DESIGN & ACCESS STATEMENT

Land off north side of Cliffe Close

Brierley

September 2012

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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 land off the north side of Cliffe Close, Brierley. The site was previously occupied by an elderly persons complex constructed in the 1970s which was demolished recently ready for redevelopment.

The structure of the document is based on the guidance produced by CABE 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 & ITS SURROUNDING

The proposed site is located approximately 5km to the north-east of Barnsley centre in the village of Brierley. The main element of the village is located off the south side of Barnsley Road (A628) which is main arterial route into Barnsley centre. The village has a limited number of local facilities including a post office along Church Street. The proposed site is located at the junction of Cliff Lane and Cliffe Close to the west of Church Street. Cliffe Close is short cul-de sac with a turning head.

The site was previously occupied by an elderly persons complex constructed in the 1970s which was demolished recently ready for redevelopment. Recently, the western end of the site was re-developed for residential use. The proposal subject to this application sits on the remaining eastern side of the site.

The site has a slight change in level of approximately two metes in south to north direction and is rectangular in shape. The eastern boundary of the site has a 1.8m close boarded timber fence that defines curtilage to the recently built residential development. All remaining boundaries have a timber knee rail fence. Access to the former complex was achieved off the Cliff Lane towards the northern end of the site. Within the site there are number of retained trees, but only the tree located in south-west corner is considered to be of any amenity value as noted within the Arboricultural Report that accompanies the application.

The site is bounded residential development on all sides. To the south and east are single storey bungalows, whilst to the north and west are a variety of detached, semi-detached and terraced two storey houses which results in a varied townscape.

There are no predominant building materials in the area. There are examples of red or buff brick and stone, within the immediate vicinity of the site. Roofs are pitch and are covered with concrete or slate tiles.



Aerial view of the site prior demolition of the complex and erection of the housing at the eastern side of the site.



View of the site from site Cliffe Close.



View of the site from Cliff Lane

DESIGN PROPOSALS

Use and amount

RELEVANT BUILDING FOR LIFE CRITERIA

Q1 Does the development provide (or is it close to) community facilities?

Q2 Is there an accommodation mix that reflects the community?

Q3 Is there a tenure mix that reflects the needs of the community?

The proposal provides 8no. 3bed/5person affordable houses in an existing residential area close to existing facilities.

The proposed site layout responds to the existing highway along Cliff Lane with the units orientated to face Cliff Lane a front garden area that also accommodates off street parking. Within the rear gardens each unit is provided with a shed that is large enough to accommodate cycle storage. All rear gardens are enclosed to provide gated and secure private amenity space in accordance with Secured by Design principles. The units on the site have been carefully positioned away from the surrounding houses and will therefore not impact on the amenity of the surrounding residents. In addition, the proposed layout allows for the retention of the Category A tree at the south-west corner of the site.

As part of the development it is proposed to widen a narrow section of the existing highway along Cliff Lane to allow for a 4.5m carriageway along the site frontage. In addition, a 600mm margin is also proposed on the northern side of Cliffe Close. A 2m wide footpath will also be provided along the Cliff Lane frontage of the site.

Layout

RELEVANT BUILDING FOR LIFE CRITERIA

Q6 Is the design specific to the scheme (the location and its character?

Q7 Does the scheme exploit existing buildings, landscape or topography?

Q8 Does the scheme feel like a place with a distinctive character?

Q9 Do the buildings and layout make it easy to find your way around?

Q10 Are the streets defined by a well-structured building layout?

Q11 Does the building layout take priority over the streets and car parking, so that the highways do not dominate?

Q12 Is the car parking well integrated and situated so it supports the street scene?

Q15 Are public spaces and pedestrian routes overlooked and do they feel safe?

Q16 Is public space well designed and does it have suitable management arrangements in place?

Q17 Do buildings exhibit architectural quality?



Proposed site layout

Scheme Design

The proposed residential units are two storeys in height. This scale reflects the surrounding development in the area, to the north and west of the site. The proposed units are also semi-detached which also responds to the form of some the surrounding units within the immediate vicinity of the site.

The units are primarily constructed with a buff brick with elements of render under a pitched concrete tiled roof. Some of the units have feature corner windows at first floor level to add variety and interest to the stretscene. In addition a canopy above the entrance door adds relief to the façade. All the units have large openings to maximise solar gain and daylight penetration.

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. Hard landscaping will be limited to the driveways within the curtilage of the units.

Landscaping

RELEVANT BUILDING FOR LIFE CRITERIA

Q6 Is the design specific to the scheme (the location and its character?

Q7 Does the scheme exploit existing buildings, landscape or topography?

Q8 Does the scheme feel like a place with a distinctive character?

Q16 Is public space well designed and does it have suitable management arrangements in place?

Scale & Massing

RELEVANT BUILDING FOR LIFE CRITERIA

Q6 Is the design specific to the scheme (the location and its character?

Q8 Does the scheme feel like a place with a distinctive character?

Q17 Do buildings exhibit architectural quality?

Appearance

RELEVANT BUILDING FOR LIFE CRITERIA

Q6 Is the design specific to the scheme (the location and its character?

Q8 Does the scheme feel like a place with a distinctive character?

Q17 Do buildings exhibit architectural quality?





Planning Context

The proposed site is located within an existing urban area that was previously occupied by housing. The development will provide 8 high quality Code for Sustainable Homes Level 3 semi-detached units. The density of the proposed scheme is 27 units per hectare as result of the site constraints. As a result the siting and orientation of proposed units have no impact on the amenity of the surrounding residents. Also, the proposed development predominantly consists of two storey houses which reflects the height of the surrounding buildings.

In curtilage driveway parking is provided for all units. Each unit has two parking spaces which accords with emerging parking policy standards.

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.

SUSTAINABILITY

Sustainability

Q5 Does the development have any features that reduce its environmental impact?

Q18 Do internal spaces and layout allow for adaptation, conversion and extension?

Q19 Has the scheme made use of construction or technology that enhances its performance, quality and attractiveness?

Q20 Do Buildings or spaces out perform statutory minima such as building regulations?

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 with gas saver units (heat exchange to preheat incoming air from exhaust gases), AAA rated white goods 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
RELEVANT BUILDING FOR LIFE CRITERIA

Q4 Does the development have easy access to public transport?

Q13 Are the streets pedestrian, cycle and vehicle friendly?

Q14 Does the scheme integrate with existing streets, paths and development?

Church Street and Barnsley Road have a number of bus stops, within walking distance, that provide convenient access to the employment, retail and leisure facilities within Barnsley town centre and the surrounding villages of Hemsworth and South Elmsall.

The proposed development utilises the existing highway infrastructure and provides in curtilage parking spaces for vehicles and access to the units will be level in accordance with Part M of the Building Regulations.