DESIGN & ACCESS STATEMENT

Land off west side of Park Street

Wombell

February 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 land off the west side of Park Street, Wombell. The site was previously occupied by a school building which was demolished recently.

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 4km to the south-east of Barnsley centre in the Wombell. The main element of the centre is located around the B6096, High Street and Park Street. Wombell has a number of local facilities including a supermarket, banks and other local shops. The site is located on the west side of Park Street on the access road to the new Wombell Park Street Primary School.

The site was previously occupied by a school building that was demolished recently as part of the wider redevelopment of the area.

The site has a change in level of approximately five metres in west to east direction and is rectangular in shape. The eastern and northern boundaries of the site are defined by stone walls, whilst the western boundary has a metal fence associated with the adjacent school. The southern boundary has no boundary feature.

The site is bounded residential development to the north, south and west. To west lies the grounds of the adjacent school. The surrounding houses are a variety of detached, semi-detached and terraced two storey dwellings which results in a varied townscape.

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



Aerial view of the site



View of the site from the access road to the school



Eastern boundary of the site

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 2 no. affordable bungalows in an existing residential area close to existing facilities. The proposal will provide a 2 bedroom unit and a larger 3 bedroom dwelling.

The proposed site layout responds to the existing highway along Park View with the units orientated to face the street. To the front of the units is small garden area set behind a low wall with metal railings. 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 curtilage parking is provided to the side of the units under the car port.

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?

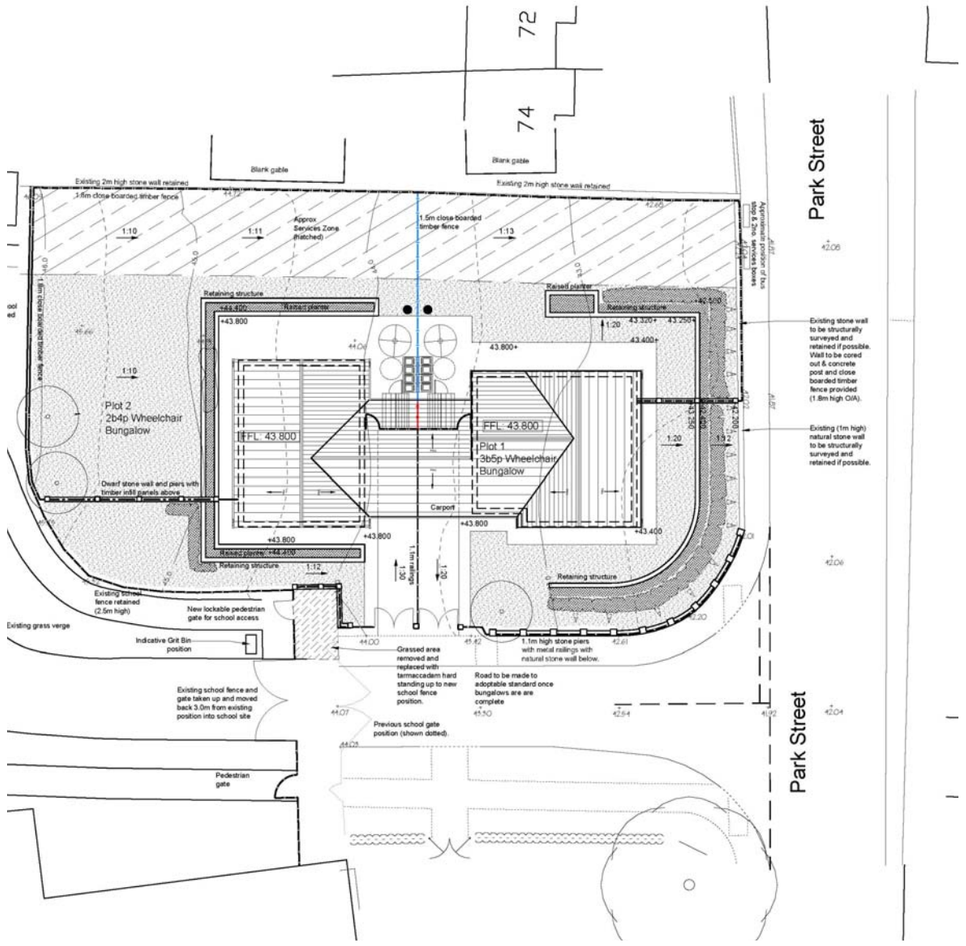
Q11 Does the building layout take priority over the streets and car parking, so that the highways do not dominate?

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 units are single storey in height and as a result will not impact on the amenity of the surrounding two storey houses.

The units are primarily constructed with a buff brick with elements of render and a stack feature stone under a pitched concrete tiled roof. The entrance is provided at the side of the units under the car port. All the units have large openings to maximise solar gain and daylight penetration. In addition, sunpipes are proposed in order to allow a greater level of light within the corridor areas.

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.

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 a school building. The development will provide 2 no. high quality Code for Sustainable Homes Level 3 bungalows. The density of the proposed scheme is 15 units per hectare as result of the site constraints and the size requirements of bungalows. As a result the siting and orientation of proposed units have no impact on the amenity of the surrounding residents. Also, the proposed development consists of single storey bungalows which will not impact on the surrounding dwellings.

In curtilage driveway parking is provided for two parking spaces which accords with the adopted 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?

High Street and Park Street 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 centres of Darfield and Wath Upon Dearne.

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.