ELSECAR MIDLAND WORKING MEN'S CLUB DEVELOPMENT

DESIGN AND ACCESS STATEMENT

MAY 2011

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PROJECT	Elsecar Working Men's Club
CLIENT	Minotaur Construction Ltd.
DATE	May 2011
AUTHOR	Jane Clossick
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INTRODUCTION

This Design & Access Statement is a supporting document for the application by Idir on behalf of Elsecar Midland Working Men's Club and Minotaur Clubs Partnership for permission to build 3no three-bedroom dwelling houses on the site behind the club on Cobcar Street. The site is owned by the club.

The club is a social focal point for the town of Elsecar. Behind the existing site of the clubhouse on Cobcar Street, there is an under-used piece of land. This document will explain the application for outline permission to construct three new houses on this plot. It will appraise the context of the proposal; identify the design principles and concepts which have been applied in its development; identify the access principles, both for the scheme and for the site; explain the design solution being proposed and outline the access arrangements.

Due to gradual decline over the years, the working men's club is in a very poor financial situation. This proposal will help the club by maximizing the value of its land. The capital receipt will be used to pay off debts, improve the clubhouse, increase membership from across a range of age groups and retain the club. Ultimately, the scheme will save a valuable community asset in Elsecar.

Although maximizing the benefit to the club is an important outcome, Minotaur and Idir are also totally committed to excellent standards of design, access and sustainability for the proposed development.



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PLANNING CONTEXT

Planning policies relevant to this proposals are in the Barnsley UDP, adopted December 2000 and in the SPGs 2 & 3. Relevant points are summarized below:

UDP POLICIES

POLICY H8A

The scale, layout height and design of all new dwellings proposed within the existing residential areas must ensure that the living conditions and overall standards of residential amenity are provided or maintained to an acceptable level, both for new residents and those existing, particularly in respect of levels of mutual privacy, landscaping and access arrangements.

SPG 2 - DESIGN & LAYOUT OF NEW HOUSING

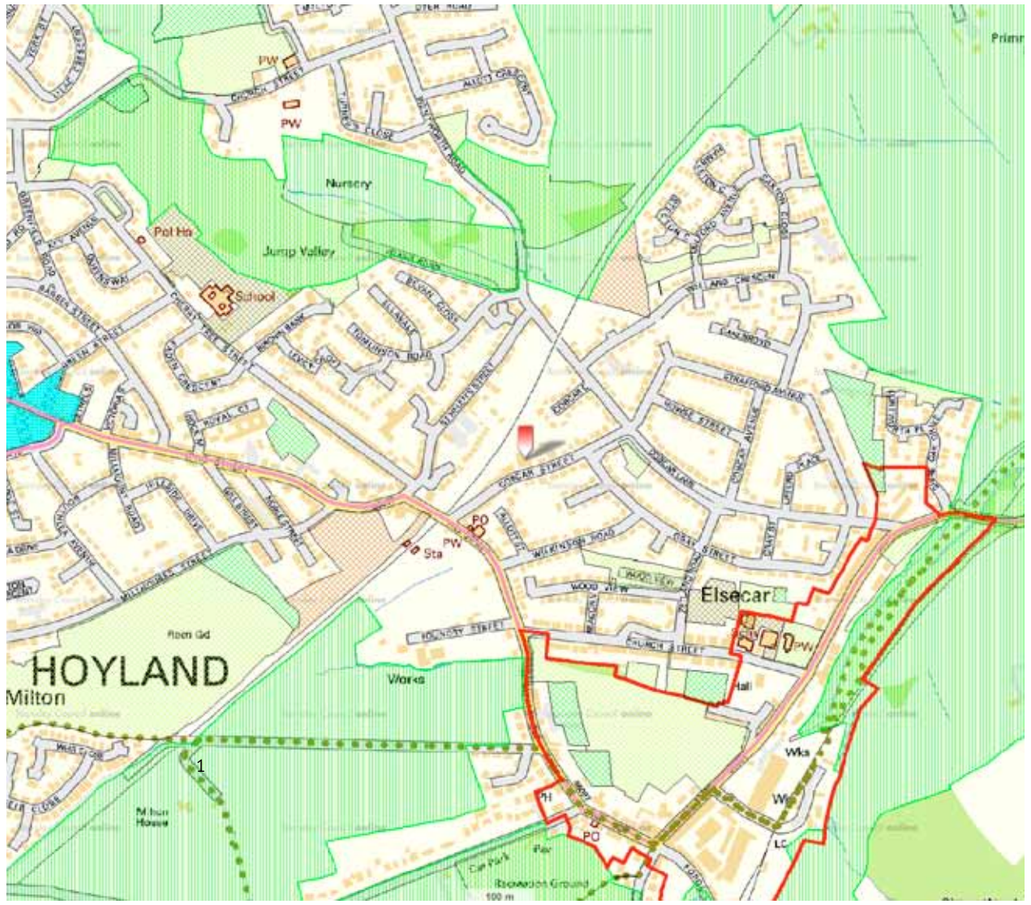
- Car parking: Maximum of 1.5 spaces per swelling
- Distances: Where front elevations face one another separation distance minimum of 21m. Accross private gardens, minimum distance of 21m.
- Min 1.8m height screening around gardens where appropriate to maintain amenity and privacy of pre-existing residents.
- Private gardens: a minimum garden size of 60m^2 is usually required.
- Tree planting at an average of 1 tree per plot, retaining existing trees and hedgerows and incorporating them into the design.
- As far as possible, the design should avoid crime.
- Layout and design of dwellings should maximise energy efficiency.

