Design and Access Statement.

Erection of bungalow, 19, Ardsley Road, Worsborough

Please note that outline consent 2007/1555 was previously granted for a dwelling on this site. The design and access statement for that proposal was based on a house, and the siting therefore differs from the current proposal.

CONTEXT

Physical context

The Surrounding Area: the bungalow lies within an established residential area, with bungalows either side. Most other dwellings in the immediate vicinity are two storey, Further south on the western side of Ardsley Road the properties are a mix of bungalows and houses. Most properties are constructed in red brick with grey slate roofs.

The Site: The existing property is a red brick bungalow with grey slate roof. The primary windows face Ardsley Road and the rear garden It has three windows in the side elevation facing the application site, serving a kitchen ,dining and living room. Only the dining room window is the only window to that room, though a glazed door from the kitchen provides additional light. It sits in an extensive garden, with a group of outbuildings to the rear and large lawn to the side. The land rises slightly from the road level, being stepped up to the rear.

Directly to the south is No. 23, a bungalow set on the boundary, with no side windows. The 2m high screen fencing on the shared boundary belongs to the applicants. On the Ardsley Road boundary there is a stone wall varying in height from 1.0m to 1.08m. From the boundary with No 23 to the first access gate a fence rises above the wall to a height of 2.0m, with one small cherry tree directly behind. Between the two access points a hedge rises above the wall. To the north is No. 17, a bungalow.

To the rear of the site is a vehicular access which originally contained 13 garages and served another three. However, this now is only used by two properties. Access from here onto Ardsley Road is alongside a bus shelter, and visibility is poor. The applicant does not have a right of access over this land.

The site currently has two gated vehicular access points from Ardsley Road.

Ardsley Road , the B6100, has solid white lines to prevent on street parking. Traffic signs warning "narrow road, reduce speed now" are positioned 234m to the north of the site ,and 127 m to the south. In addition there are signs warning of bends 81m north and 62m south of the site. Finally there is a 20mph sign which appears to be related to a nearby school . This sign is 25m to the south of the site , and its illumination may be triggered by traffic speed. It has a footpath varying in width from 1.15 m to 1.28m adjacent to the site. The carriageway bends westwards south of the site.

Planning policies

The following policies have been taken into account in the submission of this application.

National policies are set out in Planning Policy Guidance Note 3. This states as the Governments Objectives that Local planning authorities should:

provide sufficient housing land but give priority to re-using previously-developed land within urban areas in preference to the development of greenfield sites;
create more sustainable patterns of development by building in ways which exploit and deliver accessibility by public transport to jobs, education and health facilities, shopping, leisure and local services;

Regional policy is set out in the Draft Regional Spatial Strategy for Yorkshire and Humberside.

Policy P1 Strategic patterns of development
Locational principles
a) Policies should be developed which minimise the need for greenfield development and the need to travel.
b) Wherever possible development should be located within urban areas.

The proposed development meets both national and regional policy guidance in that it would contribute to housing needs, on previously developed land, so reducing pressure on greenfield sites. It is located in a sustainable location, close to public transport, shopping and other amenities.

Places, Streets and Movement, A companion guide to Design Bulletin 32 – this sets out sight line requirements for junctions and access points. For an access from a single dwelling onto a road, with a 30 mph speed limit the requirement is 2.0 x 60m. For a 20mph speed limit the requirement is 45m, and this includes an allowance for motorists travelling at 10kph above the speed limit. Where it can be shown that vehicle speeds will be contained to 20mph the respective Y distance can be amended to 33m.

Local policies

Policy H8 - areas defined on the proposals map as housing policy areas will remain predominantly in residential use.

The site lies within a Housing Policy Area.

Policy H8D planning permission for infill, backland or tandem development involving single or a small number of dwellings within existing residential areas will only be granted where development 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.

Policy T2A - A) all roads, footways, private drives, vehicle manoeuvring areas and points of access serving development must be designed and constructed in accordance with the appropriate standards of the Borough Council.

Supplementary Planning Guidance Note 3 – Infill Residential Development.

The development would meet the general criteria a-h as set out on page 3 of the guidance note. No mature trees, other landscape features, or important open space would be lost. The site is large enough to enable a layout that would protect the privacy of existing dwellings and provide adequate garden areas. Existing residents would not experience a material increase in noise, disturbance, or loss of privacy. A satisfactory access can be provided from Ardsley Road. The development would not prejudice the development of any other land, and no Conservation Area or Listed Building would be affected. The guidance is also concerned with physical constraints to a site's development. There are no such constraints affecting this site.

