The Richard Ryder Partnership

DESIGN and ACCESS STATEMENT

for

Site at Church Street, Brierley, Barnsley.

Phase 2.



Planning History

The site lies within a Conservation Area and is currently used for the repair and maintenance of motor vehicles with part of the site vacant being previously used for gardens and an agricultural business, with a number of demolished buildings with their remains still visible.

The land is adjacent to the approved Phase 1 development. (Planning Approval ref: 2005/1656 and Conservation Area Consent 2005/1855) which replaced a former ice cream factory.

Design development

The site, measuring an area of 9,082 sq.m. (0.908 hectares) falls away down to the rear of the site evenly by 4 metres and across the site by 2 metres becoming level at the north east end of the site.

Prior to any design processes taking place, careful consideration was given to making sure that the design was in accordance with Barnsley MBC's design guidelines and took account of the surrounding properties and larger scale developments, noting their details, character, scale and setting. A detailed photographic survey was carried out and used as a point of reference. The proposed dwellings have been individually designed in relation to the site and its surroundings. They take account of the site constraints and in particular the relationship to boundaries and importantly to prevents any overlooking. Following on from this, certain types have been modified to create 'focal points' upon entering the site from phase 1 and at all changes in direction traveling within the development. This form of design allows visitors/residents to subconsciously appreciate each individual type rather than simply viewing the same house type over and over again. By brining forward certain aspects if the plan, spaces can be created within each property that are considered to be desirable. Elevationally, these internal spaces create more gables, etc, which in turn enable the creation of vertical articulation from a simple footprint.

The scheme that has been submitted is for 40 dwellings ranging from 2 bed coach houses up to 4 bed town houses with 200% parking provided throughout the site in garage and parking courts.

A private environment has been created by attaching the dwellings together, thereby avoiding single sited detached house types which have enabled less permeability and an increased social and protective ambience.

Use / Amount

The dwellings consist of 3 individual types as follows:

Type G	3 Bed Town House	1030 sq. ft	x	25	25750
Type J	4 Bed Town House	1278 sq. ft	x	12	15336
Type C	2 Bed Coach House	710 sq.ft	x	3	2130
				40	43216

This development of 40 dwellings maintains occupancy levels in line with those dwellings within the immediate vicinity.
The mix of 2, 3 and 4 bed units throughout the site allows first time buyers to blend comfortably with the more established house purchasers. With the amount of dwellings proposed, the surrounding businesses and shops will benefit from the increased local population market.

Archaeology

Concerns at the adjacent site were addressed in the form of extensive excavating by the South Yorkshire Archaeological Services Service (under the supervision of Mr Martin Lightfoot). They produced no evidence of any historical remnants of significance therefore it may be possible to assume no significance on this site because of the proximity.

Layout

The layout develops as you enter the site, out of Phase 1 which is fed from Church Street. Careful thought and consideration has been taken whilst designing and positioning the dwellings and apartment units so that no one singular unit dominates another unduly, with the apartment block generally being only a little larger and taller in elevation but still providing a focal point whilst traveling through the site. The design process made sure that there would be no overlooking of the adjoining dwellings. The elevations can be read in scale and context with the surrounding dwellings and therefore the design proposed creates an overall sense of community throughout the difference dwelling types and sizes. The different types and sizes simply create street scenes which are balanced and provide accommodation for all classes and the mix will create an overall sense of community.

Landscaping

The existing landscaping within the site is 'thin' and virtually non-existent, we propose to reinforce the general landscaping with new planted trees and shrubs. This will enhance the environs of the site and provide a 'greener' aesthetic appearance, balanced with the textures of the proposed hard landscaping, providing a comfortable mix within the site. The existing boundary tree planting is acceptable however where necessary the intention is to reinforce with new planting.

Access

Entry to the site is to be provided via a new road access off Church Street, which was approved under Phase 1, in line with the recommendations of the Local Authority Highways department.
Means of access for the disabled is covered in the appropriate detailing and internal planning of each house type.
Access and cloakroom arrangements to the individual properties have been designed in accordance with Part M of the Building Regulations (i.e level or ramped approach wide doors for wheelchair access and ground floor w.c's.)

