

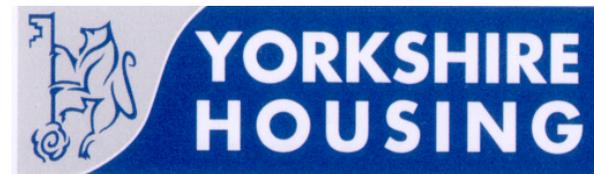
DESIGN AND ACCESS STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT

**EDWINS CLOSE
BARNSELY**

**On behalf of
Yorkshire Housing**

May 2010



INTRODUCTION

This statement is to be read in conjunction with the submitted drawings and accompanying documents that form part of the planning application. The structure and content of the statement is based on advice contained within Design and Access Statements produced by C.A.B.E. The statement has three sections; Setting the Scene, The Design Response and Access Issues.

Setting the Scene

Location

The application site is located approximately 3.0km to the North of Barnsley town centre, within the New Lodge suburbs.



Fig. 1 Location Map



Fig. 2 Context Aerial Photograph



Fig. 3 Aerial Photograph of the Proposed Site



- Key**
- Shops
 - Supermarkets
 - Restaurants
 - Places of Worship
 - Public Houses/ Bars/ Social Club
 - Day Centre
 - Coach Stop
 - Post Office
 - Showroom
 - Bus Stops
 - Schools/ Learning Centre
 - Site
 - Approx 5min Walk

Local Amenity Study
 Edwins Close, Barnsley
 Yorkshire Housing





North Facing ↑

← West Facing

← East Facing



South Facing →



The Site and its Surrounding

The application site is currently a vacant plot of land to the south of Edwins Close, being the recently demolished council office and community centre.

North of the site is a combination of residential and factory units. The eastern boundary abuts green open space up to the rear boundary of properties on Wingfield Road. The southern boundary is adjacent to green open space with a number of mature trees and the western boundary is adjacent to a tarmacadam footpath, beyond which is a St Edwins Croft elderly persons accommodation. The site is currently enclosed by a 1.8m high green painted palisade fence. The surrounding residential properties are predominantly 2 storey built in a traditional form with slate/ concrete profiled tiled roof and red brick walls.

Edwins Close is a cul-de-sac with a HGV/ refuse vehicle turning to the western end adjacent to St Edwins Croft.



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8



Figure 9

Planning Context

The proposed site is located on part of a larger site that is allocated for community use (Policy BA35) within the adopted and saved Barnsley Unitary Development Plan (the UDP). The building on the proposed site was demolished a number of years ago. Therefore, the proposed site is suitable for residential development as it is classified as a brownfield site in accordance with Appendix B of Planning Policy Statement 3.

Nevertheless, the proposed site forms part of a larger site allocated for community use and as a result has to satisfy Policy CF2 the adopted and saved UDP. This policy protects allocated community sites from redevelopment for other uses so long as it satisfies the criteria of the policy. The proposed residential use of the site is compatible with the surrounding uses, access to the site will not have an impact on highway safety and there is a significant amount of open space in the surrounding area. It is therefore considered that the proposed development satisfies the policy requirements.

The siting and orientation of proposed units have no impact on the amenity of the surrounding residents. Also, the proposed development consists of two storey buildings which reflect the height of the surrounding buildings. As a result it is considered that the layout form and design of the proposal accords with policies BE5, BE6 & BE6A within the UDP and Supplementary Planning Guidance 2. In-curtilage driveway parking is provided for all units which provides an overall parking provision of 165% across the site. Although parking ratio is high, it is considered that the removal of an existing on street parking problem justifies the amount of in-curtilage parking and therefore the proposal accords with Policy T22 within the Barnsley UDP and the parking standards contained within Supplementary Planning Guidance 32.

The Design Response

The development Concept

The proposed development has the following design principles:

- Introduce residential development to the site
- Provide suitable provision for off street parking for the proposed residents
- Provide secure buildings and private external amenity space
- Residential properties designed to “Lifetime Homes” and Code for Sustainable Homes Level 4.
- Redevelopment of a brownfield site.

Consultation

A public information event will be organised by Barnsley Metropolitan Borough Council during the planning application period.

The Proposals

The application comprises 26 dwellings. It provides mixed tenure affordable housing accommodation as follows;

- 8 number two bed four person houses
- 10 number three bed five person houses
- 6 number four bed six person houses
- 2 number three bed five person bungalows

The mix has been established by Barnsley Metropolitan Borough Council following a needs survey of current housing requirements and shortfall in the New Lodge area.

Layout

The proposals indicate a new adoptable mews court highway (shared surface) with HGV/refuse vehicle turning facilities, providing access to the majority of the residential plots. Plots 17-20 and 22 are accessed directly off Edwins Close.



Aspect distances to existing properties comply with minimum local authority requirements.

The site layout is designed with predominantly semi-detached units facilitating easy rear garden access. Plots 05-07 is a three unit terrace with dedicated rear garden access route to plot 6 and extended first floor over.