SPG 3 - INFILL RESIDENTIAL DEVELOPMENT

- Planning for infill development will only be granted where development does not result in harm to the local environment or amenities of existing residents, create traffic problems or prejudice future development of land.

The proposal has been developed with the kind assistance and advice of James Hyde of Barnsely Borough Council with whom Idir have been in e-mail and telephone contact.

Idir & Minotaur consider that the proposal for 3no 3 bedroom family homes fits well in the UDP and follows the supplementary planning guidance provided in SPG 2 and 3. The scale of the proposal fits with the urban character of Elsecar, while maximizing the usefulness of the available land in an urban settlement area which already has transport, education, health and social amenities; and is also well connected to the utility network. The amenities of existing residents are not compromised, nor is any future development compromised.



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BACKGROUND

Elsecar is a village forming part of the Metropolitan Borough of Barnsley in South Yorkshire. Like many villages in the area, it was for many years a coal mining village until widespread pit closures during the 1980s. The last colliery to open was Elsecar Main in 1908, and was also the last to close in 1983. After the closures, the village suffered from similar economic problems to all the mining villages in the region.

Elsecar is next to the villages of Hoyland and Jump. It has its own railway station on the Hallam and Penistone lines, so it is possible to make direct journeys to Sheffield, Leeds and Huddersfield. Buses run to and from Barnsley, Rotherham and Sheffield. Elsecar's main claim to fame is its exceptionally well-preserved and well-documented industrial and social history, as a key part of the estate of the enterprising Fitzwilliam family, who lived at Wentworth Woodhouse.

Housing stock in the village varies in terms of style, density and condition and includes stock from the 19th, 20th and 21st centuries. On Cobcar Street, the majority of the buildings residential. These include a wide range of typologies. Next door to the working men's club to the west are 19th century mining workers' terraced cottages, built from stone, with two, three and four bedrooms [1]. Further up the hill in the same direction are a range of stone houses from the nineteenth century, some detached, some terraced, in a range of sizes. On the other side of the working men's club, to the east, is a semi detached pair of houses, probably with three bedrooms and built from red brick, half-clad in render [2]. Further down the hill in the same direction are a series of detached properties, some two storey, and some bungalows. Opposite the entrance to the site, and the working men's club, is a row of semi detached mid 20th century red-brick three or four bedroom houses, which are raised from pavement level by almost a whole storey, thanks to undulations in the land [3]. Elsecar has a range of beautiful and architecturally valuable housing typologies dating from the industrial revolution, including these wide-fronted stone cottages in the conservation area [4].

Throughout the length of Cobcar street, windows and doors have been replaced in a style not in keeping with the original, and various styles of property sit adjacent to one another. There are a wide range of sizes of property available, from two bedroom terraces to five bedroom detached houses.



1



2



3



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ELSECAR MIDLAND WORKING MEN'S CLUB

Originally established as a form of mutual self-help in many industrial communities, the working men's club is one of several similar social clubs in Elsecar which have been a central focus of village life for more than fifty years. It is a cooperative, owned and run by its members, and a democratic institution; the like of which are increasingly difficult to find in contemporary British society. With a little imagination, the club has great potential to evolve to meet the needs of the 21st century, to continue to foster community life and cohesion in Elsecar.