Scale

The scale of the house types and the apartment block is a careful balance between the land value, build cost and potential selling price whilst having regard for their setting, site constraints and amenities of the new and existing properties.
The current design of ridge height was determined to relate to the adjoining dwellings in the vicinity.

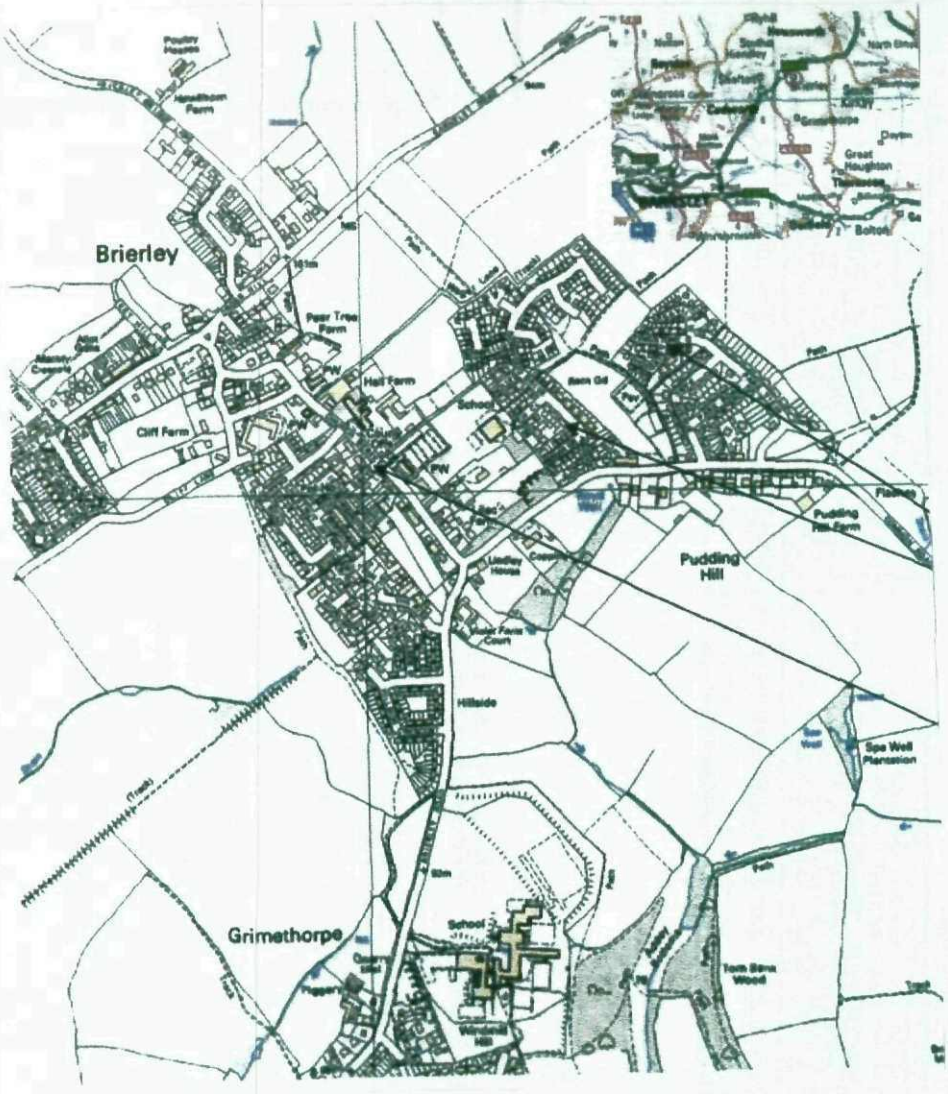
Appearance

We have designed traditional houses picking up detail from the local vernacular such as stone heads and cills, dummy sash windows, clay facing brickwork and concrete tile roofs. By incorporating these materials and textures the design approach was to create a residential site that appears to have been built around the same period as the local vernacular and not to look our of place thereby enhancing the area for the existing residents.

Settlement Overview

The rural settlement of Brierley is located approx. 9 kilometres to the North East of Barnsley town centre. The core of the settlement was originally an ancient hamlet and due to the historic nature of the settlement, this portion of Brierley is defined as a conservation area which is characterized by a number of high quality, historic buildings such as St Paul's Church.

As a settlement has grown, however, a number of modern residential homes have now emerged around the periphery of the original settlement.



