Residential Development
Springfield Livery
Barnburgh Lane
Goldthorpe
Rotherham S63 9PG

August 2017
Ref 17.16
Version 03

Design and Access Statement

This statement has been prepared in support of an application for Outline Planning Permission for Residential Development. Details of Access, Layout and Scale are included but Appearance and Landscaping are to be Reserved Matters.

1.0 Proposals

Demolition of existing livery buildings and erection of 2No bungalows, alterations to access.

2.0 Assessment

The site is located on the south eastern outskirts of Goldthorpe to the south of Barnburgh Lane, set back 112m from the road. It is served by an existing access at the junction with Barnburgh Lane and an unmade track.

The application site has a total area of 0.35 Hectares a substantial part of which is the access road. The applicant owns paddock plans to the north and south of the site which is shown edged in blue on the Site Location Plan ref: OS1.

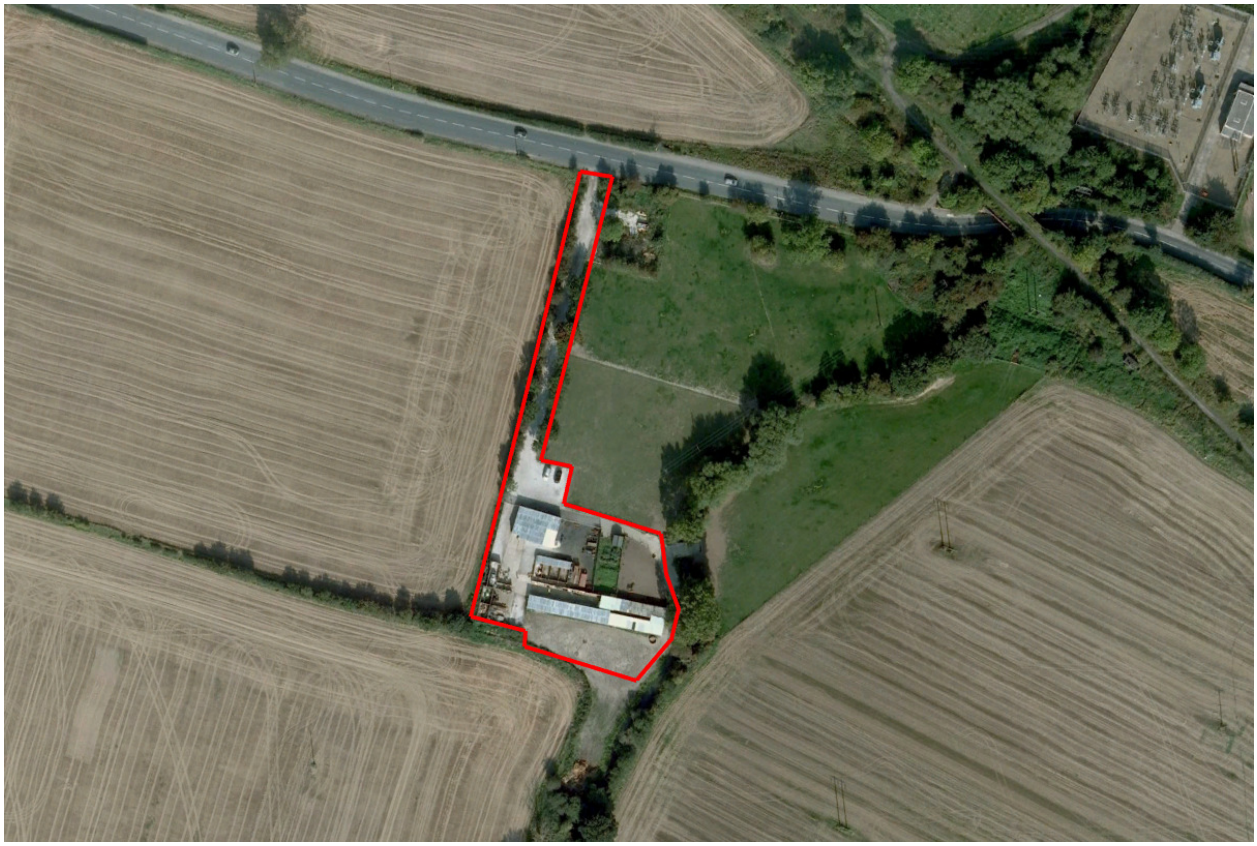


Fig 01. Aerial Photo with proposed development site edged red.

2.1 Physical Context

Block Plan ref: BP01 provides details of the existing buildings on the site and is supported by a Photographic Survey, both of which are included with the application documents.

- The site is currently in use as a livery business with a number of single storey buildings including an office, kitchen and machinery store; up to 17 stables some of which are used for storage; hay and feed stores.
- Existing buildings are built of brick with low pitched roofs in sheeting. The occupy the full width of the site when viewed from Barnburgh Lane.
- The majority of the space between the buildings is surfaced in concrete which is naturally draining.
- There is a stream to the eastern boundary and the remainder of the boundaries are defined by hedges and timber post and rail fencing.
- The site is relatively flat with no significant falls. There is a slight fall towards the eastern boundary.
- There are a number of trees located at the perimeter of the site. There is an avenue to the east of the access track and the remainder are located beyond the eastern boundary of the site. A Tree Survey has been prepared to assess any likely impact.

