Design and Access Statement
Proposed Detached House
Adj 7 Minster Way
Monk Bretton
Barnsley

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DESIGN

OUTLINE OF THE SITE

The site fronts onto Minster Way. The street is generally made up of detached, semi-detached dwellings, with private parking to the front of dwellings. The site is currently the side garden of an existing dwelling, however it is unique on the site as other dwellings don't have this large side garden. It is believed that this land was left to provide a footpath through the site when the estate was built, however this clearly never took place and the land sold with the property.

The total site area is 225sq/M and lies within an area designated by the local authority for housing development.

Previous pre-application advice, stated that redevelopment of the site would be appropriate for one dwelling with associated parking as it was in a designated housing policy area.

SITE DEVELOPMENT POTENTIAL

As the site is in a well established housing area, only housing use has been explored, as other uses would be considered detrimental to the existing neighbours.

USE

It has previously been established that housing use is most appropriate.

AMOUNT

The amount of development has been designed so that it reflects the density of those surrounding properties.

The size and scale of the dwelling is designed to be in keeping with those in the locality and within a size of dwelling that makes sale prices for the dwellings economically viable given the local real estate prices and local consumer housing requirements.

LAYOUT

The average width of the site is 8.7 metres. It will therefore comfortably accommodate an average dwelling. The depth of the plot is also generous by todays standards and will accommodate the dwelling and provide rear private amenity space of 91sqM. The garden area of the proposed dwelling is to the rear.

The siting of the dwelling has been considered to take into account minimum overlooking distances and these standards are comfortably met.
The aspects of the dwelling is designed to be front and rear facing to give outlook into the street scene and also from the main living room into the private amenity space. Having these aspects allows for adequate outlook into such areas so as to provide security to both the private and public spaces.

Parking is provided to the front of the site to give the minimal amount of disturbance to adjoining owners. This access reflects that of the other properties in the street, with parking space at the front. This allows for two parking spaces.
The dwelling is set in line with the front of the adjacent properties to give a look in keeping with the traditional local vernacular.

SCALE

The material, shape and scale of windows and doors have been chosen to match the traditional scale of those in the neighbourhood. The size of the proposed dwelling is also of a modest scale for dwellings in this street, as they match the characteristics of other properties in the street and nearby.

LANDSCAPING/AMENITY SPACE

There is no existing landscaping of the site of any valuable public interest. The main areas of the site are grass/lawn. There is to be retained.

Private amenity space (rear garden) is 91 sq/M or more.

No trees are proposed to be removed as a result of this proposal.

APPEARANCE

The dwelling is generally designed within the constraints of the existing dwellings in the area. However subtle elements in the design are employed to give the property a certain amount of individuality and identity.

ACCESS

Two car parking spaces are included to the dwelling.

The site will be accessed for pedestrian and vehicular traffic from Minster Way directly to the front of the house.

Access into and around the interior of the dwellings will provide movement that complies with standards as set out in current building regulations legislation part M. There will be no access constraints to 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 are numerous local bus services which can be accessed at nearby bus stops within 100m. The main bus station and railway station is within 5/10minutes minutes drive/bus to provide national public transport links. Road links are good, with the M1 within 10 minutes drive. Trans-pennine links are also available nearby for commuting to Manchester, Leeds and Sheffield.

Local roads are in good repair and vehicular access to the site from main roads is very good. No specific climatic disadvantages are envisaged due to seasonal conditions, as vehicular access is not detrimentally compromised in this way.

The following policy has been consulted in relation to this proposal, however this is not an exhaustive list.

Relevant sections of the Core Strategy within the
Local Development Framework.

Namely…

Sustainable Development
CSP1 Sustainable Development
The Location of Development
CSP3 The location of development
Meeting People's Needs
CSP27 The number of new homes to be built
CSP28 The distribution of new homes
CSP29 Affordable housing
CSP30 Housing Market Regeneration
Local Character
CSP35 The Historic Environment
Improving the Quality of Design
CSP38 Design
Green Infrastructure and biodiversity
CSP40 Green Infrastructure
CSP41 Protection of Green Belt
CSP42 Green Space
CSP43 Biodiversity and Geodiversity
CSP44 Landscape Character
Climate Change
CSP45 Climate change
CSP46 Flood risk
Waste and Recycling
CSP50 Waste and recycling

Date...12/04/19..... Signed.....A Cudworth...

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