M2 DESIGN
Architectural Technology & Building Design

Architectural Design Statement
Proposed Residential / Commercial Development at 122
Sheffield Road Birdwell

Design development from approved application reference 2008/1098 dated 17/9/08

Use
The site is a on a busy main road which links Birdwell through to both Barnsley Sheffield and the M1 motorway network. The site is surrounded mainly by residential properties, but on the Main road there is a Public house adjacent and a mix of commercial and retail units nearby. There are two existing buildings which occupy an area to the rear of the site, a detached garage and an old two storey workshop / store. The adjacent site to the North is a large detached dwelling which has been converted into flats. Opposite there are rows of terraced housing fronting the road and a. The adjacent site to the West is occupied by allotments.

Layout
The Initial Client's brief for the original planning approval was to create a high quality residential properties comprising 1 and 2 bed roomed apartment accommodation with adequate parking facilities. This brief has been developed to give each flat some external living space. Following a number of option appraisals we concluded that the best form for the site would be a block to create a new block to the front of the site which would provide a continuation of the street scene to Sheffield Road as well as a natural enclosed and secure car park to the ground floor and create flat roofed terraces to the rear giving the opportunity for fairly generous external terrace spaces. It is proposed to demolish the existing buildings on the site.

Scale & Appearance
To maximise the usage of the site whilst still respecting the neighbouring properties, we have designed a 2 storey block with attic accommodation. In order to maximise the opportunity on the site a series of flat roofs with terraced areas have been created to give the opportunity for external usable terraced spaces for each flat. These terrace areas have been partially enclosed at the sides with solid screen walls in order to create privacy to neighbours and avoid overlooking issues to the surrounding properties. Because there are open fields to the rear (East) there are no privacy issues.

It is intended to use a smooth red brick also evident in some of the terraced property within the area. We propose to re-use the stonework from the existing buildings on the site perimeter as boundary walls. We have also utilised some of the detailing and material use evident on the adjacent dwelling. We consider that the proposals will enhance the existing street scene and will bring a good quality building with a difference to the locality and provide an excellent standard of affordable housing.

Sustainability
The design of the slender block will maximise natural daylight into the spaces and allow natural ventilation to be used wherever possible. Existing materials reclaimed from demolitions will be re-used in constructing boundary walls and landscaping. In addition energy conscious and sustainable design features will be incorporated where appropriate into the specification.

Access
Refer to separate access statement.

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1.0 Approach

1.1 Buildings within convenient walking distance of highways and public transport. All car parking is provided on site.
1.2 Drop kerbs are provided at road crossings with blister type contrasting / tactile paving.
1.3 Pavement from car parking will provide a route to the main entrance doors.
1.4 Tarmac surfacing to paths provides a slip resistant, even surface.
1.5 Visitors will generally be directed by wayfinding and signage.
1.6 The buildings sit on 4 levels with main entrance at ground level which is clearly identifiable and visible.
1.7 Signage will be provided throughout the site.
1.8 External lighting is provided to give safe route from parking to entrance.

2.0 Car Parking

2.1 Accessible bays will be signposted with small signs.
2.2 Accessible parking identified "parking for disabled people".
2.3 Car parking is located close to the main entrances.
2.4 In the accessible parking bay vehicle doors can be fully opened.
2.5 In the accessible parking bay tail loading is possible.
2.6 Routes from bays area are accessible with drop kerbs provided.
2.7 Car park surfaces are smooth and even and free from loose stones.

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3.0 External Ramps

3.1 Ramps are generally accompanied by steps for ambulant disabled people, where level changes are between blocks the paths have been graded to comply with current regulations without steps.
3.2 Ramps are wide enough and suitably graded.
3.3 Suitable handrails are provided both sides where required
3.4 Surfacing to ramps will provides slip resistance
3.5 Edge protection is provided where required.
3.6 All ramps are permanent

4.0 External Steps

4.1 Visual and tactile warnings will be provided at top of steps.
4.2 Suitable handrails will be provided both sides where required
4.3 Lighting will be adequate and well positioned
4.4 Treads will be of suitable length to comply with current regulations
4.5 Risers will be of equal height and suitable for ambulant disabled people.
4.6 Nosings will bee clearly identified.
4.7 Stair flights are short with no intermediate levels required.

5.0 Entrances

5.1 Main entrances are clearly visible.
5.2 All door openings will be wide enough for their function and external entrance doors
5.3 Level thresholds will be provided
5.4 Vision panels will be provided to all entrance doors.
5.5 There is adequate space alongside the leading edge for a wheelchair user to open the doors.
5.6 Door access systems are located at 2 heights for both standing and seated users.
5.7 Long handles to all entrance doors enable easy grip.
5.8 Door closers will be be adjusted to correct opening pressures.
5.9 Glazed entrance doors will be marked for visibility and safety.
5.10 Weather matting to be recessed into the floor finish to provide a flush, firm finish.

6.0 Internally

6.1 Internal layouts and designs will be compliant with Part M of the current Building Regulations

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