INVOLVEMENT OF COMMUNITY MEMBERS

The owners of the nearby dwellings were consulted prior to the submission of a previous outline application for a dwelling, for which consent was granted (2007/1555). The owners of No 23 suggest that the house was sited 2m from their boundary. The owner of No 36 was concerned about a new access onto Ardsley Road and problems that would arise when an ambulance is parked outside her house.

DESIGN OF THE SCHEME

Use

Site and surroundings – the site lies within an established residential area.

Amount
is there justification for:

How much development is proposed - the site is large enough to accommodate a reasonably sized dwelling. Indeed, the history of the site appears to be that a dwelling was originally intended on the land, and the houses have been numbered accordingly, with no No. 21as yet.

Layout

Accessibility and travel distance – there is a local shopping centre at Worsbrough Dale just over 1km away, a further local centre at Stairfoot 1.4km, and retail estate including a Tesco supermarket at 1.6km. There are Primary Schools 1km from the site, and a secondary school and health centre close by.

Gradients and topography – the site itself is level, but is set about 400mm above road level. This will allow for access and present no design problems.

Scale

Are the following justified:

The size of the building in relation to its surroundings. – the bungalow will not appear cramped within the large plot. The properties either side are bungalows, the character of the area is one of a mix of bungalows and houses. The bungalow would therefore not look out of place in this location.

With respect to the criteria set out in SPG 3, page 5 residential amenity –
a) There will be a separation distance of 33m from habitable room windows in the new dwelling to those in Nos 34 and 36 facing the site. The separation distance to the rear will be well in excess of this distance.
b) Habitable room windows in the rear elevation will be more than 10m from the rear boundary
c) A gable wall without habitable room windows in the new dwelling will be less than 12 m from 3 habitable room windows of the applicant's dwelling. However, the kitchen has its main window facing to the rear, and the living room its main windows facing to the front. The windows affected are therefore secondary ones. In the centre of the applicant's gable wall is a dining room window, which will be 5.5m from the new dwelling. However, the guidance makes clear that only windows in principle elevations will normally be required to meet the Council's separation standards, this will only impact on the applicants themselves, and light does come through into the dining room from the kitchen area. There are no side windows in the gable wall of No.25
d) Avoid intensification of vehicular and pedestrian movements close to existing dwelling or garden. All traffic movements will be to the front of the dwelling, adjacent to the noisy road. Garden adjoins garden to rear.
e) A private garden area of 199m² will be provided for the new dwelling, leaving the existing dwelling in excess of 120m² to the rear.

Landscaping

Landscape principles and details – the small cherry tree on the frontage will be lost with the widening of the footpath. Replacement planting will be carried out.

Appearance

The bungalow will sit within a group of three bungalows. Red brick and grey tiles will be used to match the materials of those of adjoining and nearby properties.

Access

The scheme proposes the widening of the existing footpath to achieve 2.4m for the site frontage of both the existing and proposed dwellings. The site will be provided with a vehicular access in the position shown on the submitted drawings.

Given the location on a relatively busy road, and with an access that cannot achieve full visibility standards, an on site turning area will be provided to allow cars to drive in and out of the site in a forward direction.

The existing house would retain an in and out vehicular access, the new dwelling would share the southern vehicular access.

Sight line requirements for an access onto a main road, with a 30 mph speed limit, and where the presence of speed reduction signs reading "narrow road, reduce speed now" and additional automatic speed signs should ensure that vehicle speeds are at least contained within this limit, are 2.4 x 60m (Places, Streets and Movement). With speeds of 20mph this is reduced to 2.4 x 33m. By widening the footpath 2.4 x 60m can be achieved in a northern direction. To the south only 27m can be achieved because the stone boundary wall of No23 is just over 1m in height, and beyond this property there is a bend in the road. It is accepted that the visibility achievable falls below the normal visibility standard. However, this present southern access point to the applicant's dwelling, which is to be used for the new dwelling, has visibility of only 3m in a southerly direction at present. Thus the increased use of this access if the new dwelling goes ahead can be balanced against a significant improvement in visibility to that access that would continue to be used by No 23 if a second dwelling is not built. In addition, the widened footpath, lowering of the wall and fence, and removal of the hedge will improve inter-visibility on the road itself. On balance it is considered that this will lead to a situation that is at least no more harmful to highway safety than the existing one, and possibly an improvement.

Fire and refuse vehicles will have direct access to the property from Ardsley Road.

Is equal and convenient access for all users addressed – this is a relatively level site. It is therefore possible to provide a safe and level means of access into the site for both vehicles and pedestrians. The dwelling will be built to levels that avoid the need for steps at any entrance.