

# DESIGN & ACCESS STATEMENT

Land off Pearson Crescent, Mill Hill and Wortley Avenue

Barnsley

June 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 Pearson Crescent, Mill Hill and Wortley Avenue.

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.

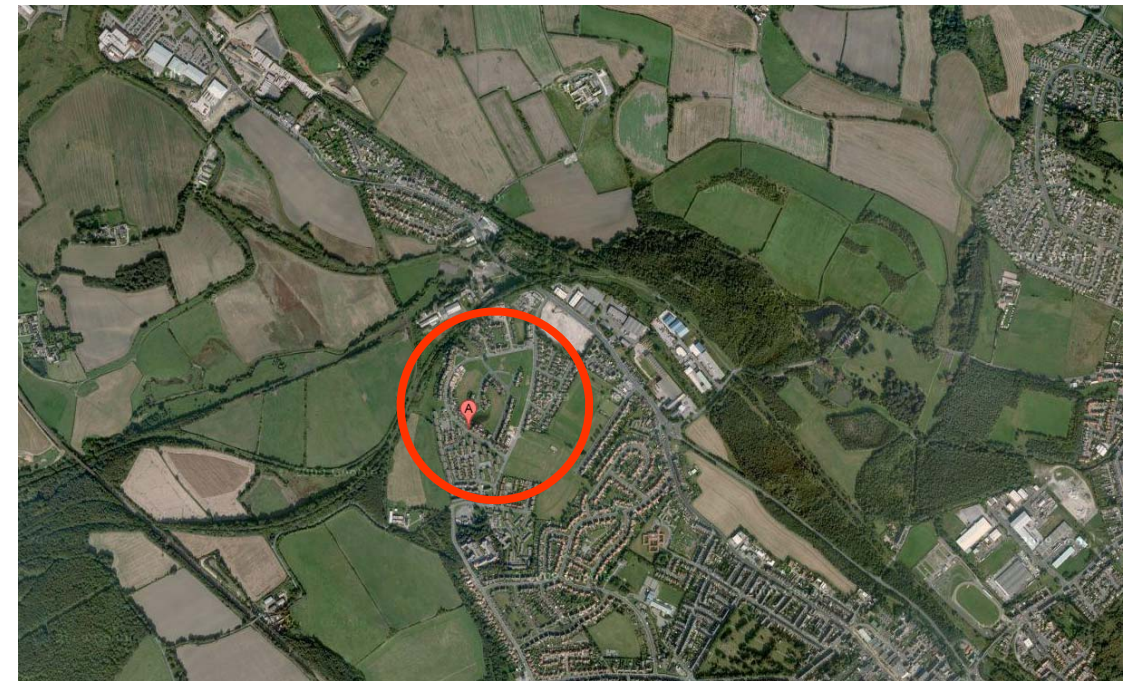
## THE SITE

The proposed site is located approximately 4km to the north of Barnsley centre and on the Aldham House Estate. The proposed site consists of two separate parcels of land. For the purposes of this statement the northern portion of the proposed site is named *Area 1* whilst the land at the southern end is named *Area 2*.

*Area 1* is the larger of the two parcels of land and is bounded by Pearson Crescent to the north west, Wortley Avenue to the north east and Mill Hill to the east.

*Area 2* sits at the southern end of the site and comprises of a parcel of land that sits on the west side of Wortley Avenue and abuts the existing cul-de-sac at the southern end of Mill Hill.

The site is currently grassed, but is understood to have been previously occupied by flats and maisonettes. The area also has a significant change in level running from south to north.



Aerial view of the site



View of the north boundary with site to the right.



View of adjacent public footpath

# THE SURROUNDINGS

The site is bounded the remaining two storey semi-detached dwellings from the original estate, with the exception of a recent three storey apartment block complex that sits at the north-west corner of the site.

