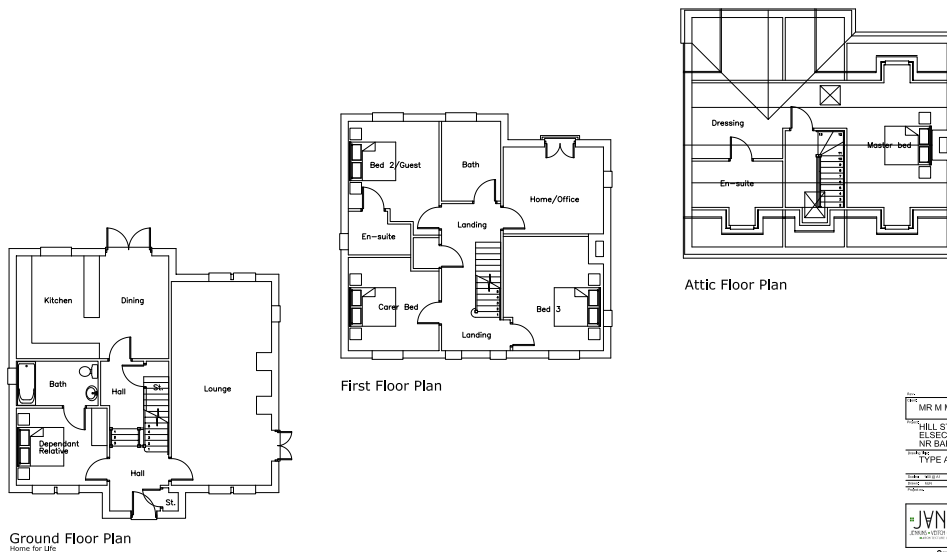
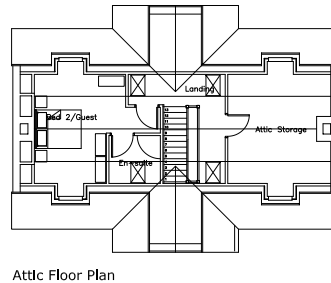
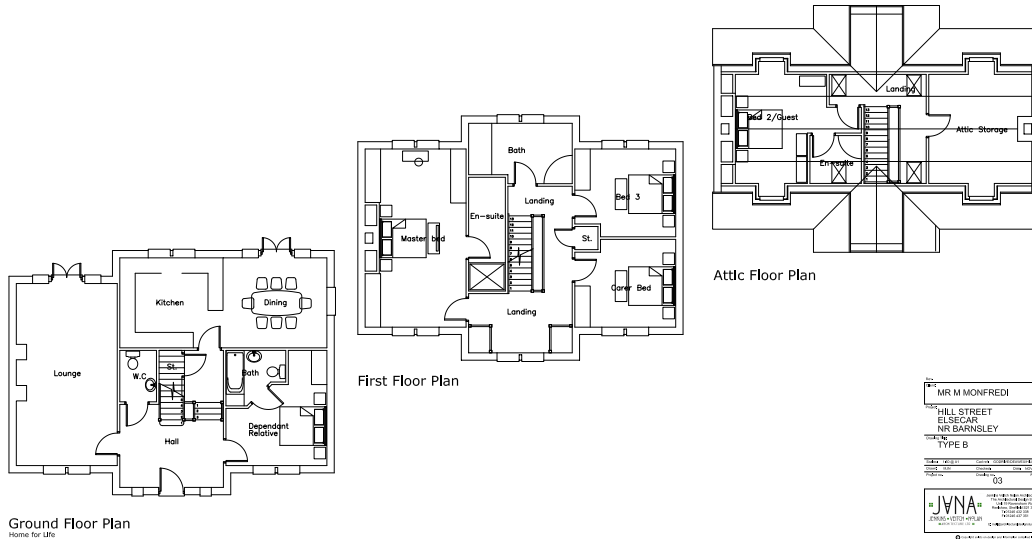
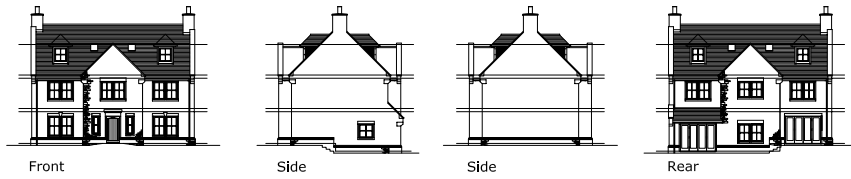