Site Assessment

The character assessment of the area within which the subject falls indicates the architectural quality of building within the Brierley Conservation Area, the variety of different building materials that are present and the quaint, rural setting of the settlement.

However the subject site consists of predominantly commercial buildings of a much lesser architectural quality as well as areas to the rear of green space which have become overgrown and unkempt.

The buildings are located on the western portion of the site, set behind the dwellings which front Church Street. These buildings are utilized for commercial use as a vehicle repair garage. The site is accessed via a narrow tarmac access road as highlighted by photograph1, which also shows one 'shed' building at the top of the access drive.

Photograph 2 highlights the main vehicle repair building with an adjacent


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bungalow used by the operator of the garage (see photograph 2). Photograph 4 looks back at the frontages of all the buildings, it is clear that whilst the bungalow may have a neutral impact on the character and appearance of the conservation area, the commercial buildings are poor quality and have a negative impact on the conservation area.

The extensive area to the rear of the commercial buildings (see photograph 5) on site has historically been considered as being within the legal cartilage of these buildings and therefore previously developed. Photograph 6 illustrates a further building/shed which is located along the northern boundary of the site.

Clearly from studying the images the site has become significantly overgrown since the commercial and residential uses of the buildings have been subject to decline. However it is understood that the area to the rear of the commercial buildings was used to site vehicles as part of the garage business as aerial photographic evidence attached supports.

Photograph 7 highlights the northern boundaries relationship to the adjoining site which is currently under construction following the grant of planning permission for residential development. This recent grant of planning permission represents an extension/link of residential development between the historic area of the settlement to the west with more modern development to the east. (Please note the aerial photograph does not indicate the new development currently under construction to the north of the site. Please refer to the application drawings for further reference on this matter).

Photograph 8 further illustrates the overgrown nature of the subject site and areas of rubble associated with buildings formerly located on the rear portion of the site.

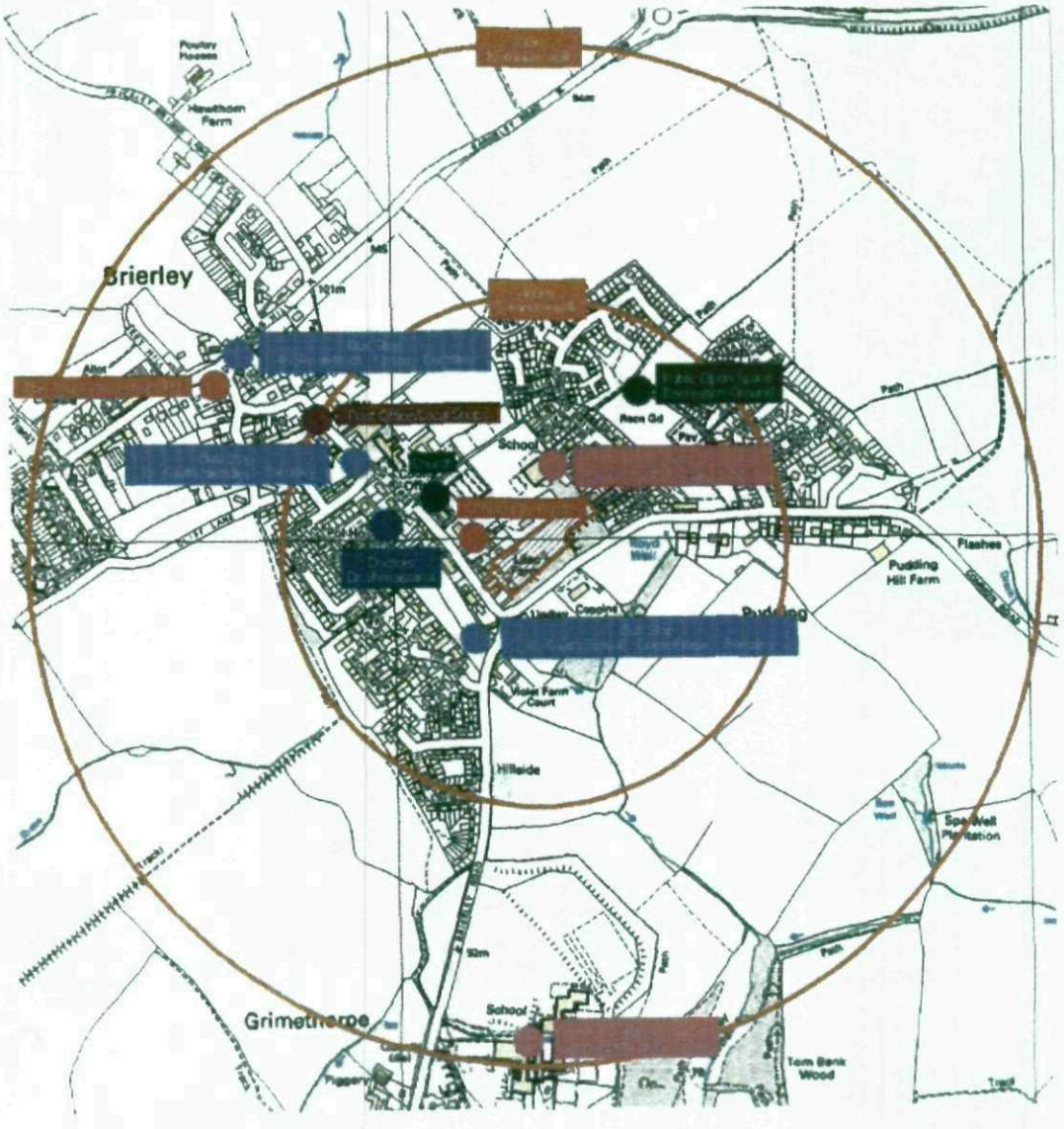
In terms of the boundaries to the site photographs 9 and 11 illustrate the trees and shrubbery that line the northern and southern boundaries respectively. The southern boundary consists of significantly more mature and dense vegetation which screens the site along this boundary from public views along Common Road.

