

Design and Access Statement

Proposed pair of semi- detached houses

Site between

Rockley Avenue and Hill Top Road

Birdwell

Barnsley

Site of former coop shop.

For

Varcarne Ltd and Hazelwood Developments

DESIGN

OUTLINE OF THE SITE

The site of approx 492 sq. metres currently has a previous coop retail outlet on the site. In more recent years this has been changed to a office/workshop, which is to be removed.

The site is a corner plot and has frontages to three sides, allowing the positioning of any dwellings to achieve aspects that would be well within SPG guidelines, being sited in a Housing Policy area.

Although there is pedestrian access to all the open sides of the site, vehicular access is via the Rockley Avenue side of the site. However it would not be detrimental whichever side of the site provided access.

The site lies within an established housing area. The properties in this area comprise of brick and tile built council or ex-council semi detached houses. With hipped roofs and render features to the front elevations.

SITE DEVELOPMENT POTENTIAL

The land as already mentioned could be developed in two ways, either by a higher density of dwelling in the form apartments or a density in keeping with the neighbourhood in the form of two dwellings. The latter is the preferred option for two main reasons. On this particular site anything greater than two storeys would not be in keeping with the street scene and therefore lead to a potentially detrimental scheme. Also the area does not lend itself economically to the formation of apartments. It is accepted the best aspect of the site is towards the 'point' of the site. Therefore it would be appropriate to have dwellings that keep a congruent look in the street scene. This could be achieved by a pair of semi-detached houses. The site is quite large and therefore would easily accommodate two semi detached dwellings offering an attractive elevation approaching the front corner of the site.

USE

The use of the site is already deemed residential according to the current U.D.P. being classed as housing Policy area. Therefore further uses have not been explored in this instance.

EFFECTS ON SURROUNDING PROPERTIES.

As the proposal is for domestic dwellings that are designed within local planning criteria, there would be no undue effect on neighbours, the neighbourhood as a whole or the neighbourhoods support services.

SCALE

The design of the proposed houses is of a traditional domestic scale and in keeping with sizes and proportions of properties in this area.

The material, shape and scale of windows and doors are of a scale that are in keeping with local properties.

LANDSCAPING

The existing site would be cleared and all current landscaping removed. The site is virtually flat and therefore little cutting or filling is required or intended. Upon completion garden areas will be simply laid to lawn with two feature / specimen trees to the front garden. The fence offering privacy to the rear gardens will allow a shrubbed area to the back of the footpath which would soften the boundary..

There will be 600mm high brick walling to the front gardens and 1600mm high brick pier and fence infill panels to the rear private gardens. It is envisaged that a picket fence to the side of the parking areas would provide a notional boundary and still offer the visibility from the rear windows for security purposes

ACCESS

The site will be accessed, both for vehicular and pedestrian by private drive at each side of the site. Each dwelling will have it's own private drive access, with a separate pedestrian access at each side as shown on the site plan. There are no special circumstances or requirements with regards to road layouts.

Access into and around the interior of the dwellings will provide movement that complies with standards as set out in current building regulations legislation. There will be no access constraints to ground floor living areas with regards social, ethnic and mobility positions. Access to the site will not prejudice any particular group in this case.

Public transport links in the area are good. There is a regular bus service accessed within a 100 metres of the site providing transport links with the major transport interchange. There is the Midland Mainline rail network accessed from nearby Barnsley railway station. The site lies within 1 mile of the M1 motorway

Local roads are in good repair and vehicular access to the site from main roads is very good.

Date 01-03-2011

Signed P. Dimelow