The surrounding houses are of a traditional two storey semi detached form, constructed with buff brick under pitched concrete tiled roof. They are set back from the highway with a generous front garden. Some of the houses have introduced a driveway to enable in curtilage parking.

In addition many of the units have replaced their boundary enclosure with a variety of fences and walls. Bounding the north-west corner of the site are the rear gardens of the existing units that face Pearson Crescent. The rear boundaries are defined by approximately 1.8m high metal railing or timber fencing.



View of adjacent two storey housing on Pearson Crescent



View of the east side of three storey apartment complex facing onto Area 1



View of the west facade fronting of the apartment complex Pearson Crescent



View of two storey housing on the east side of Mill Hill adjacent to Area 2



View of adjacent two storey housing on the west side of Mill Hill



View of two storey housing on the east side of Wortley Avenue opposite Area 2

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

|        |            |
|--------|------------|
| 16 no. | 2b4p house |
| 36 no. | 3b5p house |
| 4 no.  | 4b6p house |

The proposed site layout responds to the existing highway layout. Within Area 1 all units are orientated to face onto the existing streets to provide natural surveillance and vitality to the streetscene. A new mews court arrangement is proposed to be accessed off the west side of Mill Hill which will provide pedestrian priority over vehicles. Within Area 2 all units face onto the existing streets. This area also has a new link road, designed as mews court, that connects Mill Hill to Wortley Avenue. All plots accommodate off street parking, with some units providing tandem 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.

## 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?

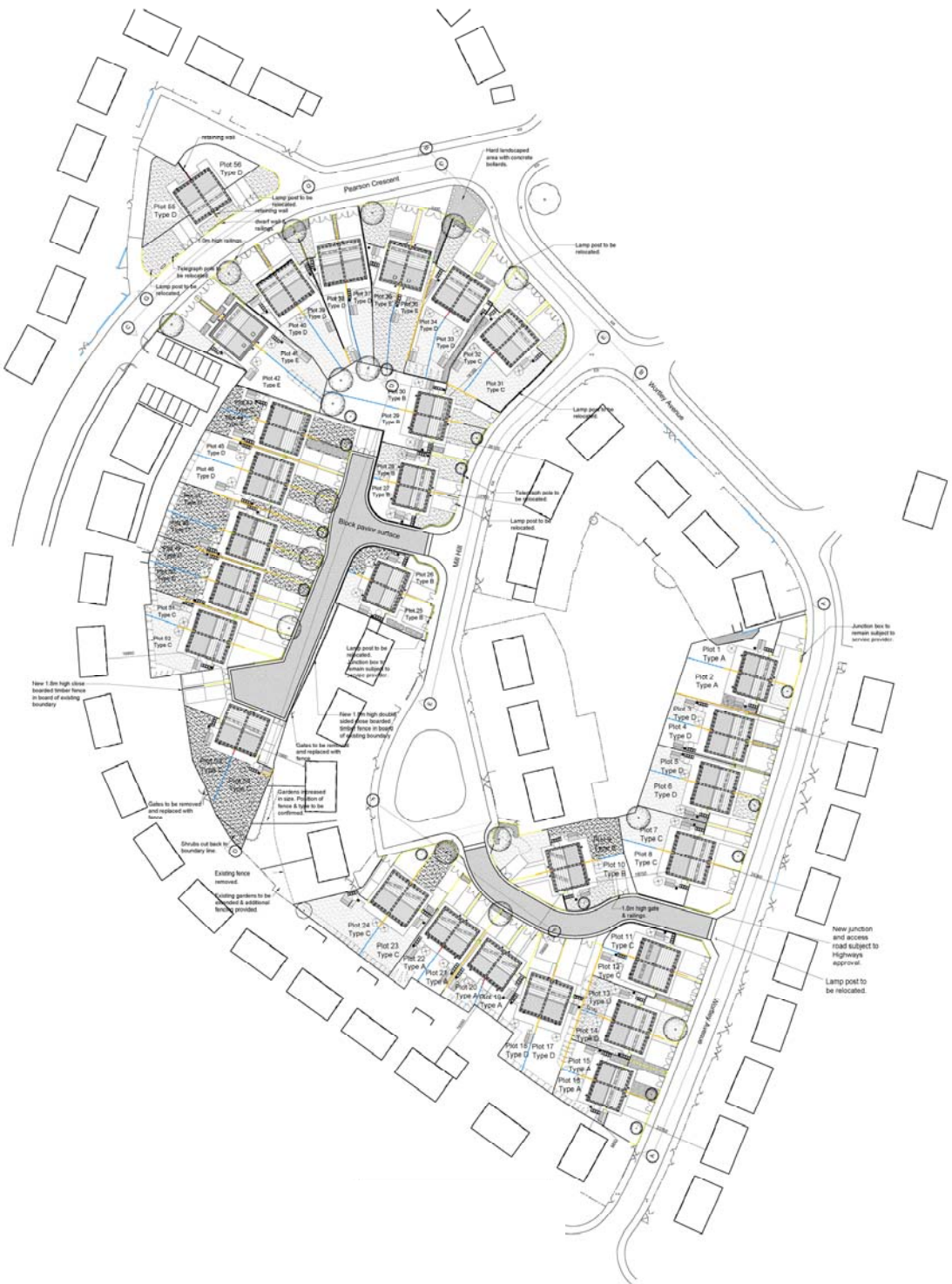
Q12 Is the car parking well integrated and situated so it supports the street scene?