Along the northern boundary the trees and shrubbery are more intermittent with gaps and less dense areas as indicated by the photograph shown below. However this boundary is not as sensitive in terms of limiting views given the development currently under construction further to the north.

It is maintained that views into the site are limited given the screening along the western boundary provided by the existing buildings and the trees and vegetation to the north and south. The only 'open' boundary to the site is the eastern boundary which is not enclosed by trees and is bordered by existing low rise residential development at Briar Grove as illustrated by photograph 10.

Sustainability

The map to the left indicates the level of service provision within walking distance of the subject site. Isochrones are provided at 400mm and 800mm from the site which represents an average walking time of 5 and 10 minutes respectively. Reference is made to Barnsley MBC's Supplementary Planning Guidance PAN30 which provides guidance in assessing the sustainability of sites. The service provision in Brierley is summarized below:



Essential Services (must be within 400m)
Primary School
Doctors Surgery
Public Open Space
Public Transport Network

Other Local Services (within 800m)
Post office/Convenience Store (within 400m)
Secondary School
Public House
Church & Community Centre (within 400m)

Reference is made to the accompanying transport assessment for details on the public transport however three frequent bus services (nos 33, 36 and 46) connecting into Barnsley are within 800m of the subject site.

Given the rural setting and the character of the buildings within the settlement and the fact that the subject site is sustainable given the checklist in PAN30 for assessing service provision it is maintained that the site represents an attractive location for development.

Evaluation

Having regard to the various site constraints and importantly the opportunities that the development of the site can provide the following design objectives have been identified.

Character

- The scheme feels like a place with a distinctive character
- Buildings exhibit architectural quality
- Streets are defined by a well structured building layout
- Buildings and streets bring legibility to the scheme
- The scheme utilizes existing buildings/landscape/topography

Roads, Parking and Pedestrianisation

- Building layout takes preference over the highway
- Streets are pedestrian and cycle friendly as well as catering for vehicles
- Car parking is provided which is well integrated into the street scene and not overly dominated

- Public spaces and pedestrian routes are naturally surveyed

Design and Construction

- The design reflects the local distinctiveness of the area
- Public space is integrated into the scheme appropriately
- Sustainable building techniques are employed in the construction of dwellings where possible

Environment and Community

- The development links into the public transport network
- The scheme incorporates features that reduce its environmental impact
- A mix of dwelling types is provided to meet the needs of the local community
- A mix of house forms are constructed in order to provide variety and diversity
- The development links into and supports existing community facilities