Design and Access Statement – Hill Street, Elsecar



Design and Access Statement – Hill Street, Elsecar

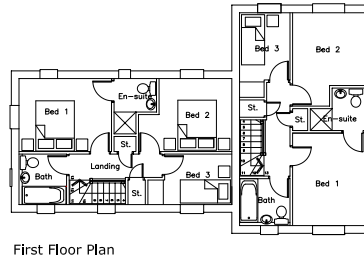
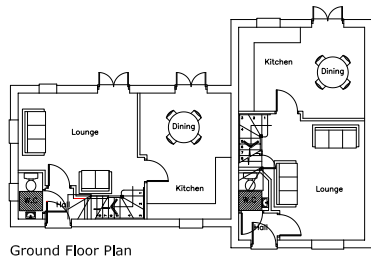


MR M MONFREDI
 HILL STREET
 ELSECAR,
 NR BARNESLEY
 TYPE B
 03
 JUNA
 JUNA ARCHITECTURE

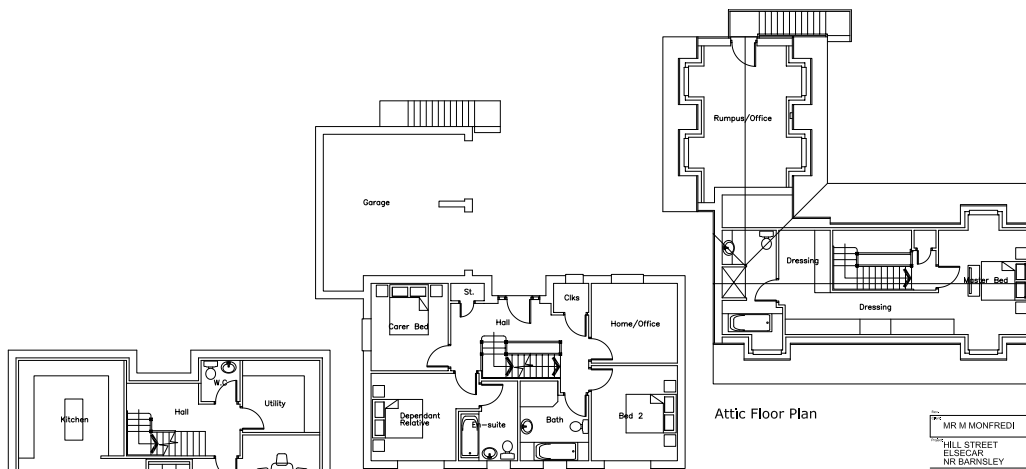
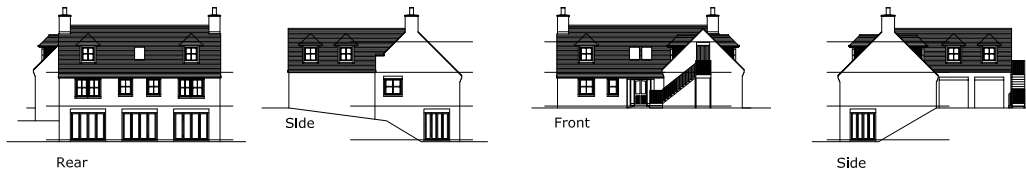