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?

The proposed residential units are predominantly two storeys in height, with some of the units utilising the roof space. This scale reflects the surrounding development in the area. The proposed units are also semi-detached which also responds to the form of the surrounding units.



Proposed site layout

Scheme Design

The units are primarily constructed with a red or buff brick with timber cladding 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 streetscene. In addition a canopy above the entrance door adds relief to the façade. All the units have large opening to maximise solar gain and daylight penetration.

**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?

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. 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.

There are no areas of public space within the site.

**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?



## Planning Context

The proposed site is located within an existing urban area that was previously occupied by housing. The development will provide 56 high quality Code for Sustainable Homes Level 3 semi-detached units. The density of the proposed scheme is 37 units per hectare as result of the awkward shape of the available site. 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, with the two bedroom units provided with one parking space and the three and four bedroom units provided with two spaces. This 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 emerging Barnsley Council Policy CSP 5 requires all residential developments of 10 or more units to incorporate a decentralized, renewable or low carbon energy source sufficient to reduce the developments CO2 emissions by at least 15%.

Paragraph 9.2.3 of the above policy states “this policy will be applied flexibly if it can be demonstrated that such provision would not be technically or economically feasible”.

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.

This approach is more sustainable than incorporating renewable energy components eg. solar thermal, photovoltaic, wind turbines, air or ground source heat pumps and biomass boilers reducing energy consumption, CO2 emissions and fuel bills. These have increased capital and running costs, require regular maintenance, have long and often undeliverable payback periods. Furthermore they have reduced sustainability criteria due to manufacturing processes and transportation costs and have proved, in our past experience, to be expensive to run and difficult to operate by the residents.

In addition, this is an affordable housing development with all properties being offered for rent. Current cost estimates already demonstrate that financial viability of developing this site is marginal. Therefore the inclusion of expensive “bolt on technologies such as P.V panels would render the scheme uneconomic.

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?*

Pearson crescent has a number of bus stops that provide access to local facilities. In addition, the A663 Barnsley Road lies to the east of the site. This is an arterial route and has a number of bus stops that provide convenient access to the employment, retail and leisure facilities within Barnsley town centre and beyond.

The proposed development utilises the existing highway infrastructure. Where new roads are provided a mews court arrangement provides pedestrian priority over vehicles.

The scheme provides in curtilage parking spaces for vehicles and access to the units will be level in accordance with Part M of the Building Regulations.