FINANCIAL DIFFICULTIES

The Club is just about trading solvent on a week to week basis. It is taking about £1,500 - £2,000 per week, which is just enough to meet its out goings, but this state of affairs is highly variable and is dependant upon a sufficient number of members patronising the club regularly. This naturally varies from week to week, but would undoubtedly be improved were the club to be renovated and redecorated. The committee is keen to do this, but simply does not have the funds available.

In addition, the club has accumulated debts approaching £70,000, mainly due to the activities of its old committee, which it simply cannot afford to pay back and which it is under increasing creditor pressure to settle. If it cannot do so, the club faces the very real prospect of being served with winding-up proceedings from the largest creditor, so that it may get its money back.

The only remaining option open to the club, therefore, in order to pay off its debts and refurbish the club building, is for it to sell its one remaining asset, which is the adjacent land. In order to maximise the financial return from a sale, planning permission is required for residential use.

Valuations carried out for the club show that if the land were to be sold without planning permission, then it might get an offer for the 'hope value' of the land of about £30,000 to £40,000. This is clearly not enough to get rid of its debts, let alone regenerate the club. However, if the club had the benefit of planning permission for three houses on the adjacent land, then a value of up to £30,000 per plot would be achievable, which would be enough money for the club to clear its debts, regenerate itself, and leave some money in the bank, thus preserving its future.

COMMITTEE INVOLVEMENT

Presently, the club is in financial difficulty, and the Club Committee has been instrumental in the development of this proposal to try and tackle this serious problem. They are very keen to preserve their club, and see it as their responsibility for future generations of Elsecar residents. They also are enthusiastic about providing development land for high quality family homes in Elsecar, and are in full support of Idir's outline designs.

It is important to everyone concerned that the club's future is preserved. If the club does not get planning permission, they may have to close in order to meet their debts. This would be a real tragedy for the town, but it can be avoided. We would respectfully urge the Local Planning Authority to favourably consider and approve our regeneration proposals for three terraced houses, so a quick sale can be achieved, and much-needed additional funds generated for the Elsecar Midland Working Men's Club.





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THE SITE

Site is shown on photographs [1] [2] and [3] outlined in red. It sits behind the existing clubhouse building (on the left of photograph [1], and shown on [3] on the right of the entrance to the site) on Cobcar Street, between the club and the railway line. The site is accessed from Cobcar Street, down a short hill between an existing semi-detached house and the club. Adjacent to the site to the west is a three storey house which faces north-east., no. 16a Cobcar Street.

USES

At present the site is under-used, and contains a few parked cars (usually not more than five), and serves as a site for dumping. It is a clear gap in the urban development of this part of Elsecar, which is a prime opportunity for the development of high quality family housing, which has already begun with the construction of no. 16a. The site also contains a double-garage and rear access to the house semi-detached house on Cobcar Street adjacent to the site. This access and garage will be retained in the new scheme.

VEGETATION

There are no trees on the site itself, although there is an 'L' shaped strip of land between the site and the railway line, and between the site and the back gardens of houses on Cobcar Close which is thickly grown with vegetation and trees. The proposal will not disturb this existing vegetation, and will increase its density in places to improve the audio and visual barrier between the site, its neighbours and the train line.

EXISTING & PREVIOUS PLANNING APPLICATIONS

There have been no previous planning applications made for the site, as it has been in the ownership of the working men's club.



