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CLIENT : D NOBLE LIMITED

PROJECT : RESIDENTIAL DEVELOPMENT AT JOHN STREET, MIDDLECLIFF, BARNSLEY

JOB NO. : 3760

DESIGN AND ACCESS STATEMENT

1. This Design and Access Statement accompanies the full Planning Application for the redevelopment of land on John Street at the junction with Charles Street, Middlecliff, Barnsley.

2. The application is for a residential development on land previously occupied by derelict garages and hard-standing.

3. A residential development of 4 no. two storey two-bedroom dwellings plus 1 no. 2-bedroom apartment with garages and car parking is proposed.

1.0 EXISTING SITE

1.1 The site is currently vacant. There are a few garages on the site in various states of disrepair. The remainder of the site is hardstanding/tarmac and overgrown grass and shrub ground.

1.2 The site is approximately 0.14 hectares (0.356 acres). The site is roughly rectangular in shape, extending through to a point at the junction of John Street and Charles Street. The site rises gently along its length from John Street towards the north-west. The boundary to the south-west edge of the site is a 1.5m high concrete panel and timber fence. The north-eastern boundary is the same to a height of 1.25m. The rear boundary is a 1.8m timber fence with concrete posts. There is no known public access through the site.

1.3 The site is designated in the Barnsley UDP as within a Housing Policy Area.

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2.0 SITE CONTEXT

2.1 Middlecliff lies to the east of Barnsley town centre, between Thurnscoe, Grimethorpe and Darfield. From Barnsley town centre, Middlecliff is accessed from the A635 Doncaster Road (Dearne Valley Parkway) and then off the B6273 Rotherham Road which runs along the eastern edge of Middlecliff.

2.2 Middlecliff is an established residential area consisting primarily of post-war housing. To the north of Middlecliff, off Middlecliff Lane, is Sandhill Golf Course and Driving Range. To the north of the site at the junction of John Street and Middlecliff Lane is a park and children's play area. Adjacent and to the north of Middlecliff Lane is a sports facility with football and cricket pitches. There are local shops and facilities including a Post Office within walking distance of the site on Rotherham Road. There is a large supermarket and other retail facilities including a B&Q, Next, Boots etc. at Corton Wood Retail Park to the south off Dearne Valley Parkway.

2.3 The site is immediately surrounded by two storey post-war housing. To the north-east and adjacent the site, the buildings are two storey semi-detached houses of brick and render with tiled hipped roofs. Opposite the site across John Street, the houses are two storey terraced properties, again of brick and render with traditional pitched tiled roofs. To the south-west, the houses off Queens Avenue and Charles Street are two storey with pebble-dashed elevations and pitched tiled roofs. To the rear of the site, the houses backing on to the north-western boundary of the site are two storey brick built, again with a pitched roof.

2.4 There is a bus service available within walking distance of the site. The nearest bus stop is on Rotherham Road with two buses providing hourly and half hourly services into Barnsley via Little Houghton and Great Houghton.













3.0 DESIGN PRINCIPLES

3.1 The proposal is for 4 no. two storey two-bedroom dwellings (Type A) each at 54.5 sq. m., and 1 no. two-bedroom apartment (Type B) at 51.4 sq. m., plus car parking and garages. The proposed dwellings are designed to respond to the surrounding context, providing a modern, attractive environment.

3.2 The dwellings are positioned to respect the existing building line established along John Street. The dwellings are combined as a terrace/group with the two-bedroom apartment acting as a link, with a covered driveway beneath through to secure garaging at the rear.

3.3 There is a single vehicle access point to the site from John Street which is in approximately the same position as the current access.

3.4 The 4 no. Type A dwellings are generally marketed by the applicant as first time buyer dwellings. Each dwelling has a private entrance door at ground floor, with a single principle elevation which allows the units to be combined as proposed.

3.5 The dwellings are two storey, in keeping with the context, with elevations of facing brick with brick soldier course detailing and tiled pitched roofs.

3.6 There is an area of courtyard car parking provided at the front of the dwellings which is well overlooked, with a secure gated access provided through to the single storey brick built garages at the rear of the site.

4.0 ACCESS

4.1 The pathways and approaches to the dwellings are designed to give precedence to the pedestrian over the car wherever possible. Where pedestrian routes and vehicular access points do cross, there will be dropped kerbs wherever necessary. All non-adopted pathways to entrance doors are a minimum of 1200mm wide, with gradients not exceeding 1:12 (existing topography permitting) and of solid construction to be firm and even. All approaches to dwellings will have level or ramped access from the car parking / drop off points in full accordance with Part M of the Building Regulations.

Parking spaces for dwellings are provided within courtyard parking areas. All of the houses have their own private garden space.

All of the dwellings have a w.c. at ground floor and are to be designed in accordance with Building Regulations Part M for access to and use of buildings:

All entrance doors to the houses will have level egress with a maximum threshold of 15mm and clear opening width of 900mm. All internal doors within houses will have a 775mm clear opening width, with a minimum corridor width of 1050mm in accordance with Building Regulations Part M1, Section 7.

All switches and sockets are to be positioned between 415mm and 1200mm from finish floor level, in accordance with Building Regulations Part M. Windows provided to all lounges to have maximum sill height of 800mm in order to provide views out from a seated position.

First floor windows from habitable rooms will be suitable for emergency egress in accordance with Building Regulations Part B.