

October 2017

Design & Access Statement

Land off Ledbury Road, Athersley South, S71 1XE



1.1.The Site & Surrounding

The site is located between Ledbury Road and Wingfield Road, Athersley South, approximately two miles north east of Barnsley town centre. There are good transport links being near a main bus route and good commuting to Wakefield, Sheffield and Leeds. Local facilities are good with a number of schools, shops and recreational facilities in the area.

The site is a vacant plot located between Athersley South School to the north, and semi-detached properties to the east, south and west. There is an electricity sub-station to the south of the site, access to which needs to be maintained. The site area is 1,750sqm and it lies at a slightly lower level to the surrounding gardens.

It is understood that the site previously housed a number of garages.

It is understood that there is the potential for mine workings on site.

The area is scrubland with no significant trees or shrubs; it is felt there is little potential for protected species on the site.

Boundaries are a mix of hedges and fences.

Despite the surrounding properties the site is quiet and secluded; tree cover to the north offers privacy from the school.

The main access to the site is by a single track gated lane off Wingfield Road. Wingfield road is a wide 30mph road serving residential properties; there is good visibility from the access lane onto Wingfield Road. An access off the lane to No91 needs to be maintained.

1.2. Planning Policy & Consultation

There is a current outline planning approval with conditions 2016/0186 for a large detached property and detached garage.

The site is in a housing policy area.

The site is currently shown on the local plan as green space, given the current planning approval for a dwelling it is clear the site does not form part of the council's plans for community green space. It is understood that the site is currently considered a risk in terms of fly tipping, unlawful travellers site etc. and there is a desire to see the site developed.



BMBC Local Plan

The proposal was subject to a pre application enquiry process and it is understood comments were obtained from BMBC Highways / BMBC drainage and BMBC tree officer. A combined response from planning officer James Hyde incorporating comments from the aforementioned was received on the 16 October 2017, as below, all comments have been incorporated in the full application.

Site Description

The site of the proposed development is a roughly triangular piece of backland located between Wingfield Road (Athersley South) and Ledbury Road (off Rotherham Road), Smithies. The site is bordered by semi-detached, brick built, residential properties to the west, east and south, and to the north by the grounds of Athersley South Primary School.

The site largely comprises of semi-maintained grassland but to the south is a brick electricity sub-station and associated maintenance parking area enclosed within a green palisade fence.

The site can be accessed from Wingfield Road via a largely un-surfaced shared private track between numbers 91 and 93 or from Ledbury Road at the end of the cul-de-sac.

Proposal

It is proposed to erect 4no. detached dormer bungalows. The site would be accessed using the existing access point off Wingfield Road. As the shared driveway would only be single track, a system of two interconnected automatic gates with a traffic light system is proposed. It would give priority to vehicles accessing the site from Wingfield Road, preventing cars leaving the site until the access road is clear. This is to prevent any reversing back out onto the highway.

Each property would have 2no parking spaces and there are visitors also proposed. 2no. detached garages are shown on the plan but it is not clear which properties these garages would belong to.

The parking space dimensions are stated as 2.5 x 5m. However, the South Yorkshire Residential Design Guide states access (driveways) to individual parking should be no less than 3.3m in width to allow for a pathway to the house. If the access does not have to provide a pathway to the house a 2.75m width is acceptable but parking spaces must be capable of being widened to 3.3m in accordance with Lifetime Homes criterion.

Policy Background

The site lies within a Housing Policy Area in the UDP. Such areas are expected to remain predominantly in residential use. The area being within a settlement boundary and reasonably served by public transport is considered to be a sustainable location for residential development. The proposed development is therefore considered to accord with Core Strategy Policies CSP1, CSP8, CSP25 and saved UDP policy H8.

As noted above, the site is also on the Greenspace Register as GS829 Wingfield Road Green Space and is proposed to be allocated as such in the emerging local plan. However, the Council's Planning Policy Section notes that the land does not appear to be functioning as greenspace and does not offer any positive greenspace attributes.

The proposed development is therefore considered to be acceptable in principle.

