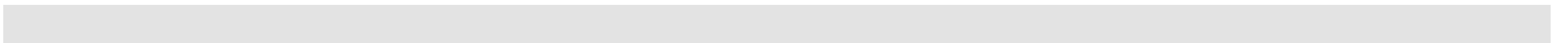


DESIGN & ACCESS STATEMENT

Land off the east side of Newstead Road, Athersley North

October 2013



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INTRODUCTION

This document describes the thought processes, concept development and technical considerations associated with the production of proposals for the redevelopment of a site off the east side of Newstead Road, Athersley North.

The structure of the document is based on the guidance produced by CABI and the more recent South Yorkshire Residential Design Guide - January 2011. This document requires Design & Access Statements to demonstrate how the proposed development adheres to the principles of Building for Life.

The report is divided into the typical sections required for a Design & Access Statement, but in addition it includes a section on sustainability. At the beginning of each section the relevant Building for Life Criteria are noted in the grey box to aid understanding.

THE SITE AND ITS SURROUNDINGS

The site is located to the north of Barnsley centre in an area known as Athersley North that is situated to the north of the A61. The site is located on the west side of Newstead Road and occupies the site of the former Recreation Centre. It is understood that the buildings on the site were demolished a number of years ago.

The site is rectangular in shape and vehicle access is achieved off Newstead Road at the western end of the site. The site is open land that is predominantly grassed and has a number of trees along its western edge. A tarmaced carpark area is located along the western edge of the site adjacent to Newstead Road and a mobile phone communication mast is located towards the centre of the site. A bus stop and lay-by is located on Newstead Road at the north-west corner of the site. In addition, a fenced footpath link into the site is located at the north-west corner of the site.

Immediately to the north of the site are allotments beyond a metal palisade fence and to south and west are open spaces that are understood to be recreational land. To the east on the opposite side of Newstead Road are a number of residential units. The surrounding residential units are predominantly semi-detached, two storeys in height and are constructed with red brick under a pitched concrete tiled roof. Newstead Road has a number of traffic islands in the centre of the road to aid pedestrian crossing.



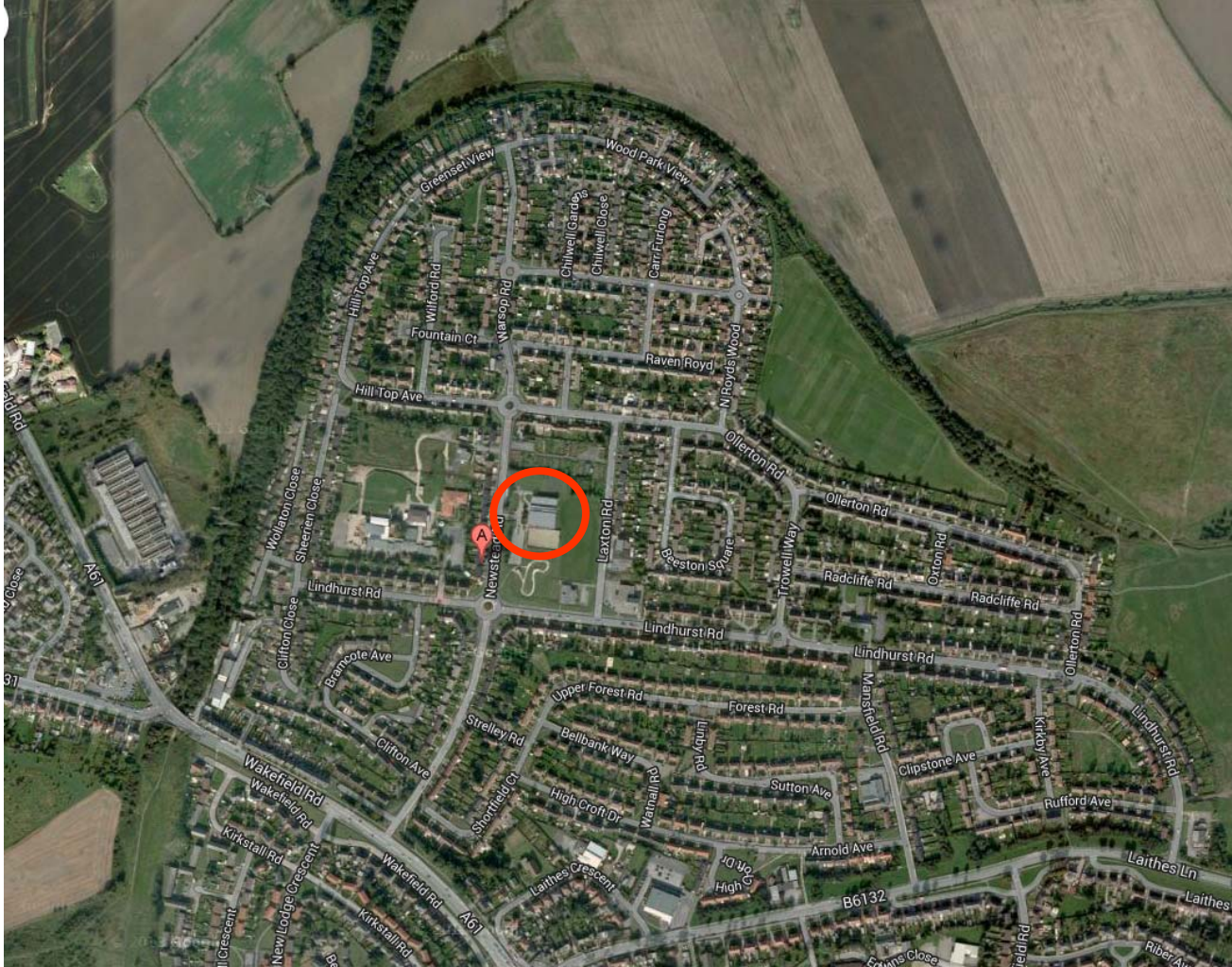
View from within the site of the existing bus stop on Newstead Road



Footpath link at the northern end of the site



Traffic islands opposite the site along Newstead Road



Aerial view of the site



View north across the site

DESIGN PROPOSALS

Use and Amount

Q4 Meeting local housing requirements
Does the development have a mix of housing types and tenures that suit local requirements?