1



2



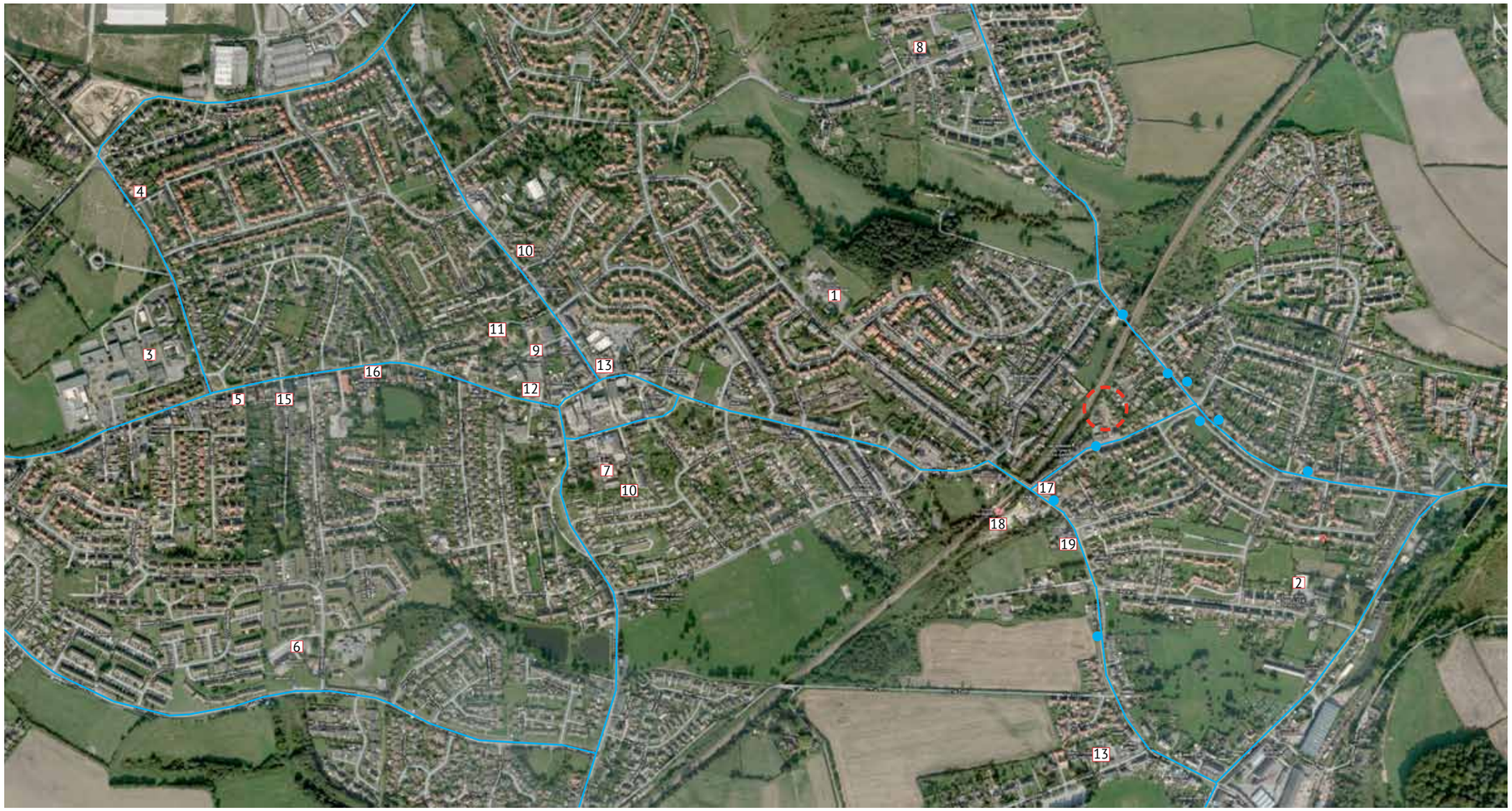
3

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1. Greenfield Primary School
2. Elsecar Holy Trinity C of E Primary School
3. Hoyland Community Education Centre
4. Kirk Balk Community College
5. West Meadows Primary School
6. Holyland Springwood Primary School
7. Holyland Nether Library
8. GP Surgery
9. Holyland Health Centre
10. GP Surgery
11. Hoyland Dental Surgery
12. Co-op Supermarket
13. Market Street - shops, banks, newsagents
14. Elsecar Cricket & Social Club
15. Holyland Nether Working Men's Club
16. Holyland Catholic Social Club
17. Post Office
18. Elsecar Train Station
19. Fitzwilliam Arms Pub

Bus routes & closest bus stops



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OUTLINE DESIGN PROPOSAL

The proposed design is for a new street perpendicular to Cobcar Street, called Cobcar Mews. To the east side of Cobcar Mews will be the existing no. 16a Cobcar Street, to the west will be 3no new family dwelling houses. Cobcar Mews will have a 'homezone' style road surfacing, shared between pedestrians and cars, which will provide a safe space for children to play. There will be six shared parking spaces. The residents will also have 4no shared parking spaces adjacent to the clubhouse, which includes one dedicated disabled bay.