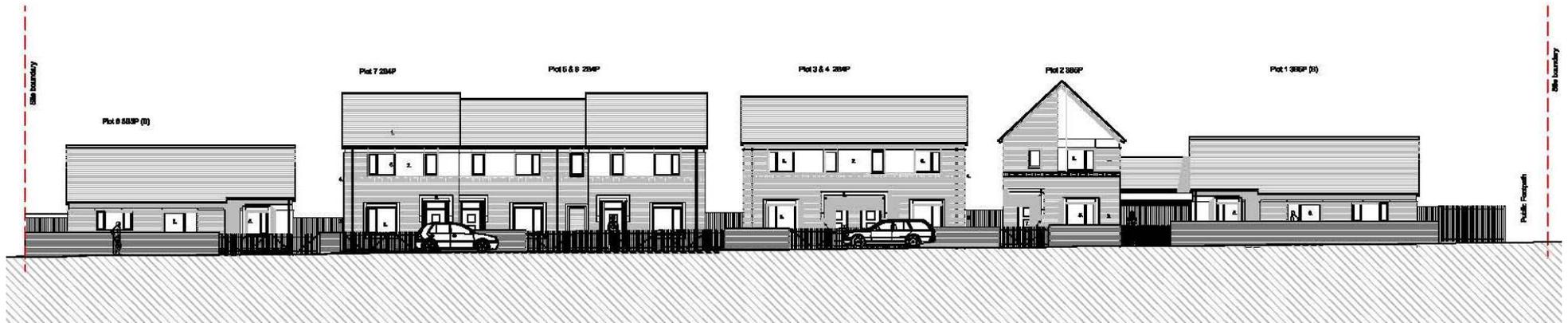
The majority of the dwellings are two storey with 2 bungalows and 6 two and a half storey houses. The principle access road is situated adjacent to the eastern boundary with plots 9 to 16 fronting onto the green open space improving the openness of the site and rear garden security.

Plots 1-8 located adjacent to the southern boundary have bungalows at both ends of the street scene to grade the mass of the street scene to single storey adjacent to the east and west boundaries.

Elevations to all units are designed in a contemporary style to create an individual identity to the overall scheme, utilising a simple palette of materials:

- Roof: Flat grey concrete tiles.
- Walls: Combination of red multi facing brick with off white through coloured render with zinc framed window detail, standing seam canopies and flat cladding window head and eaves detailing.
- Rainwater goods: Black upvc.
- Windows: Stained softwood.
- External doors: Stained softwood.





The layout and building form reflects the grain and vernacular style of the local vicinity. The use of canopies, projecting bays and vertical building and fenestration proportions are used to create rhythm and variety to the street scene.



Landscaping

Landscaping is concentrated to street frontage garden plots overlooking the new highway, with a combination of trees and defensible shrub planting. Shrub planting is proposed along the eastern boundary around the visitor parking spaces, creating a soft edge adjacent to the green open space. Trees are indicated within the majority of front gardens to create a tree lined avenue. Trees are also indicated along rear garden boundaries and along the south boundary adjacent to the green open space containing a number of mature trees.

The in curtilage gated parking spaces are interspersed with landscape beds to create a non car dominated street scene. Rear gardens to all houses will be top soiled to provide a blank canvas for individual landscape design.

Parking and Level Access

Gated in curtilage parking is provided to each plot with a 900mm minimum width adjacent access footpath. All dwellings will comply with the Disability Discriminations Act, Lifetime Homes and Building Regulations Approved Document Part M to provide level access to the principle door from the parking bays to each dwelling. All residential dwellings will have a ground floor wheelchair accessible WC complying with the space standard requirements of Lifetime Homes. Level access is to be provided to the rear garden of each property.

Public Access

Public access is provided to all proposed residential units from the new and existing adopted public highway. Pedestrian and vehicular access to the site is limited to one point onto Edwins Close, improving the passive security of the site. The site is located within 200m of bus stops along the B6132 Laithes Lane, providing access to retail, leisure and employment opportunities in Barnsley town centre. Local amenities are provided within the immediate vicinity along Laithes Lane and A61 Wakefield Road. The bus and railway station in Barnsley town centre provides public

transport access to other town and cities in Yorkshire and beyond.

Secured by Design

The development proposals have been designed in accordance with the “Secured by Design” principles. The site has only one vehicular and pedestrian access/egress point which improves passive surveillance. All private rear gardens are enclosed by 1.5/1.8m high close boarded timber fences with lockable gates from the principle frontage. Gated in curtilage parking is provided to all plots for increased security. The adopted highway is overlooked by all dwellings. No public open space is provided on site.

Codes

All dwellings are designed to comply with:

- Code for Sustainable Homes Level 4.
- Building for Life “Silver” award.
- Lifetime Homes.

Affordable Homes

The whole residential development will be provided as affordable housing, managed by Yorkshire Housing Association.

Conclusion

The development provides essential affordable housing for the benefit of the local community.

The proposals are designed to integrate into the existing urban grain and road pattern, maximising the opportunities of the site and the surrounding environment , whilst respecting existing form, mass and materials of adjacent residential houses in a contemporary architectural style.

