



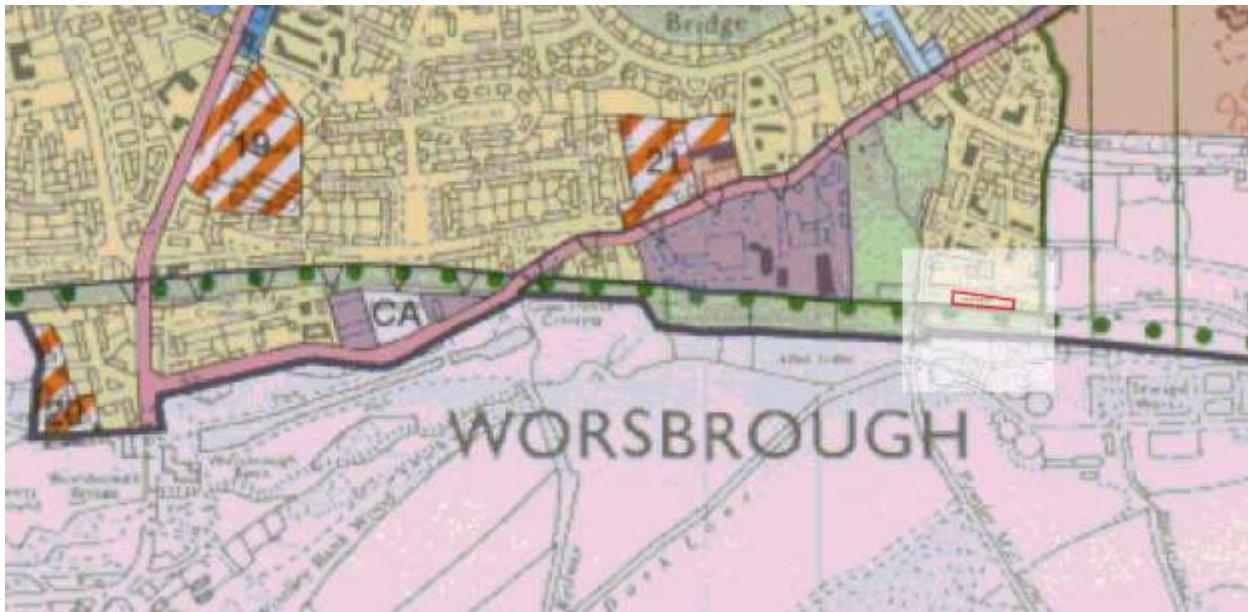
DESIGN & ACCESS STATEMENT

FULL PLANNING APPLICATION FOR RESIDENTIAL DEVELOPMENT: 4NO DWELLINGS: SITE OFF EDMUNDS ROAD WORSBOROUGH, BARNSELEY S70 4TD

This Design and Access statement is prepared by Windle Cook Architects in support of the Full Planning Application for the development of 4no. 3 bed dormer bungalows on land off Edmunds Road, Worsborough, Barnsley. The statement follows the form preferred by CABE in the document *Design & Access Statements- how to write, read and use them*

1.Context

The site is in an area designated as Housing Land in the adopted UDP.