URBAN GRAIN

The proposed buildings complete the use of the available land in the immediate area. The design aims to maintain the proportions and civic character of the area, while maximizing the potential of the site to accommodate in fill housing.

BULK AND MASSING

The proposed design maintains the proportions of the terraced houses and further up Cobcar Street next to the working men's club, although unlike the 19th century houses, the proposed houses are wide-fronted, with a width of 10m. Whilst retaining an internal floor to ceiling height of 2.3m, the houses do not exceed the height of the adjacent detached house, and are 7.5m at their tallest point. From Cobcar Street, they will be difficult to see, due to the approximate land fall of 2m. The front-to-back dimension is 6.2m, to maximise the size of the back gardens and distance from the back rooms of the houses on Cobcar Close.

AMENITY

Each house will have its own private back garden, which conform to the requirements of SPG2. SPG 2 states that back gardens must usually have a minimum size of 60m2. The privacy of the back gardens could be maintained by a 1.8m high enclosing boundary. Immediately behind are the rear gardens to properties on Cobcar Close, where the habitable rooms to the rear of the properties are a minimum of 28m from the rear of the proposed.

The privacy of no 16a Cobcar Street is maintained by a separation distance of 21m, which exceeds the 12m minimum distance across a street between facing properties. It is also orientated on a slight rotation so the habitable rooms between it and the proposed are not looking directly into one another. The privacy can also be enhanced with planting.

MATERIALS

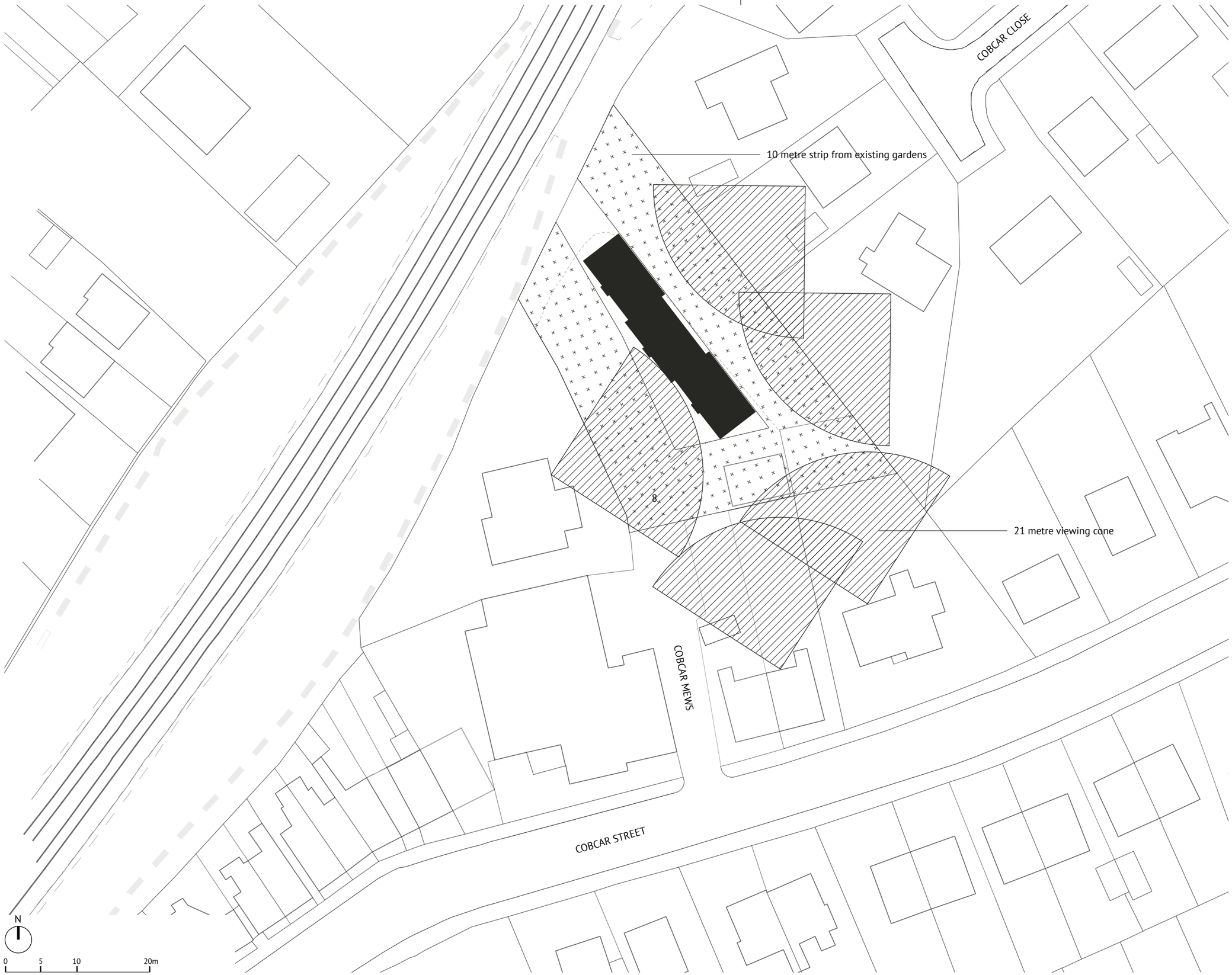
Although this is an outline application, so approval for specific materials is reserved, Idir are keen that the design is of the highest quality. We therefore suggest materials for the proposal. The facade is to be clad in stone, similar to that in the conservation area. The roof is to be clad in a slate which matches the other properties in the locale.

