



PENISTONE LEISURE CENTRE - Design & Access Statement

Revision: P01 - 27.11.18

PROJECT/ Design & Access Statement

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2. Summary

- 2.1. This supporting Design and Access Statement has been prepared by Paul Testa Architecture on behalf of the Trustees of Penistone Leisure Centre. It accompanies a planning application for the extension and Reconfigurations of the Leisure Centre at Thurlstone Rd, Penistone, S36 9EF.
- 2.2. The proposed scheme has been developed following detailed consultation with the trustees, staff, volunteers and users.
- 2.3. The design sets out to:
 - 2.3.1. Dramatically improve accessibility for disabled users following Sport England recommendations.
 - 2.3.2. Strengthen and enhance the centre's existing offer to secure its long term future.
 - 2.3.3. Improve the entry sequence and the safety of both pedestrians and vehicles accessing the site from Thurlstone Road.

2.4. In summary, the scheme would provide:

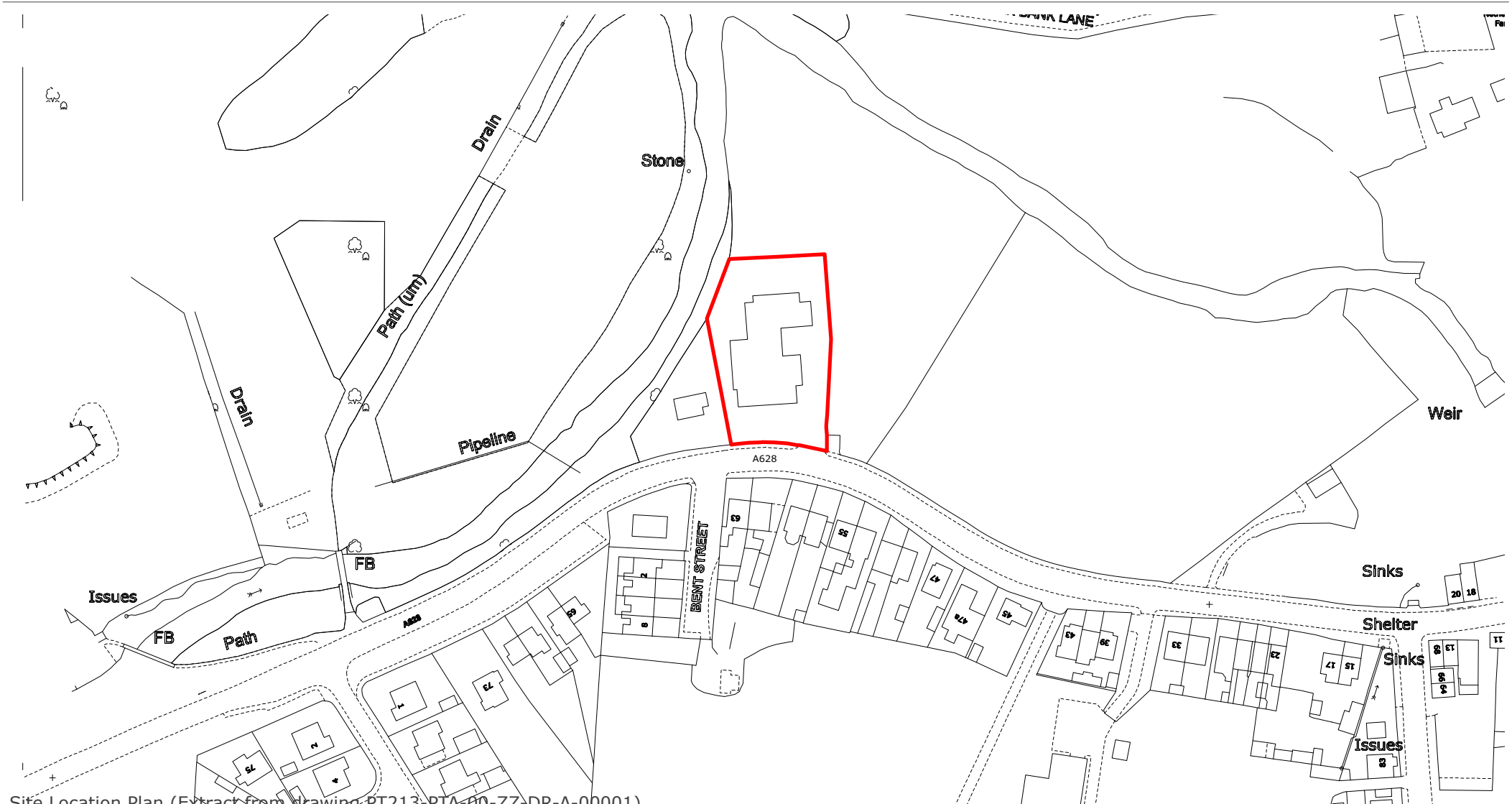
- 2.5. 2 no. single storey extensions to the existing building to provide much needed storage and additional gym space.
- 2.6. New external ramps to improve accessibility [and fire escape] for disabled users.
- 2.7. An improved vehicular and pedestrian entrance to improve safety on the site.
- 2.8. Proposed car parking to meet council parking standards.