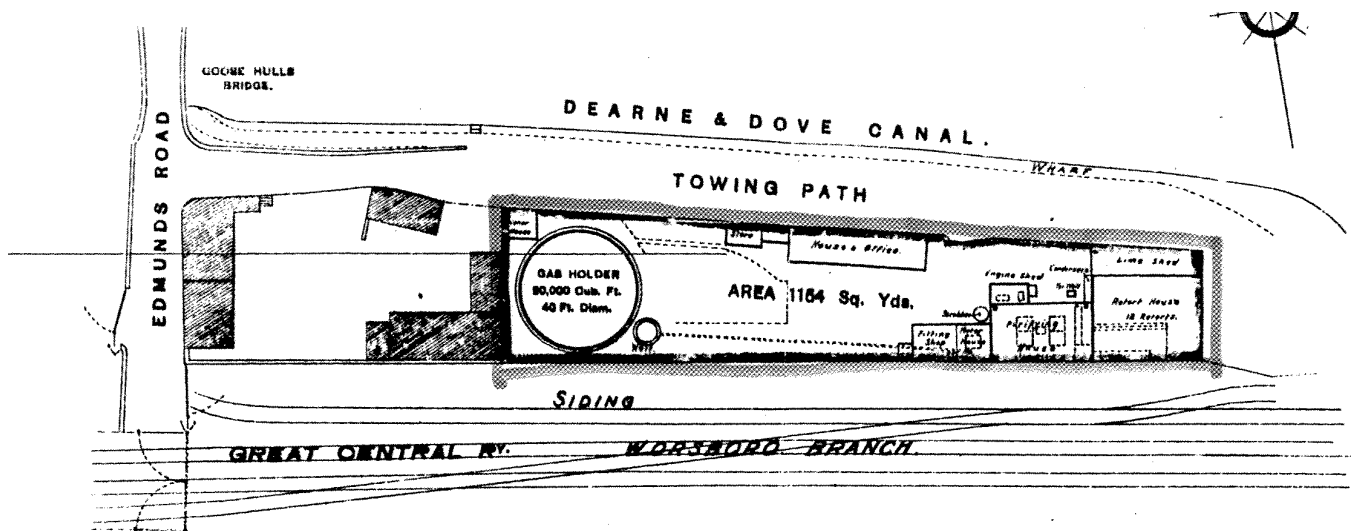


Extract from UDP

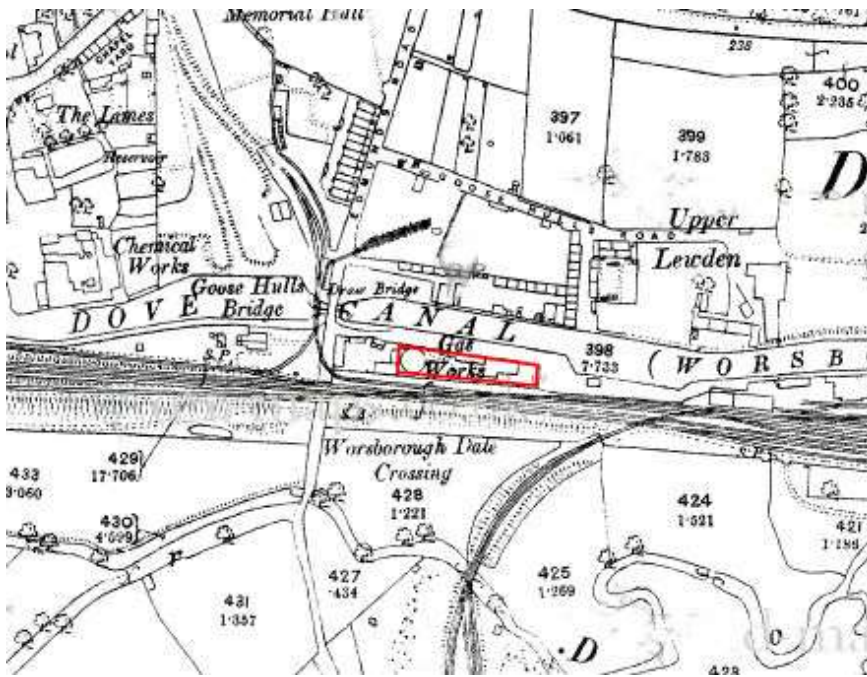
The proposals therefore in principal accord with policy.

2. History

Reference to historic mapping shows that the site was developed before 1892 and was the location of the town gas works, part of the industrial development situated on land adjacent the Dearn and Dove Canal and the railway which also included a Chemical Works, coke ovens and a sawmill.