REFUSE & EMERGENCY ACCESS

A bin store, able to hold 2 x 120ltr bins could be provided in the front garden of each house for the storage of refuse, which can be accessed from both sides for ease of collection. There will be sufficient space that the refuse vehicle or a fire appliance will be able to access and turn in Cobcar Mews, since the furthest dwelling is more than 45m from the highway.

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NOTES

STATEMENT OF JUSTIFICATION

Following a meeting with Barnsley Council on the 19.07.2011, it was advised that changes to the proposal layout for re-submission conformed to requirements outlined in SPG3 - Infill Residential Development (Supplementary Planning Guidance 3).

The main issue with regard to placement of the 3 no. properties was that they fell within a 21 metre viewing distance of existing properties:

> ***Habitable room windows (e.g living room, kitchen and bedroom) should be a minimum of 21 metres from original windows in existing dwellings should be proportionately increased in the case of dwellings of more than two storeys.***

The 21 metre viewing cones have been plotted on existing residential properties, with the revised development just beyond the 21 metre requirement. Taking into account the existing bungalow on the western side of the site is elevated, additional screening is proposed to ensure privacy of residents.

SPG3 also states:

> ***Habitable room windows should be a minimum of 10 metres from the boundary with existing private gardens, although only winows to principle elevations will be protected i.e, usually the front and the rear elevations. Side facing windows will not be protected.***

This 10 metre strip has also been plotted, shown by the cross hatching, in which our proposed development comfortably fits within.

Other changes to proposal include revising the car parking strategy to fulfil the maximum car parking requirements per dwelling (2), and following the advice of the council; breaking up the long facade by moving the middle dwelling westward. As previously stated, any less than 3 no. properties would not be sufficient to stabilise the club's current financial straits.

PROJECT	Elsecar Midland Working Mens Club Yorkshire
CLIENT	Minotaur Construction Ltd.
TITLE	SPG3 Requirements
NUMBER	11ELS/002a
SCALE	1:500 @ A3
REVISION	A
DRAWN	JJL
DATE	05.08.2011
CHECKED	JC
APPROVED	MF

All dimensions to be checked on site. Indicative drawings for information purposes only.

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ACCESS STATEMENT

We propose that the development should comply with and exceed the requirements of Part M, by designing to the 16 criteria set out by Lifetime Homes <http://www.lifetimehomes.org.uk>.

We are proposing 3no three-bedroom, 6 person houses over two storeys, which will have level, principal access from Cobcar Mews and level access to the back garden.

ACCESS TO DWELLINGS

The design aims to make excellent provision within the boundary of the plot of the houses for a disabled person to approach and gain access into the dwelling from the street.

There is very easy access from the closest public transport route, as buses stop nearby on Cobcar Street, less than 100m away, with a rise over 25m of approximately 2m between Cobcar Street and Cobcar Mews. The shared surface on Cobcar Mews will be smooth and without obstacles, and connect to the pavement on Cobcar Street which is a minimum of 1500mm in width.

Emergency services and refuse vehicles can access the new dwellings from Cobcar Street, and can turn in Cobcar Mews.

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