MR M MONFREDI
 HILL STREET
 ELSECAR,
 NR BARNESLEY
 TYPE C
 04
 JUNA
 JUNA ARCHITECTURE

Design and Access Statement – Hill Street, Elsecar

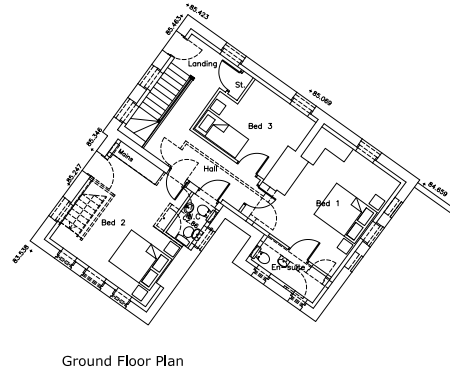
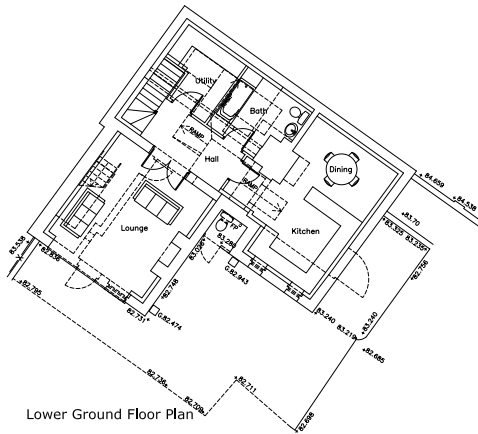
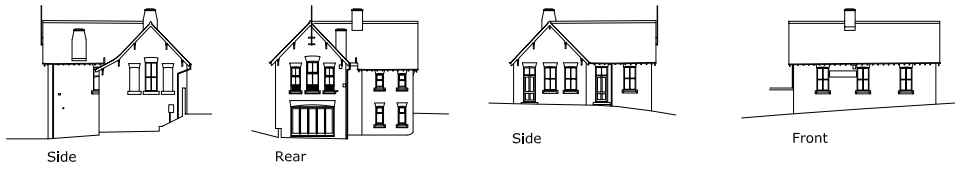


MR M MONFREDI	
HILL STREET ELSECAR NR BARNESLEY	
TYPE D	
DATE	05
JYNA	
JONES YOUNG NORTON & ASSOCIATES	



MR M MONFREDI	
HILL STREET ELSECAR NR BARNESLEY	
TYPE E	
DATE	06
JYNA	
JONES YOUNG NORTON & ASSOCIATES	

Design and Access Statement – Hill Street, Elsecar



MR M MONFREDI
HILL STREET ELSECAR NR BARNSLY
TICKET OFFICE
06
JVNA

3.6 Site Constraints and Conditions

3.6.1 Contamination

A Phase 1 Desk Top Study has been prepared and a copy is included as part of the application documents. It does not identify any potential sources of significant contamination on the site but it does identify a number of potentially contaminative locations within the local area and goes on to recommend that an intrusive site investigation should be undertaken before development commences.

The Phase 1 Desk Top Study includes a Coal Mining Risk Assessment which states that 'Coal sub-crops across the northern corner of the site. Some contaminated soils may be encountered within the made ground which currently covers the site. At this stage, it is anticipated that any risk to human health and other receptors could be mitigated through the placement of 600 mm clean capping in all gardens and areas of soft landscaping.

Before more definite information regarding the properties of the ground and any contamination present can be given, an intrusive ground investigation will be required. This would be best undertaken by trial pits excavated using a mechanical excavator, with subsequent laboratory testing of the soils recovered. A borehole investigation is also considered prudent in order to check for shallow mining, and a programme of gas monitoring should be undertaken if deep fill is present on site.

3.6.2 Drainage and Flood Risk

Please refer to separate and attached report.

3.6.3 Existing Landscaping -

There are no mature trees within the central area of the site that would cause a constraint to development. There are a number of smaller semi-mature self-sewn trees as part of the hedge line along the western boundary. It is intended that this boundary should be retained and supplemented with additional planting. Please refer to architect's drawings.

3.6.4 Ecology

An Ecological Appraisal of the site has been prepared and a copy of the report is included as part of the application documents.

The report identifies no protected species. It makes recommendations for the inclusion of bat and swallow nesting boxes to be included on all dwellings.

3.6.5 Sustainability in construction

As a minimum new dwellings should include renewable or low carbon energy sources to reduce carbon monoxide emissions by at least 15% from levels permissible by the 2010 Building Regulations

3.7 Access

Access to the proposed development is already in situ. The site already houses the Old Ticket Master's Office and would lend itself to the new proposed use within the innovative new development.