As the proposed development constitutes infill/backland development, saved UDP policy H8D makes it clear that such development will only be granted where it would not result in harm to the local environment or the amenities of existing residents, create traffic problems or prejudice the possible future development of a larger area of land. UDP Policies H8A, H8F and the NPPF similarly require that the living conditions and overall standards of residential amenity are provided or maintained to an acceptable level for new and existing residents. The NPPF further require that proposals are compatible with neighbouring land, will function well and add to the overall quality of the area and will not significantly prejudice the future use of the neighbouring land. The requirements of these policies are echoed in the Council's SPD: Designing New Housing Development.

Policy CSP29 of the Core Strategy, the SPD and the NPPF again require development to be high quality and appropriate to its local context, character and history, and policies CSP26 and H8F require new development/garages to be designed and built to provide safe, secure and convenient access.

It is acknowledged that residential development has previously been approved on the site in the form of an outline application for the erection of a detached bungalow with all matters reserved (Ref: 2016/0186). Given that the application was assessed against policies and guidelines which are currently adopted, weight has to be given that the principle of residential development has been established.

Planning comments

- *The previous approval on the site was for a detached bungalow, as such, detached bungalows as a property type on the site are acceptable in principle.*
- *The properties appear to meet the separation distances set out in Supplementary Planning Document 'Designing New Housing Development'*
- *The dwellings appear to meet the Internal space standards set out in the South Yorkshire Residential Guide, I would advise checking all the measurements against that document prior to submission.*
- *The rear gardens appear to exceed the required 60m² for 3 bedroom properties but again I would advise checking all measurements prior to submission.*
- *The parking spaces would be to the front of the dwellings in a prominent position. To avoid a car dominated streetscene, the front garden areas should be retained if an application is forthcoming.*
- *3 of the 4 properties have pedestrian access to the rear of the dwellings, all 4 plots should incorporate access to allow bins to be stored to the rear and away from the front elevations.*
- *It is acknowledged that the site was a former Council Garage site and vehicles would have been entering and leaving the site, resulting in some degree of noise and disturbance within close proximity to neighbouring boundaries. However, the residential properties would further add to this noise and disturbance in an area which neighbouring residents have come to expect as being relatively quiet. Therefore, considerate boundary treatments and landscaping on boundaries which are shared with existing residents would be favourable.*

Drainage

The Council have no records of any culverted or open watercourses crossing the site indicated on the attached plan.

I am not aware of any flooding issues associated with the site, and would confirm that to my knowledge it is not affected by any flood plains from major watercourses in the area.

The developer's attention is drawn to the following:

There should be no increase in surface water runoff from the new development. PPS25 recognises that the management of flood risk is not simply restricted to flood plains and that a catchment-wide approach should be employed.

There are public sewers adjacent the site. The developer should contact Yorkshire Water if they wish to discharge to these sewers to discuss allowable discharge rates.

Any balancing facility should be designed to accommodate a 1 in 30 year flow from the site and a 1 in 100 year flow retained within the site (including an allowance of 30% for climate change), without causing any flooding to buildings.

There are alternatives to conventional storage for the control of surface water run-off that are favoured by the authority where ground conditions are suitable. Sustainable Urban Drainage techniques (SUD's) tackle surface water run-off problems at source using features such as soakaways, permeable pavements, grassed swales, infiltration trenches, ponds and wetlands to attenuate flood peak flows, produce water quality improvements and environmental enhancements.

The authority seeks to promote the use of SUD's techniques to this site and the authority expects the developer of the site to submit detailed investigations such that the use of SUD's has been fully explored. The Authority has a policy of not adopting SUDs features unless they are specifically designed to drain adoptable Highways only. The developer should explore other avenues for adoption e.g. Yorkshire Water.

Mining Legacy

The site is located within a coal mining referral area due to the probable presence of shallow coal and coal mining workings. The site could therefore be affected by mining legacy risks such as land instability or fugitive gas migration. Therefore, a Coal Mining Risk Assessment will be required with a future planning application.

Highways

A turning area, capable of manoeuvring a fire appliance has been shown on the drawings. This space would be capable of turning a refuse collection lorry. However, Waste Management Services do not enter private drives and have stated that the bins must be taken to the highway, namely Wingfield Road, on collection days. Alternatively, the developer should set aside an area at the junction of the access with Wingfield Road for the bins to be stored, but not behind the gates within the site. Given the width of the existing and proposed drive, it is difficult to see where such an area could be located.

