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DESIGN & ACCESS STATEMENT (DAS1)

Co-operative Estates Ltd

**Land at the Junction of Sheffield
Road & Lairds Way, Penistone
Barnsley**



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DESIGN & ACCESS STATEMENT

1.0 INTRODUCTION

- 1.1 This Design & Access Statement has been developed in support of an outline planning application for development of the site with an indication of how 40-50 new-build residential units could be accommodated.
- 1.2 This Statement sets out the design principles to be adopted in the scheme together with an assessment of the site in its local context.
- 1.3 This Design & Access Statement forms part of a set of documents which support the outline planning application and includes a Building for Life Assessment.
- 1.4 This application seeks to promote a scheme that satisfies current national and local planning policies and Design Best Practice guidance.

2.0 SCOPE

- 2.1 This Design & Access Statement has been prepared in accordance with the CABE Guide “Design & Access Statements – How to Write, Read and Use Them”, and Circular 01/06 “Guidance on Changes to the Development Control System”. In addition, it is in accordance with the guidance prepared by the local planning authority and responds to the recommended templates put forward in these documents.
- 2.2 In doing so, it explains and justifies the design and access proposals. It also demonstrates that an integrated approach to the extension of the existing buildings and site has been taken and that the design and access issues have been carefully considered.
- 2.3 This document should be read in conjunction with all other documents that form the planning application.

3.0 SITE CONTEXT

This section looks at the site and its context with the surrounding development and the local area. It aims to identify local characteristics both in terms of construction styles and layout that may influence the proposed layout and building style.

3.1 Wider Context

- 3.1.1 The site relates to a wider urban area – Penistone within Barnsley MBC – and is situated to the west of the town centre along the main arterial road B6462
- 3.1.2 The site is previously developed land located at the end of a newly remade access – Lairds Way – in an elevated position above Sheffield Way.
- 3.1.3 The development immediately surrounding the site is primarily a mix of industrial and residential with the properties bordering a railway line to the south, previously industrial (now vacant) land to the west, residential units to the east and a mix of industrial and residential to the north.

3.2 Local Context

- 3.2.1 The site is bounded by former railway sidings to the west boundary approximately level with the site to the east and a modern residential estate to the eastern boundary that is approximately 4/5 metres below the level of the site. Of the dwellings located to the eastern boundary of the site, these houses have rear bedrooms directly towards the site boundary which is approximately 4/5 metres above the level of houses in the street – Green Acres. There is open land (former sidings) to the south and beyond this a railway line. To the north of the site there is a steep wooded bank/stone retaining wall to Sheffield Road, over which are now industrial units.

- 3.2.2 Vehicle access and egress of the site is via the existing Lairds Way onto Sheffield Road, and proposed highway arrangements are outlined later within this statement.
- 3.2.3 The site comprises of a largely flat plateau of land defined by a steeply sloping bank to Sheffield Road on the north elevation and is approximately 5m above the adjacent residential units in Green Acres to the east boundary
- 3.2.4 The site does not lie within a conservation area.
- 3.2.5 There are a number of self-seed and planted trees to the northern boundary adjoining Sheffield Road.
- 3.2.6 The site does not lie within a flood zone.

3.3 Character Summary

The following is a summary of the important style features and context that will feed into the new proposals.

- 3.3.1 The land is the site of former industrial development and is now vacant. In the early 1900's there was an Iron Works, however, maps show that by 1948 this had gone and the land was vacant. Due to the proximity of the nearby Penistone Railway Station, part of the site has previously been used as railways sidings; these have also gone and the site left vacant until the present time.

4.0 LOCAL PLANNING POLICY

Barnsley Adopted Core Strategy (2011)

The relevant policies apply :

- Policy CSP 5 - Renewables
- Policy CSP 14 - Housing Mix
- Policy CSP 19 - Design
- Policy CSP 25 - New Development and Sustainable Travel

The following SPD's are also relevant -

(Barnsley Local Development Framework 2012)

- Designing New Housing Developments
- Open Space Provision on New Housing Developments
- Parking

Barnsley MBC – Unitary Development Plan

This document was adopted in 2000 and outlines the council's strategy for the physical and economic development of the area. The following UDP policies apply to the proposed development designated as 'Mixed Use Development'.

- Policy PE 3/3
- Policy PE 1/11

4.1 SDP Open Space Provision (adopted March 2012)

The layout and design accommodate a landscape embankment and fencing, including structure planting to the north-west & south-west boundaries, and provision of public open/green space including children's play equipment within the site, overlooked by the front elevation of the street scene in accordance with the SDP.

4.2 Housing – Aims in relation to Barnsley MBC Policy

The scheme identifies and uses an area of previously developed and now vacant land to help deliver Barnsley MBC's aspiration for housing numbers as identified in their UDP.

The density of the scheme is in proportion to the requirements for a minimum of 30 dwellings per hectare, as shown within CSP14, 9.72.

The housing mix is in accordance with Barnsley MBC's SPD aim for either market or social rented houses, that 50% of provision is for 3-bedroomed dwellings, and that there is a broad mix of 2, 3 & 4 bedroomed units, as shown within CSP14, 9.72.

The proposals accord with Barnsley MBC's policy to concentrate sites for new housing within the existing urban area, as shown in Barnsley UDP items 1.9 & 2.2c.

The proposals ensure that the development respects the large amounts of open space and density development in Spring Vale and has taken special care to incorporate high quality soft landscaping in the layout design, as shown within CSP35, paragraph 9.248.

- 4.3 The supporting Planning Statement prepared by NLP discusses policy accordance in more detail.