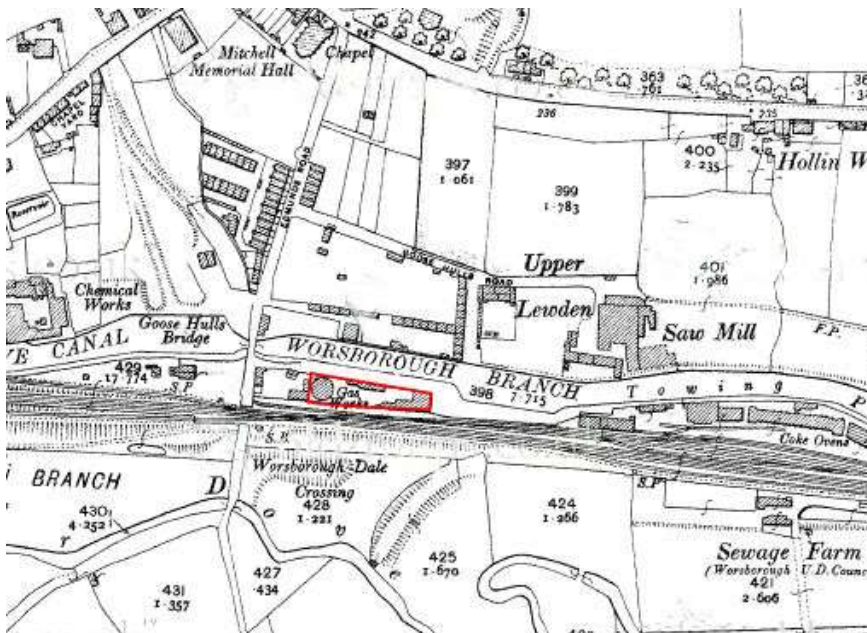


Deed Plan



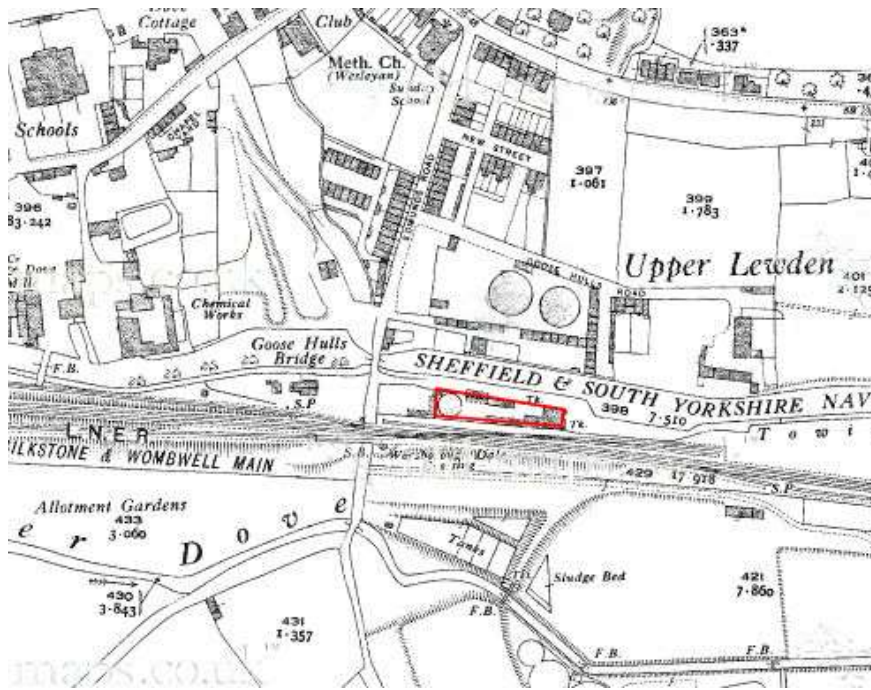
Ordnance Survey 1892

The site was occupied by the gas works, and sits between the Dearne and Dove Canal and the railway line



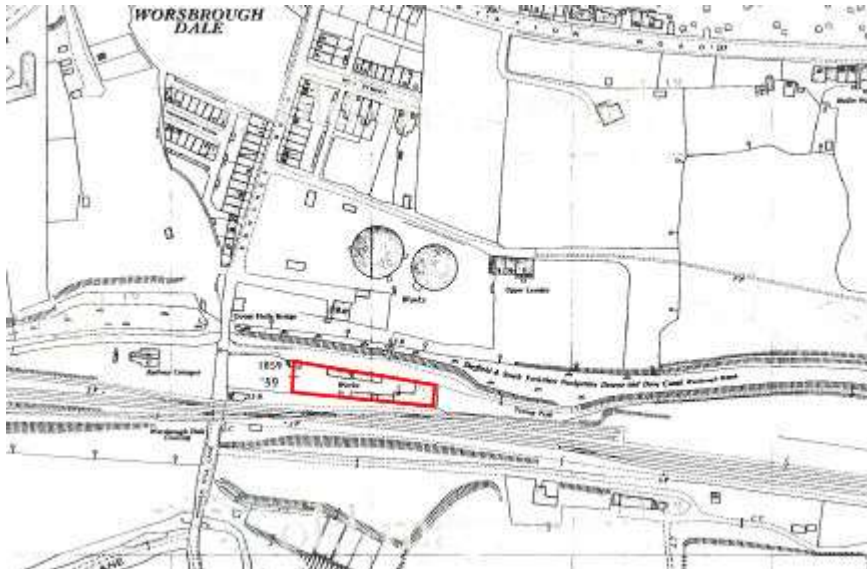
Ordnance Survey 1906

Between 1892 and 1906 the sewage works was constructed to the south of the site.