There are 2 no. detached garages shown on the drawings but are not mentioned elsewhere, it is not clear if these garages are for the proposed plots or existing neighbouring properties. Details of the internal dimensions must be provided with any subsequent planning application, as they must comply with the standards in the South Yorkshire Residential Design Guide if they are to be considered as a parking space.

There is a visitor parking bay located within the front garden of plot 2. This is not acceptable and must be relocated elsewhere within the development, but not within individual plots.

Trees

There does not appear to be any trees or hedges on site of any merit, however, there are a number of more mature specimens within the school grounds to the North of the site which could be affected by the proposed development. As such, a tree survey would be required to accommodate an application.

Summary

Residential development on the site is acceptable in principle, subject to the points raised above being considered and incorporated into any future planning submission.

If you require anything further, please do not hesitate to contact me.

2.1. The Proposal

The proposal is for four detached three bedroom bungalows. The properties are aimed at a private market, at or nearing retirement age and so offer two storey or single storey living to suit the owners needs over their lifetime. It is understood that there is a great shortage of this type of accommodation in the Barnsley area so it is hoped that this proposal will be welcomed by the council.

The properties have been positioned so as to avoid overlooking and loss of privacy to surrounding properties; each property has a front drive with parking for at least two vehicles and small lawn/ garden to the front. To the rear each property has a good sized patio area and lawn/ garden, the majority of the gardens will benefit from afternoon/ evening sun. There is the potential for a conservatory for each dwelling depending on the owner's requirements.

A mixture of hard and soft landscaping, delineation of shared and private area with different paving types will be used to define areas, calm traffic and produce a shared pedestrian vehicle area to the front of the development. Background night lighting will be provided to the shared areas with a number of bollard lights.

Utilising dormer bungalows will achieve a low scale, helping to prevent any sense of overdevelopment and maintain the aspect and openness for the surrounding properties.

It is felt that the proposals will help to achieve BMBCs housing requirements as well as providing private housing for the elderly in an existing community, an area of the market that is not being provided for by the larger house builders.

Site boundaries will be a mixture stone walls and fences, boundaries between properties will be a minimum of 1.8m high.