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3.Introduction

- 3.1. This supporting Design and Access Statement has been prepared by Paul Testa Architecture on behalf of the Trustees of Penistone Leisure Centre. It accompanies a planning application for the extension and Reconfigurations of the Leisure Centre at Thurlstone Rd, Penistone, S36 9EF.
- 3.2. The site is identified on the location plan PT213-PTA-00-ZZ-DR-A-00001. An extract of which is included overleaf. It is situated on the Western edge of Penistone.

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Site Location Plan (Extract from drawing PT213-PTA-00-ZZ-DR-A-00001)

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4.The Site

- 4.1.The site is located on the Western outskirts of Pensitone. It sits to the North of Thurlstone Road on the banks of the river Don. Mature trees edge the Don in this location. To the East lie fields predominantly used for grazing livestock. To the South of Thurlstone Road are a well defined row of stone built, semi-detached properties. These are most likely from the Victorian era.
- 4.2. The leisure centre itself is a brick built structure. There is a large main hall with pitched roof. Surrounding this are 3 no. single storey, flat roofed extension. These contain a variety of accommodation including main entrance, toilets, changing, storage, gym and multi-purpose rooms.
- 4.3. The accommodation is all accessed from the main hall. This makes it difficult for centre users to access spaces whilst activities are taking place in the main hall. This is particularly apparent for less abled users and children. This arrangement is also very difficult for the centre to manage and reduces the type and number of classes they are able to offer.
- 4.4. Many of the spaces within the centre are less than ideal for their intended use. The gym is spit into two sections on opposing sides of the main hall for example.
- 4.5. The centre itself is relatively unremarkable architecturally. The front elevation is well composed with some interesting brick detailing surrounding the entrance. Other than this the side and rear extensions have been added in a piecemeal fashion and are fairly utilitarian in their construction.
- 4.6.The site is accessed directly off Thurlstone Road. Both pedestrians and vehicles use the same entrance with no demarkation between the two. The remainder of the site is comprised of tarmac which is in a poor state of repair. Again, there is no demarkation between pedestrian and vehicles routes meaning the centre feels car dominated.
- 4.7.Due to the level change between Thurlstone Road and the centre it lacks street presence and the sense of arrival you would normally associate with an important community building.
- 4.8.The main strategies that came out of our initial site analysis were:**
- 4.9. Separate vehicle and pedestrian entrances to the site.



Top: View of entrance. Bottom: View of existing hall.

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- 4.10. Improve the centre's legibility and street presence to encourage more visitors to make use of the centre.
- 4.11. Better segregate pedestrian and vehicular traffic within the site itself.
- 4.12. Improve accessibility for disabled and less abled users with the installation of new ramped areas to work with the level changes on the site.



5.The Design

5.1. Design Concepts & Development

- 5.2.The design was conceived to unlock the centre's potential by carefully inserting new circulation areas into the existing building.
- 5.3. The centre has also been reconfigured to provide improved changing facilities as well as additional studio and flexible spaces.
- 5.4. A small extension to the NW corner of the building will provide much needed storage.
- 5.5. An infill extension to the E edge of the main hall will provide a more suitable gym space.
- 5.6. This building arrangement allows a similar materials palette to the existing building to be used.

5.7. Use & Accommodation

5.8. The main use of the centre will remain as D2 - Assembly and Leisure.

5.9. The centre will be reconfigured to provide:

5.9.1. Changing spaces in line with modern requirements and to meet the needs of current users.

5.9.2. Improved disabled access and facilities including a Sport England recommended Changing Places Room to encourage more disabled users to make use of the centre.

5.9.3. An improved entry sequence for all users including the introduction of new spaces to watch activities from within the hall from.

5.9.4. An improved kitchen and party room/cafe. The centre is hoping to use these improved facilities for lunch club for elderly local residents.

5.9.5. Additional storage for the centre so that it can offer a great number of activities within the main hall space. This will include an increased number of sports for disabled users.

5.9.6. An enlarged gym and studio space to meet the needs of current users. The enlarged gym will also be able to cater for a greater number of disabled visitors.

5.10. At maximum capacity the trustees have estimated that there will be 110 people using the centre at any one time.

5.11. The maximum number of staff working at the centre at any one time would be 4 no.

5.12. Scale & Appearance

5.13. The scale of the development has been carefully considered to sit well within its context and relate to scale and height of adjacent properties.

5.14. The proposed extensions are all similar in scale and appearance to the existing extensions on the site.

5.15. Materials

- 5.16. The proposed material palette will match the materials of the existing building.
- 5.17. The existing uPVC windows will be replaced with high quality, modern units.
- 5.18. The front boundary to the site will be finished in stone to match the existing boundary wall. The new ramp and stairs will be finished in brick to complement the materials of the leisure centre itself.
- 5.19. Surface materials around the centre will be predominantly tarmac with simple block paving used to delineate pedestrian areas.