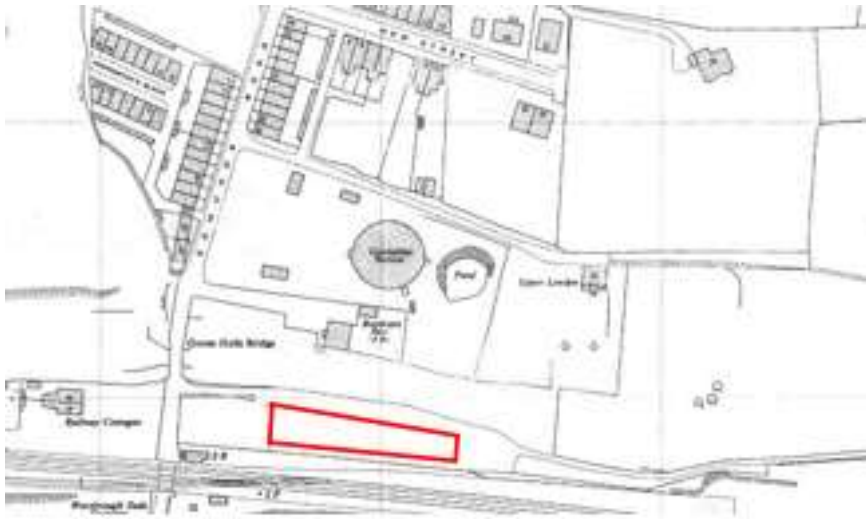
Ordnance Survey 1931

Between 1906 and 1931 the gas works was extended onto a separate site to the north.



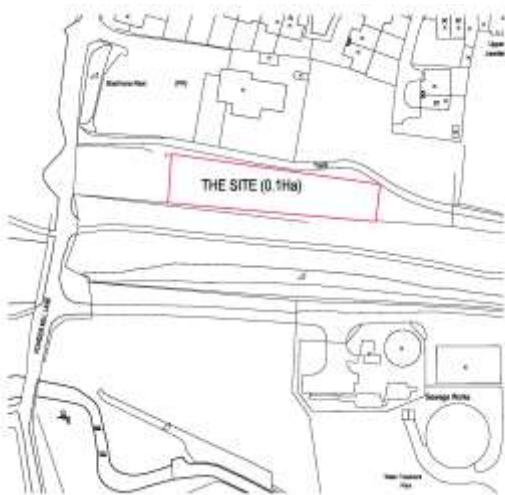
Ordnance Survey 1961

Between 1931 and 1961 the gas holder on the site was demolished.



Ordnance survey 1971

The site was cleared and the canal filled in between 1961 and 1971, in part becoming the car park for The Boatmans Rest.



Current Ordnance Survey Plan

The gas holder to the north of the site was demolished, and is replaced with housing development. The railway was closed with the Dove Valley Trail, a section of the Trans Pennine Trail, laid along its former route.

2 Planning History

Windle Cook Architects submitted an application for outline consent for residential development in 2008 under Application No. 2008/1094. That application was received positively by the Planning Department, however, a Type 1 environmental survey reported the potential for contamination from the gas works which formerly occupied the site. A Type 2 intrusive investigation was requested to establish the amount of contamination on the site resulting from its former use as it was thought probable that the site would not be economical to develop if the potential for contamination was realised. At that stage the application was withdrawn. That investigation has now been undertaken and has determined that

the level of contamination is not excessive and the site can be economically developed. The Report by ECUS will follow the submission.

3.Amount

The proposals are for four 3 bed dormer bungalows each with a plan area of approx. 115sq.m . The site area is 0.1 hectares, giving a density of 40 dwellings per hectare.

4. Site Constraints

To the south of the site runs the East-West section of the Trans Pennine Trail which links Southport on the West Coast with Hornsea on the East Coast.

To the north, there is The Boatmans Rest Public House. This pub and it's car park are well screened by fences, walls and planting. The gable of the Pub is approximately 18m from the face of the proposed development , there are no habitable room windows to this gable. The site is approximately half a storey below the level of the public house, the proposed development will not over-dominate existing buildings.

5. Site Layout



Site Plan

The site has a right of access from the former tow path of the Sheffield and South Yorkshire Navigation, (originally the Dearne and Dove Canal). The tow path is approx. 4.1m wide, and widens out at its junction with Edmunds Road. It is currently stoned up, and will be resurfaced along its length as part of the development. It will remain as a private drive serving 4 dwellings.