View of the proposal from the South

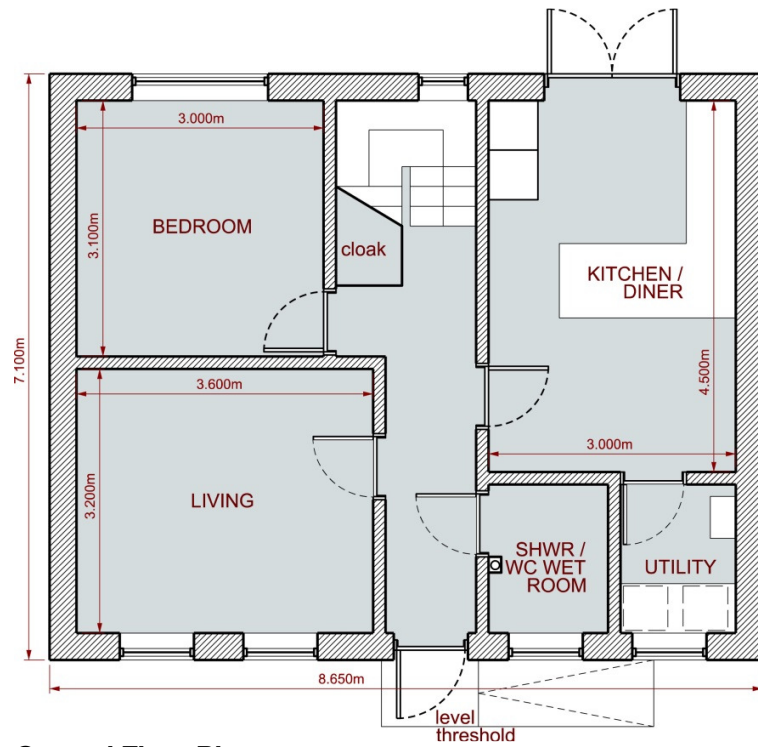


View of the proposal from the West

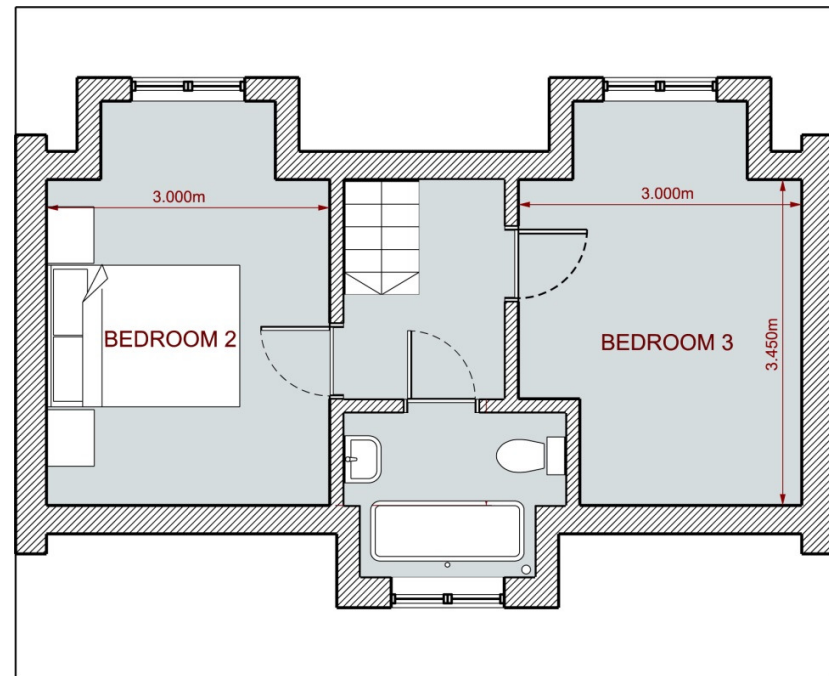


Site Elevation

3.1. Access & Sustainability



Ground Floor Plan



First Floor Plan

Each property is designed with the elderly in mind and will provide accessible entrances, ground level accommodation including one ground floor bedroom, a ground floor bathroom able to be readily converted to a fully accessible wet room.

No alteration to the highways access is proposed

Parking spaces measuring 2.75x5m (able to be extended to 3.3m to provide a pathway) are provided to each property in line with BMBC requirements. A further two visitor parking spaces are also provided in the development. Two single stone built garages are also proposed these will be the ownership of properties No 3&4.

Some construction measures will be required to protect the root areas of the trees beyond the north boundary the existing hedges will be removed as detailed in the Arboricultural report.

Emergency services can gain access to the property from Wingfield Road and allowance has been made for turning facilities

Refuse & recycling bins will be kept to the rear of each property, and will be moved to Wingfield roadside for weekly collections.

To avoid issues with access on the single track lane, a system of two interconnected automatic gates with a traffic light system will give priority to vehicles accessing the site from Wingfield Road, preventing cars leaving the site until the access road is clear; this is to prevent any possibility of reversing back onto Wingfield Road.

The property will utilise the existing mains sewer system

Surface water will be dealt with on site with soakaways

The buildings will have a high level of insulation and look to reduce energy demand wherever possible.

4.1. Contact

Architect:

Andrew Brown

DSA

Stonehill

Rockside Road

Thurlstone

Sheffield

S36 9RB

T: 01226 762697

E: info@dsdarch.co.uk

W: www.dsarch.co.uk

*All illustrations in this document are indicative only and should not be used for detailed consideration of massing or heights in relation to other buildings, please consult the technical drawings in this regard.

5.1. Design Space Architects - Projects

DSA are award winning architects who specialise in one off, sustainable, contemporary homes.



New Dwelling, Thurlstone

The first sedum roof and environmentally aware building in the area, with a striking form on a hilltop location overlooking the market town and conservation area.



New Dwelling, Penistone

A ground-breaking building of local stone and cedar, totally unique while blending into its landscape



New Dwelling, South Ferriby

A contemporary house overlooking the Humber in South Ferriby which is inspired by the nearby brick and corrugated metal farm buildings. It addresses the client's current and anticipated restricted mobility. Winner of the LABC best new dwelling award (S Yorkshire & Humber)



New Earth Sheltered Dwellings in the Green Belt, Penistone

Two contemporary new homes now constructed in South Yorkshire, gained planning permission under PPS7 green belt policy for their exceptional design.