2.2 Planning

2.2.1 Allocation

The site is located within the Green Belt as identified on the Barnsley MBC Unitary Development Plan. The livery use is not agricultural and therefore it constitutes previously developed land within the Green Belt where change of use and replacement of existing buildings is appropriate.

A Planning Statement has been prepared in support of this application.

2.3 Site Constraints and Conditions

2.3.1 Contamination

The site has been discussed with John Scott, the councils contaminated land officer, and it was agreed that a Phase 1 Desk Top or Site Investigation would not be required as part of this application. The site is not close to land fill; it was previously undeveloped until the current buildings used as a livery do not present a particular risk to human health.

It is apparent that a number of existing buildings have fibre cement roofing and is it possible that this may contain asbestos. The site will require a Hazardous materials survey so that this can be assessed and handled appropriately as part of any redevelopment works. A walk over survey has not identified any potential contamination hot spots, there are no oil tanks or oil tank bases on the site.

2.3.2 Coal Mining Risk Assessment

The site is within a Development Risk Area as identified by the Coal Mining Risk Area Plans and therefore a Coal Mining Risk Assessment has been prepared and a copy is included with the application documents.

2.3.2 Drainage

Drainage from the existing buildings and hard surfaces discharges into the ground and ultimately into the stream along the eastern boundary. The site previously had a septic tank in the paddock to the north of the buildings although this was removed some years ago.

Surface Water drainage will be designed with due regard to SUDs; it is proposed that new roofs will be drained to soakaways located in gardens or land at the rear. Overall the area of hard surfaces will be significantly reduced. Soakaways will be subject to percolation tests to be carried out on site and details of soakaway tests and designs will be submitted to the council for approval prior to commencement.

Foul water drainage will be taken to a sewage treatment plant within the confines of the applicant's ownership and treated effluent will be discharged to the watercourse.

2.3.4 Flood Risk
There is a watercourse to the eastern boundary. The Environment Agency Flood Risk Maps indicate that the site is in a Flood Zone 1 with a low probability of flooding. The works will not create an increase in drained hard surfaces and will not lead to flooding issues elsewhere.

2.3.4 Ecology
The proposals include the demolition of a number of single storey buildings.

A Preliminary Ecological Assessment has been prepared and a copy is included as part of the application documents.

The report finds no evidence of protected species and suggests that providing a number of the mitigation options outlined there should be no significant impacts on nature conservation. The mitigation includes:

- Protect West Moor Dike from pollution during construction works and thereafter;
- Demolish existing buildings outside the bird breeding season; and
- Retain boundary hedges and trees;

2.3.5 Trees
There are a number of semi-mature trees and groups of trees located along the south eastern boundary and an avenue of trees and a hedge either side of the access track. A Tree Survey and Arboricultural Impact Assessment has been prepared to consider what effect the development might have on existing trees and hedges.

The report finds that trees and hedges are a mix of Category B and C. The proposed works are outside the root protection areas of the trees which are all to be retained. Some annual pruning of the avenue of trees and boundary hedge either side of the access drive is necessary to allow access for larger service vehicles but on the whole there is no negative impact on existing trees or hedges.

2.4 Social Context
The works have limited if any detrimental effect of the social context. They have a positive impact in allowing under-used land to provide high quality family homes which are in short supply and to help meet the councils needs for housing.

2.5 Economic Context
The impact upon economic context is limited however the works have the potential to provide full time employment for builders and tradespeople for the duration of the works.

3.0 Evaluation

3.1 Use

The site is previously developed land within the green belt and therefore suitable for change of use. Small scale residential development produces a low impact use in terms of its effect on the countryside and openness of the green belt. It results in limited traffic movements compared to the existing use as a livery with potential for up to 17 stables in commercial use.

We consider that change of use of the livery business to residential is therefore appropriate. Further supporting information is provided in the Planning Statement.

3.2 Amount

The site has a total area of 0.35 Hectares.

An existing layout plan ref: BP01 Block Plan has been prepared and identifies existing buildings on the site and provides floor areas. The plan is accompanied by a photographic record of the existing buildings. The total floor area of the existing buildings on site amounts to 520.8sqm.

The proposed layout is shown on drawing Ref BP02 and a copy is included with the application documents. The total floor area of proposed buildings amounts to 453.2sqm a reduction of 67.6sqm or 13% of the existing floor area.

The new buildings comprise two dormer bungalows with garages.