The proposal provides 27 affordable houses in an existing residential area close to existing facilities. The proposed mix of units is as follows:

21 no. 2b4p houses
6 no. 3b5p houses

Access to the site is proposed off Newstead Road at the south-west corner of the site. The highway design will utilise a traditional estate road along the main access route into scheme. Further into the scheme the highway changes to a mews court arrangement where pedestrians are given priority over vehicles. Seven of the proposed units at the north-west corner of the site are proposed to have direct vehicle access onto Newstead Road.

The proposed site layout has been designed to maximise overlooking onto Newstead Road and the surrounding open land, whilst making the most efficient use of the land available. This approach also allows for direct lines of sight along the streetscene and to discretely accommodate turning heads for refuse vehicles.

All units are positioned to face onto the street to provide natural surveillance and vitality to the streetscene. All plots accommodate off street parking, with some units providing tandem parking.

All rear gardens are enclosed to provide gated and secure private amenity space in accordance with Secured by Design principles. Within the rear gardens each unit is provided with a shed that is large enough to accommodate cycle storage.

- Q1 Connections**
Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?
- Q6 Working with the site and its context**
Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?
- Q7 Creating well defined streets and spaces**
Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are the buildings designed to turn street corners well?
- Q8 Easy to find your way around**
Is the scheme designed to make it east to find your way around?
- Q9 Streets for all**
Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
- Q10 Car Parking**
Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?
- Q11 Public and private spaces**
Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?
- Q12 External storage and amenity space**
Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

As part of the redevelopment of the site it is necessary to re-locate the bus lay-by to the southern end of the proposed site, beyond the new access point into the site.



Scheme Design

Scale & Massing

Q1 Connections
Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Q5 Character
Does the scheme create a place with a locally inspired or otherwise distinctive character?

The proposed residential units are two storeys in height and this scale reflects the surrounding development in the area. The mix of semi-detached and terraced units also responds to the form of the surrounding houses.

Appearance

Q5 Character
Does the scheme create a place with a locally inspired or otherwise distinctive character?

The units are primarily constructed with a red brick and render, under a pitched concrete tile roof. Some of the units have Juliette balconies to add variety and interest to the streetscene. In addition a canopy above the entrance door adds relief to the façade.

Landscaping

Q6 Working with the site and its context
Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

Q11 Public and private spaces
Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

Soft landscaping within the proposal is limited to the private garden areas of the individual units. The garden sizes comply with the requirements as set out in the South Yorkshire Residential Design Guide. Only one of the existing trees are proposed to be retained within the proposed site layout. However, within the site layout there scope for replacement planting.

Hard landscaping will be limited to the driveways within the curtilage of the units. Traditional driveways to the side of some units will provide tandem parking bays to minimise visual impact of parking at the front of the units.



Planning Context

The new development will provide 27 dwellings which are predominantly semi-detached units, with some short terraces. As a result the siting and orientation of the proposed units have no impact on the amenity of the surrounding residents. Also, the proposed development consists of semi-detached two storey buildings which reflects the form and height of the surrounding houses. As a result it is considered that the layout, form and design of the proposal accords with Policies CSP2, 3, 5, 14, 15, 25 & 29 of the Core Strategy and Residential Design Guide SPD.

In curtilage driveway parking is provided for all units, with the two bedroom units provided with one parking space and the three and four bedroom units provided with two spaces. This accords with guidance contained within the Parking Standards SPD.

SUSTAINABILITY

The dwellings on the application site have been designed to achieve the 15% reduction in CO2 emissions, following the “Passive Homes “ principles of incorporating high levels of thermal insulation to floors, roof and walls (including thermally efficient windows and external door sets), improved air tightness utilizing “Enhanced Robust Details” and controlled ventilation using mechanical ventilation and heat recovery.

Energy efficient SEDBUK A rated gas condensation boilers or similar with gas saver units (heat exchange to preheat incoming air from exhaust gases), any landlord provided white good will be AAA rated and low energy lighting will reduce both CO2 emissions and energy consumption. The combination of these proposals is a very cost effective, low maintenance approach providing direct immediate benefits to the residents by creating homes that have low levels of heating, thus reducing energy consumption, CO2 emissions and fuel bills.

ACCESS

Access

Q1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Q2 Facilities and Services

Does the development provide (or is it close to) community facilities such as shops, schools, workplaces, parks, play areas, pubs and cafes?

Q3 Public Transport

Does the scheme have good access to public transport to help reduce car dependency?

Q8 Easy to find your way around

Is the scheme designed to make it easy to find your way around?

Q9 Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

Q10 Car Parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

The mews court highway arrangement provides pedestrian priority over vehicles and the scheme provides in curtilage parking spaces for vehicles. The two bed units are provided with one space whilst the larger units are provided with two spaces.

Wakefield Road is approximately 400 metres to the south of the site. This is an arterial route and has a number of bus stops that provide access to Barnsley town centre and beyond.

At the Laithes Lane/Wakefield Road junction are a collection of local amenities, including a food store and a post office. This provides access to local amenities.