5.0 DESIGN PRINCIPLES AND PROPOSALS

The Best Practice Guide "By Design – Better Places to Live" seeks to promote higher standards in design. It does not attempt to provide a definitive guide for good urban design or rigid design standards; rather it is an aid in understanding the objectives of urban design. It provides a set of urban design objectives that act as reminders of what should be sought to create a successful place, these include:

- Character – A place with its own identity;
- Continuity and Enclosure – A place where public and private spaces are clearly distinguished;
- Quality of the Public Realm – A place with attractive and successful outdoor areas;
- Ease of Movement – A place that is easy to get to and move through;
- Legibility – A place that has a clear image and is easy to understand;
- Adaptability – A place that can change easily;
- Diversity – A place with variety and choice.

The Guide then outlines what is considered to be the most important aspects of development form as follows:

- Layout
- Landscape
- Density and Mix
- Scale
- Appearance

5.1 Design Concept

5.1.1 It is the intention of Fish Associates, the planning agent NLP and the client Co-operative Estates Ltd to provide an indication of how a high quality modest development of between 40-50 2, 3 & 4-bed semi-detached/detached units could be accommodated, which are designed in a layout to minimise any impact upon neighbouring properties whilst promoting good standards in housing design, in accordance with CSP 14 – Housing Mix.

5.1.2 The proposal seeks to address:

- Redevelopment of a derelict site into a high quality residential development.
- Provision of a highway built to adoptable standards within the site and inclusion to link with Lairds Way.
- Enhance the landscape on site to improve nature conservation and habitat creation.

5.2 Site Layout

5.2.1 The houses have been designed to reflect where appropriate the local character and respond to existing development features. The design incorporates the following features:-

- A layout that exceeds minimum space distance in-between dwellings within and beyond the site, in accordance with Barnsley MBC SPD, Designing New Housing Developments.
- Two-storey dwellings built in indigenous local materials.

- Provision of amenity space within the curtilage of each dwelling that exceeds current requirements with both front & rear gardens.
- Provision of car parking in accordance with Barnsley SPD, Parking, Item C3.

5.3 Amount and Type of Development

- 5.3.1 The proposal shows an indication of how 10 No. 2-bed & 28 No. 3-bed semi-detached units and 6 No. 4-bed detached units with approximate floor areas of 710, 910 & 996 sq ft respectively, could be accommodated on the site.
- 5.3.2 The new development is designed to be inward looking to minimise intrusion upon adjacent properties and to be an extension of Lairds Way.
- 5.3.3 The layout seeks to minimise impact on the site boundaries by locating dwellings within the centre of the site area and by providing landscape structure planting to the northern and south west boundaries.

5.4 Height, Massing and Scale of Development

- 5.4.1 The proposed development is 2 storeys high and no greater in height than the existing properties on Sheffield Road or the adjacent housing development on Green Acres, in accordance with CSP 19.
- 5.4.2 The design of the house layout seeks to be sympathetic to the existing premises on Sheffield Road and the housing development on Green Acres and improve the views of the site by creating a modern appearance to the layout including:
- Traditional duo-pitch houses with either semi-detached/detached dwellings
 - Limited use of small 'terraces' - 3 or less units together, sympathetic to the existing older late Victorian properties on Sheffield Road.

- Improved boundary treatment to all aspects with construction of close boarded timber fence and hedges & trees to soften all boundary treatments.
- Modern interpretation of existing vernacular architecture with the house designs.

5.5 Landscape Content/Proposals

5.5.1 The proposals have been designed to improve the boundary treatment to all aspects and maximise the use of gardens within each dwelling curtilage.

5.5.2 Provision of landscape structure planting to the south west boundary is designed to minimise the impact of any future commercial development on the adjacent site.

6.0 ACCESS STATEMENT & CAR PARKING PROVISION

6.1 Statement of Intent

It is the intention of our client to fully comply with current regulations and best practise. Our client aims to make all areas of the development as accessible as possible in line with local planning policy and the obligation imposed upon them and further occupants under the Disability Discrimination Act.

6.2 Guidance and Legislation

The design of the scheme with regard to access has been developed with reference to Part B (Fire Safety), Part K (Protection from Collision, Impact and Falling) and Part M (Access and Use of Buildings) of the approved documents along with reference to the Disability Discrimination Act.

6.3 Specification Access Issues with the Proposals

The following features will ensure the buildings are wholly wheelchair and scooter accessible:-

- Plots 1 – 7 designed to allow car parking and level access into dwellings by car parking provision alongside dwellings instead of in front of units.

- Entrance doors will be provided with door openings that fulfil current requirements for clear opening dimensions;
- Interior circulation routes are designed to have a minimum of 900mm unobstructed width, with the dimensions increased where possible;
- Entrance levels to WC's aim to satisfy the requirements set out in Part M with doors that open outwards providing a clear unimpeded access space for wheelchair users;
- The approach into the premises is unaffected as before, and is to be in accordance with Part M of the Building Regulations.

6.4 Car Parking Provision

- 6.4.1 The proposals seek to have 100 - 200% car parking provision to each dwelling, in accordance with Barnsley MBC SPD Parking.
- 6.4.2 The proposals seek to have a 5.5m-wide road with 2m footpaths each side and a turning head for vehicles built to adoptable standards.

7.0 SUMMARY

- 7.1 The scheme seeks to use a previously developed site and has been designed to provide a high quality scheme with its own identity and coherent character whilst minimising impact on local residents by careful disposition of buildings on site and meeting the directions outlined in Barnsley MBC's UDP, Adopted Core Strategy (2011) and Local Development Framework (2012), SPD's.
- 7.2 This Design & Access Statement, architect's drawing 774.SK.01 Rev A and the Buildings for Life Assessment should be read alongside the planning statement for this application.