5.20. Landscaping

5.21. The proposed landscape design has been developed to:

5.21.1. Improve the street presence of the centre.

5.21.2. Improve the legibility of key routes and their safety.

5.21.3. To sit well in the context of the existing centre and its surroundings.

5.22. Access & Parking

- 5.23. The building is primarily accessed by car. There is sufficient parking provision already within the proposed site layout to comfortably meet the Council's standard for the centre as documented in the March 2012 Supplementary Planning Document.
- 5.24. New ramps will be installed up to the front entrance of the building. This will improve access for visitors and occupants with impaired mobility.
- 5.25. A new ramp and easy going stairs will be installed to allow access from Thurlstone Road down to the centre. This will improve access for all users including disabled users, elderly users and users with young children.
- 5.26. New pedestrian routes will be installed around the perimeter of the building to improve the safety and legibility of pedestrians. These have been provided as far as has been practical but the existing site layout has prevented these from being proposed to the entire perimeter of the building.
- 5.27. Car parking provision will be formalised and the vehicular route around the building narrowed to reduce the speed of vehicles around the site. This will improve the safety of the site for all users.
- 5.28. Sufficient space has been allowed for the Woodhead mountain rescue to quickly and safely manoeuvre their rescue vehicle from the garage they use within the centre.
- 5.29. Cycle parking has been provided in line with Council standards.
- 5.30. The existing vehicular entrance will be retained and resurfaced. As part of this resurfacing work road markings will be added to the entrance to improve legibility and safety.
- 5.31. The existing flow of traffic, clockwise around the building, will be retained.
- 5.32. As the new pedestrian crossing in front of the centre will give priority to pedestrians there is a small risk that cars accessing the centre at peak times will back up onto Thurstone Road.

- 5.33. To demonstrate that this is highly unlikely to occur the trustees have undertaken a traffic flow survey to see how the site operates:
- 5.33.1. Currently [and in the proposed design] people walking from their cars to the centre do not cross the flow of traffic at the entrance.
 - 5.33.2. The number of cars leaving in a 5 minute period is higher than those entering, but with our current clockwise one-way system, these do not cross the pedestrian access.
 - 5.33.3. At its busiest times (Tuesday and Wednesday evenings), 8 vehicles entered the site over a 5 minute period. At the same time 5 pedestrians entered or left the site.
 - 5.33.4. The most pedestrians (except the running club) in a 5 minute period was 13, and these were mainly in family groups from the pool. At the same time there were 5 cars entering.
 - 5.33.5. There were more pedestrians during the running club handicap race but no car movements at that time as the only class was in progress.
 - 5.33.6. There is queueing space for 3 cars before the proposed crossing which means that there is enough space to allow the current flows of pedestrians and vehicles.
- 5.34. The trustees are aware that traffic flows may increase with the proposed changes to the centre but believe the site can manage an increased number of traffic flows. Most of the classes are staggered, with those in different rooms starting and finishing at different times. The trustees will endeavour to continue this after the refurbishment as it reduces the concentration of people arriving and leaving at the same time.
- 5.35. The improved legibility of the centre for pedestrians and improved cycle parking provision will also encourage more visitors to access the centre by sustainable means. This is likely to offset the impact of any increased number of visitors as a result of the proposed enhancements.

5.36. Accessibility

5.37. Improving access to the centre for disabled and less abled users is one of the key driving factors for the proposed changes.

5.38. As a result of the works the centre will comply with Part M of the Building Regulations.

5.39. Sport England's Accessible Sports Facilities - Design Guidance has been referred to as part of the design work. As many of the recommendations in the guidance have been provided in the new building as has been feasible within the constraints of the existing site and building.

5.40. Drainage

5.41. Rainwater run-off will be directed off the roof into the existing rain water drainage system. Overall there will be a reduction in the areas of hard landscaping and non-permeable surfaces and so rainwater run off is likely to be reduced as a result.

5.42. Waste water will be collected and discharged into the existing sewerage arrangements.

6.The Sustainability Approach

6.1. As part of the refurbishment works the energy efficiency of the centre will be improved by the following means:

6.1.1.The installation of LED and low-energy lighting technologies.

6.1.2. The installation of new, high performance windows and doors.

6.1.3. The installation of additional roof and wall insulation as the building is refurbished to meet current building regulations.

6.1.4. The installation of low flow sanitary-ware to all new facilities.

6.1.5. The reuse of existing fixtures, fittings and services wherever possible.

7. Conclusion

7.1.The proposed design will:

7.1.1.Dramatically improve accessibility for disabled users following Sport England recommendations.

7.1.2. Strengthen and enhance the centre's existing offer to secure its long term future.

7.1.3. Improve the entry sequence and the safety of both pedestrians and vehicles accessing the site from Thurlstone Road.

7.2.The proposed design will cause no loss of amenity to nearby properties.

7.3. The refurbished leisure centre will also be a significant improvement over existing in terms of its energy use and sustainability.

7.4. The proposal will give positively to the site and the landscape and makes an extremely strong case for approval.

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