		Floor Area	Garage
• Plot 1	4 bed bungalow	185sqm	42.6sqm
• Plot 2	4 bed detached house	183sqm	42.6sqm

3.3 Layout

The layout is shown on the proposed Block Plan ref BP02. The existing access and driveway is used to provide access to the bungalows. It includes provision for service and emergency vehicles to enter and turn around on the site and serve two dwellings which will replace existing buildings on the site in a similar location.

New dwellings have been designed to take advantage of open south facing views to the rear. The site is relatively isolated and large garages are provided to securely accommodate two cars. There are no other dwellings or adjacent buildings that would be affected by the works.

Both bungalows have good sized gardens and are capable of providing more than adequate private amenity space in a location that will not impact upon the green belt.

3.3.1 Access

The existing access has been slightly repositioned so that it forms a perpendicular junction with Barnburgh Lane and allows 2.0x2.0m pedestrian intervisibility splays to be provided.

Barnburgh Lane is a single carriageway road which links Goldthorpe with Barnburgh. It has a width of 7.5m with 1.5m footpaths on both sides and is served with street lighting. A speed limit of 30 mph applies.

The existing access is located on a straight section of road providing good standards of visibility extending 2.0 x 75m to the west towards Goldthorpe and 2.0 x 85m to the east, with dimensions taken to the nearside tangent point of the road. Actual visibility is significantly greater due to the

geometry of Barnburgh Lane and visibility to the east extends to the former railway bridge at a distance of 135m where there is a change in direction of the road.

The existing access is surfaced in tarmac up to a distance of 5.0m back from the highway boundary. This will be re-aligned to allow for the pedestrian intervisibility splays to be provided and the surface will have a tarmac finish to a distance of 15 meters back from the highway boundary to prevent debris and loose stone being trafficked onto the highway. The remainder of the private drive is 3.5m wide and surfaced with crushed stone.

Ground levels are slightly lower in the site than Barnburgh Road and surface water will not discharge onto the highway.

The site can accommodate the requirements for turning of service vehicles adjacent to the new bungalow development and details of this are shown on drawing ref BP02. The area to be used for turning of service vehicles should be surfaced in tarmac.

Both proposed bungalows are shown with a double garage and external areas providing more than adequate parking and manoeuvring space.

The proposals to develop the site of a commercial livery with a small development of two detached bungalows will reduce traffic movements that use the existing access and the improvements to the alignment of the road and surfacing at the access will help to improve highways safety.

3.4 Scale

The existing buildings on the site are single storey and have flat or low pitched roofs. The existing workshop has a low pitched roof with an eaves height of 2.75m and a high point of 3.54m. The stables are around 2.45m to eaves with a ridge height of 2.7m.

The proposed dwellings are single storey with the potential to have some first floor accommodation within the roof space. They have a height to the eaves of 2.5m and 6.4m to the ridges.

The site is relatively flat and floor levels of the proposed bungalows need not be raised and will be located at natural ground levels. The site is enclosed with mature and semi-mature trees and hedges which make it difficult to see from any location and additional tree planting shown on the proposed plans would help to provide further green enclosure of the site.

Existing buildings occupy the full width of the site with no interruption when viewed from Barnburgh Lane. The proposed buildings although similarly located do allow an interruption of the built frontage which helps to reduce the impact upon openness, as does the reduction in overall footprint.

3.5 Landscaping

Landscaping is a Reserved Matter. The site has a number of semi-mature trees and hedges located around the perimeter. These are to be retained and the Block Plan shows indicative proposals for additional tree planting which will be the subject of a future planning application.

3.6 Appearance

Appearance is a Reserved Matter, however the indicative design drawings for one of the bungalows is included to illustrate scale and what we consider would be appropriate in terms of good quality design and use of materials.

4.0 Access

4.1 Sustainability
The site is located on the outskirts of Goldthorpe and is within walking and cycling distance to all local amenities. There are bus stops on Barnburgh Lane within 400m of the east of the site access travelling south towards Goldthorpe and Barnsley to the west and Barnburgh and Doncaster and Rotherham to the east. The site is considered to be in a sustainable location.

4.2 Inclusive Access
The gradient of the site is relatively flat. Footpath and road levels are unlikely to exceed 1 in 20 and independent for pedestrians and vehicles can be designed without the need for steps or ramps and at falls not exceeding 1 in 20 to make them suitable for wheelchair users.

4.3 Service Vehicles
Access and manoeuvring can be provided for private motor vehicles and a fire appliance. Refuse lorries are accommodated on site and turning facilities are illustrated on the proposed Block Plan ref: BP02.

5.0 Summary

- The proposals are for the replacement of existing buildings on a previously developed site with a reduced footprint and enhanced landscaping;
- they are capable of having a positive impact upon the openness of the green belt;
- they do not impact upon the five purposes given for including land within the green belt, as explored in the Planning Statement;
- the proposals represent good design in a sustainable location;
- there are no technical issues that would prevent the site from being developed;
- the proposals for single storey buildings is appropriate to the site and provides a type of housing which is much in demand.

The proposals are compliant with local and national planning policies and we look forward to receiving the councils support with regard to this application.



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