The linear form of the proposed development results from the constraints of the site. The east west axis ensures the dwellings will have south facing private gardens, which will be in excess of 60m² required under UDP guidelines and generally level. The rear boundary fence will comprise a 1.2m timber panel

fence with a 0.6.m high trellis over, beyond which is a densely planted screen to the adjacent Trans Pennine Trail.

The frontage will remain open, with planted margins to the front of the dwellings to provide a green buffer. A change in materials for the driveways will break up the groundscape and define ownership.

The proposed dwellings face onto the former towpath, with the end dwelling, Plot 4, turned to face up the access road, providing a sense of termination. Parking is provided by detached garages (except for Plot 4) with additional parking in front. A turning area is provided within the site which will accommodate a fire engine/refuse lorry.



Access to Trans Pennine Trail East off Edmunds Road to the south of the site



Visibility North up Edmunds Road

The site is accessed from Edmunds Road. Visibility in the critical direction (north) is limited by a 1.0m high stone wall, fronted with 0.75m wide scrub margin. Access to The Boatmans Rest Public House is some 30m north of the site entrance. To the south Edmunds Road serves a Waste Water Treatment Plant, where vehicle access terminates. A footpath crosses the River Don, linking to Birdwell and Hoyland. Consequently vehicle traffic passing the site entrance will be very minimal- any vehicles using this part of Edmunds Road will generally be either accessing the site or the adjacent Waste Water Treatment Works.



Visibility South down Edmunds Road

There is a 1.2m wide scrub margin to the south and the ground falls away from the road giving good visibility. Edmunds Road narrows down from 6.0m above the site to 3.5m in front of it. Vehicle speeds will be restricted by this constraint. It is noted that the site on the opposite side of Edmunds Road is zoned for Urban Greenspace, and the land to the south is not proposed for development.

The proposed dwellings face onto the former towpath, with the end dwelling, Plot 4, turned to face up the access road, providing a sense of termination. Parking is provided by detached garages (except for Plot 4) with additional parking in front. A turning area is provided within the site which will accommodate a fire engine/refuse lorry.

The design of the proposed dormer bungalows is traditional with gabled pitched roofs of varying heights. A limited palette of materials in the design together with the hard landscape to the front of the dwellings will define it's character and give a sense of place.

The internal layout of the dwellings responds to the site constraints. At ground floor, principal rooms- Lounge and Kitchen/Dining- face south onto the private gardens and have large opening doors to maximize solar gain ,light and access.

Trees and Hedgerows

There are no significant trees, shrubs or hedgerows on the development site. The Trans Pennine Trail which runs along the southern boundary has a dense planted screen both sides. This is important as part of the local landscape character and natural habitat. The development is generally 5.0m away from these trees, with the single storey Garages and Plot 4 being closer. It is not considered that the development will have an adverse effect upon the trees, the site is set higher than the planted area, and new foundations will be taken to an appropriate depth to prevent the tree roots causing a problem to the development.

Worsborough WWTW



Access to WWTW

The site is approximately 70m north of the settlement tanks of Worsborough Waste Water Treatment works. The plant is small and is located approximately 10m below the site level and separated by a dense tree screen. BMBC have confirmed that there have been no complaints about noise, odour or flies associated with this plant in the last 5 years.

Sustainability

The site is on the edge of an established residential area which is well connected by public transport, and has local services and community facilities. It has easy access to open space for recreation, including the Trans Penine Trail.



The development will benefit from high levels of insulation required under current Building Regulations and be a well sealed structure. High efficiency heating systems will be installed alongside low energy lighting. The use of passive solar gain and active solar water heating may be incorporated in the design, benefiting from the southerly aspect. Exterior lighting will be PIR/dawn to dusk controlled.

Cycle storage could be accommodated as the garages are 6.5m deep internally, provision for clothes lines for drying of washing will be incorporated, and consideration given to rainwater harvesting from some of the roofs.

Rainwater generally will be taken to soakaway subject to a satisfactory percolation test.

Flood Risk Assessment.



The site is approximately 90m north of the River Don which runs in a narrow gorge well below the site level. The river is crossed by a bridge. Inspection of the Environment Agency Flood Map shows the site is not considered at risk from flooding.

Access Statement

The development sits on a very level site, and all houses will benefit from level access. A Part M compliant wc will be provided at the entrance storey. All dwellings have a large Hallway to assist maneuverability. All entrance and internal doors will achieve 775mm clear entrance width, internal corridors are min. 1.05m wide. Sockets and switches will be located at appropriate heights and consistently within the rooms throughout the development.

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