There is a bus route within 50 yards of the proposed development and of course, Elsecar railway station. There is a park and ride scheme already in place and this proves to be very successful. This is 500

yards away from the proposed development, making commuting to all major cities easily accessible.



Local chemist 50 yards away from new development

Within 50 yards there is a chemist and within less than 1 mile from the proposed development there is a doctor's surgery. There are numerous public houses within walking distance of the proposed development, most of them selling food and providing entertainment on a daily basis, catering for all ages – including a popular children's playground.

The site will have an abundance of parking facilities for all the proposed new dwellings and would also be capable of supporting all highways requirements, including refuse lorries and emergency vehicles such as fire and rescue.



Access to the site of proposed development



Access leading out of the proposed development



View of the top of the site that would become the access road for the development



Bus stop within 50 yards of the development

3.7.1 Sustainability

The site is served by a regular bus service in both directions within 500 yards of the site frontage providing links to local villages, towns and the wider area. Elsecar provides a number of local shops, a school, park and pubs, shopping and the Heritage Centre and Hoyland, all of which are listed in section 2 of the Build for Life Assessment in Appendix A. The site is considered to be in a sustainable location

4.0 HISTORY

Elsecar was known for many years as a colliery village until the 1980's. Being a World Heritage Centre, Elsecar has grown in popularity in recent years due to it's steam railways, where enthusiasts can indulge themselves in a train ride on one of the lovely old steam engines.

The Elsecar Heritage Centre holds antique and craft fairs, where communities socialise and integrate whilst learning all about the fascinating history of this now very successful venue.

The population of Elsecar as a whole is older than the national average with an age of 45-59 being over 20% of the population. Having said that, the community of Elsecar from our research seems to be one of all ages. Families living and staying within the area they were born and brought up. We feel the new development has been very carefully thought-out and researched. It would not segregate people and would encourage all members of a community to live and socialise together.

5.0 CONCLUSION

The proposed development addresses the critical need for specialist housing to include accommodation for a dependant relative within family properties to disabled living accommodation within the 4 adapted units and detached living bungalow. This exciting new development has been very carefully researched and considered. We have worked with specialists in their fields to attain a development that would fit in well with an already established community of all ages. One of the primary aims of the new development is to maintain independence for individuals and families within a carefully thought-out and designed facility, bringing new innovation to Barnsley.

The proposed site of the new development is well integrated into the community and it's facilities. The proposed development is of a highly specialist nature and affords families to care for each other and allows generations of families to live together. This provides sustainable value and merges well within the surrounding neighbourhood of Hill Street. The new development complies with current planning policy and also acts upon government suggested routes for families taking care of each other, therefore easing the burden on the NHS and similarly social services.

We see this exciting, new development as a positive step towards building much needed dependant living housing for able-bodied and disabled people, whilst also encouraging families to live alongside grandparents or family members needing assistance . We look forward to a positive conclusion from Barnsley Metropolitan Borough Council.

Appendix A

BUILDING FOR LIFE 12 ASSESSMENT

Integrating into the Neighbourhood

1. Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

The site integrates well with its surroundings and respects the uses within the local area by providing a residential development of scale and density similar to the adjacent properties and within the immediate setting of the proposed development.

The site sits within Area 4 of the recently commissioned Historic England map, therefore leaving Area 5 of the map to merge with the fields in between Hill Street and Foundry Street and reinforcing the existing landscape and planting.

It provides good connections to the existing highways network for vehicular and pedestrian traffic, as well as linking the site directly to the footpath on Hill Street.

Assessed Score – GREEN

2. Facilities and Services

Does the development provide (or is close to) community facilities, such as shops, workplaces, parks, play areas, pubs or cafes?

The site is within walking distance of a number of local facilities including:

Fitzwilliam Arms Public House	200m
Chemist.	150m
Village store	100yds
Public park and play area.	400yds
Hairdressers and beauticians.	100yds
Fish and chip shop.	200m

The site is within cycling distance or a short bus ride (5 mins) of Hoyland, which provides a good selection of shops and retail outlets as well as providing opportunities for employment.

