary, with a new 1.5 metre high infill fence to the latter in place of the existing. A new 1.5 metre high galvanised steel post and rail fence, to match the existing Local Authority fencing at the top of Quarry Street, will enclose the southern boundary. The existing stone wall to the main eastern (Wakefield Road) frontage will be repaired and the mixed privet and hawthorn hedge above, trimmed and retained as an existing mature landscape feature.
- 2.4.5 All of the common areas, both inside and out, will be maintained by a Management Company funded through an annual service charge liable on each flat.
- 2.4.6 Both pedestrian and vehicular circulation areas will be well lit at night and overlooked from living room spaces within the new flats affording a high degree of security for all users.
- 2.4.7 We believe that this proposal will enhance the site and local area in accordance with Policies BE5, BE6 and BE6A of the Barnsley UDP.

2.5 Appearance

- 2.5.1 There are a wide variety of house and building types in the surrounding area of different ages, uses, styles and designs.
- 2.5.2 The elevations of the buildings will be mainly brick faced with contrasting/complimentary stone or brick heads and cills to the windows.
- 2.5.3 All of the external openings are of a domestic residential scale to reflect the neighbours to the north and east. The simple glazing pattern is a modern feature that establishes the use and style of the development, while providing an element of architectural interest and symmetry.

- 2.5.4 The entrances to the individual blocks are set back from the main building line in order to emphasise their location. Lighting and full width clear glazing will improve security by avoiding concealment and affording full visibility to occupants and visitors. A secure entry system will complete this aspect of the design.
- 2.5.5 The simple roof profiles unify the individual buildings within the development and with the street scene beyond.
- 2.5.6 This proposal attempts to provide a contemporary scheme that has its own individual identity and sense of space while incorporating relevant visual cues from its surroundings to produce an attractive townscape and urban form that respects and enhances the distinctive character of this part of Barnsley (Policies H5, H6, BE5 and BE6 if the Barnsley UDP).

3. Access

3.1 Access to the transport network.

- 3.1.1 The site is located within the Barnsley urban community area, with good pedestrian access to all facilities (see below).

Convenience store	c.150 metres (including P.O.) c.300 metres (Tesco Express)
Doctors	c.400 metres (medical centre)
School	c.700 metres (primary) c.1200 metres (secondary)
Public open spaces	c.400 metres and c.500 metres (recreational)
Urban greenspace	c.50 metres
- 3.1.2 There are bus stops on both sides of Wakefield Road within 25 metres of the site. These provide services at 15 minute intervals during the day reducing to hourly in the evenings and Sundays. This provides good access to Barnsley with its employment, shopping and leisure facilities.
- 3.1.3 There is no special provision for cyclists although, the plot is only 100 metres away from one of the network of multi-user recreational routeways that criss-cross Barnsley. We are aware that the Council is trying to extend the existing cycle track system.
- 3.1.4 The location of the site is sustainable with good provision for means of transport other than the car in accordance with the strategic aims and Policies BE6B and BE6C of the Barnsley UDP.

3.2 Car Provision

- 3.2.1 During consultations with the Highways Department the proposed provision of 24 car parking spaces was considered to be suitable for the development. It appeared to strike the difficult balance between adequate provision and encouraging alternative means of travel advocated by central government in PPS3. The excellent access to the transport network (see 3.1 above) was an important factor in this consideration.

- 3.2.2 Although the sites existing vehicular access points are directly off Wakefield Road, the current scheme uses Quarry Street for both entry and exit because of concerns over road safety. A temporary controlled one-way system, for site users only, has been agreed with Planning and Highways until improvements to the Quarry Street/Carlton Road junction have been completed (see Introduction).
- 3.2.3 There is sufficient space on site to allow vehicle manoeuvring and turning, affording both entry and exit to the development in a forward direction.

3.3 Inclusive Access

- 3.3.1 The topography of the site and its approaches does mean that there are issues for wheelchair users, with short gradients of up to 1 in 6. However, once on site there are hard surfaces from car parking/drop off points providing full access into and around all of the buildings with a maximum gradient of 1 in 20.
- 3.3.2 Both inside and out the new flats will meet the requirements of Part M of the Building Regulations for access to and the use of buildings for disabled people in accordance with Policy BE6B of the Barnsley UDP.

4. Consultations

- 4.1 There have been extensive consultations with the BMBC's Planning and Highways Departments prior to the re-submission of this full application. These include issues of numbers, access, layout, scale and appearance.
- 4.2 We believe that their comments have been incorporated successfully into the current scheme under consideration.