Appendix A - Building for Life Assessment

ASSESSMENT EXERCISE

BUILDING FOR LIFE

SCHEME NAME	GRAND TOTAL
Edwins Close, Barnsley	13

www.buildingforlife.org

ENVIRONMENT & COMMUNITY

	SCORE
<p>1. Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafés?</p> <p>Yes, the site is located within a residential suburb with established community facilities in the local vicinity.</p>	1
<p>2. Is there an accommodation mix that reflects the needs and aspirations of the local community?</p> <p>Yes, the 100% affordable housing development comprises a mix of 2, 3 and 4 bed houses and 3 bed bungalows, determined following a needs survey of shortfall in current housing stock, undertaken by Barnsley Metropolitan District Council.</p>	1
<p>3. Is there a tenure mix that reflects the needs of the local community?</p> <p>Yes, the affordable housing development is a mix of rented and shared equity in conjunction with Registered Social Landlord Yorkshire Housing Association.</p>	1
<p>4. Does the development have easy access to public transport?</p> <p>Yes, the site is located approximately 200m from bus stops located along the B6132 Laithes Lane providing access to Barnsley town centre. No railway lines are located in the local vicinity.</p>	1
<p>5. Does the development have any features that reduce its environmental impact?</p> <p>Yes, all dwellings are designed to achieve Code for Sustainable Homes Level 4 requiring a 44% reduction in CO₂ emission over current Building Regulation requirements. This will be achieved utilising a combination of high levels of thermal insulation and individual roof mounted photovoltaic panels to each dwelling.</p>	1
SUB-TOTAL	5

CHARACTER

<p>6. Is the design specific to the scheme?</p> <p>No, the design proposals have not followed the principles of good design management process.</p>	SCORE 0
<p>7. Does the scheme exploit existing buildings, landscape or topography?</p> <p>No, the site is devoid of any existing buildings, landscape or topography which merits exploiting.</p>	0
<p>8. Does the scheme feel like a place with distinctive character?</p> <p>Yes, the local neighbourhood is of traditional residential architectural style and does not have any distinctive features and character. The proposed houses incorporate a simple palette of materials reflecting the local vernacular in a contemporary style, whilst respecting the grain, mass and scale of the surrounding area.</p>	1
<p>9. Do the buildings and layout make it easy to find your way around?</p> <p>Yes, the single entry point combined pedestrian and vehicular shared surface access road provides direct access to all plots.</p>	1
<p>10. Are streets defined by a well-structured building layout?</p> <p>Yes, the simple layout of the site includes either semi-detached or 3 unit terrace blocks fronting onto the shared access road, creating active frontages. Dwellings front onto the green open space adjacent to the eastern boundary providing passive surveillance.</p>	0.5
<p>SUB-TOTAL</p>	2.5

STREETS, PARKING & PEDESTRIANISATION

	SCORE
<p>11. Does the building layout take priority over the streets and car parking, so that the highways do not dominate?</p> <p>No, the highway layout and parking provision dominates the site.</p>	0
<p>12. Is the car parking well integrated and situated so it supports the street scene?</p> <p>No, the majority of in curtilage parking is upfront, dominating the street scene.</p>	0
<p>13. Are the streets pedestrian, cycle and vehicle friendly?</p> <p>Yes, the cul-de-sac highway is designed as a mews court, incorporating shared pedestrian/vehicular surface, with access from the existing adopted Edwins Close via a rumble street to reduce traffic speed. Contrasting materials are used to define the turning areas.</p>	0
<p>14. Does the scheme integrate with existing streets, paths and surrounding development?</p> <p>The shared pedestrian/vehicular access point ties into Edwins Close at the north east corner of the site, closest to the B6132 Laithes Lane arterial route. No pedestrian access is provided along the western boundary to tie into the existing footpath turning head to Edwins Close, which provides pedestrian routes to the local amenities at the junction of Laithes Lane and Wakefield Road.</p>	0.5
<p>15. Are public spaces and pedestrian routes overlooked and do they feel safe?</p> <p>Yes, all pedestrian routes are overlooked by the proposed houses. There are no public spaces on the development site. The green open space adjacent to the eastern boundary is overlooked by dwelling frontages.</p>	1
SUB-TOTAL	2.5

DESIGN & CONSTRUCTION

	SCORE
<p>16. Is public space well designed and does it have suitable management arrangements in place?</p> <p>No on site public space provision.</p>	0
<p>17. Do the buildings exhibit architectural quality?</p> <p>Yes, the contemporary elevation style utilising a simple palette of materials reflecting the local vernacular, will improve the architectural quality of the surrounding area. The use of projecting bays, gables, canopies and vertical window proportions will create a development exhibiting architectural quality.</p>	1
<p>18. Do internal spaces and layout allow for adaptation, conversion or extension?</p> <p>Yes, houses are designed to be "Lifetime Home" compliant, incorporating adaption options for future change of lifestyle requirements.</p>	1
<p>19. Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness?</p> <p>No.</p>	0
<p>20. Do buildings or spaces outperform statutory minima, such as building regulations?</p> <p>Yes, all houses will achieve Code for Sustainable Homes Level 4, exceeding Building Regulations target CO2 emission rates by a reduction of 44% and are designed to comply with Design and Quality Standards.</p>	1
SUB-TOTAL	3