TOWN & COUNTRY PLANNING APPLICATION

for

STUDIO FLATS & GARAGES

on

LAND AT ST AUSTELL DRIVE
BARUGH GREEN
BARNSLEY

For

MR PETER GATES

DESIGN AND ACCESS STATEMENT

Prepared by

WHITE AGUS PARTNERSHIP

1 BACKGROUND

This Statement is in support of a Full Town & Country planning application for residential development comprising Studio Flats and Garages on land at St Austell Drive, Barugh Green, Barnsley

2 THE SITE

- The site lies within the administrative area of Barnsley. Barugh Green is approximately 5Km to the west of Barnsley town centre.



- The site is approximately 195 sq m and is situated within the settlement of Barugh Green on St Austell Drive off Higham Common Road



VIEW OF SITE FROM ST AUSTELL DRIVE

- The site was formerly occupied by six or so garages. These have removed except for the concrete bases. The site is currently derelict.
- The land lies at the end of a short cul-de-sac. within a residential area comprising mainly two storey, semi-detached dwellings with mansard roofs.



DWELLINGS ALONG ST AUSTELL DRIVE

- To the north of the site is a range of outbuildings, and an unmade access road leading to the rear garden areas along Barugh Green Road



VIEW TO PHOENIX INN SITE AND TERRACE PROPERTIES BEYOND

- To the east of the site is the Phoenix Inn Public House. The building is unoccupied and the areas to the rear of the building is unmade. The current

owner of the Phoenix Inn site has agreed with the residents of the terraced properties to the east to use the land to access the rear of their properties. Town & Country Planning approval has been granted for a mixed development on the Phoenix Inn site comprising shops and flats. This includes improvements to the parking arrangements for residents and some planting.

- To the north of the site, beyond Barugh Green Road is a sports field and children play area.
- To the west of the is the side garden area of 15 St Austell Drive
- The adopted highway abuts the site along the southern boundary with the side garden of 17 St Austell Drive beyond.
- Public transport links to Barnsley Town Centre are close by.
- The site lies within an established residential area that is zoned as housing policy on the UDP.
- The site is not identified by the Environment Agency as an area where flooding is a risk.
- The adjacent buildings are not listed and the site is not within a conservation area.
- Access to the site is from St Austell Drive.
- The site is situated within the heart of the village with amenities close by
- There are existing retail and service provision in the area. The following facilities are situated nearby, all within walking distance, predominantly along Barugh Green Road:-
  - Hot Food Takeaway
  - Hair Design Studio]Public Houses
  - Pharmacy
  - Small Supermarket
  - Electrical Wholesaler
  - Working Men's Club
- Barugh Green Primary School is situated close by on Higham Common Road.
- The site is highly accessible by a range of transport other than by private car, including busses and walking. There is a bus stop in close proximity to the site well served by a number of services. Bus services that stop provide links to Cawthorne, Higham, Darton, Kexborough, Mapplewell and Huddersfield as well as Barnsley Town Centre and transport interchange.
- Although there were formerly garages on the site, the remaining hard standing and parking are not associated with any other property and is available for development.
- The former garage doors are believed to have doors immediately adjacent the back edge of adopted highway.

3 THE PROPOSALS & DESIGN CONSIDERATIONS

The proposal is for four, one bedroom 'studio' flats with associated off steet parking.

The proposals have regard to the policies and proposals contained in the UDP particularly with regard to
Policy H8A
Policy H8D
SPG3 – Infill Development

Policy H8A
THE SCALE, LAYOUT, HEIGHT AND DESIGN OF ALL NEW DWELLINGS PROPOSED WITHIN THE EXISTING RESIDENTIAL AREAS MUST ENSURE THAT THE LIVING CONDITIONS AND OVERALL STANDARDS OF RESIDENTIAL AMENITY ARE PROVIDED OR MAINTAINED TO AN ACCEPTABLE LEVEL BOTH FOR NEW RESIDENTS AND THOSE EXISTING, PARTICULARLY IN RESPECT OF THE LEVELS OF MUTUAL PRIVACY, LANDSCAPING AND ACCESS ARRANGEMENTS.

The traditional two storey property proposed is compatible with the general context of residential properties in the locality. The separation distance to the existing dwellings are considered adequate. The windows to the front elevation do not overlook any private amenity areas. The siting of the building proposed will not cause unacceptable overshadowing, overlooking or loss of privacy.

The scale and appearance of the proposal was considered in the context of surrounding properties.

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.

An assessment of the proposals indicates that these criteria have been met with no harm caused to the local environment, amenities of residents or traffic problems.

In the context of the existing use of the site, and associated car parking, the redevelopment of the site will not result in harm or loss of amenity to the local environment or amenity of existing residents.

The size proposed for the dwellings is considered appropriate for the location when assessed in relation to other residential developments in the locality and market forces.

The orientation and aspect of the buildings has been designed with regard to separation from adjoining buildings, footways, highways, site topography and scale of surrounding features.

The size and location of openings has been determined with full regard to the scale of building, and orientation of accommodation.

The development has not been designed in isolation. Consideration has been given to buildings in the wider context and the impact of the proposals on views from surrounding properties, the highway and pedestrian routes.

The scheme has been designed with a view to providing visually attractive aspects from both traffic routes and pedestrian footways.

The layout of the development was governed by the location of the proposed access points, existing rights of way and separation distances to surrounding dwellings

Pedestrians will have good visibility along the length of the access roads to maximise the natural surveillance. Further, main windows from the proposed dwellings may be positioned to provide views over the access roads.

4 SOCIAL & ECONOMIC CONTEXT

Due to the modest scale of the development there will be no significant impact upon local services.

The site is situated in an area that requires investment to improve the standard of property and general amenity of the area in general. While it may be envisaged that a comprehensive redevelopment of the area as a whole would be ideal this is not a realistic option.

However this modest proposal would revitalise this small area.

5 ACCESS

The site was formerly used for private garages, isolated from the neighbouring properties and are likely have been for rental.

The former garage doors would have been close to or immediately adjacent the footway. In view of this the proposal for a single garage to serve each of the proposed studio flats with direct access from the highway is considered acceptable.

If each of the former six individual garages were occupied there was potential for a significant number of vehicular movements to and from the site. The proposed garages for use in conjunction with this modest development is considered appropriate. The existing footway crossings will be retained and modified as necessary.

The site is generally reasonably level and it is intended that approaches to the entrance doors will meet the requirements of Part M of the Building Regulations with regard to either a 'level' or 'ramped' approach from the footway and parking areas.

Entrance doors, and the internal layout of the flat will meet or exceed the requirements of all relevant provisions of the Building Regulations, Particularly regarding features and provisions to meet Part M requirements for disabled people and Part B in relation to fire and emergency escape and Part K regarding guarding of stairways and prevention of falling (particularly with regard to children).

6 ASSESMENT

The proposal is within an existing settlement, is brown field, and therefore complies with Local and National policies relating to residential development.

The development of the site will not impact on land safeguarded on the UDP for other purposes.

The development is within an existing settlement, close to existing amenities and public transport links.

Because the scheme is small in scale it will not impact on the community infrastructure, services or facilities.