The Elsecar Heritage Centre is also less than 1 mile away from the site.

Assessed Score – GREEN

3. Public Transport

Does the scheme have good access to public transport to help reduce car dependency?

There are bus stops within 50 yards of the proposed development. There are rail links from Elsecar station 100 yards away, which also provides a Park and Ride facility.

The bus service provides frequent services to Hoyland, Barnsley and the surrounding areas. The rail links also provide regular trains to Sheffield and Barnsley, as well as other major cities.

Assessed Score – GREEN

4. Meeting Local Housing Requirements

Does the development have a mix of housing types and tenures that suit local requirements?

The illustrative plan shows a mix of detached dependant relative living homes, semi detached homes and disabled living apartments, with the inclusion of a bungalow adapted for disabled needs.

This provides a good mix of housing and is appropriate to the location. It is anticipated that most of the dwellings will be built for private sale, however the apartments and the disabled living bungalow will be made available by nomination rights to Barnsley Council.

Assessed Score – GREEN

5. Creating a Place

Does the scheme create a place with a locally inspired or otherwise distinctive character?

The proposed development has been very carefully thought out to blend in with the local surroundings. Historic England have been heavily involved in communications between the land owner and his architects so as to fit the proposed development within its setting and build on the distinctive character of Elsecar, but also retaining it's own definition of a specialist project.

Assessed Score – GREEN

6. Working with the site and its context

Does the scheme take advantage of existing topography, landscape features, wildlife habitats, existing buildings, site orientation and microclimates?

The proposed development takes advantage of the site levels and avoids any adverse effects on the residential amenity of existing dwellings on Hill Street.

The site takes full advantage of the topography and provides spectacular views across the landscape. The site also provides open space to encourage wildlife habitats to increase, which will therefore helping to promote and enhance bio-diversity.

Assessed Score – GREEN

7. Creating well defined streets and spaces

Are buildings well designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

The site provides areas of open space where residents of the proposed development can sit on benches and take in the views. These views would also be shared with the local community, as for the first time, this land would be open for all to enjoy.

The site will be fully landscaped, which will enhance the street and also provide distinctive dwellings that would improve and enhance that particular setting.

Assessed Score – GREEN

8. Easy to find your way

Is the scheme designed to make it easy to find your way around?

The site is relatively small and uncomplicated in terms of layout. It is defined in different spaces within it's setting, therefore creating a fully readable and accessible space.

Assessed Score – GREEN

Street and Home

9. Streets for All

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

The scheme is a small development of 14 specialist dwellings served by an access road designed as a shared surface and including private drives to serve a number of the dwellings. The geometry of the access

road provides natural traffic calming, but in addition to this there will be speed ramps, which will promote low vehicle speeds. All roadways within the site are overlooked by the proposed dwellings, therefore providing natural surveillance and safe social spaces.

Assessed Score – GREEN

10. Car Parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Parking provision for the site provides sufficient requirements with 4 spaces for the 4 bedroom dwellings and 2 spaces for the 3 bed dwellings. There is additional parking for the disabled living apartments adjacent to the access road and covered by natural surveillance.

All parking facilities are close to the proposed dwellings and areas of landscaping so as not to dominate the street scene

Assessed Score – GREEN

11. Public and private spaces

Will public and private spaces be clearly defined and well integrated to be attractive, well managed and safe.

The layout plan illustrates the areas of public and private spaces. Gardens to the front and rear of the proposed dwellings are defined with landscaped boundaries including appropriate timber fencing and natural hedging, such as laurel or similar.

Areas of open space are located on the grassed areas and are easily identified with the seating facilities available throughout the site. These are placed in safe and easily managed areas of attractive landscaping and colourful shrubs.

All areas provide good visibility for pedestrians and vehicles with natural surveillance!

Assessed Score – GREEN

12. External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

All proposed dwellings, where there is adequate space, have external access to rear gardens for the storage of waste and recycling bins. As each property has a designated driveway and garage, all dwellings have more than adequate space for storing cycles, mobility scooters and parking. There is also enough amenity space within the confines of the garden to accommodate a garden shed.

Assessed Score – GREEN